

The Cherwell Local Plan

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Submission

January 2014

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

Foreword

This is the Local Plan for Cherwell District. A plan with a clear purpose.

This is a plan which looks to the future and sets out our proposals to support the local economy and our communities over the next few decades.

This is also an exciting and ambitious plan to help maintain our high standard of living whilst at the same time promoting Cherwell District as a place to work and live.

It is a plan with ambition and aspiration. From helping local companies to expand, supporting new education and jobs investment, and pursuing high technology innovation and investment; to creating dynamic town centres, promoting tourism and seeking improved connections on rail and road. It is a plan born in recession, but which makes provision for a successful prosperous future.

It is a plan that also seeks to provide opportunities in those few areas of social disadvantage that exist in the District; one that sets out to improve the quality of life for all.

It is a plan which seeks to ensure that growth is targeted in the most sustainable locations. Our strategy is to focus housing growth on Bicester and Banbury, to maximise the investment opportunities in our towns, and to ensure that the level of development at our villages respects the character and beauty of our rural areas while meeting local needs.

This is a plan which recognises the need for limits to housing growth while enabling growth in locations where integration with existing communities is possible.

We will ensure that what we approve for development, whether commercial premises or housing, is of the highest design and building standards.

This is a plan which demonstrates a respect for the past and which seeks to preserve and enhance what makes Cherwell District special; our dynamic market towns, the 60 Conservation Areas, our beautiful villages and wonderful landscape.

This is a balanced plan, a plan which provides a firm foundation for our future prosperity.

Councillor Barry Wood

Leader of the Council

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Executive Summary

This Local Plan is an important document for Cherwell District. Upon adoption it will set out broadly how the district will grow and change in the period up to 2031. The Local Plan must set out the long term spatial vision for the District and contain policies to help deliver that vision.

This Executive Summary seeks to give an overview of the main policies in the Local Plan. It is important that the Plan is considered as a whole. There are three themes which link together; the economy we look to secure, the communities we build, and ensuring that the development required is sustainable. It is also crucial that the Plan's policies are read in detail to understand the strategy that the Council is putting forward.

The Plan has been prepared following a detailed examination of the needs and challenges facing our towns, villages and rural areas. It provides a proactive, positive set of policies to help our places thrive, to deliver essential and longer term infrastructure and achieve development that will improve the quality of life in the district. It has a clear focus on addressing the difficulties of economic recession and building on Cherwell's strengths to achieve positive outcomes for both urban and rural areas.

We are seeking to achieve sustainable economic growth. We wish to draw -in investment tailored to the current and future needs of the district and to Cherwell's social and economic position in Oxfordshire and the south-east Midlands. We are aiming to create jobs; to significantly boost housing supply in targeted, sustainable locations; to mitigate and adapt to climate change; to secure sustainable design; and to achieve net gains in biodiversity.

Structure of the Local Plan

The Local Plan is structured so that it sets out our priorities and policies clearly and separately for the whole of Cherwell, for Bicester, Banbury and Kidlington, and for our rural areas. It has five sections:

- Section A – 'Strategy for Development in Cherwell' considers Cherwell District as a whole. It includes a vision for the district, a spatial strategy and a series of key objectives.
- Section B – 'Policies for Development in Cherwell' sets out planning policies grouped around three themes:
 - Theme One: Developing a Sustainable Local Economy
 - Theme Two: Building Sustainable Communities
 - Theme Three: Ensuring Sustainable Development.
- Section C – 'Policies for Cherwell's Places' looks at different places within the district: Bicester, Banbury, Kidlington and our villages and rural areas. For each area it outlines how the three themes will be delivered and proposed strategic development sites for housing, employment and open space.
- Section D – 'The Infrastructure Delivery Plan' shows what new infrastructure and key facilities the Local Plan will secure.
- Section E – 'Monitoring Delivery of the Local Plan' sets out how delivery of the three policy themes, the objectives and strategic development sites of the Local Plan will be monitored and reviewed.

Vision, Strategy and Objectives

Underpinning the Local Plan is a vision and a spatial strategy for Cherwell District (Section Cherwell in 2031: Our Vision and Strategy). Our spatial strategy for how we manage the growth of the district can be summarised as:-

- Focusing the bulk of the proposed growth in and around Bicester and Banbury
- Limiting growth in our rural areas and directing it towards larger and more sustainable villages
- Aiming to strictly control development in open countryside.

There are then fifteen strategic objectives (see Section A 'Strategy for Development in Cherwell') and the policies which follow seek to meet these objectives.

The Policies in the Local Plan

The Local Plan contains a large number of policies that will be important in shaping the future development of the district. A few of the key policies are set out below.

Developing a Sustainable Local Economy

Securing the economic future of the District is the main priority of this Plan.

This is a Development Plan that has been developed in a recession. The plan recognises the challenges for achieving growth and employment generating development and the impact on local business. The Local Plan will be an important tool in assisting growth and in ensuring that the District is resilient and can weather the current storm.

The Local Plan seeks to ensure that there is a supply of employment land to meet the needs of the district for the plan period. Policy SLE 1: 'Employment Development' (Section B 'Policies for Development in Cherwell') seeks, as a general principle, to protect existing employment land and buildings. The Local Plan identifies eight strategic employment areas to meet employment needs over the plan period. These are:

Table 1 Strategic Employment Sites

Site	Employment Area (gross) (ha)	Policy no.	Section
Bicester			
North West Bicester Eco-Town	25.5 ⁽¹⁾	Bicester 1	C.2 'Bicester'
Graven Hill	26	Bicester 2	C.2 'Bicester'
Bicester Business Park	2917.5	Bicester 4	C.2 'Bicester'
Bicester Gateway	15	Bicester 10	C.2 'Bicester'
North East Bicester Business Park	8	Bicester 11	C.2 'Bicester'
South East Bicester	18	Bicester 12	C.2 'Bicester'
Banbury			
Land West of M40	24.5	Banbury 6	C.3 'Banbury'
Rural Areas			
Former RAF Upper Heyford	approx 120,000 sq.metres	Villages 5	C.5 ' Bicester -Our Villages and Rural Areas'

Site	Employment Area (gross) (ha)	Policy no.	Section
⁽¹⁾ Estimate. The precise area for employment uses at North West Bicester will be determined through a masterplan for the area. North West Bicester is anticipated to deliver land for about 1,800 jobs by 2031 (5,000 for the eco-development as a whole).			

Dynamic Town Centres

The Local Plan seeks to direct retail and other town centre appropriate development to the two town centres in the district ('Policy SLE 2: Securing Dynamic Town Centres'). [It also seeks to strengthen Kidlington Village Centre. The Plan](#) and sets the boundaries for the centres; Banbury ('Policies Bicester 5, yBanbury 7) and Strengthening Banbury Town Centre'), Bicester ('Policy Bicester 5: Strengthening Bicester Town Centre') and Kidlington (Policy Kidlington 2: 'Strengthening Kidlington Village Centre') It also identifies the following strategic allocations [in Bicester and Banbury:-](#)

Table 2 Proposed Strategic Town Centre Allocations

Site	Proposed Use	Area (ha)	Policy no.	Section
Bicester				
Bure Place Town Centre Redevelopment Phase 2	Shopping, Leisure	4 (Phase 1 & 2)	Bicester 6	C.2 'Bicester'
Banbury				
Land at Bolton Road	Retail/residential/mix	2	Banbury 8	C.3 'Banbury'
Spiceball Development Area	Refurbished Arts Centre, new library, public space, car parking, retail/mix	4.5	Banbury 9	C.3 'Banbury'

The [plan](#) also has proposals for supporting tourism, improving transport connections and addressing the challenge of High Speed Rail.

Building Sustainable Communities

The Plan seeks to boost significantly the supply of housing. Policy BSC 1 sets the overall distribution of development across the district.

The [former](#) South East Plan [previously](#) required the District to deliver 13,400 new homes across the district between 2006 and 2026 (670 per year). [In general accordance with 2008 and 2011 household projections,](#) the Local Plan retains this rate of delivery, adds a further 5 years to 2031, and provides for a total of 16,750 new homes. At 31 March 2012, some 2,898 homes had already been built including 1,376 at Banbury, 224 at Bicester and 1,298 in rural areas. The [Local Plan's housing strategy](#) [Plan](#) seeks to [support the development of Bicester's economy and help provide an improved range of services and facilities.](#) It responds to [particular problems of](#) under-delivery at Bicester and high levels of delivery in rural areas.

The Council identifies North West Bicester as a strategic allocation for Bicester ('Policy Bicester 1: North West Bicester Eco-Town') together with a major housing development at Graven Hill, Bicester ('Policy Bicester 2: Graven Hill') which will result in more housing distributed to Bicester than elsewhere in the District. As a consequence of this housing growth at Bicester, the Local Plan [limits](#) [reduces](#) the overall level of growth directed to the rural areas of the district.

The Plan includes a housing trajectory (within Section E) showing when new strategic sites are expected to be delivered and the expectations for the approved sites at Bankside, Banbury; South West Bicester (Phase 1); and former RAF Upper Heyford. The table below summarises the overall distribution of housing compared to recent South East Plan requirements.

Table 3 Overall Distribution of Housing in the Local Plan

	Previous South East Plan Requirement 2006 - 2026	Local Plan Requirement 2006 - 2031
Bicester	4,900 (245 dpa)	6,894 (276 dpa)
Banbury	4,800 (240 dpa)	5,954 (238 dpa)
Rest of Cherwell	3,700 (185 dpa)	3,902 (156 dpa)
Total	13,400 (670 dpa)	16,750 (670- dpa)

Locations for Community Growth:

Bicester and Banbury

Section C 'Policies for Cherwell's Places' of the Local Plan identifies the key strategic housing sites that will need to be developed to meet needs within Banbury and Bicester for the period up to 2031. Strategic sites are generally those that can accommodate over 400 homes. The Plan does not specifically identify all sites for new housing for the period up to 2031.

Through the evolution of the 'Eco-Town' project, Bicester is ~~working towards becoming a new 'Garden City' in the manner of Letchworth in Hertfordshire, a greener, more pleasant town in which to live, work and visit. A town which will~~ expanding to embrace both high environmental standards for ~~new~~the housing ~~which is built, and but which also~~ securing investment in creating a cutting edge economy based on major new employment sites.

Work on a Bicester Masterplan has been used to form a holistic town vision to help ensure the town develops in a coordinated, planned and integrated way. Other studies have ensured that the plan as a whole is based on up to date evidence and that we are taking account of the latest analysis of economic trends as we plan for the economy of the future.

The following sites are allocated to meet strategic housing needs for Bicester and Banbury to 2031.

Table 4 Proposed Strategic Housing Allocations in Bicester and Banbury 2012-2031

Site	Allocation to 2031	Policy no.
Bicester		
North West Bicester (Eco-Town)	1,793 ⁽¹⁾	Bicester 1
Graven Hill	1,900	Bicester 2
South West Bicester Phase 2	650	Bicester 3
South East Bicester	400	Bicester 12
Banbury		

Site	Allocation to 2031	Policy no.
Canalside	950	Banbury 1
Hardwick Farm, Southam Road	600	Banbury 2
West of Bretch Hill	400	Banbury 3
Bankside Phase 2	400	Banbury 4
North of Hanwell Fields	500	Banbury 5
⁽¹⁾ The total capacity of the North West Bicester eco-development is 5,000 homes. It is estimated that approximately 3,207 will be built after 2031		

⁽¹⁾ The total capacity of Graven Hill is 1,900 homes. It is estimated that 500 will be built after 2031.

The Villages and Rural Areas

Within the rural areas a substantial amount of housing has already been completed or approved. The Local Plan does not identify the specific sites where further rural housing will go. However, it does provide an additional allowance of some 398 homes (for sites of 10 or over) and identifies those villages to which development should be directed. This will help inform decisions on planning applications and the allocation of sites in the 'Local Neighbourhoods Development Plan Document' (DPD) or Neighbourhood Plans where applicable.

'Policy for Villages 2: Distributing Growth Across the Rural Areas' (Section C.5 'Our Villages and Rural Areas') identifies the 23 villages to which development will be directed. The policy does not propose a housing target for individual villages, but it does set a target that will need to be met by groupings of villages.

Table 5 Villages - Housing Allocation 2012-2031 (10 or more dwellings)

Villages	Total no.
Kidlington	50
Adderbury, Ambrosden, Chesterton, Deddington, Launton, Hook Norton	252
Arncott, Bletchington, Bloxham, Bodicote, Cropredy, Finmere, Fringford, Fritwell, Kirtlington, Middleton Stoney, Milcombe, Sibford Gower / Sibford Ferris, Steeple Aston, Weston-on-the-Green, Wroxton, Yarnton	96
Total	398

The Local Plan also includes a policy on village categorisation ('Policy Villages 1'). ~~'Village Categorisation' in Section C.5 Our Villages and Rural Areas~~. This sets out the approach that will be used to determine small, 'windfall' proposals for residential development ~~(for less than 10 dwellings)~~ that come forward within the built-up limits of villages. ~~These will typically, but not exclusively, be proposals for less than 10 dwellings.~~ The policy sets out the limitations to scale of development for each category of village. Smaller villages may only be suitable for infill housing, whilst larger villages may be able to accommodate minor development.

An exceptional scheme has already been approved to secure heritage conservation and environmental improvements at the Former RAF Upper Heyford airbase. This will result in the development of 761 new homes in addition to the 314 ex-military homes that already exist (see Policy ~~for Villages 5: 'Former RAF Upper Heyford'~~).

Affordable Housing

Affordable housing is housing for affordable / social rent or 'intermediate' housing such as shared ownership. 'Policy BSC 3: Affordable Housing' (Section B 'Policies for Development in Cherwell') sets out the approach for meeting affordable housing requirements. It sets out a percentage requirement for different parts of the district and a minimum threshold at which affordable housing would be required.

Table 6 Affordable Housing Policy as set out in Policy BSC3

	Requirement	Qualifying Threshold
Banbury & Bicester	30%	10 homes
Kidlington	35%	10 homes
Rural Areas	35%	3 homes

In meeting the need for affordable housing in rural areas, the Local Plan supports the use of 'rural exception sites' in appropriate cases. These are sites specifically identified for affordable housing in rural communities and which would not normally be permitted for housing. The Council's approach is set out in 'Policy for Villages 3 ~~in~~ : Rural Exception Sites' (Section Cc 'Policies for Cherwell's Places').

Ensuring Sustainable Development

The Local Plan contains a wide number of other strategic policies that will help build sustainable communities and ensure sustainable development. These include:-

Table 7 Supporting Strategic Policies

Subject	Policies	Section
Climate Change, Energy, Sustainable Construction and Flooding	ESD 1 - ESD 7	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Water Resources, Ecology and Biodiversity, Landscape	ESD 8 - ESD 13	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Green Belt and Green Boundaries to Growth	ESD 14 - ESD 15	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
The Built Environment	ESD 16	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Green Infrastructure	ESD 18	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Effective and Efficient Use of Land	BSC 2	B.2 'Theme Two: Policies for Building Sustainable Communities'
The Mix of Housing	BSC 4	B.2 'Theme Two: Policies for Building Sustainable Communities'

Subject	Policies	Section
Travelling Communities	BSC 6	B.2 'Theme Two: Policies for Building Sustainable Communities'
Meeting Educational Needs	BSC 7	B.2 'Theme Two: Policies for Building Sustainable Communities'
Providing Sport, Recreation and Community Facilities	BSC 10 - BSC 12	B.2 'Theme Two: Policies for Building Sustainable Communities'
Meeting the Needs for Cemeteries in Bicester	Bicester 9	C.2 'Bicester'

Ensuring Delivery

The Local Plan needs to be viable and deliverable and create the context for development management decisions to be taken in a positive way, for high quality development to be achieved on the ground and for enabling applications for sustainable development to be approved where possible.

The completion of an Infrastructure Delivery Plan (IDP) will provide confidence that critical infrastructure can be provided, that the Plan's development strategy is deliverable, and that the necessary social, physical and green infrastructure can be secured to support the planned development. The Local Plan includes provision for a range of key infrastructure such as schools, ~~new~~ strategic [highway improvements](#)~~roads~~, and 'green' infrastructure. The completed IDP will identify costs attributable to the proposed levels of growth, requirements of each type of growth, and consider how and when infrastructure should be provided having regard to the phasing of development and possible funding opportunities.

Section D 'The Infrastructure Delivery Plan' of the Plan currently includes a temporary IDP – a summary of key infrastructure requirements which will be superseded by the full IDP when finalised. The Plan also includes a monitoring framework (Section E 'Monitoring Delivery of the Local Plan') to ensure that Local Plan policies are being implemented and are achieving their aims.

1 Introduction to the Local Plan

1.1 This is the Local Plan for the Cherwell District.

1.2 The Local Plan is the key document which will guide the changing use of land in the District and define the purpose to which it is put in the future. It has three **central themes**:

- Theme One: ~~Securing economic development~~ Policies for Developing a Sustainable Local Economy
- Theme Two: Policies for Building Sustainable Communities; and
- Theme Three: ~~Policies for Ensuring Sustainable Development~~ Ensuring that all development is sustainable.

1.3 The Plan sets out the vision and strategy for the development of Cherwell through to 2031. It sets out why, where and how Cherwell will grow over the next 18 years.

1.4 It is a 'place shaping' document which defines where growth will occur and how our District will evolve, but which tightly focuses growth on our most sustainable locations.

1.5 It is a document that seeks to respond to a series of challenges which the District faces and to lock the key agencies into partnership for delivery over a long period of time.

1.6 The District faces some critical challenges over the next two decades including:

- Remaining economically competitive
- Ensuring housing growth only takes places in appropriate locations
- Avoiding sprawl and ensuring growth avoids adverse environmental impacts
- Ensuring the changing ~~patterns of~~ needs of the population are properly planned for
- Reducing the high cost of energy use
- Ensuring that infrastructure needs are met

1.7 The Local Plan is ~~therefore~~ not just a response to demand, but a powerful tool to meet those challenges, to shape growth in a planned way and so ensure a set of substantial gains over the long term for the benefit of the residents of the District.

1.8 By identifying key development areas for ~~sequenced~~ growth and change over the short, medium and long term, the ~~P~~plan shows to residents and business the level and rate of growth and change likely in these areas over time. This will give business and residents certainty about the shape of their communities in the future.

1.9 The ~~P~~plan centres on ~~Bicester and Banbury Market Towns~~ as the most sustainable locations for growth. It is a plan which seeks to strengthen the role of the towns as the centre of the local economy, set within a rural hinterland.

1.10 Maintaining and growing a successful economy requires growth as an inevitable outcome and brings with it many benefits, such as an increased labour force, economic development, increased investment, community development and infrastructure improvements.

1.11 Growth is a continuous process; an outcome of natural population increase (births and people living longer), patterns of migration, economic drivers and the changing needs of our community. District growth requires an effective strategy for its management, making the most of ~~positive~~ benefits and minimising potential negative outcomes.

1.12 Our Local Plan seeks to secure growth that is ‘balanced’ and ‘targeted’; growth that improves our places and the wider environment. In doing so, the Plan is clear on what we will support and what we will not.

1.13 The ~~p~~P~~lan~~ is policy driven, with a number of transformational steps proposed to secure:

- A productive, high value economy
- An excellent transport system
- Inclusive communities
- One community, not separate ones
- Quality urban, rural and natural environments
- Good quality design and masterplanning for new business and residential developments
- Clear limits to growth for both Banbury and Bicester.

1.14 The ~~P~~p~~lan~~ contains two sets of policies:

- Policies for development, which apply across the entire District (Section B ‘Policies for Development in Cherwell’).
- Policies for places, which focus development on a number of strategic locations (Section C ‘[Policies for Cherwell's Places](#)’).

The Role of the Local Plan

1.15 The Local Plan is the document which sets the long term strategic ‘spatial vision’ for a local authority area. It contains the strategic spatial framework and policies to help deliver that vision.

1.16 The Local Plan was previously referred to as the ‘Core Strategy’, the central document of a ‘Local Development Framework’ containing other local planning policy documents and guidance.

1.17 New legislation (the Localism (2011) Act) and regulations enable Councils to reintroduce the term ‘Local Plan’ and have changed some of the plan-making procedures including the introduction of ‘Neighbourhood Planning’. A new ‘National Planning Policy Framework’ (NPPF) has also been produced sweeping away over 1000 pages of guidance and allowing more scope for local interpretation of national policy. [New National Planning Practice Guidance \(NPPG\) is also being introduced.](#)

1.18 The Cherwell Local Plan takes into account these changes. It is a truly Local Plan which ensures that the NPPF’s priorities are met but in a way that meets Cherwell’s needs and challenges.

1.19 The Local Plan provides strategic planning policies and principles which support the wider economic priorities for Oxfordshire and the South East Midlands while also providing a foundation for local neighbourhoods to subsequently become involved in planning and shaping for their own areas should they so wish.

The Planning Context for the Local Plan

1.20 Although Cherwell District Council is the planning authority for Cherwell District, there is a framework of [European and national](#) legislation, national planning policy and guidance within which we must operate. The [Local Plan planning context for Cherwell District over the period to 2031](#) is heavily influenced by this context.

1.21 Until [25 March 2013](#) ~~very recently, the Local Plan~~ ~~local planning policy~~ was required to conform with a Regional Spatial Strategy (RSS) – the now revoked South East Plan. The RSS set a broad framework of policies for the whole South East region and, like the Local Plan, was prepared based on evidence, assessment of issues and options, public involvement and independent examination. ~~Importantly, Significantly,~~ it identified how much new housing should be provided within each authority from 2006 to 2026. All Local Plans or Development Plan Documents within the South East region were required to conform to the RSS at the time of their preparation.

1.22 The South East Plan ~~was therefore has been~~ central to preparing the Local Plan ~~up until the as it evolved from its early stages, to Examination in Public point of revocation and then to adoption in May 2009 and subsequent implementation.~~ - Conforming with the South East Plan's ~~housing requirements~~ objectively assessed need for housing was a key feature of both the Draft Core Strategy 2010 and the Proposed Submission Local Plan 2012 and the emerging South East Plan was important in shaping the Council's Options for Growth in 2008.

1.22a More recently it is the NPPF (published March 2012) that has guided completion of the Plan. The NPPF includes a presumption in favour of sustainable development, an emphasis on assessing needs locally, on working jointly with other authorities and on achieving economic growth. The Plan has been informed by the NPPF's twelve 'Core Planning Principles' including that planning be "...genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area..."

1.22b The influence of the NPPF and the revocation of the South East Plan can be seen in the Plan's clearer focus on delivering economic growth, in its more place specific objectives, in the identification of more strategic housing and employment sites to meet growth needs, and in the shaping of policies for a positive approach to development while protecting important local assets (for example, through the identification of green boundaries to growth).

1.22c Nevertheless, many of the conclusions arising from the process of producing the South East Plan remain valid. ~~†~~ The level of growth envisaged by the South East Plan (670 dwellings per annum) is broadly in line with household projections for the District; the priority for growth is at Bicester where there remains a need to maximise the benefits accruing from its location, including for high value and knowledge-based business; the Green Belt north of Oxford needs to be maintained; Banbury is a Primary Regional Centre with an important role as a market town supporting its wider hinterland; and, there is a need to meet the local needs of our rural communities for small scale affordable housing, business and service development having regard to the changes to the rural economy and the need to maintain services.

1.23 ~~Although the South East Plan was recently revoked, it is appropriate that this Local Plan, prepared to respond to regional and sub-regional objectives, be completed and implemented to deliver the growth envisaged. The South East Plan's housing requirement for the District, 670 dwellings per annum, continues to be applied in the Local Plan to provide new homes at Bicester, Banbury, Kidlington and rural areas and to provide certainty in bringing forward new strategic development sites important for the social and economic well being of the District. Although the South East Plan covered the period to 202631, this Local Plan covers the period from 1 April 2006 to 31 March 2031. This is to ensure that at least a 15 years of housing supply can be provided post-adoption, as required by the National Planning Policy Framework, and to provide flexibility in phasing the delivery of strategic development sites and to allow a longer period for infrastructure planning.~~

The Structure of the Local Plan

1.24 This Local Plan is structured as follows:

Section A 'Strategy for Development in Cherwell':

1.25 This section considers the district as a whole and sets the context for the rest of the document. It includes the following:-

- A vision and spatial strategy for Cherwell District up to 2031
- A series of key objectives which will set out how this vision and strategy are to be realised.

Section B 'Policies for Development in Cherwell':

1.26 This section details a series of planning policies which stem from the objectives described in Section A grouped under three themes:

- Developing a Sustainable Local Economy
- Building Sustainable Communities
- Ensuring Sustainable Development

Section C 'Policies for Cherwell's Places':

1.27 This section looks in detail at different parts of the district and sets out objectives and policies for these areas. It includes allocations of sites that the Council considers to be of strategic importance to delivering our overall development strategy for the district. This section includes:

- C.1 Introduction
- C.2 Bicester
- C.3 Banbury
- C.4 Kidlington
- C.5 Our Villages and Rural Areas

Section D 'The Infrastructure Delivery Plan':

1.28 This section considers how the Local Plan will be delivered. It shows the key infrastructure that will be needed to support our communities over the next few years and how we can ensure that the infrastructure needed to support new development will be properly provided.

Section E 'Monitoring Delivery of the Local Plan':

1.29 We need to make sure that we have proper systems in place to measure our success in achieving the objectives we have set in the Local Plan. This section shows how we propose to monitor this.

How the Local Plan has been Prepared

1.30 Producing our Local Plan has involved various stages of preparation and consultation, beginning in 2005. A number of documents have been produced, and these, together with other technical and background reports, have been referenced in Appendix 3 'Evidence Base'.

1.31 The emerging strategic issues for the Local Plan to focus on, and the options regarding how to tackle them, were presented in an Issues and Options Paper published for consultation between February and April 2006.

1.32 Consultees listed in the Council's Statement of Community Involvement, and other respondents to preliminary Plan correspondence, were invited to comment on the document. Representations received during this consultation can be viewed online.

1.33 We supplemented this early consultation with regular workshops held with Parish Councils, other expert organisations, and agents/developers. The regular workshops with Parish Councils introduced Parishes to the Local Plan, and provided a forum to explore potential policy approaches (initially focusing on village policy and the settlement hierarchy, and then issues such as employment and tourism, affordable housing, design, and village boundaries). Stakeholder workshops were also undertaken to inform the Sustainability Appraisal – to 'test' certain options, making use of the local knowledge of experts and organisations in environmental, social and economic fields. Workshops were also held specifically on the 'Directions of Growth' – identifying the locations for development. Separate workshops were held for Parish Councils, 'experts' and agents/developers.

1.34 The evidence gained through these consultation exercises was intended to inform the next 'Preferred Options' stage. However the Regulations guiding the production of the Plans were amended in June 2008 and a specific 'Preferred Options' stage was removed.

1.35 The new Regulations and accompanying guidance instead focused on more continuous consultation and evidence gathering throughout the generation and consideration of options, to ensure that options pursued in the Local Plan are capable of being delivered. The Local Plan should be based on evaluation of the 'reasonable alternatives' and should be the most appropriate plan when considered against these alternatives. The new guidance emphasised the collection of a robust evidence base, which should be relevant to local characteristics and as up to date as practical.

1.36 Recognising the need for a thorough evidence base, and the importance of up to date stakeholder involvement, in Autumn 2008 we undertook further consultation on what at that time was termed the 'Core Strategy' and potential 'Options for Growth' for the district (consulting on broad areas around Banbury and Bicester that we considered to be 'reasonable alternatives' for growth, suitable for further investigation).

1.37 After this 'Options for Growth' consultation, [the](#) focus turned to gathering further evidence on a range of issues. We commissioned a number of in-depth technical studies to provide the evidence needed to ensure the Local Plan is 'justified'.

1.38 In April 2008, two locations in Cherwell were shortlisted for consideration as [eEco-t](#)Towns – a site near Weston-on-the-Green (known as 'Weston Otmoor') and North West Bicester. In July 2009 we received confirmation that North West Bicester had been identified as a potential eco-town location, with around 5,000 new homes to be provided over the lifetime of that development.

1.39 The timescale for the Local Plan has also been influenced by the preparation and adoption (in 2009) of the now revoked South East Plan.

1.40 In February 2010 we published the Draft Core Strategy and consulted upon it. The results of that consultation [were used have informed the to further](#) develop [ment of these](#) Local Plan.

1.41 Following the election of a new Government in May 2010 major reform to the Planning system was introduced, including the Localism [Act](#) (2011)[Act](#), powers for the Government to revoke the RSS, and the introduction of simpler planning guidance through the National Planning Policy Framework (NPPF) which places a greater emphasis on securing sustainable growth. This plan responds to these reforms.

1.41a [The Council consulted upon the Proposed Submission Local Plan in August 2012 and Proposed Changes to the Proposed Submission Local Plan in March 2013. The responses received have informed the Submission Local Plan.](#)

Sustainability Appraisal

1.42 Sustainability Appraisal (SA) is required to be undertaken in the preparation of all Development Plan Documents. An SA report [was has been](#) produced for public consultation to accompany the Local Plan. The purpose of SA is to ensure that the Local Plan proposes sustainable development. It has informed the objectives and [draft](#) policies of the Local Plan.

The Local Plan and the Sustainable Community Strategy

1.43 The Local Plan is not the only document that considers the issues facing communities in Cherwell district into the future. The 'Cherwell Sustainable Community Strategy' (SCS) has also been prepared as the top level guiding document for the Cherwell area. The SCS sets an overall strategic direction and long-term (until 2030) vision for the economic, social and environmental well-being of the area. It will ~~influence~~**determine** future policies and plans and it will be used to influence future funding.

1.44 There are important differences between the Local Plan and the SCS.

1.45 Unlike the Local Plan, the SCS is not prepared by the District Council but by the Cherwell Local Strategic Partnership of which the Council is a member.

1.46 The SCS considers a wide range of issues of importance to the community, many of which are not related to land-use planning. It therefore has a wider scope than the Local Plan. But while the processes of preparing the two documents are different, public engagement is central to both.

1.47 We have sought to ensure that the two documents are complementary. The SCS recognises the growth and development that will take place in the district and considers the implications of this for Cherwell's communities. The Local Plan seeks to address the wider needs and aspirations of communities as expressed in the SCS.

1.48 The Cherwell Local Strategic Partnership published the draft SCS in July 2009, and carried out a public consultation on this document until October 2009. In November 2009, the Council adopted a revised SCS "Our District, Our Future".

1.49 The Council has sought to ensure that there is a strong link between the two documents, which can be seen in several ways:

- Both the proposed spatial vision for the Local Plan and its objectives draw from those prepared for the SCS
- The level of growth and development that is anticipated in the district is fully reflected in the SCS, in particular through the "Future Challenges" section of that document
- The four key "ambitions" within the SCS reflect the challenges posed by this growth. Within each of these are contained objectives, many of which are reflected in the policies of the Local Plan.

Duty to Cooperate

1.49a The Council has a legal 'Duty to Co-operate' with other local planning authorities and other prescribed bodies when it undertakes certain activities, including the preparation of development plan documents, activities that can reasonably be considered to prepare the way for such preparation and activities that support such preparation so far as they relate to a strategic matter. The reason is to maximise the effectiveness of those activities. The Council is required to "to engage constructively, actively and on an on-going basis" in respect of the activities that are subject to the Duty.

1.49b The NPPF makes clear that the Duty particularly relates to the strategic priorities of Local Plans:

- the homes and jobs needed in the area
- the provision of retail, leisure and other commercial development
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat);

- the provision of health, security, community and cultural infrastructure and other local facilities; and
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.49c Local planning authorities should:

- work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans
- undertake joint working on areas of common interest for the mutual benefit of neighbouring authorities
- work together to meet development requirements which cannot wholly be met within their own areas
- consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans
- take account of different geographic areas, including travel-to-work areas, and ensure cooperation between county and district authorities on relevant issues
- work collaboratively to enable delivery of sustainable economic growth in consultation with Local Enterprise Partnerships and Local Nature Partnerships
- work collaboratively with private sector bodies, utility and infrastructure providers.

1.49d On-going and constructive engagement with neighbouring authorities and relevant organisations has taken place since work on the Local Plan began. The Council benefits from possessing a series of very well developed, interlocking relationships with neighbouring Councils and a particularly close engagement with Oxfordshire County Council and South Northamptonshire District Council. Through the various forums, regular debate and coordination takes place on strategic planning, growth strategies, transport and economic development issues facing the sub-region, county, and district, and in relation to its neighbours.

1.49e A 'Statement of Compliance with the Duty to Cooperate' supports the Local Plan. Key areas of cooperation include:

- involvement in both the Oxfordshire Local Enterprise Partnership and the South East Midlands Local Enterprise Partnership
- joint working and collaboration through the Strategic Planning and Infrastructure Partnership (SPIP) supported by the Oxfordshire Planning Policy Officers group (OPPO)
- involvement of the Local Strategic Partnership in developing the Local Plan
- development and maintenance of a county Local Investment Plan
- joint working and on-going liaison with Oxfordshire County Council on Local Plan issues and place-shaping
- joint working on Bicester and Banbury Masterplans, Kidlington Framework Masterplan, Gypsies and Traveller housing needs, flood risk and transport
- Parish and Town Council involvement in developing the Local Plan vision and aims
- Close working with the Defence Infrastructure Organisation
- liaison with adjoining authorities and service providers

- [liaison with Bicester Vision and Chambers of Commerce](#)
- [involvement in the Oxfordshire Green Infrastructure Strategy produced by the Oxfordshire Local Nature Partnership.](#)

[1.49f](#) Such cooperation has helped shape the Local Plan, for example in understanding the growth needs of Bicester, the opportunities associated with strategic investment in the railways, the need for regeneration in central Banbury, strategic highway issues, the re-alignment of the national logistic needs of the military, and the environmental priorities for the future.

[1.49g](#) The Council will continue to work with neighbouring authorities and others on planning issues which cross administrative boundaries.

Other Policy Links and Additional Local Policy Guidance

1.50 The Local Plan draws on a number of other documents including:

- [The Cherwell Council's own Strategies](#) such as the Economic Development Strategy, Housing Strategy and Conservation and Urban Design Strategy
- Specific evidence and studies commissioned for the preparation of the Local Plan
- An [evolving](#) Infrastructure Delivery Plan.

1.51 Together with the strategy, policies and guidance for strategic development areas in the Local Plan there will be [other non-strategic policy and](#) comprehensive guidance on the development that will be permitted in the District, what it should contain, how it should be designed, the matters that will need to be addressed and where it may be located.

1.52 The additional [policy and](#) guidance ~~on particular issues and places~~ will include:

- A Development Management DPD – to [assist the preparation and consideration of planning applications cover Development Control matters](#)
- A Local Neighbourhoods DPD – to [identify cover](#) smaller (non-strategic) sites in the urban and rural areas [and provide linkages to Neighbourhood Planning](#)
- Bolton Road SPD
- Canalside SPD
- [Spiceball Development Area SPD](#)
- Sustainable Buildings in Cherwell SPD ~~to cover design and regulatory guidance matters~~
- Bicester Masterplan SPD
- Banbury Masterplan SPD
- [Kidlington Framework Masterplan:](#)

What Does the Plan Do?

1.53 The detail of the Cherwell Local Plan is set out in the following sections. In summary, it ~~achieves the following:~~

- Sets out clear ambitions for the District and the two towns in particular
- Provides certainty for communities and developers as to what will /can be developed and where
- Focuses growth at Bicester [and to a lesser extent at Banbury](#)
- [Seeks to strengthen Kidlington's economic role](#)
- Proposes sustainable levels of growth at the villages and has regard to the need to protect the character of our rural areas

- Ensures that the main focus of the plan is strengthening the local economy, job creation, inward investment and company growth, as well as building cohesive together with what sort of communities we wish to build
- Creates a major platform to help deliver economic development in a recession
- Strengthens the tTown cCentres at the heart of the District
- Secures infrastructure such as new rail and road investment
- Avoids the coalescence of towns and with villages, by introducing new green buffers at the edges s of Bicester and Banbury of the towns
- Takes permissions and what has been constructed into account
- Emphasises high environmental standards and design quality
- Protects, enhances and realises the potential of the Oxford Canal
- Promotes area renewal and regeneration in Banbury
- Supports innovation such as Community Self Build
- Addresses planning reforms.

1.54 We consider this to be a deliverable plan and one that will secure a sustainable economy for Cherwell over the next two decades.

A Strategy for Development in Cherwell

A.1 A key role for the Local Plan is to set out the strategy for how Cherwell District will develop over the period to 2031. This strategy needs to be a “spatial strategy” – setting out how much the district will grow, broadly where this growth will take place and how the growth will be delivered.

A.2 Underpinning this strategy is a vision for our district. We need to understand what we want Cherwell District to be like in 2031. What values and principles will shape our planning decisions?

A.3 This vision should be distinctive to our local area, and it must be realistic and achievable. Importantly, it should relate to other vision statements made by Cherwell District Council and others. Local people need to be confident that the various public bodies responsible for planning the future growth of the district have the same overall vision for Cherwell District.

Cherwell in 2031

A.4 The purpose of a vision statement is to set out an image of the future that we are seeking to create. What type of place do we want Cherwell District to be in 2031? What values and principles should underpin our Local Plan?

A.5 In identifying these issues, we have reviewed national, regional and local strategies, policies, and priorities; we have examined information which helps us understand the 'health' of Cherwell's economy, its communities and its environment and which highlights its opportunities and constraints; we have commissioned or produced new evidence on key topic areas such as flood risk, affordable housing and transport.

A.6 In defining our vision statement, we are mindful that other vision statements have already been prepared by other bodies [and by the Council in earlier documents](#), and our statement must draw on these as appropriate. These [include](#):

- [The vision for the South East of England contained in the now revoked South East Plan](#)
- The vision for Oxfordshire 2030, prepared by the Oxfordshire Partnership
- The vision for Cherwell District contained in the Sustainable Community Strategy and prepared by the Cherwell Community Planning Partnership
- The draft vision for the LDF contained in the Issues & Options paper in 2006
- The draft vision for the Core Strategy in February 2010.
- [The draft vision for the Proposed Submission Local Plan August 2012 and Proposed Changes to the Proposed Submission Local Plan March 2013.](#)

A.7 In the light of these, our vision for Cherwell District is as follows:

Our Vision for Cherwell District

A.8 By 2031, Cherwell District will be an area where all residents enjoy a good quality of life. It will be more prosperous than it is today. Those who live and work here will be happier, healthier and feel safer.

A.9 For this to happen:

- We will **develop a sustainable economy** that is vibrant and diverse with good transport links and sound infrastructure, supported by excellent educational facilities. Our economy will grow to provide more diverse employment for our increasing population and reduce the need for our residents to travel outside the district for work.

- We will maintain and improve the **vitality of our town centres** as accessible economic, cultural and social hubs, offering improved leisure and shopping facilities as well as a diverse and vibrant evening economy.
- We will support a stronger, sustainable **rural economy** that is more diverse and not reliant entirely on agriculture. Our villages will be “lived in” as well as “slept in”.
- We will **improve road, rail and public transport links** and provide increased access to services and facilities to cater for the needs of the District. In particular, we will focus on measures aimed at managing road congestion, improving public transport and improving access to town centres and other shops and services.
- We will **build sustainable communities** by facing the challenges of a growing and an ageing population and ensuring that the settlements of Banbury, Bicester and Kidlington, along with the rural areas offer a high quality of life and meet the needs of all sections of the population.
- We will ensure that Cherwell can offer its communities a range and choice of **good quality, market and affordable housing**.
- We will ensure that by careful and timely investment in our **social and physical infrastructure**, people have convenient access to health, education, open space, [sport](#) and recreational activities when they need it. We will seek to address inequalities in health, and aim to maximise well-being [maximised](#). Poverty and social exclusion will be reduced.
- We will cherish protect and enhance our [distinctive natural and built environment](#) and our [rich historic heritage](#). Cherwell will maintain its rural character where its landscapes, its vast range of natural and built heritage and its market towns define its distinctiveness.
- We will protect our **natural resources**, embracing environmental technologies and adapting our behaviour to meet the global challenge of climate change. We will promote the use of alternative energy sources where appropriate and reduce the impact of development on the natural environment, including seeking to minimise flood risk.

The Spatial Strategy for Cherwell District

A.10 Implementing the vision for Cherwell District to 2031 [will be](#) through a spatial strategy which enables us to make decisions about the direction and nature of development.

A.11 Our spatial strategy for Cherwell District is as follows:

- Most of the growth in the district will be directed to locations within or immediately adjoining the main towns of Banbury and Bicester
 - Bicester will continue to grow as the main location for development within the district within the context of wider drivers for growth
 - Banbury will continue to grow, albeit to a lesser extent than Bicester, in accordance with its status as a market town with a rural hinterland
- Away from the two towns, the major single location for growth will be at the former RAF Upper Heyford base which will deliver over 760 homes in accordance with its planning permission
- [Kidlington's centre will be strengthened and its important economic role will be widened](#). Economic development [will be supported](#) close to the airport [and nearby at Begbroke Science Park](#). [at Kidlington will be supported but there will be no strategic significant housing growth at Kidlington but other housing opportunities will be provided](#).
- Growth across the rest of the district will be much more limited and will focus on meeting local community and business needs. It will be directed towards the larger and more sustainable

- villages within the district which offer a wider range of services and are well connected to major urban areas, particularly by public transport
- Development in the open countryside will be strictly controlled. In the south of the district, the existing Green Belt will be maintained, though a small scale local review of the Green Belt will be conducted to accommodate identified employment needs. In the north west of the district, the small area lying within the Cotswolds Area of Outstanding Natural Beauty will similarly be protected

Getting There - Our Strategic Objectives

A.12 To achieve the vision we have set out to address the key issues that Cherwell faces, we have established a set of objectives for our themes of developing a sustainable local economy, building sustainable communities and ensuring sustainable development. These objectives steer our policy making for the district as a whole. These have been formed through discussions with partners such as Oxfordshire County Council.

Challenges and Objectives for Developing a Sustainable Local Economy

A.13 Cherwell is a relatively prosperous area with some areas of deprivation. It has high levels of employment, high dependence on manufacturing, a relatively low skills and education base, and workplace earnings below the regional level. There remains a lack of diversity in the local economy, ~~but between 1998 and 2008~~ the level of employment in manufacturing fell ~~by 4% from 28.9% to 14.1%~~ as growth in other sectors occurred, particularly in distribution, hotels and restaurants. High employment rates were maintained through this change but the recent economic downturn has ~~been begun to challenge this~~.

A.14 Cherwell's key challenges to achieving a sustainable local economy are:

- The 'knowledge economy' needs to grow
- New employment sites are needed to meet modern business needs
- There is a need to make more efficient use of existing employment areas by prioritising the use of existing sites
- Improving our urban centres and existing employment areas to retain and attract business
- There is a need to adapt to the changing rural economy and to provide more employment opportunities and potentially suitable employment sites in rural areas
- Relatively large numbers of people in Cherwell are without qualifications and basic skills; the level of education and training needs to improve
- Pockets of multiple deprivation in the district
- ~~An increase in the number of residents seeking Job Seeker Allowance and National Insurance Credits in 2008/09 as a result of economic downturn – a faster increase than other Oxfordshire districts (Living in Cherwell, 2009).~~
- The average weekly wage is lower than the South East average
- ~~The claimant count rose, particularly in Banbury, in 2009 as a result of the economic downturn. In 2012 it was about twice the level it was in 2008~~
- Insufficient diversity in the local economy
- Overdependence on a declining number of manufacturing jobs
- The need to respond to a growing and ageing population

A.15 The central theme of our Economic Development Strategy (2011-2016) is the creation of 'economic resilience' by combining the resources of the private, social and public sector partners. The ~~s~~Strategy seeks to continuously develop our local economy to ensure it remains internationally competitive, to enable the creation of jobs and prosperity now and for the future and to create a more diverse economy. It highlights the unique opportunity arising through the Bicester eco-town project ~~(which is currently evolving into a 'Garden City'~~

scheme) and recognises that the development of 'green' infrastructure, skills and technology will allow Bicester and the wider district to become more attractive for innovative business investment and the creation of 'higher value' employment opportunities.

A.16 Leadership on developing a 'Low Carbon' economy will involve the development of 'green technologies' and 'green knowledge' around existing and new employers, sectors and clusters. The Strategy seeks to support industry in developing alternative energy sources and maximising the opportunities within engineering and construction to develop practical solutions to mitigate the impact of climate change and secure competitive, green business practice. This includes increasing the capacity to design, build or upgrade existing infrastructure so that it does not contribute to climate change. It also means protecting the environment and enhancing bio-diversity which will help also be a considerable attraction for sustainable business investment by businesses and for the visitors economy.

A.17 The Sustainable Community Strategy emphasises the need to develop a diverse and resilient industrial base and an appropriately skilled workforce. It highlights the importance of supporting people in gaining the skills and flexibility to access local jobs and of attracting new businesses into the area which, in turn, will encourage our younger population to stay or return.

Our Strategic Objectives for Developing a Sustainable Local Economy

SO 1 To facilitate economic growth and employment and a more diverse local economy with an emphasis on attracting and developing higher technology industries

SO 2 To support the diversification of Cherwell's rural economy

SO 3 To help disadvantaged areas, support an increase in skills and innovation, improve the built environment and make Cherwell more attractive to business by supporting regeneration

SO 4 To maintain and enhance the vitality, viability, distinctiveness and safety of Cherwell's urban centres.

SO 5 To encourage sustainable tourism

Challenges and Objectives for Building Sustainable Communities

A.18 The Sustainable Community Strategy (SCS) states that communities within Cherwell are generally harmonious and healthy. People like where they live and have a strong allegiance to their town or village but are not necessarily attached to Cherwell as a whole. However, it emphasises that rapid population growth and development has diluted local identity and a sense of belonging.

A.19 The SCS highlights that support may particularly be needed by young people, older people, young families, people moving into the area from outside the UK and marginalised communities, for example people with disabilities or from black and minority ethnic backgrounds. It also points out that villages are being challenged by an erosion of the younger population, local employment and services. Housing is identified as a big concern for Cherwell, particularly the shortage of social / affordable housing. Concerns are also highlighted about secondary education, rural isolation and anti-social behaviour, especially in town centres.

A.20 Some of Cherwell's key economic issues are also wider community issues: the need to address multiple deprivation; relatively large numbers of people without qualifications and basic skills; and the need to respond to a growing and ageing population.

A.21 Cherwell's other key challenges to building sustainable communities are:

- The need to make market housing more affordable - Cherwell is the most affordable district for housing in Oxfordshire, but in 2009⁹⁸ median house prices were still over 78 times median earnings
- The need to provide more family housing for newly forming households in rural areas
- The Council has been successful in the prevention of homelessness but it remains important to ensure an adequate supply of new housing for vulnerable households
- The need to meet the requirements of a relatively young population, particularly those aged 0 to 15 in urban areas
- Meeting the needs of an ageing population and those with special needs
- Child well-being in Cherwell which is well below the other rural districts in Oxfordshire
- Rates of claimants of health-related benefits in Cherwell are above the average for Oxfordshire but below the South East average with the exception of Attendance Allowance which is above the county and regional average. Cherwell has the highest number of adults between 18 and 64 with a serious physical disability compared to the rest of Oxfordshire (current total of 2,014 in 2008 rising to 2,193 by 2020). There are a further 7,108 people with moderate disabilities.
- The need to improve educational attainment
- The level of adult obesity is above the levels in other Oxfordshire districts
- The percentage of Cherwell residents participating in sport and active recreation is below other rural Oxfordshire districts but above regional and national averages
- The need to consider the implications of low depopulation population growth (and potential depopulation) in Kidlington (a fall of 2% between 2001 and 2009)
- The need to protect and enhance the identity of Cherwell's towns and villages, to maintain or create a sense of belonging and improve social cohesion
- Ensuring that the needs of a diverse Cherwell population are met, for example Cherwell has a relatively large Indian and Pakistani population compared to other rural districts in Oxfordshire
- A lack of affordable housing and the need to increase the proportion of the housing stock that comprises social housing.

A.22 The community priorities of the Sustainable Community Strategy include creating safe, strong and vibrant communities, reducing inequality and addressing deprivation and adapting to an ageing population. It aims for thriving communities where everyone, regardless of their personal circumstances, feels safe in their homes and welcome in their neighbourhoods, where older people are able to live independently and where younger people have skills, opportunities and high aspirations.

Our Strategic Objectives for Building Sustainable Communities

SO 6 To accommodate new development so that it maintains or enhances the local identity of Cherwell's settlements and the functions they perform

SO 7 To meet the housing needs of all sections of Cherwell's communities, particularly the need to house an ageing population and to meet the identified needs of Gypsies and Travellers and Travelling Showpeople, in a way that creates sustainable, inclusive and mixed communities

SO 8 To improve the affordability of housing in Cherwell and to provide social rented and intermediate housing to meet identified needs whilst ensuring the viability of housing development and a reliable supply of new homes

SO 9 To improve the availability of housing to newly forming households in rural areas

SO 10 To provide sufficient accessible, good quality services, facilities and infrastructure including green infrastructure, to meet health, education, transport, open space, sport, recreation, cultural, social and other community needs, reducing social exclusion and poverty, addressing inequalities in health, and maximising well-being.

Challenges and Objectives for Ensuring Sustainable Development

A.23 Like many areas in the South East, Cherwell has seen rapid post-war development. In terms of population, Banbury is over twice the size it was in 1951. Bicester is seven times the size. The construction of the M40 motorway through the district in the early 1990s had an enormous impact on the economic attraction of Cherwell and on relieving traffic congestion, but has also brought negative change in terms of the amount of traffic that travels through the district and with regard to the impact on the landscape and on air quality.

A.24 A relatively high level of growth is expected to continue in Cherwell ~~which~~ places pressure on Cherwell's natural resources, on maintaining the quality of its built and natural environment, on maintaining and enhancing its biodiversity, and on ensuring that Cherwell is an attractive place to live and work. Climate change and the need to manage resources such as water and waste more responsibly compound these long-standing existing environmental challenges and are creating new issues such as the need to reduce carbon dioxide emissions.

A.25 Cherwell's key challenges to ensuring sustainable development are:

- There is a need to maximise the opportunities to significantly cut carbon emissions. ~~-a~~ Although compared to other 'significant rural' districts, Cherwell has lower domestic carbon dioxide emissions per person, it has higher overall emissions per person due to more emissions from industrial and commercial activity
- A need to consider the effects of development on air quality, including in relation to the Air Quality Management Area (AQMA) in Banbury, ~~in relation to human health~~ and how development proposals can contribute towards improving air quality
- A need to ensure that contamination is addressed effectively on sites through re-development
- There is a need to maximise opportunities for the use of renewable energy, efficient buildings and for using resources such as energy and water more efficiently
- There is a need to reduce dependence on travel by car and to manage traffic congestion - between 1981 and 2001 the number of cars in Cherwell increased by over 34,700 (97%), over double the growth in households (46%); residents in our rural areas are particularly dependent on their cars and congestion hotspots include ~~junction~~ 9 of the M40, on the A34, in the centres of Banbury, Bicester and Kidlington at peak times and in villages with schools. Commuters in Cherwell travel relatively long distances to work.
- Maximise the opportunity to shift dependence from the car to sustainable modes of transport
- Cherwell is ranked very poorly on a national measure of geographical accessibility of services
- Water resources in Cherwell are limited and needs will continue to be met from outside the Cherwell catchment area
- Cherwell's rivers have been consistently assessed as poorer in chemical quality than rivers in other districts in Oxfordshire
- There is a need for a leap forward in sustainable design and construction in Cherwell
- There is a need to improve the quality of our built up environments and urban areas, to ensure that new development maintains or increases their ~~ir~~ distinctiveness and ~~to~~ improve the functioning of our towns and villages
- Cherwell's biodiversity needs to be protected and enhanced and measures need to be taken to ensure it is capable of adapting to a changing climate. There is need to support the management

of existing woodlands and wildlife sites and to identify new wildlife sites. The reduction in nesting and roosting sites is a particular concern.

- A need to cherish, preserve and enhance our distinctive natural and built environment and our rich historic heritage including listed buildings and conservation areas. There is a need to improve the built up environments of our urban areas, to ensure that new development maintains or increases distinctiveness and improves the functioning of our town and villages.
- Cherwell households have the lowest access to natural green space across the whole of the South East; 72% of households meet none of the Accessible Green Space requirements - a reflection of the low number of country parks and areas of common land in the district.

A.26 Cherwell's Environmental Strategy for a Changing Climate (2008) highlights the common need to improve energy efficiency, reduce carbon emissions, encourage the take-up of low carbon and renewable energy technologies, and reduce the need to travel and provide good access to public and other sustainable modes of transport. It notes the need to conserve water, to minimise flood risk, and to be resilient to the impacts of climate change.

A.27 Minimising pollution, protecting and enhancing wildlife habitats, conserving cultural heritage and natural resources and minimising waste and maximising recycling are also highlighted as priority areas. These aims reflect the environmental objectives of the Sustainable Community Strategy.

Our Strategic Objectives for Ensuring Sustainable Development

SO 11 To incorporate the principles of sustainable development in mitigating and adapting to climate change impacts including increasing local resource efficiency (particularly water efficiency), minimising carbon emissions, promoting decentralised and renewable or low carbon energy where appropriate and ensuring that the risk of flooding is not increased

SO 12 To focus development in Cherwell's sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages.

SO 13 To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility to services for people with impaired mobility.

SO 14 To create more sustainable communities by providing high quality, locally distinctive and well designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work and which contribute to the well-being of residents.

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.

Duty to Cooperate

~~The Council will continue to work with Neighbouring authorities and others on planning issues which cross administrative boundaries.~~

Presumption in Favour of Sustainable Development

A.27a The principles of 'sustainable development' are central to the planning system. The NPPF (para's 11-16) sets out what is meant by the "presumption in favour of sustainable development" and recommends that Policies in the Local Plan should follow this presumption.

A.27b The Framework recognises that sustainable development is about change for the better. It is about positive growth, making economic, environmental and social progress for this and future generations. To achieve sustainable development, economic, social and environmental gains should be sought jointly. They are mutually dependent.

A.27c In line with Government policy advice, the Council has adopted a positive approach in seeking to meet the objectively assessed development needs of the District. The policies in the Local Plan provide a clear framework to guide development that creates positive, sustainable growth, therefore following the presumption in favour of sustainable development, enabling proposals that accord with the Plan objectives to be approved without delay. This policy is therefore at the heart of decision making when assessing planning applications.

A.27d There may be instances where the Plan is silent or in future years, policies become out of date. To enable the Council to continue to take a sustainably positive approach to decision making, the applicant will need to assist by submitting evidence to demonstrate how the benefits of the proposal outweigh any adverse impacts.

A.27e The challenge here is to reconcile the need to deliver sufficient jobs and homes, supported by appropriate infrastructure to meet Cherwell's needs, whilst conserving the natural and built environment, minimising the need to travel and addressing climate change.

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 ~~jointly~~ 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) and, where relevant, with policies in neighbourhood plans~~ 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:-~~

- ~~a~~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
- ~~s~~Specific policies in the Framework indicate that development should be restricted.

B Policies for Development in Cherwell

B.1 Theme One: Policies for Developing a Sustainable Local Economy

Introduction

B.1 This plan aims to support sustainable economic growth in the [District](#). Creating a broad ranging, diverse and resilient economy is also a key ambition of the Cherwell Sustainable Community Strategy.

B.2 Increasing the economic competitiveness of Cherwell District is fundamental to providing employment opportunities to reduce the level of out commuting as well as reducing traffic congestion in the District and in neighbouring [districts](#) and so shifting to a more locally [self](#) sufficient, sustainable economy. As the cost of travel continues to increase, making commuting less viable, it will be important to provide employment opportunities within the district. A broad balance will also need to be maintained between labour supply and jobs.

B.3 However, improving Cherwell's economic future requires more than providing land and infrastructure. It also requires consideration of how we manage and reduce the environmental impact of proposed development and to ensure it is of sufficient quality and in keeping with the landscape and existing urban character of the [District](#).

B.4 Protecting the role and function of our existing town centres and employment areas, as well as enhancing our natural and built environment, will enable Cherwell to become as business-friendly as possible in support of jobs and prosperity. Improving our town centres will also encourage tourism.

B.5 By working with our private sector partners we will take advantage of the locational advantages the District enjoys, the high economic activity level, the skills available and the clusters of specialist activity such as advanced engineering. We will support jobs-led economic growth and commercial investment that helps move the district towards a globally-competitive, lower carbon/green economy.

B.6 As Bicester lies at the heart of the Oxford – Cambridge technology corridor, [and as while](#) Banbury has a strong manufacturing base and close links to the Motorsport sector, we are looking to strengthen the District's profile with Performance Engineering and will support investment made in the District in premises for new technology innovation.

B.7 We will encourage investment in hi-tech industries at new sites in Bicester and support science and innovation investment at [Langford Lane in](#) Kidlington to create a critical mass of high tech research investment in this part of the District. This will enable the resources of Oxford University's Begbroke Science Park to connect with local businesses, strengthening technology transfer to both nurture enterprise and draw investment into the [District](#).

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 Strategy (2011–2016) identified the following:

- Levels of employment are relatively high but not everybody is benefiting
- We have increasingly relied upon public sector jobs which are set to reduce in number
- The [skill base of the district needs to be widened](#)~~re-are still residents without the right skills~~
- There remain pockets of deprivation within our overall prosperity
- We have a diverse economy but often with 'lower value' activity similar to the south Midlands

- Manufacturing is a particular strength but is often lower skilled locally
- The knowledge economy is growing, but not quickly enough.

B.10 Unemployment has increased in Cherwell, particularly in Banbury, since the start of the recession and employment in Cherwell grew more slowly than the national average in the same time period.

B.11 Even though unemployment is not ~~that~~ high compared to other parts of the ~~Country~~, this needs to be addressed and is ~~a one of the reasons for the~~ focus of this Plan.

B.12 Cherwell has experienced lower growth than some surrounding areas including locations such as Milton Keynes and Warwick. This may be due to a shortage in skills in some areas. However nationally, in terms of competitiveness, it is ranked 62 out of 379 local authorities.

B.13 41% of employment in the District is located in Banbury, 20% in Bicester, 14% in Kidlington and 25% in the rural areas. Overall the levels of economic activity are high, with 82% of the working age population economically active. Upper Heyford is a former RAF base which has consent for over 1,000 dwellings (including the existing homes) but which also has just under 1,000 jobs already located within the existing buildings with more to come as part of the sites redevelopment. As such it is one of the larger employment locations within Cherwell and provides a good range of jobs and premises from engineering and scientific activities to specialist storage activities.

B.14 The population in Cherwell is highly skilled, however the levels of educational attainment are low in some areas. It will be important to ensure that the population is sufficiently skilled to attract companies and investment to Cherwell. We will support proposals to strengthen the skills base of the local economy through new facilities aiming to strengthen training and skills within the district. The planned investment in education (e.g. the University Technology College at Bicester) and skills will drive business growth, enhance the economy and improve our quality of life in the long term. Projects such as Brighter Futures and the Bretch Hill regeneration ~~are a site~~ identified in this Plan (Policy Banbury 10: ~~Bretch Hill Regeneration Area~~) will assist in improving skills. There will also need to be: promotion of local training providers, an improvement of the relationships between companies and schools, colleges and the Universities and continuation of initiatives such as the Council's 'Job Club'. Existing partnerships such as Bicester Vision and the M40 Investment partnership should continue to make this their priority.

B.15 Cherwell has excellent transport links with the M40 and a number of railway lines running through the District, some of which have recently been upgraded or are the subject of planned investment. Bus services are also good in most areas of the District. 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~~ ~~this~~ sector will help improve this. Jobs in manufacturing are also at greatest risk from overseas competition where operating costs are much lower.

B.16 Homeworking is increasing in the District but is slightly lower than the South East average. Superfast broadband provision will be sought as a standard item within new housing and commercial development to support home working and new enterprise throughout the District, including rural communities. We will support development proposals to enable working from home where appropriate. We will work with suppliers to encourage the provision of superfast broadband across the District. Home and flexible working reduces the need to travel, reducing travel impacts and congestion.

B.17 As with many similar areas, the age profile of Cherwell is projected to continue to become older. The working age population only makes up a small part of the population and is expected to only rise by 1,000 [by 2031](#). This is a trend that should be recognised as it may lead to a lack of labour supply. However a large proportion of the population is aged between 60 and 70. With the changes in retirement age, a reduction in pensions and the current economic climate it is likely that a significant proportion of people will continue to work into their late 60's and 70's. This group will need to be taken into account as a labour resource and it will be important that life long learning is provided so this group has the skills required to support the economic vision in this Plan.

B.18 Increasing labour supply could be achieved by allocating significantly more land for housing but this is likely to have significant and unacceptable environmental effects. Building the right type of housing, such as family housing, to maintain a working age population will however will be important.

B.19 Banbury is the most self contained settlement in Cherwell with 80% of its residents working there but there are about 5,000 more people leaving the District for work each day than entering it. The Council will attempt to 'reclaim' out-commuters and [provide jobs for local people attract more in-commuters](#) by providing [opportunities for jobs in a wider range of employment sectors](#). ~~which people currently commute to London and elsewhere for.~~

B.20 According to forecasts set out in the Council's Economic Analysis Study 2012 the number of jobs expected to be created in Cherwell between 2011 - 2031 is about 7,000. The labour supply is unlikely to meet this requirement so Cherwell has to increase 'capital in use' and 'total factor productivity' collectively known as labour productivity. This means developing and growing its economy by improving skills to enable an increase in productive jobs with higher wages.

B.21 The provision of a sufficient number and variety of available employment sites and the formation of planning policies which allow employment generating development to come forward in sustainable locations is critical to enabling existing companies to grow and to provide for new company formation. Employment sites are also needed in order to respond to inward investment including the planned electrification of the railway, new routes and stations in the District.

B.21a The Council belongs to two Local Enterprise Partnerships (LEPs), which are formed by local government and businesses, which will be important for securing funding and in the implementation of projects. In the Budget of 2011 the government announced it would create Enterprise Zones across the [country](#) which provide for tax incentives for businesses and 'relaxed' planning regulations. Enterprise Zones have been awarded to, and are being driven by, Local Enterprise Partnerships. There are currently no Enterprise Zones in the District and the Plan provides sufficient employment land and flexible policies to allow business to grow. ~~However, subject to government processes for Enterprise Zones, with the LEP the Council will continue to explore the opportunity for an Enterprise Zone at Graven Hill.~~

B.22 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.23 In 2006, the Council prepared an Employment Land Review (ELR). This study sought to assess the quantity, quality and viability of employment land across the district. It assessed employment land that was at that time currently available and [assessed](#) the need for further employment land within the District over the period of the Local Plan.

B.24 The ELR concluded that the district had a stock of premises and land that provides a broad range of choice for investors. It recommended that some 89 hectares of (then) available employment land be protected to provide a continuity of supply of sites.

B.25 The forecasting and scenario exercise in the updated ELR shows a net additional demand for between 52.6 and 87.2 hectares of employment land across Cherwell to 2026, with the medium growth scenario (seen as the most likely to occur) predicting a net additional demand of approximately 70 ha.

B.26 A further analysis of the economy of the District and the changes it is experiencing was conducted in 2012, together with an update of the District Retail Study.

B.27 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.28 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
- Investing 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.29 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.30 We will support the logistics sector, recognising the jobs it provides and the good transport links that attracts this sector. However, land made available for these uses will be limited as our priority is to support investment that helps progressively change the structure of the local economy. The visual impact of the buildings is also a concern and high quality design will be expected. The significant amount of house building planned for the District will also lead to potential construction jobs (including in associated sectors) for local people.

B.31 Significant employment growth at Bicester will be encouraged and we will:

- Encourage green technology and the knowledge based sectors, exploiting its position in the Oxford/Cambridge Corridor
- Exploit its transport connections
- Utilise the Ex-MoD land and facilitate the establishment of a modern logistics hub for the MoD
- Maintain and increase the motorsport industry and other performance engineering

- Create new opportunities for additional retail, leisure and cultural activities in an extended [tTown cCentre](#)
- Encourage retailers and visitors to Bicester Town Centre
- Continue to promote and expand Bicester Village where complementary to improving the [tTown cCentre](#)
- Encourage high tech companies
- Encourage higher value distribution companies
- Improve its utilities infrastructure
- Improve its sustainability and self sufficiency.

B.32 There will be moderate employment growth at Banbury and we will:

- Build on its manufacturing base ensuring it encourages 'high end' manufacturing
- Exploit its transport connections
- Maintain and increase the motorsport industry and other performance engineering
- Maintain its sustainability and self sufficiency
- Expand the retail heart of the town
- Encourage the tourism industry around the canal and historic town centre
- Encourage green technology and the knowledge based sectors
- Encourage high tech companies
- Encourage higher value distribution companies
- Support its strong food production sector.

B.33 There will be small scale employment growth at Kidlington and we will:

- Exploit its position in the Oxford/Cambridge Corridor
- Allow for appropriate growth plans at Begbroke [Science Park](#) and [at in the vicinity of](#) Langford Lane Industrial Estate [following a small scale Green Belt review](#)
- Connect with the Oxford economy
- Create new opportunities for additional retail, leisure and cultural activities, and environmental improvements, in an extended Village Centre
- Secure the growth potential from the presence of [London-Oxford](#) Airport.

B.34 Employment growth in the rural areas will be limited and will involve:

- Farm diversification schemes
- Small scale, appropriate employment sites
- Sustainable growth in tourism [including and](#) recreation based tourism
- Improvement of existing employment sites and reuse of existing buildings and brownfield sites (reflecting their historic or cultural significance where appropriate)
- Support for working from home.

B.35 More detail is provided in Section C 'Policies for Cherwell's Places'.

Policy SLE 1: Employment Development

B.36 The Council will, as a general principle, continue to protect existing employment land and buildings for employment (B class) uses. The Council will support existing businesses and will seek to ensure their operational activity is not compromised wherever possible. Inevitably, over the period of the Local Plan, businesses will relocate or close, leaving land and premises available for re-use or re-development.

B.37 Where existing employment sites have good transport links for commercial vehicles and the use of these sites accords with the Local Plan we will encourage new development here to ensure the efficient use of land on these sites and in our towns, avoiding the need to use valuable countryside. This will not always meet the needs of some companies so new sites will be required.

B.38 We will create new employment sites for commerce and engineering/manufacturing to meet the needs of existing and new companies. We will also actively promote those sites for inward investment.

B.39 To promote growth in total we have allocated an increase in the amount of employment land in the district. This is focused [more](#) at Bicester in order to match the growth in housing and make the town more sustainable.

B.40 A flexible approach to employment development is set out in this plan with a number of our strategic sites classified as mixed use and many allowing for different types of employment. Employment development will be supported in a number of locations as long as it meets certain [Policy](#) criteria. In all cases very careful consideration should be given to locating employment and housing in close proximity and unacceptable adverse effects on the amenity of residential properties will not be permitted. Live/work units will be encouraged in locations such as Banbury Canalside.

B.41 This Local Plan identifies strategic sites for employment use in Banbury and Bicester (see 'Policy Bicester 4: Bicester Business Park', 'Policy Bicester 10: Bicester Gateway', 'Policy Bicester 11: North East Bicester Business Park', 'Policy Bicester 12: South East Bicester' in Section C.2 'Bicester'. The Local Plan also identifies two large 'committed' employment sites which are covered by Policy Bicester 4 Bicester Business Park and 'Policy Banbury 6: Employment Land West of M40 in Section C.3 Banbury) which have recent planning permissions. [The former RAF Upper Heyford site will also provide for employment uses.](#) These sites [identified in the Employment Trajectory](#) covering 15534 hectares (gross). ~~Policies and support and~~ seek different types of employment units to ensure a range of employment uses are provided.

B.42 To ensure employment is located in sustainable locations, to avoid problems such as traffic on rural roads and commuting, employment development in the rural areas will be limited. This accords with the Council's strategy for focusing new housing development at Banbury and Bicester, ensuring housing and employment are located in the same place.

B.43 The new strategic employment sites set out in Section C 'Policies for Cherwell's Places' have been allocated because they:

- Are, or will be accessible to the existing and proposed labour supply
- Have good access, or can be made to have good access, by public transport
- Have good access and transport links for commercial vehicles.
- Have ~~no or~~ the least effect on the natural environment.

B.44 The [new allocated](#) employment sites in Banbury and Bicester [along with existing employment sites are](#) considered to ensure a sufficient employment land supply.

B.45 The Local Neighbourhoods DPD will consider where further, smaller, allocations need to be made in the urban areas to support the delivery of a flexible supply of employment land. Where new small sites are proposed we will consider the most appropriate use class for the location. New employment uses will be supported where appropriate in residential areas, where they are proposed on existing employment sites. Employment development will be focused at the more sustainable villages. 'Policy for Villages 2: Distributing Growth Across the Rural Areas' identifies the villages considered to be the most sustainable to accommodate the new housing development. These villages are also considered to be the most appropriate for any further employment development.

B.46 The Council will need to consider in more detail if sites are required and where to allocate any such sites for employment uses. These sites, if required, will be identified through work on the Local Neighbourhoods DPD. Opportunities for developing small 'hubs' of activity to meet local needs will be explored. Other policies in this Local Plan will help inform this decision, in particular 'Policy ESD 13: Local Landscape Protection and Enhancement' and 'Policy ESD 16: The Character of the Built Environment'.

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 will be considered in conjunction with the preferred-use(s) set out if it makes the site viable.

In cases where planning permission is required, eExisting 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.
- the applicant can demonstrate that there are valid reasons why the use of a site for the existing or another employment use is not economically viable.
- the applicant can demonstrate that there are other planning objectives that would outweigh the value of retaining the site in an employment use; and
- where the applicant can demonstrate that the proposal would not have the effect of limiting the level of provision and quality of land available for employment in accordance with policies in the Local Plan.

Regard will be had to whether the location and nature of the present employment activity has an unacceptable adverse impact upon adjacent residential uses and if the site has been vacant in the long term.

Employment development proposals at Banbury and Bicester on non-allocated sites or on sites which are not shown as approved commitments will be supported if they meet the following criteria:

- Are within the built up limits of the settlement
- Make efficient use of existing and underused sites and premises, by increasing the intensity of use on accessible sites.
- Are, or will be, accessible to the existing and proposed labour supply
- Make efficient use of previously-developed land wherever possible
- Have good access, or can be made to have good access, by public transport and other sustainable modes.
- Are designed to a high quality, using sustainable construction, and are of an appropriate scale and character to the surroundings.
- Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment.

New small scale employment proposals within rural areas will be supported if they meet the following criteria:

- They will be within or on the edge of the villages listed in 'Policy for Villages 2: Distributing Growth Across the Rural Areas'
- They will meet an identified local need, justifying the village/rural location for the proposal
- They will be designed to a very high quality using sustainable construction, and be of an appropriate scale and character to the village and its location
- They will be outside of the Green Belt, unless very special circumstances can be demonstrated
- 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

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](#). Where any allocated employment sites in the district remain undeveloped [in the long term](#) and there is no reasonable prospect of the site being used for that purpose other uses will be considered. Monitoring [and review](#) will be undertaken regularly.

Policy SLE 2: Securing Dynamic Town Centres

B.47 We are looking to ensure that [Bicester and Banbury](#) ~~our Market Towns~~ have a strengthened role in achieving economic growth, as a destination for visitors, and in serving their rural hinterlands.

B.48 We are determined to secure dynamic town centres as the focus for commercial, retail and cultural activity at the heart of our district. The renewal and strengthening of the town centres is critical if the towns are to expand, with the creation of new retail, commercial and other employment generation (such as leisure) that reduces the overall level of out-commuting and maintains their role as the focal points of the district economy and their historic role as the heart of the community.

B.49 We envisage town centres that are:

- Easy and pleasant to walk around
- [Attractive Great](#) for shopping and going out
- Easy to do business in
- Have housing for all ages
- Served by efficient public transport.

B.50 The increasing rationalisation of public assets (libraries, civic centres & public access points), is an opportunity to ensure multiple use of public sector buildings and so strengthen their role as a draw to secure additional footfall into the town centres.

B.51 In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study. In 2012 a further study was commissioned which examines the capacity for comparison and convenience retail floorspace in the District. The study identified a need for comparison and convenience floorspace in the District to 2031. The town centres of both Banbury and Bicester will therefore need to grow. Sites have been identified in Banbury to accommodate growth. New retail will form part of proposals for Bolton Road, Canalside and Spiceball Development Area and in Bicester towards the improved Bicester Town Railway Station and on through to an expanded Bicester Village, which will be integrated more fully into the town ('Policy Banbury 7: Strengthening Banbury Town Centre' and 'Policy Bicester 5: Strengthening Bicester Town Centre').

B.52 We will support businesses affected by the redevelopment of strategic development areas by assisting their relocation and ensuring alternative land is available locally elsewhere.

B.53 ~~New retail development will continue to be focused on our town centres~~~~We do not support out of town office and retail development outside the two town centres and all~~ All new ~~development retail~~ will also be required to be built to high design and building standards.

B.54 Town centre uses ~~are considered to be the 'Main Town Centre Uses' defined by the NPPF including~~; retail, leisure, offices, arts, tourism, cultural and community uses. We will ~~also~~ support the role that new restaurants and cafes have in the economy, of both towns in drawing people into the town centre. ~~We will aim~~ to attract ~~new professionals~~, new small businesses and to strengthen the draw of the town at the centre of its local hinterland. ~~We will support uses which support the evening economy in appropriate locations.~~

B.55 The urban centres within the district offer an important focus for shopping, commerce and the provision of leisure and other services to meet the needs of local people and visitors. The main centres in the district are the town centres of Banbury and Bicester and the village centre of Kidlington. There is also significant other shopping floorspace in the following locations:

- Bicester Village Outlet Shopping Centre
- Banbury Cross Retail Park
- Various other edge of centre & out-of-centre large stores including a number of major food stores
- At various local centres within Banbury and Bicester.

B.56 As well as serving the population of their immediate communities and more widely within Cherwell District, the retail centres serve a wider population and draw trade from towns such as Southam, Daventry, Towcester, Buckingham, Witney, Chipping Norton and Shipston-on-Stour.

B.57 Each of the main urban centres within the district is unique and ~~today~~ faces different challenges and opportunities. More information, and specific policies for each of the centres, is included within Section C '~~Policies for Cherwell's Places~~' (Policies yBicester 5, ~~'Strengthening Bicester Town Centre'~~, '~~Policy~~Banbury 7 ~~and~~'~~'Strengthening Banbury Town Centre'~~ and '~~Policy~~ Kidlington 2)~~'Strengthening Kidlington Village Centre'~~. A number of general comments can, however, be made:

- Both Banbury and Bicester town centres lie at the heart of towns which have grown significantly in recent years and, **which** through the period of this Local Plan, will continue to do so.
- Banbury has seen significant retail growth ~~since the mid 1990s in the last decade~~ with the expansion of the Castle Quay Shopping Centre and this has helped to meet its immediate shopping needs. ~~There are~~ ~~Council intends to take the opportunities y~~ to expand its retail role.
- Bicester town centre has seen less growth. However, the re-development of the Bure Place car park ~~which~~ has begun to provide a substantial increase in shopping within the town centre (see '~~Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2'~~'). Away from the town centre, the Bicester Village Outlet Shopping Centre was opened in 1995 and extended in 2000 and 2008, ~~and~~ Bicester Avenue opened in 2007. Further developments in the town centre will need to ensure that the town remains accessible by all forms of transport for residents and visitors. Further growth of the Outlet Village will also ensure its role as a major national and international retail draw continues with all the employment gain this brings to the town. It must, however, be integrated into an improved town centre.
- Parts of both Banbury and Bicester town centres lie within conservation areas which protect their historic core. Maintaining the quality of these areas is important and any development in

these areas will need to preserve and enhance the character of these areas and historic environment.

- Kidlington centre is considerably smaller than the two town centres, however it plays an important role in serving the local population. Additional shopping floorspace was opened in the centre in 2004 and there is capacity for further floorspace in the period up to 2031.

B.58 The Council is committed to supporting its town centres and to maintaining and enhancing their vitality and viability and their associated infrastructure to create vibrant retail environments.

Policy SLE 2

Securing Dynamic Town Centres

Retail and other 'Main Town Centre Uses' will be directed towards the town centres of Banbury and Bicester and the village centre of Kidlington in accordance with Policies Bicester 5, Banbury 7 and Kidlington 2. The Council will apply the sequential test as set out in the NPPF as follows:

- Proposals for retail and other Main Town Centre Uses not in these centres should be in 'edge of centre' locations. - Only if suitable sites are not available in edge of centre locations should out of centre sites be considered.

- When considering edge of centre and out of centre proposals, preference should be given to accessible sites that are well connected to the town centre. An impact assessment will also be required in accordance with requirements in the NPPF.

The Council will consider if the proposals satisfy the sequential test and if they are likely to have a significant adverse impact on one or more of the factors in the NPPF.

All proposals should:

- Reduce the need to travel by private car
- Be ~~and can be made to be~~ accessible and well served by a choice of means of transport, especially public transport, walking and cycling as well as by car

The Council will require an impact assessment if the proposal is over 2000 sq metres in Banbury, 1500sq metres in Bicester and 350 sq metres elsewhere.

Evidence in the Council's Retail Study will also be considered in determining applications.

Proposals should comply with Policy ESD16.

The Council will support the provision of new local centres containing a small number of shops of a limited size within the strategic housing allocations on strategic sites set out in this Local Plan.

Policy SLE 3: Supporting Tourism Growth

B.59 Given the growing role that tourism has to play in the local economy, developments in this sector will be supported, especially new attractions and new hotels at the two towns to reinforce their central role as places to visit and stay. We will support new tourism provision that can demonstrate direct benefit for the local 'visitor' economy and sustaining the rural economy.

B.60 We will support an increase in the number and quality of hotel beds available in our towns to meet the needs of visitors and to end the current under provision. Valuable expenditure associated with overnight stays is potentially being lost, meaning that tourism has scope to play a significant wealth-creating role for the district.

B.61 Tourism can help support local services and facilities, provide employment, promote regeneration and help preserve the natural and historic environment. It can include day visits by local people through to visits from overseas. Tourism is a vital component in the make-up of the national economy. Currently tourism is worth over £300 million in Cherwell District and makes a significant contribution towards the development of a sustainable local economy. 1.2 million people live within a 30 minute drive time of the district boundary.

B.62 A tourism study was completed for the district in August 2008 in order to assist the Council in gaining a broad understanding of tourist activity and trends in Cherwell District and nearby. ~~This highlighted a number of issues and made recommendations.~~ It highlighted that tourism was not as great a part of the local economy as for some locations, but that initiatives to further encourage tourism could be considered. The following observations and issues were identified:

- The ~~D~~istrict will not attract the level of tourists who visit surrounding destinations but should make the most of its proximity to these destinations and its good transport links
- The 58km of Oxford Canal in Cherwell is a resource that is not used to its full potential and access should be improved to promote green and sustainable leisure opportunities – using the towpath for walking and cycling as well as the water for boating
- Business tourism is important to Cherwell's economy
- Cherwell's villages are attractive and distinctive and many have places of interest
- Banbury's historic town centre is somewhere to visit and also to stay if visiting popular destinations nearby such as Oxford or Stratford. It also acts as one of the main retail destinations in the area
- Bicester Village is the District's most visited tourist destination
- That ~~RAF Bicester~~~~Former RAF Bicester~~ represents a potential new tourism development (see 'Policy Bicester 8: ~~RAF Bicester~~~~Former RAF Bicester~~')
- There are mixed trends in terms of the occupancy of tourist accommodation which is often below average but hotels are also turning away guests on other occasions
- A large new hotel was completed in Banbury, near the M40, in 2008. A new hotel has been built near Bicester and further such investment is planned. Demand for hotel and other overnight accommodation continues.

B.63 Other policies in other sections of this Local Plan will contribute towards addressing these issues and encouraging sustainable tourism development; for example by:

- The regeneration of Banbury Canalside ('Policy Banbury 1: Banbury Canalside')
- The development of the Spiceball Development Area in Banbury ('Policy Banbury 9: Spiceball Development Area')
- The maintenance of village services and facilities
- The preservation and enhancement of the historic environment in both towns and villages.

B.64 The Development Management DPD will also support tourism by including policies encouraging new accommodation and the allocation of smaller sites for tourism related development.

B.65 There are other factors which are beyond the scope of the Local Plan which are important to drawing visitors to Cherwell's towns, villages and countryside. The Council, working with partners, already undertakes marketing, but to increase the number of visitors to Cherwell and to compete nationally, this will need to be maintained and enhanced.

Policy SLE 3

Supporting Tourism Growth

The Council will support proposals for new or improved tourist facilities in sustainable locations, where they accord with other policies in the plan to increase overnight stays and visitor numbers within the District.

Policy SLE 4: Improved Transport and Connections

B.66 The location of the District has is superb, with excellent road and rail links. New investment has substantially reduced the travel time from Banbury and Bicester to central London and Birmingham, with regular high quality train services via the Chiltern line. New investment is due in the Plan period to open up frequent rail links between Oxford, Milton Keynes and Bedford reinforcing the role of Bicester. The M40 corridor provides links to the wider national motorway network and rail links help secure a central location for rail based freight movement.

B.67 The Local Plan promotes a series of proposals to support a modal shift away from an over reliance on the car to less energy intensive forms of transport. The strategy proposes more sustainable locations for housing and employment growth, whilst recognising the importance of the car in a rural District. The strategy seeks to avoid increasing the function of the towns as dormitory centres by strengthening their employment base and transport connection to those sites.

B.68 Over the life of the Local Plan public transport will continue to improve and become more demand responsive. The partners to the plan anticipate that support will be provided for the extension of real time timetable information across the network, across the whole District.

B.69 Over the life of the plan there will be investment in the highway network as well as contributions from development to strengthen the road infrastructure of the plan area. This will include the SW Bicester Perimeter Road (Vendee Drive, already completed) and new strategic highway improvements including, potentially, on peripheral routes in Bicester, a possible new relief road at South East and East Bicester, improvements to Windsor Street in Banbury, to the A34 south from Bicester and improvements to Motorway Junctions 9 and 10 on the M40 of which Junction 9 is programmed for early delivery. There will also be improvements to the Windsor Street/Upper Cherwell Street Corridor. These improvements will collectively enable additional development capacity to be provided within the two towns. The assessment of routes for the potential relief road referred to in the policy below would need to take into account the environmental impact of the proposals including the impact on the purposes of the green buffer policy will need to be taken into account.

B.70 Phase 1 Improvements to ~~U~~ Junction 9 of the M40 motorway are complete and Phase 2 is being progressed with the Department for Transport, Highways Agency and Oxfordshire County Council. The proposals to improve the rail link between Bicester and Oxford are also supported as it will promote more sustainable modes of transport and reduce congestion on the A34 and M40 trunk roads. These improvements will enable additional development capacity to be provided within the two towns.

B.71 The Oxfordshire Local Transport Plan 2011-2030 provides the strategic framework for transport in the County. ~~It aims to support the local economy and the growth and competitiveness of the county; to make it easier to get around the county and improve access to jobs and services for all by offering real choice; to reduce the impact of transport on the environment and help tackle climate change; and to promote healthy, safe and sustainable travel. It aims to tackle congestion, deliver accessibility, safer roads and improve the street environment.~~ Our strategy for managing growth across the district is to locate development in sustainable locations and identify appropriate and deliverable measures to meet the transport needs of the district.

B.72 Integrated Transport and Land Use Studies for Banbury, Bicester and the Cherwell Rural Areas were completed on behalf of Oxfordshire County Council and Cherwell District Council and have informed the Local Plan. More recent Movement Strategies have been produced for Bicester and Banbury ~~to support the preparation of through the Banbury and Bicester Masterplans process. Together the Movement Strategies inform the Local Plan and identify the transport infrastructure required to facilitate sustainable development in the district up to any beyond 2031. They focus on reducing dependency on the private motor car and reducing carbon emissions. The Movement Studies propose sustainable movement and access strategies.~~

B.73 Infrastructure will need to be provided which allows for more walking, cycling, the use of public transport and integration between modes. Cycling and walking in the two towns is a means to secure an effective integration between the established areas and new areas of development. Consideration will be given to the implementation of ~~walking and cycling improvements which connect to employment areas, the town centre and key services and that link urban routes with the rights of way network. strategic cycle lanes which provide safe routes to schools and town centre locations.~~ We will also seek improved public access to the River Cherwell ~~v~~Valley in support of our policies to increase tourism and public well-being.

B.74 New rail investment provides the opportunity to both strengthen the role of the two towns and their locations as places to live and work. The new East - West rail project will strengthen the location of Bicester through a vastly improved connection and service links to Oxford, Milton Keynes and Bedford. Rail investment, including electrification, reinforces the critical role that rail has to play as the centrepiece of wider town centre regeneration in Banbury associated with Canalside redevelopment ('Policy Banbury 1): ~~Banbury Canalside~~; and in Bicester, associated with the town centre and through to Bicester Village from an upgraded Bicester Town Station. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new station at Water Eaton and a growth in employment opportunities at Kidlington and Bicester the Council would expect demand for an increased role for ~~London~~-Oxford airport. The Council will work with ~~London~~-Oxford Airport operators, the County Council and the Civil Aviation authority and other stakeholders to consider any proposals.

B.75 We will support expansions to the existing railway stations at Banbury and Bicester and in the villages to provide improved access to the wider rail network. Proposals should accord with other policies in the plan.

B.76 At Bicester, the Graven Hill site ('Policy Bicester 2: Graven Hill') has the major potential to capitalise on the Network Rail Freight Route Utilisation Strategy (2007) for upgrading the national freight network. This will assist removing freight travelling north from Southampton on the A34, past Oxford and onto the M40 and A43, with consequential gains for the environment with reduced emissions.

B.77 This development will confirm Bicester's location as a Rail Freight Interchange (RFI) and a distribution hub within the regional economy, which will help consolidate its economic growth.

B.78 A skilled workforce is available at Bicester, one of the locational factors necessary for the RFI to operate successfully, as stressed in the Strategic Rail Freight Interchange Policy Guide (DfT 2011). Recent studies from Cranfield and GVA Grimley show that logistics employment output is 30-40% greater than manufacturing. In addition, the range of jobs engaged in logistics has widened to include a higher proportion of elementary and process operatives skill levels employed compared with the manufacturing sector, and this proportion has been rising. Cranfield and GVA Grimley also revealed that wage levels are between 10 & 17% higher in the distribution sector than the manufacturing sector. At a time when UK manufacturing has declined, High Performance Engineering and Defence continue to grow, as does logistics. Bicester has a unique opportunity from the presence of all three sectors.

Policy SLE 4

Improved Transport and Connections

The Council will support the implementation of the proposals in the Movement Strategies and the Local Transport Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

~~Following consideration of the results of 'areas of search' W~~we will support key transport proposals including:

- Transport Improvements at Banbury and Bicester [in accordance with the County Council's Local Transport Plan and Movement Studies.](#)
- [Bicester South-East relief road](#)
- Projects associated with East-West rail including new stations at Bicester Town and Water Eaton
- Rail freight associated development at Graven Hill, Bicester.
- [Improvements to M40 junctions](#)

~~The progression, location and impacts of these proposals will also be determined and consulted upon through other planning policy documents and any potential planning applications.~~

Policy SLE 5: High Speed Rail 2 - London to Birmingham

B.79 In December 2010 the Government announced a preferred route option for the proposed High Speed Rail link between London and Birmingham, known as High Speed 2 (HS2). The preferred route passes through Cherwell district, through Fringford ward to the north of Bicester and stands to have an impact on the environment and local communities in that area.

B.80(Para' Deleted)

Policy SLE 5

High Speed Rail 2 - London to Birmingham

The design and construction of the High Speed 2 Rail Link must minimise adverse impacts on the environment, the local economy and local communities and maximise any benefits that arise from the proposal.

The implementation of HS2 will also be expected to:

- Deliver high quality design to protect communities and the environment from noise and visual intrusion
- Manage the construction to minimise the impact on communities and the environment
- Adopt sustainable procurement and construction methods
- Minimise adverse social and economic impacts, by maintaining accessibility and avoiding the severance of communities and agricultural holdings
- Ensure that community and other benefits are fully realised.

HS2 is a national infrastructure project. The line of the railway and associated works will be established and authorised by the way of primary legislation, requiring a hybrid Bill to be introduced to Parliament which, if passed, will become an Act of parliament by late 2013. Cherwell District Council will work with High Speed 2 Ltd, with the aim of influencing the design and construction of the route through Oxfordshire. Recognising that the decision to authorise the railway and associated works will sit with [Parliament](#), the Council's involvement will be focussed on seeking the best outcome for the environment, local communities and businesses affected by the proposed railway scheme.

The Council will work with HS2 Ltd to:

- Develop a route-wide planning regime to be included within the hybrid Bill, which supports the Council's aspirations for a well designed, sustainably constructed railway
- Support work necessary to ensure a robust environmental impact assessment is carried out to determine significant environmental effects of the railway in Cherwell District
- Support the development and implementation of a Code of Construction Practice to address the construction impacts of the scheme
- [Support HS2 Ltd to Achieve its sustainability objectives.](#)

B.2 Theme Two: Policies for Building Sustainable Communities

Introduction

B.81 In order to build sustainable communities, we will seek to provide an appropriate mix of housing within Cherwell, including housing to address the requirements of a growing and ageing population.

B.82 We will require a mix of housing types, size and tenures, built to high design standards. We will also aim to secure mixed tenure as well as enabling new forms of housing such as community self-build and other imaginative solutions to housing need in the dDistrict to ensure new development results in balanced, mixed communities that have taken the housing needs of the district fully into account.

B.83 We wish to ensure that new development fully integrates with existing settlements to forge one community, rather than separate communities (see 'Policy ESD 16: The Character of the Built Environment'). We will also require investment in a range of community infrastructure including education, health, leisure facilities and public open space appropriate to the scale of proposed developments (see Section D [The Infrastructure Delivery Plan](#)).

B.84 Cherwell's countryside, landscape and green spaces are important natural resources. They form the setting of our towns and villages, contribute to their identity and the well-being of Cherwell's communities, and provide recreation opportunities. The countryside's intrinsic character and beauty is important to the quality of life in Cherwell and remains an economically important agricultural resource.

B.85 By focusing development in and around the towns of Bicester and Banbury we aim to ensure that the housing growth which the District needs only takes place in the locations that are most sustainable and most capable of absorbing this new growth (see Section C 'Policies for Cherwell's Places'). We support town centre locations for housing to create lively centres that are lived in and generate added footfall to support retail and commercial activities.

B.86 We aim to avoid development in inappropriate locations and coalescence with neighbouring settlements. Therefore, where appropriate, green buffers are [being](#) identified at the edges of the two towns ([See 'Policy ESD 15: Green Boundaries to Growth'](#)).

B.87 New housing needs to be provided in such a way that it minimises environmental impact, [including through the elimination and control of minimising pollution and and maximising air quality, and the effective and efficient](#) use of natural resources. It needs to be planned in a way that helps to reduce carbon emissions, reflects the functions of our settlements and protects or enhances the identity of our towns and villages and the sense of belonging of our residents (see Section B.3 - [Theme Three: Policies for Ensuring Sustainable Development](#)).

B.88 Where appropriate we will encourage area renewal to invest in the physical infrastructure, community facilities and to improve the quality of the current housing stock, helping to secure better educational attainment, health and well-being and improved employment opportunities (see 'Policy BSC 5: Area Renewal').

B.88a [In seeking to build sustainable communities the Council will support Town and Parish Councils and relevant Neighbourhood Forums in developing Neighbourhood Plans.](#)

Policy BSC 1: District Wide Housing Distribution

B.89 The National Planning Policy Framework seeks to boost significantly the supply of housing and deliver a wide choice of high quality homes. It requires the Council to plan for at least 15 years of housing delivery, to meet the full, objectively assessed needs for market and affordable housing, and to maintain a five year supply of deliverable sites with a buffer to ensure choice and competition in the market for land.

B.89a Although the South East Plan has been revoked, its housing requirements assessment of housing need has been central to the preparation of the Local Plan. The Local Plan is informed by, and consistent with, the South East Plan's former housing requirement of 670 new homes per year. This level of development emerged in 2009 from a process of consultation, testing and public examination. It is generally consistent with both 2008 national household projections for the district (641 per annum) and 2011 interim projections (688 per annum) and is considered to be the appropriate and sustainable level of growth for the District.

B.89b An Oxfordshire wide Strategic Housing Market Assessment (SHMA) was produced in 2007, pre-recession, and is now considered to be significantly out-of-date. A local study (SHMA Update and Review) was published by the Council in 2012 to supplement the SHMA which confirms that the former South East Plan requirements are generally consistent with 2008 based household projections. A new county-wide SHMA has also now (in 2013) been commissioned. The results are not yet known but will be considered jointly by all the Oxfordshire District Councils in due course. The following actions have therefore been agreed:

"The Council undertakes to work cooperatively with all the other Oxfordshire local authorities to seek to jointly meet in full the objectively assessed need for housing across the Oxfordshire housing market area, to be informed by the 2013 Oxfordshire Strategic Housing Market Assessment (SHMA). The Council will first seek to accommodate its own housing need in full. If following the SHMA, any of the Oxfordshire authorities identify that they cannot fully accommodate their objectively assessed housing need, the Council will fulfil its statutory 'duty to co-operate' in partnership with all the other Oxfordshire authorities. As part of this, the Council will actively participate in any necessary joint work to identify and assess all options in accordance with national policy and Strategic Environmental Assessment (SEA) regulations so as to establish how and where any unmet need can best be accommodated within the housing market area.

Any joint working will consider all options which may be contained within individual districts or may cross administrative boundaries. If following this joint work it is identified and agreed that any unmet housing need is required to be accommodated within this district one of the following approaches would be undertaken:

• a highly focussed partial review of the Local Plan; or

• appropriate land allocations would be made through a subsequent development plan document.

The appropriate approach will depend on the scale of the provision required."

B.90 The Council has had regard to the NPPF by ensuring in particular that:

- Development is focused primarily on urban areas in the first instance
- The Eco-Town Development at North West Bicester (see 'Policy Bicester 1: North West Bicester Eco-Town') is delivered to support the transition to a low carbon future with 'Garden City' principles adopted
- The level and location of development in rural areas is sustainable. Rural areas are generally less sustainable than urban areas: there is a greater need to travel to employment, schools, shops and other services, and fewer public transport opportunities available. The Plan recognises this and takes account of relatively high levels of delivery in rural areas from 2006 to 2012
- The constraints of the district are considered. The capacity of the southern part of the District is particularly constrained. A large area is protected by the Oxford Green Belt (see Policy ESD 14) and the sensitive ecology of the area (see 'Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment') suggests that development should be limited
- The Plan provides for at least 15 years of housing delivery with a Plan period that extends to for an additional period of five years i.e. 2006 to 2031 and over 15 years of housing delivery.

B.91 A longer plan period enables more realistic phasing of strategic development sites and assists the planning of infrastructure delivery.

B.92 The Plan meets its housing requirements by allocating strategic development sites at Bicester and Banbury, by making an allowance for [small non-strategic](#) urban and rural sites in sustainable locations and by including a realistic and reliable windfall allowance [for \(previously developed\) sites of less than 10 dwellings](#). Development at villages will be considered against the [Policy Villages 1: Village Categorisation, Policy Villages 2: Distributing Growth Across the Rural Areas](#) and Policy Villages 3: Rural Exception Sites. Through the identification of 'green buffers', the Plan also identifies land where development would be inappropriate because of its environmental or historic significance.

B.93 The Plan supports the objectives of the Council's Housing Strategy 2012-2017 to increase the supply of homes and to improve access to housing. It provides for new affordable homes for those in most housing need and seeks to ensure the opportunities for home ownership are widened. The Plan aims to extend choice, to provide high quality homes and development, and to secure a mix of house types, size and tenure that meets housing need. This includes meeting the requirements of an ageing population through the provision of extra care, supported and sheltered housing and providing new forms of access such as community self-build or self-finish housing.

B.94 Overall housing delivery from 2006 to 2031 will be as set out in the policy below. Further delivery will be seen at the North West Bicester site (Policy Bicester 1) [beyond 2031 but the Plan does not preclude earlier or faster delivery](#).

B.95(Para' Deleted)

B.96(Para' Deleted)

Policy BSC 1

District Wide Housing Distribution

Cherwell district will deliver a wide choice of high quality homes by providing for 16,750 additional dwellings between 1 April 2006 and 31 March 2031. 2,898 completions were recorded between 2006 and 2012 leaving 13,852 homes to be provided between 2012 and 2031. Housing will be delivered in accordance with the requirements set out below:

	Bicester	Banbury	Rest of District	Totals
Completions	224	1376	1298	2898
Permissions (10+)	1774	1245	1226	4245
Allocations	4793	2950	398	8141
Windfalls (<10)	103	383	980	1466
Totals	6894	5954	3902	16,750

Policy BSC2: The Effective and Efficient Use of Land – Brownfield Land and Housing Density

B.97 Managing the use of previously developed land is important in maintaining the appearance of our towns and villages and to the well-being of our communities. It can also provide opportunities for enhancing biodiversity. This means ensuring that land and buildings earmarked for development are not underused and that we make the most of vacant and derelict land and buildings.

B.98 The Plan provides for 9,607 homes in addition to existing planning permissions. From the Housing Trajectory (Section E.2), it is estimated that approximately 45% [of homes](#) can be delivered on previously developed land. The redevelopment of Banbury Canalside ('Policy Banbury 1: Banbury Canalside'), the MOD site at Graven Hill, Bicester ('Policy Bicester 2: Graven Hill') and the former RAF Upper Heyford airbase (originally approved in 2010 – see 'Policy for Villages 5: Former RAF Upper Heyford') will be central to achieving this. The plan also includes a windfall allowance for small previously developed sites.

B.99 It is also important to make efficient use of land. The density of housing development will be expected to reflect the character and appearance of individual localities and development principles that are appropriate to the individual circumstances of sites. In general, new housing should be provided at a net density of at least 30 dwellings per hectare.

B.100 In considering development on smaller sites previously developed land within urban areas and within those villages identified by the Local Plan as being suitable places for additional residential development ('Policy for Villages 12: [Distributing Growth Across the Rural Areas](#)') should generally be considered over previously undeveloped sites.

Policy BSC 2

The Effective and Efficient Use of Land - Brownfield Land and Housing Density

Housing development in Cherwell will be expected to make effective and efficient use of land. The Council will seek to deliver approximately 45% of new homes on previously developed land [across the district](#). New housing should [generally](#) be provided on net developable areas at a density of at least 30 dwellings per hectare [unless there justifiable planning reasons for lower density development](#).

Policy BSC3: Affordable Housing

B.101 Cherwell has a high level of need for affordable housing which is defined by the Government in the NPPF as comprising social rented, affordable rented and 'intermediate' housing (such as shared ownership) provided to eligible households whose needs are not met by the market.

B.102 The findings from the Council's 'Strategic Housing Market Assessment Review and Update 2012' are that the net housing need based on the ability to afford private rents is 186 homes per year or 831 homes per year based on the ability to buy an entry level property. By applying a social:affordable rent split based on affordability, the overall need is identified as being in the region of 300 homes per year. Assessing need is complex and the level of need will fluctuate. However, the need to provide affordable housing at viable levels is clear.

B.103 The Council's Housing Strategy 2012-17 takes into account Government policy on the provision of affordable housing and the Homes and Community Agency's current funding regime. The additional value in the stock of affordable housing can be used by Registered Providers to secure finance for further investment in new housing.

B.104 The Housing Strategy seeks to increase the supply of, and access to, affordable rented housing. It sets a target of delivering 750 affordable homes in total between 2012 and 2017 which include new homes, the acquisition of market homes by Registered Providers and bringing empty homes back into use. The Housing Strategy highlights the importance of developing sustainable communities.

B.105 The Housing Strategy recognises the need for affordable homes, and aims to ensure that Cherwell is well-placed to maximise investment by Registered Providers and to respond to opportunities as they arise. A Delivery Plan will be prepared to implement the strategy, which seeks to maximise the resources available to support delivery, to maintain a close dialogue with Registered Providers, and to be innovative in the way affordable housing is provided.

B.106 Securing new affordable housing on site as part of larger developments is the most significant way in which homes can be provided. Policy BSC3 therefore seeks to achieve this so that the supply of new homes reflects the high level of need.

B.107 Housing proposals will need to provide affordable housing where they meet the qualifying thresholds. Where the number of dwellings proposed falls below the relevant threshold, or the number of dwellings is not specified, the Council will consider whether or not sites reasonably have capacity to provide the number of dwellings that would trigger the requirement to provide affordable housing. The purpose of this is to ensure that the policy requirement is not being avoided through inappropriate planning such as ineffective or inefficient use of land or a mix of dwellings that does not reflect other housing policies or local needs.

B.108 An Affordable Housing Viability Study has been produced to assess the levels of affordable housing that could reasonably be required from new housing developments. In general, the higher land values in rural areas and at Kidlington allow for higher affordable housing requirements per site than at Banbury and Bicester where land values are lower.

B.109 The Affordable Housing Viability Study demonstrates that in general affordable housing can be delivered in Cherwell without social housing grant or other grants. The Homes and Communities Agency expects that affordable housing requirements will be met without social housing grant and this assumption underpins this policy.

B.110 Where scheme viability is a concern, consideration of the potential availability of grant or other grant, and negotiations on the mix, type and tenure of housing will take place using an 'open-book' economic viability assessment. Unless otherwise agreed it will use the Council's residual value based, appraisal model.

B.111 The starting point for the mix of affordable housing to be secured will be Local Plan 'Policy BSC 4: Housing Mix', the Council's Housing Register and local housing need surveys. Credible information from Registered Providers and developers will also be considered.

B.112 Discussions as to whether it would be appropriate to include a 'cascade' mechanism in legal agreements, potentially enabling the secured form and/or quantum of affordable housing to be varied, will only be entered into with the benefit of an 'open-book' economic viability assessment and having regard to the risks to delivery in each case.

B.113 Financial contributions made under Policy BSC 3 will be secured by legal agreement for the provision of affordable housing.

B.114 The Council will support proposals for community self-build or self-finish affordable housing particularly where it will result in suitable empty properties being brought into residential use.

B.115 The Council has established a community self-build housing programme known as 'Build!'® and has financial commitment (subject to contract) from the Homes and Community Agency for new build and for the refurbishment of empty homes. It is a member of a Government-Industry Self-Build Working Group and has contributed to a National Action Plan to develop community self-build.

B.116 The Council's Housing Strategy 2012-17 includes a target of delivering the first 180 community self-build homes through its 'Build!'® programme by 31 March 2015. The Council is also in the process of establishing a district-wide Community Land Trust which will help create the conditions for, and facilitate, community-led housing more generally. Affordable housing will be expected to reach the HCA standards identified in the draft Planning Obligations SPD.

Policy BSC 3

Affordable Housing

At Banbury and Bicester, all proposed developments that include 10 or more dwellings (gross), or which would be provided on sites suitable for 10 or more dwellings (gross), will be expected to provide at least 30% of new housing as affordable homes on site.

At Kidlington, all proposed developments that include 10 or more dwellings (gross), or which would be provided on sites suitable for 10 or more dwellings (gross), will be expected to provide at least 35% of new housing as affordable homes on site.

Elsewhere, all proposed developments that include 3 or more dwellings (gross), or which would be provided on sites suitable for 3 or more dwellings (gross), will be expected to provide at least 35% of new housing as affordable homes on site.

Where this policy would result in a requirement that part of an affordable home should be provided, a financial contribution of equivalent value will be required for that part only. Otherwise, financial contributions in lieu of on-site provision will only be acceptable in exceptional circumstances.

All qualifying developments will be expected to provide 70% of the affordable housing as affordable/social rented dwellings and 30% as other forms of intermediate affordable homes. Social rented housing will be particularly supported in the form of extra care or other supported housing. It is expected that these requirements will be met without the use of social housing grant or other grant.

Should the promoters of development consider that individual proposals would be unviable with the above requirements, 'open-book' financial analysis of proposed developments will be expected so that an in house economic viability assessment can be undertaken. Where it is agreed that an external economic viability assessment is required, the cost shall be met by the promoter.

Where development is demonstrated to be unviable with the above requirements, further negotiations will take place. These negotiations will include consideration of: the mix and type of housing, the split between social rented and intermediate housing, the availability of social housing grant/funding and the percentage of affordable housing to be provided.

The Council will require active consideration of proposals for community self-build or self-finish housing in particular where it [is to a high design standard and](#) will result in suitable empty properties being brought into residential use. Self-build and Self-finish should contribute towards meeting the need for affordable housing.

[Affordable Housing will also be delivered through \(see also 'Policy for Villages 3: Rural Exception Sites'\)](#).

Policy BSC4: Housing Mix

B.117 The Local Plan aims not only to increase supply of housing but to encourage a mix that can help improve the functioning of the housing market system, make it more fluid, and enable households to more easily find and move to housing which they can afford and which better suits their circumstances.

B.118 There is need to provide a mix of housing in Cherwell that reflects the needs of an ageing population, a growth in smaller households and which meets the requirements for family housing. The mix of housing needs to enable movement through the market from one house type to another as the needs of households change. This movement frees up housing which might otherwise be unavailable.

B.119 Modelling work has been undertaken (SHMA Review and Update 2012) which examines 'housing careers' and household 'lifestages' and applies these to national household projections (2008 based) for Cherwell to determine the most appropriate mix of housing types and sizes to best meet the projected mix of households.

B.120 The model provides an 'optimum' stock profile which would best fit the different lifestages projected to exist at that time for each household group. Although the model has to generalise, it also seeks to be as realistic as possible, for example by carefully considering the proportion of 'empty nester' households who might or might not 'downsize' over coming years.

B.121 The estimates for each broad household group apply to the whole of the housing stock, not just new developments. However, the mix of new additions to stock gradually moves the overall mix towards the optimum profile.

B.122 The overall conclusion is that for the foreseeable future the direction of travel of planning should be to provide more moderately sized family homes which are affordable to those on average incomes, and more downsizing homes for sale which will appeal to 'empty nesters'.

B.123 The need for housing for those with care needs is also significant. 'Extra care' housing in particular will be important in meeting the housing needs of an older population across all tenures. Extra care housing comprises self-contained accommodation for older and disabled people which enables independent living by providing a range of support facilities on the premises and 24-hour care services. It can help people live longer in their own homes either securely alone or with partners or friends. It meets a need between traditional sheltered housing and residential care and can be purpose-built or adapted accommodation. People have their own front doors but also have the opportunity to benefit from communal facilities. Extra care can also contribute in achieving more social cohesion by providing an opportunity for community living and a better mix of housing within residential areas.

B.124 Evidence produced for the Council's former Housing Strategy for Older People (2010-2015) identified a requirement for an additional 788 units from 2010 to 2026 to meet extra care and 'enhanced sheltered' needs. Extra care remains an important housing option in the new district Housing Strategy 2012-2017.

B.125 An assessment of the development viability of extra care housing (2011) concluded that the inclusion of extra care housing within mixed tenure schemes will not significantly impact on the viability and deliverability of housing. Consultation with providers suggests that schemes will need to comprise at least 45 dwellings to make the provision of support and care facilities operationally viable.

B.126 (Para' Deleted)

B.127(Para' Deleted)

Policy BSC 4

Housing Mix

New residential development will be expected to provide a mix of homes to meet current and expected future requirements in the interests of meeting housing need and creating socially mixed and inclusive communities.

The mix of housing will be negotiated having regard to the Council's most up-to-date evidence on housing need and available evidence from developers on local market conditions.

Strategic housing sites of at least 400 dwellings will be expected to provide a minimum of 45 self-contained extra care dwellings as part of the overall mix. Should it be agreed with the Council that extra care housing would not be desirable in a particular location, an equivalent amount of alternative specialist housing (use class C3) for older people will be required. Elsewhere, opportunities for the provision of extra care, specialist accommodation, housing for older people and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities. -All proposals for extra care housing will be expected to provide affordable housing in accordance with Policy BSC 3: Affordable Housing.

Policy BSC 5: Area Renewal

B.128 Helping to create opportunity for all and positively renew and regenerate areas with challenging social conditions in parts of the District is important to the delivery of the objectives of the Local Plan.

B.129 The 'Brighter Futures in Banbury' initiative brings together key agencies to address issues of deprivation in the town and a number of projects are being pursued targeting western Banbury, together with Grimsbury in eastern Banbury.

B.130 Area renewal is one way to help improve particular wards, with development proposals supported that would help to address some of the issues. Regeneration measures to be supported include housing investment and new retail, community facilities and other investment from a multi-agency partnership. Measures will be taken to provide local employment opportunities and the local recruitment of labour. Area renewal will help improve the community fabric of the area, help improve social opportunities and, improve health and well-being and, educational attainment and employment opportunities.

B.131 Measures will include new housing and associated facilities and improvements to the built environment. They It will also include the enhance the built environment and provision of de opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

B.132 Planning permission will be granted for small scale redevelopment/renewal proposals that would result in improvements to the existing housing stock, retail and community facilities and services, and local employment, ~~including opportunities for redevelopment in the defined area that would contribute to area renewal will be sought using Area action programmes as the required means of delivery.~~

Policy BSC 5

Area Renewal

We will support area renewal proposals that direct investment to improve the physical and community fabric of ~~the District defined area~~, to improve social outcomes, improve health and well-being, educational attainment and employment outcomes.

Policy BSC 6: Travelling Communities

B.133 National Planning Policy for Traveller Sites (March 2012) requires Local Planning Authorities to assess the need for new sites, to develop fair and effective strategies to meet need and to plan for sites over a reasonable timescale.

B.134 The Government is aiming to increase the number of traveller sites in appropriate locations with planning permission to address under provision and maintain an appropriate level of supply. It wishes to enable the provision of suitable accommodation from which travellers can access education, health, welfare and employment infrastructure having regard to the need to protect local amenity and the local environment. It advises that traveller sites (temporary or permanent) in the Green Belt should be considered to be inappropriate development.

B.135 The Council is required to set pitch targets for gypsies and travellers, and plot targets for travelling showpeople, which address the likely permanent and transit site accommodation needs of travellers, working collaboratively with neighbouring local planning authorities. It is required to identify and update annually a five year supply of deliverable traveller sites and to identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15.

B.136 Cherwell presently (31 March 2012) has seven private ~~g~~Gypsy and ~~t~~Traveller sites providing 70 household 'pitches' (including 16 pitches approved but not yet constructed). A Gypsy and Traveller Housing Needs Assessment (January 2013) commissioned with two adjoining authorities concluded that the District needed to provide a further 15 pitches from 2012 to 2027 including five pitches from 2012 to 2017.

B.137 Cherwell also has four Travelling Showpeople sites providing 14 household 'plots'. A Needs Assessment for Travelling Showpeople (2008) produced for all Oxfordshire Councils concluded that Cherwell had a need for a further 12 plots by 2018 in addition to the 14 existing; thereby producing a total of 26 plots. Until such time that a further review of need is undertaken, a 3% compound growth rate has been applied to household formation which increases the total number of plots required by 2031 to 38 - an increase of 24 plots.

B.138 ~~Policy BSC 6: Travelling Communities~~ provides a sequential and criteria based approach for identifying suitable locations for new traveller sites whether through site allocations in the Local Neighbourhoods DPD or in the determination of planning applications.

B.139 The policy seeks to secure sites that will provide suitable living environments in locations that are as sustainable as is reasonably possible. It will be important to identify sites that will enable access to services, facilities and potential sources of employment, which will promote inclusive communities but which will not be

out of scale with or dominate nearby settled communities. Site identification will need to include the re-provision of pitches from a site in Banbury which is likely to be redeveloped as part of the Banbury Canalside proposals (see 'Policy Banbury 1: Banbury Canalside').

B.140 Applications for planning permission for sites not allocated in the forthcoming Local Neighbourhoods DPD will be expected to demonstrate that the site proposed is required to meet an identified need.

Policy BSC 6

Travelling Communities

Cherwell district will provide for 15 additional pitches to meet the needs of Gypsies and Travellers from 2012 to 2027. It will also provide an additional 24 plots for Travelling Showpeople from 2012 to 2031.

To meet these requirements, and in order to provide and maintain a five year supply of deliverable sites, allocations will be made in the Local Neighbourhoods Document and planning permissions will be granted for suitable sites.

Locations outside of the Cotswolds Area of Outstanding Natural Beauty and the Green Belt will be considered. In identifying suitable sites with reasonable accessibility to services and facilities the following sequential approach will be applied:

1. within 3km road distance of the built-up limits of Banbury, Bicester or a Category A village
2. within 3km road distance of a Category B village
3. within 3km road distance of a Category C village and within reasonable walking distance of a regular bus service to Banbury or Bicester or to a Category A or Category B village.

Other locations will only be considered in exceptional circumstances.

The following criteria will also be considered in assessing the suitability of sites:

- a) access to GP and other health services
- b) access to schools
- c) avoiding areas at risk of flooding
- d) access to the highway network
- e) the potential for noise and other disturbance
- f) the potential for harm to the historic and natural environment
- g) the ability to provide a satisfactory living environment
- h) the need to make efficient and effective use of land
- i) deliverability, including whether utilities can be provided.

Policy BSC 7: Meeting Education Needs

B.141 The provision of primary and secondary education, along with early years and lifelong learning will be needed throughout the district to accommodate population growth. The demand for pre-school facilities is likely to increase due to changes in lifestyles and work patterns.

B.142 We will support the growth plans of schools across the district and recognise the important role that viable schools have to play in maintaining the quality of life of communities across the district. Oxfordshire County Council as the Local Education Authority is usually normally responsible for the provision of new schools and school places. It has a statutory duty to ensure that there are enough school places. The District Council

will work with the County Council and others to provide nursery, primary and secondary schools; further and higher education facilities; community learning facilities; special schools; free schools and other educational facilities. This will include for the strategic site allocations in the Local Plan. New schools will be provided where required, for example at North West Bicester ('Policy Bicester 1: [North West Bicester Eco Town](#)') and Banbury Canalside ('Policy Banbury 1: [Banbury Canalside](#)'). We will ensure sufficient primary and secondary school provision across the District to accommodate Cherwell's population growth. This may include seeking the provision of new schools, contributions towards these facilities or contributions towards expanding existing facilities. A draft Planning Obligations Supplementary Planning Document (SPD) has been prepared. [Upon completion it will provide further details on how developer contributions of how for education facilities will be sought should be provided for.](#)

B.143 The ~~d~~District has historically had a relatively low education and skills base. We will encourage development that will diversify and develop the skills base of the district into the future.

B.144 We will support the University Technology College proposal or other similar proposals for Bicester as an opportunity to strengthen the education and skills base of the town.

B.145 We will seek to ensure that the design of these schools is flexible enough to accommodate the changing needs of their users and the communities they serve and future changes to the demographic profile of the district. Where appropriate the use of school and college buildings and land after hours will be encouraged to support learning among the wider community and may be able to contribute towards recreation provision. New school buildings should be located in sustainable locations on the edge or within the built up limits of settlements. New schools in the Green Belt and open countryside will be resisted. Policy ESD16 will apply.

Policy BSC 7

Meeting Education Needs

The ~~District~~Council will work with partners to ensure the provision of pre-school, school, community learning and other facilities which provide for education and the development of skills. New schools buildings should be located in sustainable locations. The co-location of other services and facilities with schools should be considered to create community hubs.

Policy BSC 8: Securing Health and Well-Being

B.146 Planning decisions can have an effect on travel to work, schools, noise and air quality, access to services, climate change and social networks which can all contribute to health and well-being. The local environment has a fundamental impact on the health and well-being of local people. By providing facilities such as local open space this allows for activities such as walking and cycling, promoting healthy lifestyles. The Council will work with the local community to provide safe and accessible environments and to identify the need for and provide local facilities.

B.147~~The Cherwell District~~Council will continue to work closely with the healthcare providers, partners and the NHS across its delivery bodies to:

- Ensure the provision of additional and reconfigured health and social care facilities
- Identify the anticipated primary care needs of local communities
- Identify the capacity needs of local communities, and
- Meet the healthcare requirements of local communities.

B.148 Since 2007, Oxfordshire Primary Care Trust (PCT) has continued to work with the District Council as a partner. It has begun work on the strategic planning of investment including tele-health care and a new Bicester Hospital. B.148 The Public Health Strategy for Oxfordshire was developed through the Healthier Communities and Older People Programme Board of the Local Area Agreement (LAA) and was discussed by all the major partnerships in the County and endorsed by the Oxfordshire Partnership Steering Group. Its aims are:

- To improve overall life expectancy in all parts of Oxfordshire by 1 year by 2012
- To tackle health inequalities and so reduce the gap in all-age, all-cause mortality rates by 10% by 2012 between the top 20% and bottom 20%
- To “add life to years” by improving health and well-being as measured by a range of specific indicators.

B.149 Since 2007, Oxfordshire Primary Care Trust (PCT) has continued to work with the District Council as a partner. It has begun work on the strategic planning of investment including tele-health care and a new Bicester Hospital.

B.150 As part of the changes to the NHS brought about by the Health and Social Care Act 2012, Primary Care Trusts (PCTs) and Strategic Health Authorities (SHAs) ceased to exist on 31 March 2013. Their responsibilities were taken over by Clinical Commissioning Groups and the NHS Trust Development Authority. The health sector is currently undergoing radical change. GP Consortia will be taking control of over 80% of the NHS budget. A Health & Wellbeing Board has been set up for Oxfordshire which is a partnership between Oxfordshire County Council, the NHS and the people of Oxfordshire designed to ensure that we all work together to improve health and wellbeing. It is being set up to monitor and oversee the new arrangements. By April 2013 Public Health will have moved to Oxfordshire County Council, which has a statutory duty to ensure that the Health & Wellbeing Board, local authorities, public health and the GP Commissioning Consortia work effectively together to develop a strategy to deliver successful health outcomes and protect the health and well-being of the population of Oxfordshire.

B.150a The Board's vision for Oxfordshire for 2016 is:

- More children and young people will lead healthy, safe lives and will be given the opportunity to develop the skills, confidence and opportunities they need to achieve their full potential.
- More adults will have the support they need to live their lives as healthily, successfully, independently and safely as possible, with good timely access to health and social care services.
- Everyone will be given the opportunity to voice their opinions and experiences to ensure that services meet their individual needs.
- The best possible services will be provided within the resources we have, giving excellent value for the public.

B.150b There is a need for more GP provision in Bicester. New buildings should be located in sustainable locations on the edge or within the built up limits of settlements. New buildings in the Green Belt and open countryside will be resisted. Policy ESD16 will apply.

Policy BSC 8

Securing Health and Well-Being

The Council will support the provision of health facilities in sustainable locations which contribute towards health and well-being including the replacement of the Bicester Community Hospital.

Policy BSC 9: Public Services and Utilities

B.151 Waste management and disposal is the responsibility of Oxfordshire County Council and the District Council will continue to consider the emerging Minerals and Waste Development Framework in the preparation of the Local Plan.

B.152 A new library is proposed for Banbury as part of the Spiceball Development Area ('Policy Banbury 9: [Spiceball Development Area](#)'). In Bicester a new library is proposed as part of the town centre redevelopment ('Policy Bicester 5: Strengthening Bicester Town Centre'). The new improved library services will be provided by Oxfordshire County Council.

B.153 The preparation of the Local Plan has highlighted the need for additional burial grounds to be provided in some locations. A new burial site for Bicester is being investigated ('Policy Bicester 9: Burial Site in Bicester'). In other cases the need for additional burial site provision will be more appropriately addressed through the Development Management DPD and/or by way of planning application.

B.154 The draft Planning Obligations SPD provides more details on the provision of public services as part of new development including emergency services (police, fire & ambulance) and places of worship.

B.155 Preliminary enquiries with utility companies have taken place with a view to identifying the infrastructure requirements and constraints to future development in the District. Gas, electricity and heat supply and investment in electricity infrastructure is provided by the private sector and the Council will continue to work with suppliers and distributors to provide the necessary services to strategic sites. Developers will need to take account of the location of existing services and will need to contribute financially to their relocation on development sites.

B.156 Thames Water, Anglian Water and Severn Trent [Water](#) provide [the majority of the](#) water supply and waste services in the District. Water services business plans are based on 5 year schedules ([2005-2010](#)) and the scale of investment is substantial. Timelines vary on projects and the [District](#) Council will work with the water compan~~ies~~y to plan the delivery of specific projects.

B.157 Telecommunications infrastructure will be provided as part of the strategic allocations, for example it is a requirement of the Eco-towns PPS that homes should be provided with high speed broadband.

Policy BSC 9

Public Services and Utilities

The Council will support proposals which involve new or improvements to public services/utilities if they are required to enable the successful delivery of sites and where they accord with other relevant policies in the Plan.

Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision

B.158 The Sustainable Community Strategy, "Our district, our future", seeks to ensure that social infrastructure grows at the same rate as our communities and that existing deficiencies in provision are addressed, and these aims are reflected in the objectives of this plan. The responsibility for provision of open space and recreation facilities in the district is shared between the County, District, Town and Parish Councils, private sports clubs and associations, and meeting the plan's objectives will therefore require effective partnership working.

B.159 The District's PPG17 Open Space Sport and Recreational Facilities Needs Assessment, Audit and Strategy 2006 and the subsequent Green Spaces and Playing Pitch Strategies 2008 (Local Plan evidence base) highlighted the need to protect all sites identified in the audit to ensure an adequate supply of open space provision.

B.160 Development proposals that would result in the loss of sites will be assessed in accordance with guidance in the NPPF and will not be permitted unless the proposal would not result in the loss of an open space of importance to the character or amenity of the surrounding area, an assessment has been undertaken which demonstrates that the site is surplus to requirements including consideration of all functions that open space can perform, or the Council is satisfied that a suitable alternative site of at least equivalent community benefit in terms of quantity and quality is to be provided within an agreed time period. Sport England will be consulted on proposals affecting playing fields. Consideration will be given to the need to designate Local Green Spaces (green areas of particular importance to the local community) in accordance with advice in the NPPF, through the preparation of the Local Neighbourhoods DPD.

B.161 Alternative uses are only likely to be permitted in exceptional circumstances bearing in mind that all of the analysis areas as defined in the PPG17 assessment have deficiencies in at least two types of open space provision. A partial update of the assessment in 2011 indicated deficiencies of one or more types of provision. In addition, apparent "surpluses" in provision often compensate for shortfalls in other types of provision locally, and some larger areas of green space serve wider than local needs with usage catchments beyond the ward boundaries in which they are located.

B.162 The PPG17 Assessment and subsequent Green Spaces and Playing Pitch Strategies established the current and future deficiencies in open space and recreation provision together with recommendations as to how deficiencies should be met. These comprise a combination of improving or enhancing existing provision, using existing open space of one type of provision to meet deficiencies in another type of provision, or through new provision. These assessments and strategies were undertaken before the distribution of development over an extended plan period had been established and further work will be undertaken in conjunction with the Bicester and Banbury Masterplans, [the Kidlington Framework Masterplan](#) and the Local Neighbourhoods DPD to update future needs and define new provision for open space. More detail on open space is set out under Section C 'Policies for Cherwell's Places' and in Section D 'The Infrastructure Delivery Plan'. The quality standards as set out in the strategies, together with information contained in the PPG17 study on the quality and value of open space sites, will be used as a guide in considering enhancements to existing provision. The identification of sites for new provision, other than those identified on the [Submission PoliciesProposals](#) Map and related to the strategic sites identified in the Local Plan, will be included in the Local Neighbourhoods DPD.

B.163 Proposals for new development will be expected to contribute to open space, sport and recreation provision in accordance with Policies ~~BSC 10, 'Open Space, Outdoor Sport and Recreation Provision', Policy BSC 11 and 'Local Standards of Provision - Outdoor Recreation' and Policy~~ and BSC12: 'Indoor Sport, Recreation and Community Facilities' below.

Policy BSC 10

Open Space, Outdoor Sport and Recreation Provision

The Council will encourage partnership working to ensure that sufficient quantity and quality of, and convenient access to open space, sport and recreation provision is secured through the following measures:

- Protecting existing sites

- Addressing existing deficiencies in provision through qualitative enhancement of existing provision, improving access to existing facilities or securing new provision, and
- Ensuring that proposals for new development contribute to open space, sport and recreation provision commensurate to the need generated by the proposals.

In determining the nature of new or improved provision the Council will be guided by the evidence base and consult with town and parish councils, together with potential users of the green space wherever possible, to ensure that provision meets local needs.

Should the promoters of development consider that individual proposals would be unviable with the above requirements, 'open-book' financial analysis of proposed developments will be expected so that an in house economic viability assessment can be undertaken. Where it is agreed that an external economic viability assessment is required, the cost shall be met by the promoter.

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

B.164 The PPG17 Assessment set out recommended standards of open space provision. These were updated as part of the Green Spaces and Playing Pitch Strategy and a further partial update has been undertaken since the Draft Core Strategy, with the findings being reflected in the policy below. The strategies set out local standards for each typology of open space, but in recognition of the multi-functional nature of many areas of open space, and the need for flexibility in determining the precise composition of provision in new development, combined quantitative standards of provision were recommended. Should the additional analysis work referred to in paragraph B.162 above result in amendments to the open space standards, the standards will be updated in the Development Management DPD and the Developer Contributions SPD.

Table 8 Local Standards of Provision - Outdoor Recreation

Type of provision	Quantitative standard	Accessibility standard	Minimum size of provision	Threshold for on-site provision
General green space (parks and gardens/ natural semi-natural/ amenity green space)	2.4 ha per 1000 urban dwellers 2.74 ha per 1000 rural/urban edge dwellers	5 minute walk (amenity open space) (400m) 15 minute walk other (1200m)	200 sq m	10 urban dwellings 6 rural/urban edge dwellings
Play space (combining provision for younger and older children including MUGAs)	0.78 ha per 1000 people	5 minutes walk (400m) except for NEAPs 15 m walk (1200m)	LAP- 100 sq m activity zone; 400 sq m including buffer LEAP- 400 sq m activity zone; 3600 sq m including buffer NEAP- 1000 sq m activity zone; 8500 sq m including buffer	10 dwellings (for a LAP) 50 dwellings (for a LEAP and LAP) 100 dwellings for a NEAP and LEAPs/LAPs.

Type of provision	Quantitative standard	Accessibility standard	Minimum size of provision	Threshold for on-site provision
			NB In some cases a combined all-age area of play will be preferable to provision of LAPs/LEAPs/NEAPs.	
Outdoor sports provision (combining tennis courts, bowling greens, golf courses and playing pitches) (to be accompanied by changing facilities where appropriate)	1.13 ha per 1000 people	Football, rugby, cricket: 10 minute walk (800m) urban areas, 10 minute travel time (8km) rural areas Tennis courts: 15 minute walk (1200m) urban areas, 15 minute travel time (12km) rural areas Bowling greens, golf courses: 15 minute travel time (12km) Hockey: 20 minute travel time.	0.12 ha	65 dwellings
Allotments	0.37 ha per 1000 people	10 minute walk (800m)	0.2 ha	275 dwellings

Table 9 Qualitative Standards of Provision

Parks and Gardens	A welcoming, clean, well maintained site that is free from vandalism and graffiti and provides a range of facilities for all users, with a good variety of well kept flowers, trees and shrubs and ancillary facilities that will enhance the user's visit and feeling of safety. The site should reflect local traditions and allow for the viewing of public art.
Natural / semi-natural green space	A publicly accessible, spacious, clean and litter free site with clear pathways and natural features that encourage wildlife conservation and biodiversity. Sites should be maintained to protect nature conservation interest, with interpretive signage and safety features where appropriate.
Amenity green space	A clean and well-maintained green space site with well kept grass and varied vegetation and large enough to accommodate informal play. Sites should have appropriate ancillary facilities (benches, litter bins) and landscaping in the right places, providing a spacious outlook and overall enhancing the appearance of the local environment.
Play provision	A site providing a suitable mix of well-maintained formal equipment and an enriched play environment to encourage informal play and recreation by children and young people. A safe and secure location with good access to the site that includes ancillary facilities such as teen shelters and seating.

MUGAs	Safe and secure locations with good access to sites that include ancillary facilities such as teen shelters and seating.
Tennis courts	<p>Courts should:</p> <ul style="list-style-type: none"> • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Bowling greens	<p>Greens should:</p> <ul style="list-style-type: none"> • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Golf courses	<p>Courses should:</p> <ul style="list-style-type: none"> • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Allotments	A clean, well kept secure site that encourages sustainable communities, biodiversity and healthy living with appropriate ancillary facilities to meet local needs, clearly marked pathways to and within the site.
Churchyards / cemeteries	A well maintained, clean and safe site with the provision of seating areas, clear footpaths and car parking either on the site or nearby. The site will encourage biodiversity by providing varied vegetation and aim to be an oasis for quiet contemplation.
Green corridors	Clean, well maintained safe and secure routes with clear, level and well drained paths, which are provided by the protection and reinforcement of existing vegetation. The green corridor should provide links to major open spaces, urban areas and community accommodation such as seating and toilets where appropriate.
Civic spaces	A clean, safe, litter and graffiti free community site which encourages a sense of place where local distinctiveness and traditions can be celebrated. The civic space will provide public art and ancillary facilities, where appropriate, to accommodate a wide range of uses.

B.165 The minimum size of provision and thresholds for on-site provision are intended to act as a guide to developers, however the composition of provision will depend on the details of the proposal and its location. For example, combined play area schemes to cover all age groups may be preferable to provision of LAPs, LEAPs and NEAPs in some cases. Similarly, the smallest size site where on-site provision for outdoor sports

is likely to be possible is 65 dwellings as this would generate a requirement sufficient for two tennis courts; however this will not be appropriate for all sites of that size. In addition, open space intended to maintain character or improve connectivity between sites needs to be large enough to be functional, irrespective of the standards.

B.166 Detailed guidance on the implementation of this policy is set out in the draft Planning Obligations SPD. The general principles underlying the policy are that all new dwellings should contribute towards the provision of open space. For larger developments (10 dwellings or more in urban areas and 6 dwellings or more in rural areas), provision should be made on site unless this is not possible or appropriate.

B.167 For smaller developments where on-site provision is not achievable, a financial contribution will be sought from developers towards the improvement of provision elsewhere, where appropriate schemes can be identified within the defined catchment. The identification of schemes for which financial contributions will be sought will be defined in the Developer Contributions SPD. In some cases catchment areas will relate to wards, in some to villages and in others to clusters of villages, having regard to accessibility standards outlined above and the likelihood of development coming forward at a rate sufficient to provide the identified schemes.

B.168 The nature of the development including the size and type of each dwelling and their anticipated occupancy rate will be taken into account in determining the contribution required. It may also be appropriate to seek green space provision, or a contribution towards such provision, in conjunction with other forms of development.

Policy BSC 11

Local Standards of Provision - Outdoor Recreation

Development proposals will be required to contribute to the provision of open space, sport and recreation, together with secure arrangements for its management and maintenance. The amount, type and form of open space will be determined having regard to the nature and size of development proposed and the community needs likely to be generated by it. Provision should usually be made on site in accordance with the minimum standards of provision set out in 'Local Standards of Provision - Outdoor Recreation' above. Where this is not possible or appropriate, a financial contribution towards suitable new provision or enhancement of existing facilities off site will be sought, secured through a legal agreement.

North West Bicester [Eco](#)-development proposals for open space will be considered against the requirements of 'Policy Bicester 1: North West Bicester Eco-Town'.

[Should the promoters of development consider that individual proposals would be unviable with the above requirements, open-book financial analysis of proposed developments will be expected so that an in-house economic viability assessment can be undertaken. Where it is agreed that an external viability assessment is required, the cost shall be met by the promoter.](#)

Policy BSC 12: Indoor Sport, Recreation and Community Facilities

B.169 The PPG17 Indoor Sports and Recreational Facilities Assessment indicated a current under-supply of sports hall and swimming pool provision in the district but concluded that the sports centre modernisation programme would address these deficiencies.

B.170 In terms of future needs to 2026, the assessment indicated that the projected shortfall in swimming pool and sports hall provision could be met through sports centre modernisation combined with dual use agreements to allow public use of school facilities out of school hours. The use of village/community halls for sporting facilities

was also highlighted and a survey of village and community halls is currently being undertaken to assess the adequacy of provision. The PPG17 assessment only covered the period to 2026 and in view of the extended plan period and increased level of growth associated with it, a review of indoor sport, recreation and community facilities provision is being undertaken. Further location specific information is included in Section C 'Policies for Cherwell's Places'. The findings will be used to determine whether additional facilities are needed and inform the application of 'Policy BSC12: [Indoor Sport, Recreation and Community Facilities](#)' below.

B.171 [Should the additional analysis work referred to in paragraph B170 above result in amendments to the indoor sports standards, the standards will be updated in the Development Management DPD and the Developer Contributions SPD.](#) The local standards of provision developed by the PPG17 study are set out below:

Table 10 Local Standards of Provision - Indoor Recreation

Facility Type	Local Quantity Standard per 1000 Population
Sports Hall	0.315 badminton courts
Swimming Pool	9.31m2 swimming water area
Squash Courts	0.059 courts
Health and Fitness	5.28 stations
Indoor Bowls	0.045 rinks
STPs	0.046 pitches
Athletics Tracks	0.0012 8 lane facility

Table 11 Local Quality Standards

Design and technical standard	All new build and refurbishment schemes to be designed in accordance with Sport England Guidance Notes, which provide detailed technical advice and standards for the design and development of sports facilities.
Facility operation and management standard	All leisure providers to follow industry best practice principles in relation to a) Facilities operation, b) Customer relations, c) staffing and d) Service and development review. The detail of internal systems, policies and practices underpinning implementation of these principles will correlate directly to the scale of facility, varying according to the position of the facility within the levels of the established hierarchy.
Accessibility standard	15 minutes travel time.

B.172 Additional guidance on how the policy and the above standards will be applied is contained in the draft Planning Obligations SPD. Development proposals will be expected to contribute towards provision commensurate with the needs generated by the development.

Policy BSC 12

Indoor Sport, Recreation and Community Facilities

The Council will encourage [the provision of community facilities to enhance the sustainability of communities, and encourage](#) partnership working to ensure that built sports provision is maintained in accordance with [the standards set out in 'Local standards of provision - Indoor Recreation' above](#), by the following means:

- Protecting and enhancing the quality of existing facilities
- Improving access to existing facilities
- Ensuring that development proposals contribute towards the provision of new or improved facilities where the development would generate a need for sport, [and](#) recreation [and community](#) facilities which cannot be met by existing provision.

B.3 Theme Three: Policies for Ensuring Sustainable Development

Introduction

B.173 To maintain as well as maximise the quality of living in Cherwell District we need to value our environment and find ways to reduce our impact upon it. This includes taking steps to progressively reduce our reliance on meeting our energy needs from fossil sources.

B.174 Critical to achieving progress towards a lower carbon economy is the provision of quality employment in the district and public transport options for rail and bus to reduce the need to travel **by private car**, hence the importance of Theme One: Securing a Sustainable Local Economy. But we also need to manage development to ensure that the quality of our environment is valued and sustained.

B.175 The Local Plan will help to ensure that growth and development does not take place at the expense of the very features which make Cherwell unique. For example, we will require clear green boundaries to be established as buffers at the edge of where growth occurs to avoid coalescence between the areas for strategic development and neighbouring villages.

B.176 This Theme sets out how development impact is **to be** managed by the need to respect the local environment, the need to meet rising building standards and the need to maintain a high quality natural and built environment.

B.177 This Theme also includes provision for protecting important heritage assets such as the Oxford Canal and for ensuring that what is built whether housing or commercial development is to the highest quality of design **as** possible.

Policy ESD 1: Mitigating and Adapting to Climate Change

B.178 The 2009 UK Climate Projections (UKCP09) set out some key projections of climate change across the UK over the 21st Century. Projected changes by the 2080s, based on a 50% probability level, include:

- Increases in summer mean temperatures, particularly **so** in southern England where increases of 3.9 degrees are projected
- Decreases in summer precipitation, again particularly **so** in southern England where decreases of 23% are projected
- Increases in winter precipitation in southern England of 22%

B.179 Changes as small as a 2°C global temperature rise will have serious impacts:

- Rising sea levels
- Extreme events such as droughts and heavy rainfall, leading to disruption to natural and man-made habitats.
- Communities across the UK may struggle to cope with the effects of warmer summers and wetter winters.

B.180 A Local Climate Impacts Profile (LCLIP) has been undertaken to better understand the impact of extreme weather in Cherwell and on the Council itself. The LCLIP reviewed extreme weather events experienced over a five year period (2003 – 2008), finding that within Cherwell flooding was by far the most significant event, with significant flooding occurring 6 times in a 5 year period, 2 of the events being serious and widespread (2003 and 2007). Heatwaves were found to have been infrequent in the **ate last 5 years period**, but if they were

to recur on the scale of 2003 this would have significant impacts on health, biodiversity and infrastructure (including damage to buildings by tree and drought related subsidence, roads, drainage systems and business closures).

B.181 There is increasing recognition that reducing carbon emissions is important in reducing and adapting to the impacts of climate change. The Climate Change Act 2008 has an objective of an 80% reduction (from 1990 baseline) in carbon dioxide emissions by 2050. This can be achieved by, for example, reducing dependence on private cars and locating new development in sustainable, accessible, locations, increasing energy efficiency, or by increasing the use of renewable or low carbon energy sources. It is particularly important to reduce carbon emissions from dwellings and business through increasing energy efficiency. Similarly it is important to ensure that we adapt to the inevitable changes to future climate. This applies to the built development, its location, design, layout and proposed land uses, as well as the natural environment, by seeking to reduce exacerbated habitat fragmentation by increasing landscape permeability and connectivity (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment, Policy ESD16 Built and Historic Environment and Policy ESD 18: Green Infrastructure).

B.182 Mitigating and adapting to the impacts of climate change are an important priority for the District and have been recognised in the following:

- The Cherwell Sustainable Community Strategy 'Our District Our Future'
- The Council's [Environmental Strategy for a Changing Climate](#) [Low Carbon Environmental Strategy](#)
- The Council's signing of the Nottingham Declaration.

B.183 Consequently this Local Plan and its strategic objectives are focused on delivering sustainable development. Specifically, Strategic Objective 10 (see Section Strategy for Development in Cherwell) relates to climate change mitigation and adaptation (to reduce the intensity of climate change and to adapt to its effects) and this will be achieved through policies ESD 1 - 7. Additional information on policies ESD 1-ESD 5 is contained in a Background Paper available as part of the Local Plan evidence base.

B.183a The most sustainable locations for growth in the district are considered to be Banbury, Bicester and the larger villages as identified in Policies Villages 1 and Villages 2 as these settlements have a range of services and facilities, reducing the need to travel by car. Well designed and connected schemes which promote pedestrian movement can also assist in meeting this objective. (See Policy ESD 16 The Character of the Built and Historic Environment). The Council will develop a sustainability checklist to aid the assessment of the sustainability of development proposals, which will be included in the Sustainable Buildings SPD.

Policy ESD 1

Mitigating and Adapting to Climate Change

Measures will be taken to mitigate the impact of development within the district on climate change. At a strategic level, this will include:

- Distributing growth to the most sustainable locations
- Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport to reduce dependence on private cars
- Designing developments to reduce carbon emissions and use resources more efficiently, including water (see Policy ESD 3 Sustainable Construction)
- Promoting the use of decentralised and renewable or low carbon energy where appropriate. (see Policies ESD 4 Decentralised Energy Systems and ESD 5 Renewable Energy)

The incorporation of suitable adaptation measures in new development to ensure that development is more resilient to climate change impacts will include consideration of the following: Development proposals should demonstrate that the following key considerations in terms of climate change adaptation have been taken into account:

- Taking into account the known physical and environmental constraints when identifying locations for development.
- Considering design approaches that are resilient to climate change impacts including the use of passive solar design for heating and cooling
- Minimising the risk of flooding and making use of sustainable drainage methods, and
- Reducing the effects of development on the microclimate (through the provision of green infrastructure including open space and water, planting, and green roofs).

Adaptation through design approaches will be considered in more locally specific detail in the Sustainable Buildings in Cherwell Supplementary Planning Document (SPD).

Policy ESD 2: Energy Hierarchy

B.184 Whilst we need to promote renewable energy where appropriate (see Policy ESD 3: Sustainable Construction), it would be counter-productive to encourage generation of renewable energy if energy is being wasted by inefficiency. As such Policy ESD2 below expresses our support for an 'energy hierarchy', as used in the London Plan, available to view at <http://www.london.gov.uk/publication/londonplan>.

B.185 An Energy Statement will be required for proposals for major developments (over 10 dwellings, or 1000 sqm of non residential floorspace) to demonstrate how the energy hierarchy below has been applied. The Energy Statement can form a standalone document or be part of the Design and Access Statement. The Council is will produce ing a template for use in preparing energy statements.

B.185a Carbon emissions reductions can be achieved through a range of "allowable solutions"; measures which secure carbon savings off site. These have yet to be defined by the government but could potentially include investment in off site low and zero carbon technologies. The concept is relatively new and is seen as a way to enable developments to become carbon neutral where it is not possible to deal with all carbon emissions through on site measures. It will not always be cost effective or technically feasible to meet the zero carbon standard through on site measures and the government is therefore proposing that the zero carbon standard could be achieved by mitigating the remaining emissions off-site through the use of allowable solutions. At the present time there is uncertainty over the implementation of allowable solutions at national level but it is intended that Cherwell's approach will be developed in the Development Management DPD and the Sustainable Buildings SPD.

Policy ESD 2

Energy Hierarchy

In seeking to achieve carbon emissions reductions, we will promote an 'energy hierarchy' as follows:

- Prioritise being LEAN - use less energy, in particular by the use of sustainable design and construction measures
- Then CLEAN - supply energy efficiently and give priority to decentralised energy supply, and
- Then GREEN - use renewable energy.

The Council's approach to the use of allowable solutions will be developed through the Development Management DPD and the Sustainable Buildings SPD.

B.186 The detailed application of the energy hierarchy in assessing proposals will be explained in the Sustainable Buildings in Cherwell SPD.

B.187 Policies on all three elements of the energy hierarchy are set out in order below.

Policy ESD 3: Sustainable Construction

B.188 Policy ESD 3 sets out the Council's approach to implementing the first step of the energy hierarchy in [Policy ESD 2 Energy Hierarchy](#) above; specifically, its encouragement for the use of sustainable design and construction measures.

B.189 The delivery of sustainable development is a fundamental theme of the [Cherwell](#) Local Plan and the Council places a high priority on the achievement of sustainable construction. The requirements of the policy go beyond what is currently required under the Building Regulations but are considered justified because of the findings of evidence base documents and the [particular](#) circumstances of the district, [including traditionally high levels of carbon emissions and energy consumption and being located in an area of serious water stress](#). The Council is also mindful of the government's intention for all new homes to be zero carbon from 2016 and the possible extension of this to include other buildings from 2019. The justification for the requirements of Policy ESD 3 is set out in more detail in a Background Paper (see Appendix 3: Evidence Base).

B.189a However, the expectations in Policy ESD 3 will be applied flexibly. The onus will be on the developer to demonstrate (with robust evidence) why the requirements cannot be met, for example where the application of the policy would conflict with other policy objectives, or where it can be satisfactorily shown that implementing the standards would not be feasible or financially viable, undermining delivery of the development. Negotiations will take place to ensure that sustainable construction is achieved as far as possible and we encourage discussion with the Council in the early stages of any development proposal. This policy will be subject to monitoring and review to ensure the standards and guidance remain appropriate and relevant. Any new national standards will need to be reflected in revisions to the local policy.

B.190 Sustainable design and construction issues will be considered and illustrated in more local detail in the Sustainable Buildings in Cherwell SPD. There is however much information already widely available regarding achieving and being assessed against the Code for Sustainable Homes and BREEAM standards. See <http://www.communities.gov.uk/planningandbuilding/sustainability/codesustainablehomes/> and <http://www.breeam.org/>

Policy ESD 3

Sustainable Construction

All new homes will be expected to meet at least Code Level 4 of the Code for Sustainable Homes with immediate effect, unless exceeded by the standards set for NW Bicester [eEco-tt](#)own (See Policy Bicester 1).

Achieving higher Code levels in the water and energy use categories will be particularly encouraged.

All new non-residential development will be expected to meet at least BREEAM 'Very Good' with immediate effect.

On the strategic sites allocated for development in this Local Plan, the Council expects to see the achievement of higher levels of on-site “carbon compliance” (carbon emissions reductions through energy efficiency and the use of renewable energy) than required through national building regulations.

Proposals for conversion and refurbishment will be expected to show high quality design and high environmental standards, demonstrating sustainable construction methods including but not limited to:

- Minimising both energy demands and energy loss
- Maximising passive solar lighting and natural ventilation
- Maximising resource efficiency
- Incorporating the use of recycled and energy efficient materials
- Reducing waste and pollution and making adequate provision for the recycling of waste
- Making use of sustainable drainage methods
- Reducing the impact on the external environment and maximising opportunities for cooling and shading (by the provision of open space and water, planting, and green roofs, for example); and
- Making use of the embodied energy within buildings wherever possible and re-using materials where proposals involve demolition or redevelopment.

Should the promoters of development consider that individual proposals would be unviable with the above requirements, 'open-book' financial analysis of proposed developments will be expected so that an in house economic viability assessment can be undertaken. Where it is agreed that an external economic viability assessment is required, the cost shall be met by the promoter.

Policy ESD 4: Decentralised Energy Systems

B.191 This policy sets out the Council's support for decentralised energy systems, the second step of the energy hierarchy in Policy ESD 2: Energy Hierarchy.

B.192 The national Heat Strategy aims to ensure there is affordable, secure and low carbon heating in a nation where 70% of all heat currently comes from natural gas, a fossil fuel. Nearly half the energy we use in the UK is used for heating of one sort or another and 52% of natural gas consumed in the UK in 2011 was used to provide heat for buildings and industry (Heat Strategy, DECC, 2013). Our 'Renewable Energy and Sustainable Construction Study' (See Appendix 3: Evidence Base) found that District Heating and Combined Heat and Power (CHP) will have an important role in delivering low carbon and renewable power and heat in the district. A focus on efficient heat generation, supply and use is particularly important given that the vast majority of heat is produced from burning fossil fuels, and heating is responsible for a third of the UK's greenhouse gas emissions (Draft Heat Strategy, DECC, 2012). More of the energy consumed in the UK is used for heating (46%) than for electricity or transport, and of this 46%, around three quarters is used by households and in commercial and public buildings (Draft Heat Strategy, DECC, 2012). The Government's Draft Heat Strategy (2012) and the Carbon Plan (2011) both emphasise the urgent national need to decarbonise our heat supply in order to meet commitments to reduce carbon emissions. reductions commitments in the (Climate Change Act 2008). The Local Plan seeks to tackle this by increasing thermal efficiency through better insulation of buildings (Policy ESD 3: Sustainable Construction) and through, in this pPolicy; ESD 4; by encouraging efficient heat delivery systems.

B.193 Briefly, District Heating involves the distribution of heat (for space heating and hot water) from a decentralised energy centre connected to local customers via a private heat distribution network, meaning that systems can be more efficient, avoiding losses over larger transmission and distribution networks. Combined

~~Heat and Power (CHP) systems involve the utilisation of are where the~~ 'waste' heat produced when fuel is burnt to generate electricity. ~~Is used, rather than lost (trigeneration, (supplying chilled water for cooling), is also possible).~~

B.194 The fuel source in both DH and CHP systems can be either non renewable or renewable (renewable heat installations will of course contribute to meeting national renewable energy targets). In the UK most DH networks are linked to a gas fired CHP system or use waste heat generated from industrial processes. Some parts of rural Cherwell are without mains gas ('off-gas areas') and here biomass powered DH/CHP could be appropriate. The renewable energy map at Appendix 5 'Maps' shows the broad potential for decentralised heat supply in the district, illustrating any potential waste heat sources, the existing DH/CHP schemes in the district that could be extended, the off-gas areas in the district, and the typical major users of heat that could anchor a district heating system. This map should be used in combination with the DECC's mapping of areas of high heat demand density to inform more detailed feasibility assessments of the potential for DH/CHP in new developments in Cherwell. The Council ~~is in the process of will~~ produce~~ing~~ guidance and a template for use in preparing feasibility assessments.

Policy ESD 4

Decentralised Energy Systems

The use of decentralised energy systems, providing either heating (District Heating (DH)) or heating and power (Combined Heat and Power (CHP)) will be encouraged in all new developments.

A feasibility assessment for DH/CHP, including consideration of biomass fuelled CHP, will be required for:

- All residential developments for 400 dwellings or more
- All residential developments in off-gas areas for 50 dwellings or more
- All applications for non domestic developments above 1000m² floorspace

The feasibility assessment should be informed by the renewable energy map at Appendix 5 'Maps' and the national mapping of heat demand densities undertaken by the Department for Energy and Climate Change (DECC) (see Appendix 3: Evidence Base).

Where feasibility assessments demonstrate that decentralised energy systems are deliverable and viable, such systems will be required as part of the development unless an alternative solution would deliver the same or increased benefit.

Policy ESD 5: Renewable Energy

B.195 This policy sets out the Council's support for renewable energy where appropriate, the third step in the energy hierarchy of Policy ESD 2: Energy Hierarchy, in order to contribute to national carbon emissions reductions and renewable energy generation targets. The Council ~~is in the process of will~~ produce~~ing~~ guidance and a template for use in preparing feasibility assessments. Planning applications for renewable and low carbon energy will be considered against Policy ESD 5 in addition to current government advice (Planning practice guidance for renewable and low carbon energy: July 2013).

B.196 Mapping of spatial opportunities for renewable energy has been undertaken in The Cherwell Renewable Energy and Sustainable Construction Study (see Appendix 3: Evidence Base) which sets out the potential for different types of renewable energy development in the district and maps the broad spatial opportunities for

renewables. We have not allocated specific spatial opportunities for large scale renewable energy in this Local Plan, primarily because very few opportunities have been identified and even these are subject to constraints which require detailed investigation. We have however mapped the broad potential for district heating opportunities in Cherwell (see Policy ESD 4: Decentralised Energy Systems).

B.197 Based on local evidence available at the current time (see Appendix 3: Evidence Base) opportunities for large scale wind generation are considered to be limited and uncertain, although there is potential for scattered single turbines or small clusters. Policy ESD5 below will apply to all proposals for wind turbine development including monitoring masts. In line with the UK Renewable Energy Strategy, the community ownership of wind power and other renewable energy schemes is encouraged within Cherwell.

B.198 Impacts on residential amenity are particularly pertinent in relation to wind turbines and wind farm development. To minimise adverse impacts on residential amenity, the Council will apply minimum separation distances between turbines and dwellings. Further guidance on separation distances is set out in the Council's "Planning Guidance on the Residential Amenity Impacts of Wind Turbines Development" document (2011).

B.199 There is increasing interest in the development of large scale solar PV arrays in Cherwell. The issues of local significance set out below will be relevant considerations in the determination of such proposals as well as the need to protect the district's high quality agricultural land (Grades 1 and 2).

B.200 Policy in relation to renewable energy generation in the Cotswolds Area of Outstanding Natural Beauty (AONB) is set out in the Cotswolds AONB Management Plan, produced by the Cotswolds Conservation Board, which has been adopted by this council as supplementary planning guidance.

Policy ESD 5

Renewable Energy

The Council supports renewable and low carbon energy provision wherever any adverse impacts can be addressed satisfactorily. The potential local environmental, economic and community benefits of renewable energy schemes will be a material consideration in determining planning applications.

Planning applications involving renewable energy development will be encouraged provided that there is no unacceptable adverse impact, including cumulative impact, on the following issues, which are considered to be of particular local significance in Cherwell:

- Landscape and biodiversity including designations, protected habitats and species, and Conservation Target Areas
- Visual impacts on local landscapes
- The historic environment including designated and non designated assets and their settings
- The Green Belt, particularly visual impacts on openness
- Aviation activities
- Highways and access issues, and
- Residential amenity.

A feasibility assessment of the potential for significant on site renewable energy provision (above any provision required to meet national building standards) will be required for:

- All residential developments for 400 dwellings or more
- All residential developments in off-gas areas for 50 dwellings or more
- All applications for non-domestic developments above 1000m² floorspace

Where feasibility assessments demonstrate that on site renewable energy provision is deliverable and viable, this will be required as part of the development unless an alternative solution would deliver the same or increased benefit. This may include consideration of 'allowable solutions' as Government Policy evolves.

Policy ESD 6: Sustainable Flood Risk Management

B.201 The risk of flooding from rivers and watercourses across the district is high, with large extensive floodplains a feature of our rural landscape. The district falls within three major river catchments. The River Cherwell forms part of the larger Thames catchment, which comprises about 80% of the district's total area covering much of the urban and rural development in the district. During flood conditions the River Cherwell also largely co-joins with the adjacent Oxford Canal. The Great Ouse catchment covers approximately 15% of the district's total area and the Warwickshire Avon catchment approximately 5%. Groundwater and sewer flooding have also occurred at various locations in the district. Flooding events are detailed in the Council's Level 1 Strategic Flood Risk Assessment (SFRA) and further information is also provided in the Council's Local Climate Impacts Profile (LCLIP) (See Appendix 3: Evidence Base).

B.202 Properties at risk of flooding are dispersed across the district but there are clusters of properties at risk of flooding in Banbury and Kidlington (more than 100 properties in total) in Banbury and Kidlington. The SFRA also highlights that some rural settlements are potentially affected by fluvial flooding.

B.203 Construction work commenced in February 2011 on a Flood Alleviation Scheme for Banbury to protect the town centre and surrounding businesses from flooding and the scheme is now complete. The project was funded by the Environment Agency supported by Cherwell District Council and contributions from local landowners.

B.204 The Flood and Water Management Act 2010 assigns local authorities with a responsibility for managing flood risk. In Cherwell district, Oxfordshire County Council is the Lead Local Flood Authority (LLFA), with the district council having an important supporting role to play as a Risk Management Authority. The probability of flooding can be reduced through the management of land, river systems and flood defences, and the impact reduced through influencing the type of development located in flood risk areas. The following policy will be used to manage and reduce flood risk in the district.

Policy ESD 6

Sustainable Flood Risk Management

The Council will manage and reduce flood risk in the district through using a sequential approach to development; locating vulnerable developments in areas at lower risk of flooding. Development proposals will be assessed according to the sequential approach and where necessary the exceptions test as set out in the NPPF. Development will only be permitted in areas of flood risk when there are no reasonably available sites in areas of lower flood risk and the benefits of the development outweigh the risks from flooding.

In addition to safeguarding floodplains from development, opportunities will be sought to restore natural river flows and floodplains, increasing their amenity and biodiversity value. Building over or culverting of watercourses should be avoided and the removal of existing culverts will be encouraged.

Existing flood defences will be protected from damaging development and where development is considered appropriate in areas protected by such defences it must allow for the maintenance and management of the defences and be designed to be resilient to flooding.

Site specific flood risk assessments will be required to accompany development proposals in the following situations:

- All development proposals located in flood zones 2 or 3
- Development proposals of 1 hectare or more located in flood zone 1
- Development sites located in an area known to have experienced flooding problems
- Development sites located within 9m of any watercourses.

Flood risk assessments should assess all sources of flood risk and demonstrate that:

- There will be no increase in surface water discharge rates or volumes during storm events up to and including the 1 in 100 year storm event with an allowance for climate change (the design storm event)
- Developments will not flood from surface water up to and including the design storm event or any surface water flooding beyond the 1 in 30 year storm event, up to and including the design storm event will be safely contained on site.

Development should be safe and remain operational (where necessary) and proposals should demonstrate that surface water will be managed effectively on site and that the development will not increase flood risk elsewhere, including sewer flooding.

B.205 The above policy reflects government planning guidance on sustainable flood risk management set out in the NPPF. The suitability of development proposals will be assessed according to the sequential approach and where necessary the exceptions test as set out in the NPPF. Defended areas should be sequentially tested as though the defences are not there. Applications will also be assessed against the Environment Agency's standing advice on flood risk.

B.206 The Council's Level 1 SFRA (see Appendix 3: Evidence Base) provides the framework for applying the sequential and exception tests in the district. The SFRA identifies and maps the risk of flooding across the district based on a range of data and taking into account predicted climate change impacts, and is a useful source of information in undertaking site specific flood risk assessments particularly in relation to specific locations across the district. The SFRA also highlights the biodiversity opportunities associated with the use of sustainable flood risk management techniques, for example in enhancing or creating priority habitats such as grazing marsh, wet grassland, wetlands and aquatic habitats (particularly so in the Conservation Target Areas - see Policy ESD 11: Conservation Target Areas).

B.207 Level 2 SFRAs have also been carried out to assess the level of flood risk for strategic site allocations in more detail (see Appendix 3: Evidence Base). The assessments provide site specific guidance for flood risk assessments, policy recommendations and SuDS guidance. The findings of the assessments will be taken into account in the final determination of planning applications at the strategic sites.

B.208 Site specific flood risk assessments (FRAs) will be required in accordance with the NPPF and the accompanying technical guidance. The FRA should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. Fluvial flood events up to and including the 1 in 100 year event with an allowance for climate change should be considered. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. The FRA should also include investigation of the use of sustainable drainage systems (see **Policy ESD 7: Sustainable Drainage Systems (SuDS)** below).

B.209 Briefly, there are 3 levels of FRA, as follows:

- Level 1- Screening: identify if a development site has flood risk issues
- Level 2- Scoping: qualitative assessment to determine how flood sources affect the site and options available for mitigation
- Level 3- Details: where the quality and/or quantity of information is insufficient to enable a robust assessment of the flood risks, further investigation will be required potentially involving hydraulic modelling.

B.210 An FRA does not need to go through every stage (i.e. if it is known that detailed modelling will be required, just a Level 3 FRA can be carried out). The Council's SFRA makes the following recommendations for FRAs undertaken in particular locations across the district, as follows:

Location	Site Specific FRA Requirement
Wherever applicable	Where a site is in close proximity of the Oxford Canal, the Level 3 FRA should include breach analysis.
Wherever applicable	Flood defended areas will require a FRA to include assessment of risk from catastrophic failure of defences.
Banbury	A detailed level 3 FRA is required for development within the River Cherwell Floodplain to include flood compensation. Groundwater risk to be highlighted at Crouch Hill.
North East Bicester	A level 2 FRA using existing data can be applied.
South East Bicester	A level 3 FRA including hydraulic modelling will be required in the vicinities of these watercourses.
Kidlington	Where EA modelled data is available a level 2 FRA can be completed using existing modelled flood levels. Where no data is available a Level 3 FRA including hydraulic modelling may be required for sites in close proximity to the Rowell Brook or the River Cherwell. A level 2 FRA to include detailed assessment of groundwater flood risk should be included at all sites.
Rural Areas	There are village specific recommendations contained in the SFRA

B.211 Additional recommendations are included in the Level 2 SFRAs for the proposed strategic site allocations, though some of this analysis is currently on-going.

B.212 We will work actively with the Environment Agency, the Local Lead Flood Authority, other operating authorities and stakeholders to ensure that best use is made of their expertise and so that spatial planning supports existing flood risk management policies and plans, River Basin Management Plans and emergency planning.

Policy ESD 7: Sustainable Drainage Systems (SuDS)

B.213 Policy ESD 7 sets out the Council's approach to Sustainable Drainage Systems (SuDS). Potential flooding and pollution risks from surface water can be reduced by reducing the volume and rate of water entering the sewerage system and watercourses. Managing drainage more sustainably in this way can ensure that developments are better adapted to the predicted impacts of climate change in the South East, which include more intense rainfall events. Policy ESD 7 is supported by the Flood and Water Management Act 2010 which presumes that SuDS will be used for all new developments and redevelopments in order to prevent surface water run-off from increasing flood risk, and sets out that national standards be published to address SuDS design, construction, operation and maintenance issues at a national level.

B.214 SuDS seek to manage surface water as close to its source as possible, mimicking surface water flows arising from the site prior to the proposed development. Typically this approach involves a move away from piped systems to softer engineering solutions. SuDS are considered to be suitable for use in association with developments across the district. Where site specific Flood Risk Assessments are required to be submitted to accompany development proposals these should be used to investigate how SuDS can be used on particular sites and to design appropriate systems.

B.215 In considering SuDS solutions, the need to protect ground water quality must be taken into account, especially where infiltration techniques are proposed. Where possible, multiple benefits including for recreation and wildlife should be delivered. Proposals must include an agreement on the future management, maintenance and replacement of the drainage structures.

B.216 All relevant organisations should meet at an early stage to agree on the most appropriate drainage system for the particular development. These organisations may include the Local Authority, the Sewage Undertaker, Oxfordshire County Council as the LLFA and Highways Authority, and the Environment Agency. Highways SuDS will be adopted by Oxfordshire County Council but must be located on the most appropriate land, requiring consideration of the need to provide access for maintenance purposes, and topographical factors. Non-highway SuDS draining two properties or more will be adopted by the Local Lead Flood Authority (LLFA) after Schedule 3 of the 2010 Act comes into force.

B.217 Advice on SuDS and their various techniques is provided in the Council's Level 1 SFRA (August 2008). All areas of the district are suitable for SuDS in one form or another but the SFRA contains maps of a range of geological and ground condition data which can be used to identify the general permeability of the underlying ground conditions (bedrock, superficial deposits and soil) and the vulnerability of the groundwater resources (aquifers), to determine which SuDS system might be suitable. However the SFRA's mapping of SuDS opportunity does not provide a detailed and definitive investigation at site specific level, and so further assessment may be required to further investigate SuDS opportunities on individual sites. The Level 2 SFRAs contain additional guidance relating to the use of SuDS on the proposed strategic site allocations.

Policy ESD 7

Sustainable Drainage Systems (SuDS)

All development will be required to use sustainable drainage systems (SuDS) for the management of surface water run-off.

Where site specific Flood Risk Assessments are required in association with development proposals, they should be used to determine how SuDS can be used on particular sites and to design appropriate systems.

In considering SuDS solutions, the need to protect ground water quality must be taken into account, especially where infiltration techniques are proposed. Where possible, SuDS should seek to reduce flood risk, reduce pollution and provide landscape and wildlife benefits. SuDS will require the approval of Oxfordshire County Council as LLFA and SuDS Approval Body, and proposals must include an agreement on the future management, maintenance and replacement of the SuDS features.

Our Core Assets

Policy ESD 8: Water Resources

B.218 In considering development proposals, the Council will use Policy ESD 8 together with Policy ESD 3: Sustainable Construction, Policy ESD 6: Sustainable Flood Risk Management and Policy ESD 7: Sustainable Drainage Systems (SuDS) to reduce the impact of development on the water environment, maintain water quality, ensure adequate water resources and promote sustainability in water use. This will assist in contributing to the objectives of the Water Framework Directive which seeks to protect and enhance the quality of water bodies, and indicates that development should not result in any deterioration in the status of surface water bodies. Some development can remediate contaminated land which ~~can have~~may be having an adverse impact on controlled water and human health. These policies together with ESD 8 are also intended to help deliver the actions contained in the Thames River Basin Management Plan. These actions highlight the importance of development proposals contributing to an improved water environment, through the use of sustainable design and construction techniques for water efficiency, water quality and sustainable flood management, and the incorporation of appropriate green infrastructure and biodiversity improvements.

B.219 ~~Cherwell district lies within an area of serious water stress, with the Research carried out by the Environment Agency and set out in the Catchment Abstraction Management Strategies (CAMs) shows that Cherwell district lies within an area of serious water stress and in 2005 indicating that the Upper Cherwell area (including Banbury) has been~~was over abstracted. ~~Resources in this area are being reassessed, with results expected at the end of 2012.~~ Policy ESD 8 below will be used to ensure that new development is located in areas where adequate water supply can be provided from existing and potential water supply infrastructure. In addition Policy ESD 1: Mitigating and Adapting to Climate Change and Policy ESD 3: Sustainable Construction will ensure new development incorporates water efficiency measures, reducing demand.

Policy ESD 8

Water Resources

The Council will seek to maintain water quality, ensure adequate water resources and promote sustainability in water use.

Water quality will be maintained and enhanced by avoiding adverse effects of development on the water environment. Development proposals which would adversely affect the water quality of surface or underground water bodies, including rivers, canals, lakes and reservoirs, as a result of directly attributable factors, will not be permitted.

Development will only be permitted where adequate water resources exist, or can be provided without detriment to existing uses. Where appropriate, phasing of development will be used to enable the relevant water infrastructure to be put in place in advance of development commencing.

Protection and Enhancement of Biodiversity and the Natural Environment

B.220 Conserving biodiversity is an important element of sustainable development. Government guidance in the NPPF indicates that in delivering sustainable development local authorities should enhance as well as protect biodiversity and natural habitats. It is also recognised that the distribution of habitats and species will be affected by climate change. This reinforces the importance of considering climate change impacts in seeking to avoid habitat fragmentation. Following an initiative in the Natural Environment White Paper 2011, a Local Nature Partnership for Oxfordshire ([ONP Wild Oxfordshire](#)) was set up with the aim of encouraging all sectors to consider the natural environment in decision making and recognise the wider social and economic benefits biodiversity brings. The Council will have regard to the views of [the ONP Wild Oxfordshire](#) in ensuring sustainable development.

B.221 Cherwell District contains many areas of high ecological value including sites of international and national importance, as outlined below. While the district is predominantly rural, its urban centres, parks and open spaces are just as much part of the local environment and provide important habitats for wildlife. The policies to protect and enhance the natural environment and biodiversity in urban and rural areas are set out below.

B.222 Cherwell contains one site of European importance; part of Oxford Meadows Special Area of Conservation (SAC) located in the south west corner of the district (indicated on the [Proposed Submission Policies Map](#) (Appendix 5: [Maps](#)). The SAC receives statutory protection under the Habitats Directive (Directive 92/42/EEC), transposed into national legislation in the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations).

B.223 The proposals in this document have been informed by Habitats Regulations Assessments undertaken in accordance with Regulation 21 of the Habitats Regulations. An HRA was carried out to determine whether the proposals in the Core Strategy Options for Growth paper (2008) were likely, either alone or in combination with other plans and projects, to have a significant effect upon European sites. An HRA of the Draft Core Strategy (February 2010) was also undertaken. Copies of both assessments are available on the Council's website (see Appendix 3: Evidence Base).

B.224 Appropriate measures as recommended by the HRA have been incorporated to avoid or minimise the effect of the plan proposals on the SAC in relation to water quality, natural groundwater flow, air quality and recreational use. A revised HRA ~~was being~~ undertaken (2012) to accompany the [Proposed Submission Local Plan](#) to ensure that the plan proposals will not result in adverse effects on the SAC. [An Addendum to the HRA was published to accompany the focused consultation on proposed changes to the Plan \(March 2013\) which confirmed that there would be no likely significant effects on any Natura 2000 Sites as a result of the proposals within the Plan. A further Addendum to the HRA accompanies the Submission Plan.](#)

B.225 However, as the proposals in the Local Plan are strategic by nature, any more detailed proposals that are identified in the Local Neighbourhoods Development Plan Document will also be subject to a Habitats Regulations Assessment to determine if they are likely to have a significant impact. Similarly, if a proposed development submitted as a planning application could have a likely significant effect on Oxford Meadows SAC then consideration and assessment would need to be undertaken (see Policy ESD 9: Protection of the Oxford Meadows SAC and Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment below).

B.226 One of the recommendations arising from the HRA was the need to ensure groundwater flows and water quality at the SAC are not affected by development. Policy ESD9 (below) will be used to ensure that this is the case.

Policy ESD 9: Protection of the Oxford Meadows SAC

B.227 The Oxford Meadows SAC has been designated for European protection due to the lowland hay meadow habitats it supports. The site includes vegetation communities that are considered to be potentially unique in the world (due to the influence of long-term grazing and hay-cutting). The site has been traditionally managed for several centuries and so exhibits good conservation of structure and function. It is also designated as a European site as it supports creeping marshwort - one of only two known sites in the UK that support this plant species. The River Thames flows through the centre of the site and the hydrological regime makes an important contribution to the integrity of the site in supporting these habitats and species.

B.228 The HRA identified two potential significant impacts relating to water and water quality:

- The SAC receives groundwater supplies from the River Cherwell and the River Thames (and their catchments). Alteration to adjacent rivers or obstruction of natural groundwater flows may alter the flooding regime of the SAC and lead to a degradation of the internationally important habitats and biodiversity that it supports. However the current groundwater recharge could be maintained using Sustainable Drainage Systems, including porous surfacing, which maintain infiltration of groundwater without exacerbating flood risk (see Policy ESD 7) [Sustainable Drainage Systems \(SuDS\)](#).
- If new development is situated next to watercourses that flow into the River Thames upstream of the SAC, it is possible that there could be a decrease in water quality flowing through the SAC during the construction and the operation of development. This could potentially alter or prevent the nutrient enrichment of the habitats and species that the SAC supports, leading to degradation or loss.

B.229 Policy ESD 9 below aims to prevent any obstruction of groundwater flows and to preserve water quality, in order to maintain the stability of the hydrological regime within the SAC and therefore its integrity as a site of international importance. The policy will be applied to development proposals likely to impact on groundwater flows or watercourses that flow into the River Thames upstream of the SAC.

Policy ESD 9

Protection of the Oxford Meadows SAC

Developers will be required to demonstrate that:

- During construction of the development there will be no adverse effects on the water quality or quantity of any adjacent or nearby watercourse
- During operation of the development any run-off of water into adjacent or surrounding watercourses will meet Environmental Quality Standards (and where necessary oil interceptors, silt traps and Sustainable Drainage Systems will be included)
- New development will not significantly alter groundwater flows and that the hydrological regime of the Oxford Meadows SAC is maintained in terms of water quantity and quality
- Run-off rates of surface water from the development will be maintained at [Greenfield](#) rates.

Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment

B.230 Development proposals likely to affect a site of international ecological importance will need to be accompanied by a thorough Habitats Regulations Assessment of the potential effects of the development on that site of international importance, to enable the Council to determine whether the development would result in significant adverse effects on the integrity of the site. Any development that is unable to demonstrate that it would not have a significant adverse effect upon the integrity of a European site, having taken account of proposed mitigation, will be refused. This is in accordance with the precautionary principle enshrined in the Habitats Directive. Where there are imperative reasons of over-riding public interest and the Council is unable to conclude no adverse effect on the integrity of the SAC, the authority will notify the Secretary of State to allow the application to be called in for determination. In these situations compensatory measures to protect the site must be put in place.

B.231 Sites of national importance comprise Sites of Special Scientific Interest (SSSIs) and National Nature Reserves. Cherwell District has 18 SSSIs but does not contain any National Nature Reserves.

B.232 Sites of regional/local importance comprise Local Geological Sites (LGSs), Local Nature Reserves (LNRs), non-statutory nature reserves and other sites of importance for nature conservation including Local Wildlife Sites (LWSSs - formerly known as County Wildlife Sites), ancient woodland, aged or veteran trees and UK Biodiversity Action Plan (BAP) Priority Habitats (habitats of principal importance for the conservation of biodiversity under Section 41 of the NERC Act). Cherwell contains 13 LGSs, 3 LNRs, 843 Local Wildlife sites (completely or partly within the district), 126 proposed LWSs and 78 proposed LWS extensions (as of May 2012)August 2013). The sites are indicated on the biodiversity map at Appendix 5: Maps, but it must be acknowledged that the number and location of sites changes over time as surveys and re-surveys take place. A living list of Local Wildlife Sites and associated maps are available at <http://www.tverc.org>~~http://www.tverc.org/html/local_wildlife_sites.html~~. Sites of regional/local importance also include the habitats of those species of principal importance for biodiversity (as identified in Section 41 of the NERC Act).

B.233 It is not just designated sites that are of importance to the biodiversity resource of the district. Areas adjacent to designated sites can be of value as they can form part of the overall ecological unit and may provide important linkages. Also landscape features such as hedgerows, woods, trees, rivers and riverbanks, ponds and floodplains can be of importance both in urban and rural areas, and often form wildlife corridors and stepping stones. Similarly it is not just greenfield sites that can be of value; previously developed land can also make an important contribution to biodiversity. Some development can remediate contaminated land which may be having an adverse impact on ecology. It is important that any features of value are identified early in the planning process so that adequate measures can be taken to secure their protection. Developers will be expected to incorporate and enhance such features within a site wherever possible and adequate measures should be taken to protect them from damage during construction. Networks of habitats will be protected from development and where possible strengthened by it.

B.234 Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site of known biodiversity value or the biodiversity/natural environment of the local area. A biodiversity survey and report will also be required where it is likely that previously unrecorded biodiversity interest may be present which could be affected by the development. All developments around Bicester will require surveys carried out for the brown hairstreak butterfly. Surveys should include consideration of the site's value as a wildlife corridor and the contribution it makes to ecological networks. In addition to identifying biodiversity impacts, biodiversity surveys and reports should identify opportunities to deliver biodiversity enhancements.

B.235 There are a number of features which can be incorporated into developments to encourage biodiversity including green roofs and walls, SUDs, using native and locally characteristic species in landscaping schemes, using landscaping to link up existing areas supporting biodiversity and including features such as bird and bat boxes. The Council is compiling further guidance on the incorporation of features to encourage biodiversity which will form part of the Sustainable Buildings in Cherwell SPD.

B.236 Consideration will be given to the introduction of a tariff based approach to securing biodiversity improvement through development. Further information on the use of planning obligations to secure contributions from development towards biodiversity will be contained in the final Developer Contributions SPD.

Policy ESD 10

Protection and Enhancement of Biodiversity and the Natural Environment

Protection and enhancement of biodiversity and the natural environment will be achieved by the following:

- In considering proposals for development, a net gain in biodiversity will be sought by protecting, managing, enhancing and extending existing resources, and by creating new resources
- The protection of trees will be encouraged, with an aim to increase the number of trees in the district
- The reuse of soils will be sought
- Ensuring that development proposals are assessed against the avoidance-mitigation-compensation hierarchy set out in paragraph 118 of the NPPF. If significant harm resulting from a development cannot be avoided (through locating on an alternative site with less harmful impacts), adequately mitigated, or as a last resort, compensated for, then development will not be permitted.
- Development which would result in damage to or loss of a site of international value will be subject to the Habitats Regulations Assessment process and will not be permitted unless it can be demonstrated that there will be no likely significant effects on the international site or that effects can be mitigated
- Development which would result in damage to or loss of a site of biodiversity or geological value of national importance will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site and the wider national network of SSSIs, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity
- Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance including habitats of species of principal importance for biodiversity will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity
- Development proposals will be expected to incorporate features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity
- Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site, habitat or species of known or potential ecological value
- Air quality assessments will also be required for development proposals that would be likely to have a significantly adverse impact on biodiversity by generating an increase in air pollution

- Planning conditions/obligations will be used to secure net gains in biodiversity by helping to deliver Biodiversity Action Plan targets and/or meeting the aims of Conservation Target Areas. Developments for which these are the principal aims will be viewed favourably
- A monitoring and management plan will be required for biodiversity features on site to ensure their long term suitable management.

Policy ESD 11: Conservation Target Areas

B.237 Conservation Target Areas in Oxfordshire have been mapped by the Thames Valley Environmental Records Centre (TVERC) in consultation with local authorities and nature conservation organisations in Oxfordshire. The Target Areas have been identified to focus work to restore biodiversity at a landscape scale through the maintenance, restoration and creation of UK BAP priority habitats, and they therefore have a major role to play in achieving Strategic Objective 15 (Section A: Strategy for Development in Cherwell). Addressing habitat fragmentation through the linking of sites to form strategic ecological networks can help species adapt to the impact of climate change, and therefore Conservation Target Areas can also contribute to the achievement of Strategic Objective 11. Conservation Target Areas represent the areas of greatest opportunity for strategic biodiversity improvement in the District and as such development will be expected to contribute to the achievement of the aims of the target areas through avoiding habitat fragmentation and enhancing biodiversity.

B.238 Ten Conservation Target Areas lie wholly or partly within Cherwell District. The boundaries of the Conservation Target Areas are indicated on the **Proposed** Submission Policies Map (Appendix 5: **Maps**).

B.239 General targets for maintenance, restoration and creation of habitats have been set for each area, to be achieved through a combination of biodiversity project work undertaken by a range of organisations, agri-environment schemes and biodiversity enhancements secured in association with development. These targets are in the process of being made more specific in terms of the amount of each habitat type to be secured within each Conservation Target Area. Habitat improvement within each area will contribute towards achieving County targets, which in turn will contribute towards regional biodiversity targets identified by the South East England Biodiversity Forum. A lead partner has been appointed for several of the Conservation Target Areas to co-ordinate action.

B.240 Biodiversity enhancements sought in association with development could include the restoration or maintenance of habitats through appropriate management, new habitat creation to link fragmented habitats, or a financial contribution towards biodiversity initiatives in the Conservation Target Area. Biodiversity enhancement within the Conservation Target Areas will be considered through the review of the current Draft Planning Obligations SPD and the funding of infrastructure through CIL or other tariff system. More detail will be set out in the Developer Contributions SPD. Consideration will be given to the introduction of a tariff based approach to biodiversity enhancement within the Conservation Target Areas, through the development of our CIL proposals to enable development throughout the district to contribute to the areas with the greatest opportunity for strategic biodiversity improvement. Biodiversity offsetting is being explored at national level through a number of pilot projects, as a way of compensating for biodiversity loss in an effective way. ~~AMY~~ If this initiative proves successful the approach could be used to secure strategic biodiversity improvement.

Policy ESD 11

Conservation Target Areas

Where development is proposed within or adjacent to a Conservation Target Area biodiversity surveys and a report will be required to identify constraints and opportunities for biodiversity enhancement. Development which would prevent the aims of a Conservation Target Area being achieved will not be permitted. Where there is potential for development, the design and layout of the development, planning conditions or obligations will be used to secure biodiversity enhancement to help achieve the aims of the Conservation Target Area.

Policy ESD 12: Cotswolds Area of Outstanding Natural Beauty (AONB)

B.241 Cherwell contains one area of national landscape importance - the Cotswolds Area of Outstanding Natural Beauty (AONBs). National designations including AONBs are to be prioritised for landscape protection as set out in national planning guidance, with the NPPF indicating that great weight should be given to conserving landscape and scenic beauty in those areas.

B.242 Only a small part of Cherwell District, around the village of Epwell, is included in the Cotswolds AONB, as shown on the Proposed Submission Policies Map (Appendix 5: Maps). The area of AONB straddles the boundary of Sibford and Wroxton wards.

B.243 Proposals for development in the AONB should be small-scale and sustainably located and designed. Proposals which support the economies and social well-being of the AONB and its communities, including affordable housing schemes, will be encouraged provided they do not conflict with the aim of conserving and enhancing natural beauty.

B.244 The Cotswolds AONB Management Plan was prepared by the Cotswold Conservation Board and was adopted by the Council for use as supplementary guidance. [The Management Plan was updated and adopted by the Board in March 2013.](#) The main principles are that development within the AONB will:

- Be compatible with the distinctive character of the location as described by the relevant landscape character assessment, strategy and guidelines
- Incorporate designs and landscaping consistent with the above, respecting the local settlement pattern and building style
- Be designed to respect local building styles and materials
- Incorporate appropriate sustainability elements and designs
- ~~Maintain or improve the existing level of~~ Have regard to the impact on tranquility, including dark skies
- Not have an adverse impact on the local community amenities and services and access to these
- Protect, or where possible enhance, [landscape and](#) biodiversity
- Be in accordance with a more sustainable pattern of development, reducing dependence on car travel.

Policy ESD 12

Cotswolds Area of Outstanding Natural Beauty (AONB)

High priority will be given to the protection and enhancement of the Cotswolds AONB and the Council will seek to protect the AONB and its setting from potentially damaging and inappropriate development. The Cotswolds AONB Management Plan will be used as supplementary guidance in decision making relevant to the AONB.

Development proposals within the AONB will only be permitted if they are small scale, sustainably located and designed, and would not conflict with the aim of conserving and enhancing the natural beauty of the area.

Policy ESD 13: Local Landscape Protection and Enhancement

B.245 The Cherwell Local Plan 1996 identified areas of Area of High Landscape Value - land of particular environmental quality - where the Council would seek to conserve and enhance the environment. This Local Plan adopts a character-based approach to seeks to conserve and enhance the countryside and landscape character of the whole district, and so specific local designations are Areas of High Landscape Value are not proposed to be retained. Policy ESD 13 below therefore seeks to conserve and enhance the distinctive and highly valued local character of the entire district. The Council will use the CPRE's Tranquillity Map of Oxfordshire available at http://www.cpre.org.uk/_resources/countryside/tranquil-places/item/1835 as a guide in assessing areas of tranquillity. Further guidance will be contained within the Development Management DPD.

B.246 Opportunities for landscape enhancement can also be provided by land in the Council's ownership, and on other land by agreement.

B.247 The relationship between the district's towns and the adjoining countryside and the avoidance of an abrupt transition from built development to open farmland requires special attention to the landscaping of existing and proposed development. This interface is important in determining the relationship between the urban areas and on the character of the countryside. Where new development will extend the built up limits of the towns the Council will seek a masterplan and well-designed approach to the urban edge. This could incorporate the enhancement of existing hedgerows and woodlands and new areas of woodland planting and hedgerows to be incorporated as part of the development, to ensure the satisfactory transition between town and country (see also Policy ESD 15: Green Boundaries to Growth below). These considerations can equally be applied where extensions to villages are required. Landscape mitigation for the proposed strategic sites will be negotiated on a site by site basis.

B.248 In order to understand the local landscape character of Cherwell a Landscape Assessment was undertaken in 1995. The findings of this assessment informed the Non Statutory Cherwell Local Plan policy and the Countryside Design Summary Supplementary Planning Guidance. These documents identified four distinct character areas - the 'Cherwell Valley', 'Ironstone Downs', 'Ploughley Limestone Plateau' and 'Clay Vale of Otmoor'. The guidance states how development can complement the most important aspects of the character of that part of the District. More recently the Oxfordshire Wildlife and Landscape Study (OWLS) looked in detail at the landscape types across the district as well as the biodiversity resource. It identifies the 'forces for change' in a particular location and includes landscape/biodiversity strategies which set guidelines for how developments can contribute towards landscape character. Further landscape assessment work has been undertaken to inform the Local Plan and the Masterplans being prepared for Bicester and Banbury (See Appendix 3: Evidence Base)

B.249 One of the most important elements of the landscape which can add to the character and identity of an area are natural landscape features. Such features include Muswell Hill, Crouch Hill, Madmarston Hill, the River Cherwell and Otmoor, which all make those areas distinct and create a sense of place. Many form local landmarks valued by the local communities. The Council's Landscape Evidence Base documents identify the key landform and landscape features of value which include the following features around Banbury and Bicester:

- The open and agricultural setting and identity of the outlying villages surrounding Banbury and Bicester, many with locally distinctive historic cores ~~of local vernacular~~
- Ironstone ridges and valleys
- The historic villages and parkland of Hanwell and Wroxton
- Broughton Castle and Grade II Registered Park
- Crouch Hill: an important landmark overlooking Banbury and the surrounding area
- The landscape to the east of the motorway at Banbury which retains a distinct historic pattern
- Salt Way and its setting
- The Sor Brook Valley
- The setting of the Oxford Canal and River Cherwell corridor
- Specific features at Bicester noted for their value include those showing notable 'time depth' including ~~RAF Bicester~~ Former RAF Bicester, Wretchwick deserted medieval village, Bignell Park and the Roman roads.
- Graven Hill and Blackthorn Hill which contrast with the relatively flat surrounding landform
- The River Ray floodplains

B.250 The Council will seek to retain woodlands, trees, hedges, ponds, walls and any other features which are important to the character or appearance of the local landscape as a result of their ecological, historic or amenity value. Proposals which would result in the loss of such features will not be permitted unless their loss can be justified by appropriate mitigation and/or compensatory measures to the satisfaction of the Council.

B.251 In order ~~for that~~ development ~~to conserve~~ and enhance the character of the countryside, the Council will carefully control the type, scale and design of development, including the materials used, taking into account the advice contained in the Council's Countryside Design Summary SPG and the OWLS.

B.252 In addition to this policy, many villages have conservation areas and in considering development proposals within or adjacent to them, special attention will be given to the preservation or enhancement of their character and appearance under Policy ESD 16: The Character of the Built Environment.

Policy ESD 13

Local Landscape Protection and Enhancement

Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

Development will be expected to respect and enhance local landscape character, securing appropriate mitigation where damage to local landscape character cannot be avoided. Proposals will not be permitted if they would:

- Cause undue visual intrusion into the open countryside
- Cause undue harm to important natural landscape features and topography

- Be inconsistent with local character
- Impact on areas judged to have a high level of tranquillity
- Harm the setting of settlements, buildings, structures or other landmark features, or
- Harm the historic value of the landscape.

Development proposals should have regard to the information and advice contained in the Council's Countryside Design Summary Supplementary Planning Guidance, and the Oxfordshire Wildlife and Landscape Study (OWLS), and be accompanied by a landscape assessment where appropriate.

Policy ESD 14: Oxford Green Belt

B.:253 Part of the district falls within the Oxford Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. The Oxford Green Belt was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area. Similarly, the character of Oxford in a rural setting cannot be maintained without the protection of the spatial relationship of Oxford with nearby settlements and the maintenance of the character of the intervening countryside.

B.:254 The outer boundaries of the Oxford Green Belt were approved in 1975 and the inner boundaries within Cherwell have been carried forward since the Central Oxfordshire Local Plan of 1992. The general extent of the Oxford Green Belt is shown on the Proposed Submission Policies Map (Appendix 5: Maps). A number of villages are washed over by the Green Belt and the villages of Kidlington, Yarnton and Begbroke (east) are surrounded by the Green Belt but excluded from it. The villages of Bletchington, Merton, Murcott and Weston on the Green lie partly within and partly outside the Green Belt. The boundary of the Green Belt is shown on the Proposed Submission Policies Map (Appendix 5: Maps).

B.:255 Work undertaken for the now-revoked South East Plan did not identify a need for strategic review of the Green Belt boundaries in Cherwell District. The plan indicated that selective review should take place to the south of Oxford and stated that if the initial area of search to the south of Oxford did not prove a suitable candidate for review, a wider review across the area could take place. A legal challenge to this section of the South East Plan was issued on the grounds that proper environmental assessment of the proposals and reasonable alternatives had not taken place. The Treasury Solicitor conceded the legal challenge but the issue was not finally resolved before revocation of the plan. The outcome of the legal challenge was not resolved.

–The revised housing figures contained in the Local Plan are in accordance with those that were contained in the South East Plan and the Local Plan's development strategy can be achieved without the need for a strategic review of the Green Belt in the district.

B.:256The Local Plan's housing requirements and development strategy can be achieved without the need for a strategic review of the Green Belt in the district. At the current time it is neither ~~or~~ considered that the 'exceptional circumstances' required by government policy exist to justify a small scale local review of the Green Belt to meet local housing needs. Small scale affordable housing schemes to meet specifically identified~~Exceptional~~ local housing needs, if demonstrated, may be met through the release of rural exception sites as part of the development control process, in accordance with Policy ~~for~~ Villages 3: ~~Rural Exception Sites~~. Kidlington's local housing needs are will-being examined in more detail through the preparation of a Kidlington Framework Masterplan which will provide evidence for the Local Neighbourhoods DPD and, potentially, a Neighbourhood Plan. ~~A~~The recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites outside of the Green Belt. A specific need has also been identified for the Science Park at Begbroke Therefore,

~~exceptional circumstances are considered to exist to justify to meet this need it is proposed to undertake~~ a small scale local review of the Green Belt ~~to meet employment needs~~ (see Policy Kidlington 1: [Accommodating High Value Employment Needs Langford Lane Technology Park](#)).

B.257 It is essential that the impact on the Green Belt is minimised, therefore priority will be given to locations that lie adjacent to existing development, avoid the coalescence of settlements, protect the vulnerable Kidlington Gap and otherwise have the least impact possible on the Green Belt.

Policy ESD 14

Oxford Green Belt

The Oxford Green Belt boundaries within Cherwell district will be maintained in order to:

- Preserve the special character and landscape setting of Oxford
- Check the growth of Oxford and prevent ribbon development and urban sprawl
- Prevent the coalescence of settlements
- Assist in safeguarding the countryside from encroachment
- Assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

Proposals for residential development will be assessed in accordance with policies Villages 1 and Villages 3. All other development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF. Development within the Green Belt will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities.

~~Small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated.~~ A small scale local review of the Green Belt boundary in the vicinity of Langford Lane Kidlington and Begbroke Science Park will be undertaken as part of the Development Management [or Local Neighbourhoods](#) DPD, in order to accommodate employment needs (See Policy Kidlington 1). [Further small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated.](#)

Policy ESD 15: Green Boundaries to Growth

B.258 All developments at the edge of Banbury and Bicester will need to address how they face out into the open countryside and present a well-designed green edge to development and its rural setting. Key landscape design principles specific to the strategic allocations are contained within the site specific policies in Section C: Policies for Cherwell's Places. More detailed landscape assessments will need to accompany planning applications for each development, to inform landscaping proposals to ensure a soft edge to the development and ensure that development is sympathetically assimilated into its context and relates well to the rural settings of the towns. Assessments should also inform the provision of green infrastructure which will enhance the rural/urban fringe and facilitate access to the countryside.

B.259 In addition, green buffers have been identified adjacent to the existing/planned edge of Banbury and Bicester to:

- Maintain Banbury and Bicester's distinctive identity and setting
- Protect the separate identity and setting of neighbouring settlements which surround the two towns

- Prevent coalescence and protect the gaps between the existing/planned edge of the towns and surrounding settlements to keep them free from built development that would harm the character of the **gGreen bB**uffers
- Protect the identity and setting of valued features of landscape and historical importance that contribute to the identity and setting of the two towns
- Protect important views

The definition of **gGreen bB**uffers is seen as being consistent with the provisions of paragraph 157 of the NPPF, which indicates that Local Plans should indicate where development would be inappropriate.

B.260 The boundaries of the **gGreen bB**uffers are shown on the **Policies Proposals** Map. The buffers do not negate the need for green infrastructure provision within the strategic allocation sites. They are intended to define the limits to built development (including associated green infrastructure) and protect the gaps between the existing/planned edge between Bicester and the villages of Ambrosden, Bucknell, Caversfield, Chesterton, Launton, Stratton Audley and Wendlebury, and the gaps between the existing or planned edge of Banbury and the villages of Adderbury, Bodicote, Drayton, Hanwell, Little Bourton, Nethercote, North Newington and Wroxton. Additional buffers are shown on the south east edge of Banbury to protect the prominent landscape feature Crouch Hill and historic Salt Way and their settings.

B.260a Additional information on the methodology used to identify the boundaries and justification for the **gGreen bB**uffers is contained in the Banbury and Bicester Green Buffer Reports (See Appendix 3 Evidence Base). Green buffer boundaries adjacent to the villages identified in Policy Villages 2 may need to be modified following the allocation of village development sites through the Local Neighbourhoods Development Plan Document/Neighbourhood Plans, where a compelling case for development is made. When considering essential infrastructure proposals within the green buffers the Council will assess whether the benefits of the proposals outweigh the impact the development would have on the objectives of the green buffers. Any such proposals will be expected to include appropriate mitigation strategies to reduce any potential adverse effects that may occur to the green buffer designation and wider landscape.

B.261 In most cases land within the buffers will remain in existing agricultural use. The intention of the buffers is that they are kept free from built development that would conflict with the purposes of the buffer as outlined above. In some cases, wWhere appropriate and where the opportunity exists, woodland planting may take place within a green buffer, e.g in the form of community woodland between SW Bicester Phase 2 (Policy Bicester 3: South West Bicester Phase 2) and Chesterton. In other locations woodland planting may not be appropriate in landscape or ecological terms. Where woodland planting is appropriate the proposals will need to be accompanied by secure arrangements for long term management and maintenance.

Policy ESD 15

Green Boundaries to Growth

Proposals for development on the edge of the built up area must be carefully designed and landscaped to soften the built edge of the development and assimilate it into the landscape by providing green infrastructure that will positively contribute to the rural setting of the towns. Existing important views of designated or attractive landscape features will need to be taken into account. Proposals will also be considered against the requirements of Policy ESD 13: Local Landscape Protection and Enhancement.

In addition, Ggreen buffers as indicated on the **Policies Proposals** Maps will be maintained to:

- Maintain Banbury and Bicester's distinctive identity and setting
- Protect the separate identity and setting of neighbouring settlements which surround the two towns

- Prevent coalescence and protect the gaps between the existing/planned edge of the towns and surrounding settlements
- Protect the identity and setting of landscape and historic features of value that are important to the identity and setting of the two towns
- Protect important views

Development proposals within the green buffers will only be permitted if they would not conflict with these objectives.

Policy ESD 16: The Character of the Built and Historic Environment

B.262 Conservation of the historic environment and securing high quality urban design are very important in protecting and enhancing the character of the district and ensuring that Cherwell is an attractive place to live and work. Cherwell District is composed of four landscape character areas, which each display distinct, settlement patterns, building materials and styles of vernacular architecture to create a rural environment that is strongly locally distinctive. Each of the three urban areas also displays its own unique character.

B.263 The following features contribute to the distinctive character, appearance and high quality environment of Cherwell District:

- Over 2,200 listed buildings and many others of local architectural and historical interest.
- Currently 60 conservation areas
- 36 Scheduled Ancient Monuments
- 5 registered Historic Parks and Gardens and a Historic Battlefield, and 6 Historic Parks and Gardens considered as non-designated heritage assets
- Three urban centres - Banbury, Bicester and Kidlington – with quite distinct characters, retaining their medieval street patterns
- The Oxford Green Belt (see Policy ESD 14: Oxford Green Belt)
- The Cotswolds Area of Outstanding Natural Beauty in the north-west of the district (see Policy ESD 12: Cotswolds Area of Outstanding Natural Beauty (AONB))
- The district's waterways, in particular the River Cherwell and the Oxford Canal
- Sites of ecological importance including 18 Special Areas for Conservation (see Policy ESD 9: Protection of the Oxford Meadows SAC) and Sites of Special Scientific Interest (SSSIs).

B.264 We will protect our historic environment; it is a major resource contributing to the local distinctiveness of the District. Conservation Areas and other heritage assets (including both designated and undesignated assets) form part of the historic fabric of the district and contribute to the character of the area and will be maintained. We will protect our Conservation Areas and other heritage assets from harmful growth as these help to define how the area looks and feels, both in the towns and villages. The Council has a rolling programme of conservation area Appraisals and review. We will maintain a local register of Buildings at Risk and use Article 4 Directions to maintain the character of our historic villages and towns. A Register of non-designated heritage assets is also being compiled. Further information on these measures is contained in the Design and Conservation Strategy for Cherwell.

B.265 The Council will protect and enhance the special value of these features individually and the wider environment that they create. The strategic policy on landscape protection can be found under Policy ESD 13: Local Landscape Protection and Enhancement. It is also important, however, to provide a framework for considering the quality of built development and to ensure that we achieve locally distinctive design which reflects and respects the urban or rural landscape and built context within which it sits.

B.266 We will ensure that the new developments, area renewal and town centre expansions are safe places to live, work and visit through design standards by using tools such as 'secured by design', also through requiring CCTV where appropriate.

B.267 Design standards for new development whether housing or commercial development are equally important. High design standards are critical in the town and village centres where Conservation Areas exist, but more generally in ensuring development is appropriate and secures a strong sense of place and clear sense of arrival at points of entry into the towns and villages. Particular sensitivity is required where development abuts or takes place within designated Conservation Areas.

B.268 It is also important to take into account heritage assets located outside of the District which may be affected by development inside the district such as Blenheim Palace, a World Heritage Site.

Policy ESD 16

The Character of the Built and Historic Environment

Successful design is founded upon an understanding and respect for an area's unique built, natural and cultural context. New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the district's distinctive natural or historic assets, delivering high quality design that complements the asset will be essential.

New development proposals should:

- Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of an area and the way it functions
- Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions
- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density / development intensity
- Contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting
- Conserve, sustain and enhance designated and non designated 'heritage assets' (as defined in the NPPF) including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated in accordance with advice in the NPPF. Proposals for development that affect non-designated heritage assets will be considered taking account of the scale of any harm or loss and the significance of the heritage asset as set out in the NPPF. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings or areas, especially any on English Heritage's At Risk Register, into appropriate use will be encouraged
- Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance. Where archaeological potential is identified this should include an appropriate desk based assessment and, where necessary, a field evaluation.
- Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages

- Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette
- Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features
- Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed
- Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space
- [Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation](#)
- Be compatible with up to date urban design principles, including [Secured by Design](#) and Building for Life, [and achieve Secured by Design accreditation](#)
- Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout
- Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD 1 - 5 on climate change and renewable energy)
- Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 18 Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality
- Use locally sourced sustainable materials where possible.

The Council will provide more detailed design and historic environment policies in the Development Management DPD.

The design of all new development will need to be informed by an analysis of the context, together with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement. CLG Circular 01/06 sets out the matters to be covered and further guidance can be found on the Council's website.

[The Council will require design to be addressed in the pre-application process on major developments and in connection with all heritage sites.](#) For major sites/strategic sites and complex developments, Design Codes will need to be prepared in conjunction with the Council and local stakeholders to ensure appropriate character and high quality design is delivered throughout. [Design Codes will usually be prepared between outline and reserved matters stage to set out design principles for the development of the site. The level of prescription will vary according to the nature of the site.](#) ~~The Council will require design to be addressed in the pre-application process on major developments and in connection with all heritage sites.~~

B.269 The appearance of new development and its relationship with its surrounding built and natural environment has a significant effect on the character and appearance of an area. Securing new development that can positively contribute to the character of its local environment is therefore of key importance. This policy identifies a number of key issues that need to be addressed in the design of new development.

B.270 These issues are as relevant in urban areas as in rural locations and also in recent development as in historic areas. The policy seeks to protect, sustain and enhance designated and non-designated 'heritage assets'. The NPPF defines these as 'A building, monument, site, place, area or landscape as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'. Heritage assets with archaeological interest will require the submission of relevant assessment. In sensitive locations severe constraints may direct the design approach, but in many cases the Council will not wish to prescribe a specific design solution. Designs need to be sensitive and complimentary to their surroundings but this does not require merely replicating existing styles and imitating architectural details; modern interpretation is possible if informed by a full contextual analysis and proposals promote and reinforce local distinctiveness.

B.271 Our urban areas will see significant growth during the period of the Local Plan, and will need to adapt and respond to these pressures both within **their** existing boundaries and beyond, while retaining their unique character and heritage. A balance will need to be struck between making best use of land and respecting established urban character and creating new and vibrant sustainable neighbourhoods. Applicants should also have regard to national guidance and best practice advice on design, including on public space, street design, trees in the street scene, public buildings, housing, work environments inclusive design, tall buildings and eco-towns, e.g. guidance published by the Commission for Architecture and the Built Environment CABI (now merged with the Design Council). English Heritage has also published much guidance on integration of development into the historic environment. Applicants will also need to have regard to policies from Oxfordshire County Council, such as the Parking Policy.

B.272 Our rural areas will need to accommodate new development which reinforces the locally distinctive character by being sensitive in its location, scale, materials and design, reflecting the traditional pattern of development within the settlement, balancing making best use of land with respect for the established character and respecting open features that make a positive contribution. A large proportion of rural settlements fall within conservation areas, where the quality and special interest of the area is protected. Council publications, such as its Countryside Design Summary, which analyses settlement types, and Appraisals of the district's Conservation Areas, which analyse the special qualities and identify those features that make a positive contribution to the character of the place, will assist in understanding a settlement. National guidance includes Natural England's guidance on undertaking Village Design Statements.

Policy ESD 17: The Oxford Canal

B.273 The Oxford Canal is an iconic historic structure running the length of the district through the attractive valley of the River Cherwell, and is of historic, ecological and recreational significance. Following an appraisal, the length of the canal through Cherwell District was designated as a Conservation Area in October 2012. The conservation area boundary has been drawn to include the towpath and towpath hedge, canal related earthworks and features including historic wharfs and locks, and woodland. The biodiversity value of the canal is reflected in a number of statutory and non statutory designations along the length of the canal. In terms of recreation, the canal is popular for boaters and anglers. A public footpath runs the length of the canal and a section of the route is a public bridleway. The canal and towpath is owned and maintained by the Canal and River Trust, but the responsibility for planning matters lies with the District Council. This policy for the Oxford Canal draws on the recent Design and Conservation Strategy (2012) and reflects its status as a conservation area.

B.274 Policy ESD 8: Water Resources, Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment, Policy ESD 13: Local Landscape Protection and Enhancement and Policy ESD 18: Green Infrastructure will be used to protect and enhance water quality and the contribution that the canal makes to the district's landscape, ecological and recreational resource, for its entire length through the district. Policy ESD 16: The Character of the Built Environment will also be used to ensure that works to existing structures are sympathetic to the historic context and that any new development is sensitively sited and designed to ensure that the special character is preserved or enhanced. The southern section of the Oxford Canal lies within the Green Belt and Policy ESD 14 will therefore be relevant to proposals in that area. Inappropriate development

[proposals](#) in the Green Belt will only be permitted if very special circumstances can be demonstrated, as set out in the NPPF. The approach to residential canal moorings [and boater's facilities](#) on the Oxford Canal will be set out in the Development Management DPD.

Policy ESD 17

The Oxford Canal

We will protect and enhance the Oxford Canal corridor which passes south to north through the district as a green transport route, significant industrial heritage, tourism attraction and major leisure facility through the control of development. The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted. [The biodiversity value of the canal corridor will be protected.](#)

We will support proposals to promote transport, recreation, leisure and tourism related uses of the Canal where appropriate, as well as supporting enhancement of the canal's active role in mixed used development in urban settings. We will ensure that the towpath alongside the canal becomes an accessible long distance trail for all users, particularly for walkers, cyclists and horse riders where appropriate.

Other than appropriately located small scale car parks and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements. The Council encourages pre-application discussions to help identify significant issues associated with a site and to consider appropriate design solutions to these and we will seek to ensure that all new development meets the highest design standards.

Policy ESD 18: Green Infrastructure

B.275 Green infrastructure comprises the network of green spaces and features in both urban and rural areas including the following: parks and gardens (including historic parks and gardens), natural and semi-natural green space, green corridors (including cycleways and rights of way), outdoor sports facilities, amenity green space, children's play space, allotments, cemeteries and churchyards, accessible countryside in urban fringe areas, river and canal corridors, [woodlands](#), nature reserves, green roofs and walls.

B.276 Securing adequate green infrastructure is an important component of achieving sustainable communities. Green Infrastructure networks can deliver both environmental and social benefits including conserving and enhancing biodiversity, recreation, landscape, water management, social and cultural benefits to underpin individual health and well-being, contributing to local distinctiveness and helping communities to be more resilient to the effects of climate change. Policy ESD 18 will be used to secure an adequate green infrastructure network in Cherwell [District](#).

B.277 Many sites which contribute to the district's green infrastructure network are not in the Council's ownership or control and partnership working will therefore be required to plan, provide and manage the network to achieve the objectives of the policy.

B.278 Within Banbury, Bicester and Kidlington the key components of green infrastructure are areas of open space, sport and recreation, sometimes linked by public rights of way. Public rights of way are protected in law and comprise four types: footpaths, bridleways, restricted byways and byways open to all traffic (BOAT). [The County Council has responsibility for Public Rights of Way, and as such publishes a Rights of Way Improvement Plan and promotes routes for walkers, cyclists and horse riders in order to encourage sustainable access to the countryside. In recognition of the health benefits of walking, cycling and horse riding this Council also promotes a number of circular walks and rides.](#) Elsewhere in the [District](#) the dominant strategic features include

the River Cherwell and Oxford Canal corridors, statutory designated sites such as Local Nature Reserves, and other areas such as RSPB Otmoor reserve and BBOWT reserves. The Conservation Target Areas (indicated on the **Proposed** Submission Policies Map) are the most important areas for biodiversity in the district where targeted conservation action will have the greatest benefit, and form an important component of the green infrastructure network of the district which can be enhanced over the period of the plan.

B.279 Assessments of open space, sport and recreation provision highlighted various deficiencies in both urban and rural areas of the **D**istrict, as detailed in Section C 'Policies for Cherwell's Places'. In addition an assessment by Natural England and the Forestry Commission indicated a lack of accessible natural green space provision in the district compared to their standards, with 72% of Cherwell's households meeting none of its requirements. This reflects the relatively low numbers of country parks and common land in the district; however there are a number of smaller areas of open space, and countryside which is accessible solely by **p**ublic **f**ootpaths **R**ights of Way, which was not taken into account in the initial Natural England analysis. The district has developed its own local standards of provision in accordance with government advice, which differ from those advocated by Natural England. Other than provision in Banbury, Bicester and Kidlington there are few accessible large areas of green space within the district; however parks such as Blenheim, Rousham and Stowe are located in close proximity to it. The Council's proposed country park to the north of Banbury will also help to address this issue.

B.280 Protection and enhancement of open space, sport and recreation sites and sites of importance to nature conservation will assist in maintaining the green infrastructure network. Green corridors consist of canals, river corridors and hedgerows, together with public rights of way. These can provide areas for walking, cycling and horse riding and also provide opportunities for wildlife migration, which on a strategic scale can help to address the impact of climate change on biodiversity. Development proposals will be expected to retain and enhance existing green corridors, and maximise the opportunity to form new links between existing open spaces.

B.281 Development proposals, particularly on larger sites, can offer the opportunity to improve the green infrastructure network. Policy BSC 11 usually requires open space provision on site and biodiversity enhancements secured by Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment can contribute to the network by maintaining existing habitats and reducing fragmentation. The incorporation of sustainable **urban** drainage systems can contribute to green infrastructure provision and can perform dual roles of helping to alleviate flooding and being beneficial to biodiversity. New landscaping areas, particularly in the case of the strategic sites, will be required to assimilate development into the landscape and assist in the transition between the urban edge and rural areas. Effective links in these areas can enable the urban fringe to provide a recreational resource, providing accessible countryside within walking distance of urban dwellers. Proposals should include details of management and maintenance of green infrastructure to ensure areas are secured in perpetuity. Further guidance on green infrastructure provision is provided in the South East Green Infrastructure Framework - from Policy to Practice (**A**available at <http://strategy.sebiodiversity.org.uk/pages/green-infrastructure.html>)

B.282 In Banbury and Bicester successive local plans have sought to establish a series of open spaces in the towns, and this plan includes proposals for a new country park in Banbury (Policy Banbury 14: **BanburyCherwell** Country Park). Additional detail is contained under Section C: 'Policies for Cherwell's Places'. The key open space components of existing green infrastructure provision in Banbury and Bicester are shown on the maps for each town (Appendix 5: Maps). Green infrastructure provision will be examined in more detail and progressed through the town masterplans and the Local Neighbourhoods DPD. A county level Green Infrastructure Strategy is also being formulated with the District Council being represented on the stakeholder working group.

B.283 South of the Canalside development (Policy Banbury 1: **BanburyCanalside**) the opportunity exists to turn part of the existing floodplain of the River Cherwell into a managed habitat. This will be explored in more detail through the preparation of the Banbury Masterplan.

Policy ESD 18

Green Infrastructure

The district's green infrastructure network will be maintained and enhanced through the following measures:

- Pursuing opportunities for joint working to maintain and improve the green infrastructure network, whilst protecting sites of importance for nature conservation
- Protecting and enhancing existing sites and features forming part of the green infrastructure network and improving sustainable connectivity between sites in accordance with policies on supporting a modal shift in transport (Policy SLE 4: Improved Transport and Connections), open space, sport and recreation (Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision), adapting to climate change (Policy ESD 1: Mitigating and Adapting to Climate Change), SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), biodiversity and the natural environment (Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment), Conservation Target Areas (Policy ESD 11: Conservation Target Areas), heritage assets (Policy ESD 16) and the Oxford Canal (Policy ESD 17)
- Ensuring that green infrastructure network considerations are integral to the planning of new development. Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting the towns to the urban fringe and the wider countryside beyond
- All strategic development sites (Section C: 'Policies for Cherwell's Places') will be required to incorporate green infrastructure provision and proposals should include details for future management and maintenance.

C Policies for Cherwell's Places

C.1 Introduction

Introduction

C.1 Development in and around the towns of Bicester and Banbury will ensure that the housing growth the district needs is focused on the locations that are most sustainable and most capable of absorbing this new growth.

C.2 This plan has set clear priorities for the places at which we are looking to support growth. We need to meet the needs of the population for housing and jobs.

C.3 We are taking a 'place-based' approach that seeks to align growth and investment by showing where business, employment and residential growth will occur.

C.4 We are taking a conscious decision to ~~concentrate increase the growth level at planned for~~ Bicester and to a lesser degree at Banbury, to secure ~~positive economic benefits gains for them as towns,~~ especially in their retail, commercial and manufacturing roles. The two towns are the most sustainable locations for growth in the district and are the right places to meet the economic and social needs of the district whilst minimising the environmental ~~impacts pressure generated.~~ We are also seeking to enhance Kidlington's economic role to build on the recent development of modern business parks and its proximity to both London-Oxford Airport and Begbroke Science Park. ~~Major growth in the villages is not appropriate as a growth approach, putting additional pressure on small communities, roads, schools and the environment.~~

C.5 We want towns that are places for working and visiting, not dormitory towns that are just for sleeping. We want dynamic, successful towns that provide a full range of services to their rural hinterland.

C.6 We are looking to secure full integration of new business and residential areas with the existing towns. We wish to secure mixed use development, not segregated functions and therefore are seeking a mix of commercial, retail and residential investment in our town centres. At the same time, new infrastructure investment will strengthen the vitality of the town centres by progressively redirecting through traffic, promoting sustainable modes and strengthening the links between the town centres and their surrounding neighbourhoods. The ~~proposed delivery~~ of strategic sites ~~will be expected to contribute provides the opportunity for a coordinated approach to the planning of~~ infrastructure and services ~~that meets town wide needs where appropriate.~~

C.6a ~~Although major growth in the villages is not appropriate as a growth approach, putting additional pressure on small communities, roads, schools and the environment, we are seeking to support the long-term sustainability of our rural areas through a measured approach to development. Our villages and rural areas are central in making Cherwell an attractive place to live, work and visit.~~

C.6b ~~The following sections on Bicester, Banbury, Kidlington and our Villages and Rural Areas provide specific place shaping policies which are supported by those for Cherwell as a whole in Section B.~~

~~(Please note – For all sites in this section the policies set out in Section Policies for Development in Cherwell apply (unless specifically stated otherwise):~~

~~Also, a number of strategic sites have received planning approval since the start of the plan period. They do not require specific policies as approval as already been granted, but are shown on the maps (Appendix 5: 'Maps' and in the Housing Trajectory and Employment Trajectory (Section Monitoring Delivery of the Local Plan), including South West Bicester Phase 1, and Bankside Phase 1.)~~

C.2 Bicester

C.6a Bicester is a market town which has grown rapidly in the last 50 years and where further significant growth is planned. It has good road and rail links and infrastructure and significant further investment is planned. Employment in the town is mainly in the distribution and manufacturing sectors. There is significant out-commuting from Bicester to Oxford, London and elsewhere which this Plan will help address through the provision of employment land. There are areas of military operation (past and present) which are in the process of re-organisation and some of which are of historic value. The town has retail, leisure and other services which until recently have been under provided for in some areas and where further improvement is needed. Bicester is generally less constrained than Banbury in terms of landscape sensitivity but it has areas of value and ecological importance with villages close by. Bicester Village shopping outlet in the town is an internationally significant tourist attraction.

C.6b The development of a Masterplan for Bicester, to be adopted as a Supplementary Planning Document (SPD) will provide the means to establish an integrated delivery plan for the growth of the town that respects its setting, meets the needs for a stronger economy, housing and community facilities, and which helps deliver sustainable development. The Council will explore all potential mechanisms, including public-private partnerships, and appropriate powers for the delivery of Local Plan sites and key proposals, to secure the development vision for the town.

C.7 Work on the Bicester Masterplan has been helpful in developing a holistic town vision to help ensure the town develops in a coordinated, planned and integrated way. The Masterplan has helped forge a consensus amongst stakeholders that the town needs:

- To secure sustainable growth through new job opportunities and a growing population
- To be a desirable employment location that supports local distinctiveness and economic growth
- To be a sustainable community with a comprehensive range of social, health, sports and community functions
- A vibrant and attractive town centre with a full range of retail, community and leisure facilities
- An exemplar eco-town, building upon Eco Bicester – One Shared Vision
- A safe and caring community set within attractive landscaped spaces
- Business and community networks that promote the town and the eco-development principles and
- To be developed as a continuing destination for international visitors to Bicester Village and other destinations in the area.

Meeting the Challenge of Developing a Sustainable Economy in Bicester

C.8 Bicester's economy is focused on the defence activities at MoD Bicester, on storage and distribution, on food processing and on engineering, particularly in the motorsports sector. Its proximity to and close relationship with Oxford helps the town by creating opportunities for economic development. The Cherwell Employment Land Review (2006, revised 2012) also highlights the Chilterns, M25 corridor and London as market influences.

C.9 Cherwell's Economic Development Strategy (2011 – 2016) highlights the current opportunities for Bicester to develop a 'low-carbon economy', by developing 'green' technologies and knowledge around existing and new employers, sectors and clusters - to create a centre of expertise and potential competitive advantage.

C.10 The Economic Development Strategy's vision for the future is that Bicester takes advantage of both materials engineering and biotechnology in its economic future, thanks to its location and the strength of those sectors within the wider area. These are becoming more established and the breadth of the town's knowledge economy will increase and encompass other areas of innovation and connections to local industry. An example

is in the motorsport engineering strengths of Oxford & Cherwell Valley College in Bicester. There are some recent office developments that host high technology companies including the Avonbury Business Park to the north west of Bicester.

C.11 The key economic challenges facing Bicester are:

- There is a significant imbalance between homes and jobs. Out-commuting is a particular problem with a significant proportion of residents leaving the town to work (ONS, 2001). In 2001, Bicester South and Bicester North wards jointly had the second highest percentage of workers in Oxfordshire travelling 60km or over to work (8.8% each)
- The provision of new services, facilities and infrastructure in Bicester has not kept pace with population growth
- There is a need to make Bicester more attractive to new businesses, particularly knowledge based and high-technology companies
- Some of Bicester's employment areas are ageing and in need of rejuvenation. A greater range of employment space is needed
- There is a need to improve standards of education and training in Bicester, areas of which are among the worst 20% in England in terms of skills, education and training
- The need to ensure the vitality and viability of Bicester town centre, [to make it more](#) attractive to both residents and visitors, and [to enable the town centre and able to co-exist with](#) Bicester Village [to co-exist](#) in a mutually productive way.

C.12 The key issues section above identifies a number of the key challenges facing Bicester's economy. Bicester is also, however, in an excellent position to benefit from a number of important wider initiatives:

- Funding has been put in place for infrastructure improvements including Motorway junction improvements and East-West Rail to help mitigate against significant housing and employment growth.
- The Oxford - Cambridge corridor. This is an initiative to support high growth technology companies in the corridor between the two cities. The Economic Development Strategy (2011-2016) recognises that Bicester has every opportunity to become a location for higher value and knowledge based business
- The proposed improvements to the rail network from Chiltern Railways and the East-West Rail Consortium
- North West Bicester is identified as a potential eco-town location in [a nationalthe Eco-Towns Planning Policy Statement \(PPS\)](#). The PPS sets out eco-town standards including a requirement to match the number of homes to jobs within the [Eco-Town](#) and ensure that these are easily reached by walking, cycling and/or public transport. Furthermore, the opportunity exists to use the [eco-town](#) proposals to encourage a range of environmental and green technology industries and the development of employment clusters in Bicester, as part of the employment strategy for the 'eco town' and in Bicester more widely.

C.13 To meet the key economic challenges facing Bicester, we need to make it an attractive place for modern business and improve the town's self sufficiency. Our plan seeks to make the most of its locational advantages in drawing in new business and creating opportunities for knowledge and higher value companies and businesses that will help reduce the proportion of out-commuting, provide more education and training opportunities, and contribute to improving the image of the town.

C.14 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 mixed use 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 [a mechanisms such as a](#) Bicester Marketing Board to promote Bicester as an employment location

C.15 Following the analysis from the Bicester Masterplan we are looking to meet the transport needs of the town by:

- Delivering [new strategic a possible strategic relief road on the south east and east of the town highway improvements including those on peripheral routes](#) to help improve sustainable movements in the rest of the town, service the long term growth aspirations, through traffic and to service key employment [sites, and providing appropriate mitigation for Wendlebury village sites, whilst considering any potential impacts on nearby villages.](#)
- Reducing traffic congestion on Kings End/Queens Avenue and create a strong sense of place
- Reducing traffic congestion into the Tesco and Bicester Village development and establishing a park and ride
- Improving the linkages between Bicester Business Park, Bicester Village, Graven Hill, the town centre and improved railway station for the Town to take advantage of [Evergreen 3](#) and the improvements to [the East-West rail service](#)
- Improving the connectivity and attractiveness of the pedestrian and cycle network across Bicester which will link strategic developments with the town centre, train stations, and other settlements.
- Delivering improvements to J9 and J10 of the M40 to improve journey times and help tackle congestion in Bicester and its surrounding villages.
- Secure an expanded Rail Freight Interchange at Graven Hill.

Meeting the Challenge of Building a Sustainable Community in Bicester

C.16 Many of the community issues facing Bicester are symptomatic of the town's transition from a small market town dependent on local industry, defence activities and farming to a rapidly expanding commuter town with newer storage, distribution and manufacturing activities benefiting from the town's location on the strategic road and rail networks. The historic central residential area of the town - Bicester Town ward (pre-1950s) - is now surrounded by new housing developments built mainly within the last 20 years. Bicester Town ward faces levels of social deprivation. The extensive out-commuting from newer housing estates creates its own problems in terms of achieving social cohesion and supporting the services, facilities and infrastructure that Bicester needs to keep pace with its rapid growth. There is a social and economic need to improve Bicester's self-sufficiency and its image as a place to live and work.

C.17 The key community challenges facing Bicester are:

- The lack of sufficient services and facilities in Bicester for a town of its size. Implementation of the town centre redevelopment scheme, and recently completed sports centre modernisation, will contribute significantly in addressing this, but there will remain a need to continue to provide more services and facilities for residents and visitors, and to improve the image of [the](#) town. Car parking in Bicester will be significantly increased by the proposed Town Centre redevelopment

- The need to increase the sense of pride and belonging to create more community cohesion
- High levels of out-commuting and rapid housing growth make it more difficult to achieve community cohesion within new residential areas and between new and older parts of Bicester
- Household incomes for those who live in Bicester are relatively high, but wages for people who work in the area are relatively low
- Parts of Bicester suffer from problems of deprivation such as poor housing and low incomes but these problems may not be in concentrated enough measure to fall into a recognisable deprivation category
- In the central Bicester Town ward there are many people on low incomes, a concentration of older people (Bicester presently has a relatively young population), many people with long-term illnesses and a significantly lower life expectancy than for newer housing areas
- The need for an improved community hospital [and police infrastructure](#)
- The need for improved library provision, facilities for young people, a museum, theatre and public art
- Bicester has existing deficiencies in open space, sports and recreation amenities. There is a shortfall of junior football pitches, rugby pitches, parks and gardens, natural/semi-natural green space, children's play space, tennis courts, a bowling green and allotments. There are variations between wards within these deficiencies.
- Additional open space, sport and recreation provision will be required to provide for future development needs
- There is also a long-term aspiration to provide an athletics track, indoor bowls facility and to improve synthetic turf pitch provision
- The town's existing cemetery has very little capacity remaining with limited scope for extension and there is an urgent need for additional provision.

C.18 Bicester will continue to grow over the next two decades. If growth is to continue at this pace and be successfully accommodated, it is important that new development integrates and interacts with existing neighbourhoods, is accessible from those neighbourhoods by non-car modes of transport, and provides for a range of uses and dwellings that will contribute to delivering mixed and cohesive communities. Existing residents, particularly those in older parts of the town must benefit from the growth of the town. There is an opportunity at Bicester to provide new housing, employment opportunities, services, facilities and infrastructure which will help reduce deprivation, [and](#) improve access to services and improve health and well being.

C.19 Following the analysis from the Bicester Masterplan we are looking to build a sustainable community by:

- Promoting housing choice in sustainable neighbourhoods with local facilities
- Improved [edding](#) access to higher quality local employment
- Retro-fitting of existing housing stock to improve eco standards
- Developing the town centre as the main retail centre and focus of community and leisure services
- Expanding the schools and colleges to match the needs of residents and businesses;
- Enabling the development of new health care and social facilities which meet the needs of an expanded town
- Expanding the sports and leisure facilities
- Providing significant green space, a new cemetery, allotments, local nature reserve and community orchard as part of NW Bicester
- Expanding and enhancing the town centre retail experience
- Identifying a future role for the Garth offices and Garth Park.

Meeting the Challenge of Ensuring Sustainable Development in Bicester

C.20 Bicester's main environmental issues arise from its rapid and continuing growth. The amount of traffic on the roads has accelerated in recent years as a result of waves of new housing, high levels of out-commuting and the draw of developments such as Bicester Village. Traffic congestion problems affect not only Bicester's living environment but also its historic environment in and around the town centre.

C.21 In addition to the implementation of specific highway measures such as ~~J~~unction 9 improvements and a south-west perimeter road, it is important that Bicester becomes more self-sufficient. Reducing out-commuting and providing sustainable transport choices would make a significant difference to Bicester's environment. There is a need also to improve the built environment and to provide more green infrastructure both for the benefit of existing residents and to improve the image of the town to attract new business, visitors and future residents. The provision of transport initiatives, including [delivering new strategic highway improvements including those on peripheral routes, a possible relief road to the south-east](#) will secure substantial gains for the centre of the town by reducing the flow of through traffic.

C.22 The key environmental challenges facing Bicester are:

- The need to improve the appearance of the town centre and historic core, delivering town centre redevelopment and environmental improvements to Market Square
- Accommodating major growth whilst addressing constraints such as:
 - The severing effect of the town's perimeter roads
 - Managing growth in a way that will not unacceptably harm important natural and historic assets
 - Addressing the capacity of the sewage works and energy infrastructure
 - The character, appearance and setting of historic assets such as RAF Bicester [Conservation Area](#) and nearby villages
 - Ecological constraints such as designated wildlife sites, ecologically important landscapes and conservation target areas, and
 - Highway constraints such as traffic congestion in the town centre and at King's End / A41 and the need for improvements to M40 ~~J~~unction 9 and the Bucknell Road / Howes lane junction within the town
- Accommodating growth without having an adverse effect on the Oxford Meadows Special Area of Conservation
- Addressing deficiencies in 'green' infrastructure
- Improving the attractiveness of the town's employment areas.

C.23 Our aim is to help improve the image of Bicester by delivering objectives set out in the Eco Bicester One Shared Vision as part of environmental improvements to the town centre and to ensure that new development is delivered to the highest environmental standards to help improve the image and attractiveness of the town. ~~As the Bicester Masterplan (2012) has identified, n~~New development ~~will~~[needs to](#) maximise opportunities for improving and integrating with Bicester's existing built environment, respecting environmental constraints, enhancing Bicester's biodiversity and addressing deficiencies in 'green' infrastructure to sustainably accommodate ~~ing~~ rapid growth. An ecological ~~assessment survey is being~~ [should be](#) undertaken, ~~to examine~~[ing](#) the potential cumulative effects of ~~this and other~~ development sites on the [biodiversity resource of the town including the](#) Local Wildlife Site at Graven Hill, ~~and other Local and District Wildlife Sites in the vicinity. The impacts of development on the~~ Bicester Wetland Reserve Local Wildlife ~~s~~Site [and the Ray Conservation Target Area will need to be considered. A biodiversity mitigation and enhancement strategy is being formulated and will be incorporated into the Bicester Masterplan.](#)

C.24 Supported Following the analysis from the by work on a Bicester Masterplan we are looking to ensure sustainable development by:

- Improving the amenity and connectivity of the town with a network of parkland, landscaped areas and amenity space
- Creating a memorable 'people place' in Market Square
- Taking the eEco-Town concept across the whole town, by embedding the 'eco- principles' in the planning policy for NW Bicester and applying policies from Local Plan Theme Three as the standards we wish to see achieved in all new development in Bicester and across the district more widely
- Encouraging a shift to more sustainable travel
- Appointing a Design Panel to improve the design quality and eco credentials of development.

Bicester in 2031

C.25 By 2031, Bicester will have grown significantly to become an important economic centre in its own right and on the Oxford-Cambridge corridor. It will have become a more attractive place to live and work and will be significantly more self-sustaining both economically and socially. Bicester will have established itself as a location for higher-technology businesses building on its relationship with Oxford through the Bicester Gateway development. Its economy will have become more knowledge based and the town's importance as a centre for retail and leisure will have increased as a result of an expansion of both the town centre and the Outlet village. Bicester will have an efficient sustainable transport network within the town which maximises connectivity between the strategic development sites, the town centre and key interchanges, particularly the railway stations, so as to achieve high levels of sustainable transport use.

C.26 Almost 7,000 new homes will have been constructed up to 2031, of which a substantial number will be 'affordable'. New services, facilities and cultural and recreation opportunities will have been provided. The North West Bicester eco-town development will be entering its final phases of development. It will have brought with it sustainable homes and substantial infrastructure of benefit to the whole town. North West Bicester and development at Graven Hill will be contributing greatly to improving Bicester's profile by being a pioneering development, an economic driver and by delivering environmental gains. Bicester's town centre will have been redeveloped and environmental and highway improvements will have been made to Market Square. Bicester's improved economic position and the provision of new services and facilities will have contributed to reducing deprivation in the town.

C.27 The Eco Bicester One Shared Vision (2010) set out the aims and ambitions for the whole town, which the Bicester Masterplan (2012) has developed and significantly extended. In terms of the economy the Shared Vision is to create a national hub of the low carbon economy and the location of choice for business and inward investment. The Eco Bicester Shared Vision includes providing local jobs for Bicester residents and, delivering employment opportunities, sustainable travel to work, education skills and training opportunities, and employment space. It also aims to understand and adapt to the environmental challenges arising from the eEco-Town project. The provision of green infrastructure, biodiversity and habitat creation is fundamental to Bicester and already an important component of the town.

C.28 Our strategy for delivering Bicester's vision is to:

- Bring about pioneering eco-development which will establish a new sustainable community, integrated with, and for the benefit of, the whole of Bicester
- Ensure implementation of the permitted urban extension at South West Bicester, including the provision of a secondary school, and employment development east of the A41
- Deliver development that will increase Bicester's self-containment, provide 'higher-value' job-opportunities and reduce the proportion of out commuting

- Provide for new development in accessible locations that will maximise opportunities for providing sustainable transport choices, for reducing traffic congestion and for reducing the proportion of out-commuting
- ~~Build on the~~ ~~Ensure implementation of the permit~~ ~~recent~~ ~~ted~~ town centre redevelopment scheme, secure improvements to Market Square and provide for development that will improve the appearance and image of Bicester whilst ensuring accessibility to the town centre
- Provide services, facilities and new infrastructure required to accommodate major growth and which will help reduce deprivation particularly in older parts of the town
- Improve the attractiveness of existing employment areas and providing for new employment space that will be attractive to knowledge ~~based~~ and higher-technology businesses
- Deliver strategic open space and recreation opportunities to address existing deficiencies and meet the future needs of development
- Provide for a new cemetery
- Integrate the Graven Hill development area within Bicester's economy and community.

What will Happen and Where

C.29 Bicester is well positioned to benefit from targeted growth. Located on the Oxford-Cambridge Corridor with two railway stations, a vision for strategic eco-development, major defence landholdings and a town centre beginning to be transformed, Bicester has an opportunity to draw in major investment, create new employment, deliver new services and facilities and provide new highway infrastructure. It has an opportunity to address its infrastructure deficiencies, to widen its economic profile and to address issues associated with high levels of out-commuting.

C.30 The South-West Bicester (Kingsmere) urban extension is under construction. To the west of the site, land is available for a phase two development within the limit of the new perimeter road. Nearby, to the east of the A41, a major employment site has been approved. Strategic housing has also been approved as a first 'exemplar' stage of the North-West Bicester eco-development. The North-West Bicester development will be pivotal in delivering highly-sustainable long-term growth, investment opportunities, and in widening Bicester's economic appeal.

C.31 The redevelopment of MoD Bicester to the south will enable the retention and consolidation of national defence logistic operations further south at Arncott. It will also allow effective use to be made of an extensive previously developed site with its own railway connection adjoining the existing urban edge from a Rail Freight Interchange.

C.32 Development to the south of the town, together with other opportunities to the east along the A41 corridor, will provide scope to invest in new highway infrastructure of benefit to the whole town.

Strategic Development: Bicester 1 - North West Bicester Eco-Town

C.33 Following the (now revoked) South East Plan's publication, North West Bicester was identified in Annex A of the Eco-towns PPS (2009) as one of the four potential locations for the development of an eco-town. An eco-town development of at least 5,000 homes and jobs will be developed on land identified at North West Bicester in accordance with the standards set out in the extant Eco-towns PPS. It was expected that the development will be substantially completed within the plan period but that has been reviewed as part of the proposed housing trajectory which shows that at least 1,793 homes will be provided at NW Bicester within the plan period.

C.34 The ~~Proposed~~ Submission Policies map and the inset map for Bicester 1: North West Bicester Eco-Town (Appendix 5: Maps) identify the location and the area of the eco-town proposals.

C.35 Proposals should ensure:

- Zero-carbon development as defined in the Eco-town PPS and Eco Bicester One Shared Vision
- Delivery of a high quality local environment
- Climate Change Adaptation - **eE**co town standards are met on water, flooding, green infrastructure and biodiversity
- Homes that achieve at least Level 5 of the Code for Sustainable Homes
- Employment - access to one employment opportunity, for each new dwelling within easy reach by walking, cycling and/or public transport. An economic strategy will be required to support planning applications to deliver 5,000 jobs over the lifetime of the development (excluding construction) as part of the NW Bicester development area. There should be local sourcing of labour, including providing apprenticeships during construction.
- Transport - at least 50% of trips originating from the development to be made by means other than the car
- Promotion of healthy lifestyles
- Provision of local services and facilities
- Green infrastructure and Biodiversity - 40% of the total gross site area will be provided as green space of which at least half will be public open space.
- Sustainable management of waste.

C.36 The development will be designed as an exemplar, incorporating best practice and provide a showcase for sustainable living. It will allow Government, business and communities to work together to develop greener, low carbon living. A **mM**asterplan for the NW Bicester site will be required to demonstrate how proposals will achieve the standards set out in the Eco-towns PPS and Eco Bicester One Shared Vision. Development will be considered on the basis of a **mM**asterplan for the whole development area, to ensure that development takes place in an integrated, coordinated and planned way, whilst recognising that phasing of development within the overall **mM**asterplan strategy will be required. It will integrate with and complement the function and urban form of Bicester and reinforce the role of Bicester town centre as the primary retail and service centre.

C.37 The eco-town concept of more sustainable living in new communities provides the opportunity to completely rethink how transport, employment, retail and other services are provided as well as providing new homes to standards which are more challenging than would normally be required for new development. Biodiversity projects will be incorporated as part of the **mM**asterplanning process. The proposed eco-town at NW Bicester provides the potential to test a wide range of innovative and emerging technologies due to its scale.

C.38 The Council will continue to work with central Government, the promoters of NW Bicester, the local community and other partners to ensure the delivery of an exemplary eco-town that achieves the highest environmental standards.

C.39 The NW Bicester eco-town is central to both our district-wide strategy and our strategy for Bicester. Delivering an eco-town is considered to be one of the most sustainable means of accommodating strategic growth at Bicester to 2031. The development will provide a new community to the highest environmental standards and with its own local services and facilities. The **mM**asterplan will include employment areas, schools, services and facilities and extensive green and public open space to maximise the opportunity for town wide economic, community and environmental gains. At the same time the eco-**t**own will integrate with and complement the function and urban form of Bicester.

C.40 The land at NW Bicester is the least constrained direction of growth on the urban fringe for delivering growth on this scale. The proposals for NW Bicester will however need to consider the impact on the surrounding area including the villages of Bucknell and Caversfield.

Employment

C.41 An economic strategy will be produced to support the proposals for the eco-town at North West Bicester. It should demonstrate how access to employment will be achieved and deliver a minimum of one employment opportunity per new dwelling. For NW Bicester, this will mean providing access to work and at least 5,000 jobs by the end of the delivery of the NW Bicester eco-town development. The Local Plan estimates that at least 1,793 homes will be provided by 2031 and therefore sets a target of 1,793 job opportunities associated with the project to be provided within this period.

C.42 The precise nature and location of these jobs will be set by a masterplan that will be prepared for the NW Bicester allocation. The Concept Study which the Council undertook in 2009 estimated that approximately 32 hectares (9% of the total area of the development) would need to be set aside as employment areas. This would provide for business space for offices, workshops, factories and warehousing (B1, B2 and B8 uses), but not for retail and leisure jobs which would be located in local centres.

NW Bicester Development Standards

C.43 The NW Bicester eco-town will play a major role in delivering the strategic growth identified for Bicester during and beyond the plan period. The One Shared Vision for Eco Bicester is expected to guide the delivery of higher environmental standards while the proposals for the NW Bicester eco-town will act as a catalyst for the transition of the town as a whole towards a more sustainable community.

C.44 The Vision aims to "Create a vibrant Bicester where people choose to live, work and spend their leisure time in sustainable ways..." (Eco Bicester One Shared Vision December 2010).

C.45 Proposals for development at NW Bicester will be required to meet the eco-town development standards set out in the Eco-town PPS. Other sites in Bicester will be required to meet the improving building standards set at national level and district-wide standards set out in policies ESD 1-5.

C.46 Further guidance on the approach to design and sustainable construction in Cherwell will be set out in the Sustainable Building in Cherwell SPD.

Policy Bicester 1

North West Bicester Eco-Town

Development Area: 345 hectares

Development Description: A new exemplar zero carbon (as defined in the Eco-Towns Supplement to PPS1) eco development will be developed on land identified at NW Bicester.

Planning permission will only be granted for development at NW Bicester following approval by Cherwell District Council of a comprehensive masterplan for the whole area. Development Briefs / Design Codes will be required for each phase of the site, to be prepared by the developer and approved by the Council. Cherwell District Council will expect the outline planning application and accompanying masterplan to meet the following requirements:

Employment

- Land Area – 37 ha, unless it is demonstrated through the economic strategy that a different land area will deliver the jobs required.
- Jobs created – Approximately 5000 jobs (about 1,800 to be delivered within the plan period).

- Use classes – B1, with limited B2 and B8 uses where it supports employment in businesses that contribute to the low carbon economy and does not adversely affect neighbouring uses.
- An economic strategy to be produced to support the planning applications for eco-town proposals demonstrating how access to work will be achieved ~~and to deliver~~ ~~and delivering~~ a minimum of one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport
- Mixed use local centre hubs to include employment (~~B1(a)~~, A1, A2, A3, A4, A5, C1, D1 and D2)
- New non-residential buildings will be BREEAM excellent.

Housing

- Number of homes – Approximately 5000 (at least 1,793 to be delivered within the plan period)
- Affordable Housing – 30%
- Layout to achieve Building for Life ~~Silver 12 -~~ ~~(Lifetime Hhomes)~~ ~~and space standards~~
- Homes to be constructed to a minimum of Level 5 of the Code for Sustainable Homes ~~including being equipped to meet the water consumption requirement of Code Level 5 of the Code for Sustainable Homes:~~
- The provision of extra care housing and the opportunity for self-build affordable housing
- Have real time energy monitoring systems, real time public transport information and high speed broadband access, including next generation broadband where possible. Consideration should also be given to digital access to support assisted living and smart energy management systems.

Infrastructure Needs

- Education – Sufficient primary and nursery school provision on site to meet projected needs. It is expected that four 2 ~~Forms of Entry~~ primary schools and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest school.
- Health – to provide for one ~~75~~ GP surgery to the south east of the site and a dental surgery.
- Burial Ground – to provide a site of a minimum of 1 ha for a burial ground which does not pose unacceptable risks to water quality (this may contribute to the Green Infrastructure requirements)
- Green infrastructure – 40% of the ~~total gross~~ site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, a burial ground (possibly a woodland cemetery) and SUDS.
- Planning applications should include a range of types of green space ~~and meet the requirements of Policy BSC11. Including 15ha of sports pitches, 12 ha of parks and recreation areas, 3.9ha play spaces, local nature reserve, wetland areas, areas for urban cooling and flood management, 1.85 ha allotments, SUDS and land to allow the local production of food~~
- Dual sports provision could be provided with the new secondary school
- Access and Movement – appropriate crossing of the railway line will be incorporated into the ~~m~~Masterplan to provide access and integration across the NW Bicester site. Changes and improvements to Howes ~~Lane~~ and Lords Lane. ~~Limiting traffic through Bucknell and that crossing the railway line:~~
- ~~Community facilities~~ – including facilities for leisure, health, social care, education, retail, arts, culture, library services, sport, play community and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co location will be welcomed. Provision will be proportionate to the size of the community they serve. Each neighbourhood of approximately 1000 houses to include provision for community meeting space suitable for a range of community activities including provision for older

people and young people. A site of 0.5 ha for a site for a place of worship to be reserved for future development.

- The submission of proposals to support the setting up and operation of a financially viable Local Management Organisation by the new community to allow locally based long term ownership and management of facilities in perpetuity.
- Utilities – Utilities and infrastructure which allow for zero carbon and water neutrality on the site and the [consideration of ability to source](#) waste heat from Ardley [Energy from Waste facility](#). The approach shall be set out in a [Water Cycle Study](#) accompanying the masterplan for the site. The Water Cycle Study shall cover water efficiency and demand management, water quality and how it will be protected and improved, WFD compliance, surface water management to avoid increasing flood risk and water services infrastructure improvement requirements and their delivery, [having regard to the Environment Agency's guidance on Water Cycle Studies](#). Zero Carbon (see PPS definition) water neutral development is sought. Development proposals will demonstrate how these requirements will be met. Off site improvements to the [utilities water supply and sewerage network](#) may be required.
- Waste Infrastructure – The provision of facilities to reduce waste to include at least 1 bring site per 1000 population positioned in accessible locations. Provision for sustainable management of waste both during construction and in occupation shall be provided. A waste strategy with targets above national standards and which facilitates waste reduction.

Monitoring

- Embodied impacts of construction to be monitored, managed and minimised (ET21)
- Sustainability metrics, including those on zero carbon, transport, water and waste to be agreed and monitored for learning, good governance and dissemination (ET22).

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16.
- High quality exemplary development and design standards including zero carbon development, [Code Level 5](#) for dwellings at a minimum and the use of low embodied carbon in construction materials
- All new buildings designed to incorporate best practice on tackling overheating, taking account of the latest UKCIP climate predictions.
- Proposals should enable residents [to easily to](#) reduce their carbon footprint to a low level and live low carbon lifestyles.
- Layout of development that enables a high degree of integration and connectivity between new and existing communities.
- A layout that maximises the potential for walkable neighbourhoods.
- New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel
- A layout which makes provision for and prioritises non-car modes and encourages a model shift from car use to other forms of travel.
- Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cyclepath connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane

- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside, minimising the impact of development when viewed from the surrounding countryside
- Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors to achieve a net gain in biodiversity
- Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site
- No development in areas of flood risk [and with](#) development set back from watercourses which would provide opportunity for green buffers
- Maximisation of the sustainable transport connectivity in and around the site
- Consideration and mitigation of any noise impacts of the railway line.
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site
- Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-town PPS to reduce reliance on the private car, and a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision of a Travel Plan to maximise connectivity with existing development
- Provision of a Transport Assessment
- Measures to prevent vehicular traffic adversely affecting surrounding communities.
- Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Town Rail[way](#) Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve
- Sensitive management [of recreational access to of](#) open space provision to secure recreation and health benefits [alongside biodiversity gains](#):-
- A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management.
- Careful design of employment units on site to limit adverse visual impact and ensure compatibility with surrounding development
- The provision of public art to enhance the quality of the place, legibility and identity
- The retention and respect for important existing buildings and heritage assets with a layout to incorporate these where possible and consideration of Grade II listed buildings outside the site
- Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.
- A soil management plan may be required to be submitted with planning applications.

Strategic Development: Bicester 2 - Graven Hill

C.47 Graven Hill to the south of Bicester is part of an extensive MoD site comprising some 600 hectares of land stretching for over 5km from the edge of Bicester to the villages of Arncott to the south and Piddington to the north east. It includes a number of distinct, built-up sites separated by areas of countryside and accommodates a number of military functions. Part of the site redominantly, it is a major logistics and distribution hub serving the armed forces, but with the potential from this proposed development at Graven Hill to help strengthen Bicester's economic role within the Oxford to Cambridge corridor.

C.48 Following a national Operational Efficiency Programme (OEP) in 2008, the MoD identified a need to modernise its estate, improve efficiencies, reduce costs and improve the support services to the Armed Forces. It reviewed its assets and concluded that the widely dispersed estate at Bicester was ageing and suffering from under-investment.

C.49 The MoD wishes to retain its valued presence in Bicester. It has decided to rationalise and consolidate its logistics operations with the development of a new freight and distribution interchange at Arncott. The land at Graven Hill, Bicester can then be released with the receipts used to fund the consolidation and modernisation programme in Bicester, to improve support services to the Armed Forces. **C.50** The MoD's financial viability exercises have concluded that a mixed use scheme of some 1,900 homes with major employment would enable the required modernisation to proceed and secure between 420 and 620 additional military jobs. The land released at Graven Hill could provide a further 2,070 civilian jobs. Development of the site will identify Bicester as a prime location for investment through the creation of significant jobs-led economic growth to address the town's historic housing/jobs in-balance.

C.51 The Graven Hill site represents a unique sustainable development opportunity, consisting of predominantly previously developed land in single ownership that is well located to the centre of Bicester, Bicester Town Railway Station and strategic development sites, and already having some existing infrastructure and landscaping, but previously standing separate from the town. Development of this site presents the opportunity for integration of this development area with Bicester and for its development to be undertaken in an integrated, coordinated and planned way.

C.52 Within the Graven Hill site stands the woodland topped hill itself, which is a landmark in the local landscape that could be opened up for public access providing recreational and health benefits (subject to careful management given the ecological value of the woodland and its designation as a Local Wildlife Site).

C.53 The site benefits from excellent transport connections. There are rail tracks still on situ on the site and rail linked distribution warehouses. There are also planned transport improvements for the town including East-West Rail, Evergreen 3 (to improve links between Oxford, Bicester, Milton Keynes and Bedford), East West Rail, and M40 J9 improvements. The site will also contribute to transport infrastructure improvements. As the Bicester Masterplan has identified, Graven Hill has an important position to the south east of Bicester and will play a major role in supporting the creation of a possible new relief road to connect to the A41 that will form part of a movement strategy for the town redirecting through traffic away from the town centre. Graven Hill could will also accommodatesupport a possible relief road as one possible option for highway improvements to the town through the eastern part of the development area. New road links on the site may be either site accesses only or form part of a strategic relief road.

C.54 The proposal will also supports local economic growth includingand the warehousing and logistics sector in a location that lends itself to both national and regional distribution. This sector is well placed to maximise the strategic accessibility from which Bicester benefits. AThe proposed Bicester Rail Freight Interchange (RFI) would provide a logical continued use of this existing employment area. The job creation impact of athe RFI will make a positive and significant contribution to the employment provision for of this quarter of Bicester.

C.55 The delivery of rail served distribution nodes is a key part of the Government's policy of transferring freight from roads to rail. Government policy recommends that sites with unique transport connections to develop as rail freight interchanges should be protected from other forms of development. This site is located adjacent to the A41 and within easy access of the Strategic Highway Network, ensuring that operations based at Bicester will perform well in terms of transport cost minimisation and in being able to attract rail freight from the UK and international locations. The close proximity of the improved ~~J~~unction 9 on the M40 ~~and a possible SE-relief road, running through the site,~~ presents a unique opportunity to locate a RFI on a highly sustainable and accessible site with limited impact on residential properties.

Policy Bicester 2

Graven Hill

Development Area: 227.5 hectares

Development Description: This predominantly brownfield site to the south of Bicester is proposed for a mixed use development of 1,900 dwellings, significant employment land providing for high quality job opportunities, associated services, facilities and other infrastructure including the potential for the incorporation of a rail freight interchange.

Employment

- Land Area – 26ha
- Jobs created – At least 2,070
- Use classes – Mixed B1, B2 and B8 uses

Housing

- Land area – 55ha
- Number of homes – Approximately 1,900
- Dwelling mix – to be informed by Policy BSC4: Housing Mix
- Affordable/social – 30%
- The provision of extra care housing and the opportunity for self build affordable housing

Infrastructure Needs

- Education – At least a two form of entry primary school
- Health – no on site requirements anticipated.
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision – Outdoor Recreation. Outdoor sports provision to be located in the north- west part of the site. Public open space to include the hill top area.
- Access and Movement – ~~contribution to improvements to the surrounding local and strategic road networks~~ Graven Hill will contribute to the funding of a possible ~~the proposed Bicester SE-relief road.~~
- ~~New points of access between site and Bicester.~~
- Community facilities – local centre to include retail provision ~~and, health care services and community facilities~~
- Utilities - Off site improvements to ~~utilities~~ the water supply and sewerage network may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- Layout of development that enables a high degree of integration and connectivity between new and existing communities, with appropriate consideration of the relationship of the development with any retained military uses
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes with new footpaths and cycleways provided on site that link to existing networks beyond the site
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside
- Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors, and that respects the relationship between the woodland and open areas of Graven Hill and the development through the creation of 'green fingers' leading into the development area
- Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site
- ~~Possible Provision of a peripheral road alignment within the site to should it be required to function as a relief road to secure strategic highway improvements for Bicester, enabling through traffic to bypass the Bicester Village roundabout, to access the A41. And thus alleviate existing congestion~~
- Maximisation of the transport connectivity in and around the site, including the use of the rail tracks on site to serve commercial logistics and distribution issues, subject to consideration of noise mitigation if proximate to sensitive receptors
- Contribution to improvements to the surrounding local and strategic road networks, good accessibility to and improvement of public transport services, improved facilities for pedestrians and cyclists to cross the A41, and the provision of a Travel Plan to maximise connectivity with existing development
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site
- Significant sustainable access provision including footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre, Bicester Town Railway Station, adjoining developments and linking the development to the existing Public Rights of Way Network
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside
- Preservation and enhancement of protected habitats and species on site and creation and management of new habitats to achieve an overall net gain in biodiversity
- Sensitive management of recreational access to Graven Hill woodland whilst acknowledging recreational tourism and health benefits.
- An Ecological and Landscape Management Plan to be provided to manage the woodland and other habitats onsite
- Careful design of employment units onsite to limit adverse visual impact on the new development and the wider area
- The provision of public art to enhance the quality of the place, legibility and identity
- Remediation of contaminated land
- The retention or appropriate treatment of on-site and off-site heritage assets and their settings, particularly given the archaeological interest in and beyond the site, the heritage significance of the MOD site and also in relation to listed buildings beyond the site
- The provision of extra care housing and the opportunity for self-build housing
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5

- Recycling and potential reuse of demolition materials where possible
- Adoption of a surface water management framework to reduce run off to greenfield rates
- Consideration of the requirements in the Council's SFRA including the use of SuDS in accordance with Policy ESD7: Sustainable Drainage Systems (SuDS) specifically combined infiltration and attenuation techniques in the north western corner of the site, and attenuation techniques across the vast majority of the site.

Strategic Development: Bicester 3 - South West Bicester Phase 2

C.56 Phase 1 of the South West Bicester urban extension (now known as Kingsmere) is under construction. Presently, it will provide 1,631 new homes, new primary and secondary schools, public open space, health and sports facilities, employment land, a hotel, and other local facilities. As part of the development, a new perimeter road has been constructed.

C.57 A 28 hectare area of land to the west of the main development was originally identified by the Council for formal sports facilities. These facilities are now being provided within the main Phase 1 development site making the unused land available for development.

C.58 The development area offers an opportunity to provide new homes, services and facilities integrated with the Phase 1 development. It is a relatively unconstrained site with low landscape sensitivity, no substantive flooding issues, and which has relatively low ecological value other than that provided by a small number of hedgerows and trees.

C.59 Development would be contained within the 'inside' of the new perimeter road avoiding further encroachment into the wider countryside. The site is in an accessible location relatively close to the town centre. The occupiers of new housing will have access from the secondary school, other services and facilities, public open space, places of employment and health village already planned for provision within Phase 1. The site is well located with immediate access to the new perimeter road, and the potential to extend Phase 1 bus services, cycleways and footpaths. It also has good accessibility to places of employment, services and facilities elsewhere in Bicester.

C.60 The Phase 2 development will provide additional services and facilities, provide an opportunity to extend green corridors, and provide improved access to the countryside with links to a new community woodland between the perimeter road and Chesterton village.

Policy Bicester 3

South West Bicester Phase 2

Development Area: 28.5 hectares

Development Description: 650 homes with associated services, facilities and other infrastructure.

Housing

- Land area – 21 ha net
- Number of homes – Approximately 650
- Dwelling mix – to be informed by Policy BS04: Housing mix
- Affordable/social – 30%
- The provision of extra care housing and the opportunity for community self build affordable housing.

Infrastructure needs

- Education – 2 FE Primary School, contributions towards secondary school provision: Expansion and relocation of St Edburges primary as first phase of primary provision at SW Bicester
- Health – to be provided at North West Bicester
- Open Space - to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision – Outdoor Recreation.
- Access and Movement– link to Phase 1 shuttle bus service to Bicester Town Railway Station and Park and Ride at Phase 1.
- Community facilities – local centre to include, a community facility or contributions towards the enhancement of community facilities as part of phase 1.
- Utilities – extension of Phase 1 connections. Off site improvements to the water supply and sewerage network-utilities may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A distinctive residential neighbourhood for Bicester that integrates well with the existing phase one development at South West Bicester
- Layout of development that enables a high degree of integration and connectivity with direct vehicular (including cycle) and pedestrian linkages between South West Bicester Phases 1 and 2 and to existing networks
- A transport assessment and Travel Plan to accompany development proposals
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities, with a legible hierarchy of routes, with new footpaths and cycleways provided on site that link to existing networks beyond the site
- Improved facilities for pedestrians and cyclists to cross the A41
- Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site with buses stopping at the railway stations and new bus stops on the site
- Development that respects the setting of Chesterton Conservation Area and the wider landscape setting
- Retention of hedgerows and the preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration and creation of wildlife corridors provided for through an ecological survey
- Development set back from the minor watercourse along the site's northern boundary to meet Environment Agency requirements
- A surface water management framework and the incorporation of infiltration Sustainable **Urban** Drainage Systems (SuDS) to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Retention of the existing Public Right of Way which crosses the site
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and Chesterton village and affords good access to the countryside
- Development proposals should seek to protect cultural heritage and archaeology, including in the conversion of any important farm buildings where possible especially in regard to the conversion of Whitelands Farm and associated buildings, located to the southwest of the allocation.

- The provision of public art to enhance the quality of the place, legibility and identity
- A community woodland / green buffer to be provided between Chesterton village and the Development Area (Policy ESD 15: Green Boundaries to Growth)
- Provision of sustainable drainage in accordance with 'Policy ESD 7: Sustainable Urban Drainage Systems (SuDS)', taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- A soil management plan may be required to be submitted with planning applications.

Strategic Development: Bicester 4 - Bicester Business Park

C.61 There is a sustainable opportunity for the provision of strategic employment space to the south of Bicester Town Centre and adjoining the A41. The Bicester Business Park site has planning permission for a 60,000m² business park incorporating offices (B1) and hotel (C1) use. This development area is located immediately to the east of the South West Bicester (Kingsmere) urban extension, less than 1 km from Bicester Town Railway Station and close to major retail uses and town centre facilities. The site has immediate access to the strategic highway network (Oxford-Aylesbury) with **J**unction 9 of the M40 motorway situated about 3 km to the south. Major growth is planned nearby with the redevelopment of Graven Hill (Policy Bicester 2: Graven Hill, phase 2 of the South West Bicester extension (Policy Bicester 3: Southwest Bicester Phase 2 and the expansion of the centre of the town.

C.62 Although full implementation of the permitted scheme requires the completion of **J**unction 9 improvements, phase 1 of the highway works have **yes** been completed. The Council wishes to support the development of this important site and in doing so will work with County Council who have agreed junction improvements.

Policy Bicester 4

Bicester Business Park

Development Area: 29.5 hectares

Development Description: This site to the south west of Bicester, bounded by the A41 to the north and west, is proposed for employment generating development in the form of a high quality B1 (Office/Business use) scheme.

Employment

- Land Area – 17.5ha
- Jobs created – At least 3,850

Use classes – B1 Offices/Business uses

Infrastructure needs

- Open space – structured open space and planting that provide a strong landscape setting, support SUDS and improvements to the microclimate
- Access and Movement - M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A distinctive commercial development that provides a gateway into the town
- A high quality design and finish, with careful consideration given to layout, architecture, materials and, colourings and careful consideration given to building heights to reduce overall visual impact
- Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the south, and, to the north, Bicester town centre and Bicester Village retail outlet
- Consideration of the operational characteristics of the sewage treatment works, including ensuring that there will be no adverse amenity impact on occupiers of the development
- Provision for safe pedestrian access from the A41 including facilitating the crossing of the A41 to the north and west, and the provision of new footpaths and cycleways that link to existing networks to maximise links between this site and adjoining sites and the town centre
- Good accessibility to public transport services should be provided for, including the accommodation of new bus stops to link the development to the wider town
- A Transport Assessment and Travel Plan to accompany development proposals
- A sequential approach should be followed; wwhere possible, buildings should be located away from areas at high risk of flooding but where it is necessary, development it should be made safe without measures increasing flood risk elsewhere. Up to date information should be used for a Flood Risk Assessment (FRA).
- Development that does not encroach within 8m of the watercourse banks
- Adoption of a surface water management framework to reduce surface water run off to greenfield rates
- Structural planting and landscape proposals within the site to provide for the enhancement, restoration and creation of wildlife corridors and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings, including viewpoints along the A41 to the west and north (where the road is more elevated) and along the southern boundary (important in longer distance views of the site)
- Provision of opportunities for Green infrastructure links beyond the development site to the wider town and open countryside
- Biodiversity should be preserved and enhanced
- The provision of public art to enhance the quality of the place, legibility and identity
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS))specifically attenuation SuDS techniques, taking account of the Council's Strategic Flood Risk Assessment
- Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential on site
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- A soil management plan may be required to be submitted with planning applications

Strategic Development: Bicester 5 - Strengthening Bicester Town Centre

C.63 Bicester Town Centre and the Primary Shopping Frontage will remain unchanged in this Local Plan ([see Map Bicester 5, Appendix 5](#)).

C.64 Changes to the boundaries of the Town Centre and Primary Shopping frontage will be explored in the Local Neighbourhoods DPD [and/or](#) Development Management DPD.

C.64a Informed by work on the Bicester Masterplan an 'Area of Search' has been identified in the centre of Bicester ([Map Bicester 5](#)).

C.64b The aim of this is to:

- Support the viability and vitality of the existing town centre
- Encourage economic activity
- Assist with the connectivity between the existing town centre, a new Bicester Town Railway Station, Bicester Village and adjoining existing and proposed residential areas
- Improve the character and appearance of the centre of Bicester and the public realm.

C.65 Much of the centre, including Sheep Street and Market Square, lies within the Bicester Conservation Area. There are an increasing number of vacancies in Bicester town centre. ~~Focussing development in the t~~own centre ~~improvements~~ will contribute towards addressing this issue.

C.66 Partial redevelopment of the town centre ~~has been achieved is underway~~ with the ~~recent~~ Bure Place Town Centre Redevelopment scheme ~~and a second phase of development planned~~ ([see Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2](#)). ~~Phase 1 is anchored by a major food retailer and a new cinema and will provide impetus for further investment.~~ However, work ~~for on~~ the ~~emerging~~ Bicester Masterplan has ~~set out how identified ying how~~ the area to the south of the town centre ~~could also be improved to would~~ consolidate and expand the town centre ~~of Bicester~~ to provide space to help accommodate Bicester's growth needs. It could also enable improvements to the connectivity of the existing town centre with a redeveloped Bicester Town Railway Station, Bicester Village and potential new public open space ~~and .It would also~~ provide for improved accessibility with new residential developments to the south of the town.

C.67 In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study. In 2012 a further study was commissioned which identifies the capacity for comparison and convenience retail floorspace in the District up to 2031. No additional capacity for convenience retail floorspace is identified for Bicester on top of the committed floorspace proposed as part of the Bicester town centre expansion (Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2). However, the study does identify more need for comparison retail within the town.

C.68 Any further development at Bicester Village would be required to contribute to the development of any extended town centre and not undermine the vitality and viability of the existing centre. Uses which are not conducive to the Outlet Shopping model at Bicester Village will be restricted in order to maintain the vitality of the town centre.

C.69 Work on the Bicester Masterplan has identified the potential of land at Pingle Fields/Bicester Sports Association to be used for the formation of a town park. Any potential loss of playing pitches at Pingle Fields / Bicester Sports Association land would need to be replaced by equivalent or better provision in terms of quantity and quality in a suitable location in Bicester. Other town centre uses may be appropriate in this area but they should not be provided at the expense of the provision of the town park. [Improvement ~~to~~ existing town centre facilities will be encouraged.](#)

~~C.70~~ The partial redevelopment of the town centre currently being implemented as part of the Bicester town centre expansion (Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2), will be anchored by a major food retailer and a new cinema and will provide impetus for further investment to meet the needs of a rapidly growing town.

~~C.71~~ Delivering these ~~pPolicy~~ aims will require the implementation of ~~an the~~ Action Plan ~~to be prepared as that forms~~ part of the Bicester Masterplan. ~~Improved town centre facilities will be encouraged.~~

Policy Bicester 5

Strengthening Bicester Town Centre

Shopping, leisure and other town centre uses will be supported within Bicester town centre. Residential uses will be supported in appropriate locations in Bicester town centre except where it will lead to a loss of retail or other ~~'Main tTown Ccentre Uuses'~~.

~~Only A1 and A3 uses will be permitted at ground floor in the primary shopping frontage. Residential development will be encouraged within the primary shopping frontage above ground floor level.~~

~~The Council will review the town centre boundary though the Local Neighbourhoods DPD or Development Management DPD . Prior to this, Residential development will not be permitted within the primary shopping frontage unless above ground floor level. Within the Area of Search, retail and other main town centre uses will only be supported within the Area of Search if they form part of new schemes which help deliver the aims for central Bicester set out above and in the Bicester Masterplan. In order to maintain the retail viability of the a viable and compact existing town centre, A1 uses should only be small units and form a small part of wider development proposals individual schemes and of this area. In all cases proposals for town centre uses will be considered against Policies SLE2, ESD16 and ESD10.~~

~~Appropriate rResidential development will also be supported permitted within the is aArea of Search in appropriate locations.~~

Development should have ~~particular~~ regard to ~~enhancing~~ the ~~character of the~~ Conservation Area.

~~In all cases proposals for town centre uses will be considered against Policies SLE 2, ESD 160 and ESD 106.~~

Strategic Development: Bicester 6 - Bure Place Town Centre Redevelopment Phase 2

~~C.72~~ The redevelopment of Bicester Town Centre has started with the redevelopment of Bure Place, a site within the town centre bounded by Sheep Street to the east, Manorsfield Road to the west, St. John's Street to the north and Crown Walk to the south.

~~C.73~~ The redevelopment of this site will increase the range of uses in the town centre and improve the attractiveness and vitality of the Town Centre. The site comprises what were the Bure Place and Franklin's Yard car parks, a bus interchange, and existing retail units and service yards.

~~C.74~~ A Phase 1 development is largely complete and involves Preparatory works including the diversion of the town brook and associated landscaping, and ~~the have been completed and the first stage of development of to provide~~ a new supermarket, cinema, restaurants, other shops, a car park and a new bus interchange ~~should be complete by 2013.~~

C.75 Phase 2 of the redevelopment is to be undertaken as a partnership between the Council, Sainsbury's and Stockdale Land. It is intended that Oxfordshire County Council will become a partner for phase two with a view to providing a new library and civic offices. The provision of the new civic buildings would provide the opportunity for a new public focal point to be provided and would further assist in improving the attractiveness and vitality of Bicester Town Centre, strengthening the town centre function in accordance with Policy Bicester 5: [Strengthening Bicester Town Centre](#).

Policy Bicester 6

Bure Place Town Centre Redevelopment Phase 2

The Council will support the delivery of the approved town centre redevelopment at Bure Place to provide a new supermarket, cinema, restaurants, shops, car parking and bus interchange. The Council will also work with the County Council and other partners to deliver new civic buildings as a second stage to the development involving new public space and a library. Proposals will be considered against Policy ESD16 and other relevant policies in the Plan.

Strategic Development: Bicester 7 - Meeting the Need for Open Space, Sport and Recreation

C.76 The evidence base studies have identified a number of existing deficiencies and future shortfalls of open space, sport and recreation provision in Bicester.

C.77 Some of these deficiencies can be met through improvement to the quality of and access to existing facilities and using existing areas of one type of open space to meet deficiencies in another type. In addition some new provision will be required to meet Bicester's growth; the potential locations [are will be](#) identified in the Bicester Masterplan [\(2012\)](#).

C.78 The Playing Pitch Strategy Action Plan (2008) indicated that existing deficiencies in playing pitch provision could be addressed through conversion of adult to junior football pitches, developing dual use agreements for community access to schools facilities, and new pitches to be provided as part of the committed development at South West Bicester. Existing deficiencies identified in the Green Spaces Strategy (2008) were partially updated in 2011 (see Appendix 3 Evidence Base). Some of the existing deficiencies in open space provision will require the allocation of land through the Local Plan process, as follows:

- 11.69 ha parks and gardens
- 2.87 ha natural/semi-natural green space
- 8.18 ha allotment provision.

C.79 The Playing Pitch and Green Space Strategy estimated that the following additional provision was required to meet needs to 2026:

- 4 junior football pitches
- 2 mini-soccer pitches
- 2 additional cricket pitches
- 2 additional rugby pitches
- 7ha park
- 3.4ha natural/semi-natural space through new provision/public access agreements to privately owned sites
- 4.2ha of amenity open space

- 6.58ha of children's play space to be met through new equipped play areas and additional play opportunities using other open space
- 1 Multi Use Games Area
- 3 tennis courts
- 2.6ha of allotments.

C.80 The Playing Pitch and Green Spaces Strategies were formulated before the amount and preferred distribution of development in Bicester over an extended plan period had been established, and, as a result, future needs are being updated.

C.81 'Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision', 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation' and 'Policy BSC 12: Indoor Sport, Recreation and Community Facilities' will all be used to help address existing deficiencies in provision and future development needs, in addition to 'Policy Bicester 7: Meeting the Need for Open Space, Sport and Recreation' below.

C.82 The proposed strategic allocations shown on the Proposed Submission Policies Map (Appendix 5 Maps) will be expected to make provision on site for open space and recreation to meet the needs of the new development. Whilst new development can only be expected to make provision for its own needs, the most effective way of planning for some of the current and future requirements may be through integrating provision with the planning of strategic sites. Overall open space provision and green infrastructure requirements are being examined in more detail as part of the Bicester Masterplan work. Any additional non-strategic allocations required will be contained in the Local Neighbourhoods DPD.

C.83 The proposed urban edge park is the continuation of a long term objective to address the poor distribution of open space in Bicester. The policy aims to maximise the value of existing open spaces by increasing their accessibility and linking them to each other through a network of footpaths/cycleways, and create new areas of open space to contribute towards the network of provision, improving green infrastructure links. The core of the network is currently centred to the north, south and east of the town centre, formed by areas such as Pingle Field, Bicester Fields, and land in the Town Council's ownership adjacent to Skimmingdish Lane. Committed development at South West Bicester will contribute to the network. In addition there are a number of areas in private ownership used informally for recreation purposes which contribute to the network, albeit there is currently no secured public access. As the Bicester Masterplan proposes changing Pingle Field and adjacent land into a new town park there is a need to relocate the rugby club and other sports uses to a suitable alternative location in the town comprising equivalent or better provision in terms of quantity and quality.

C.84 The proposed strategic allocations at NW Bicester, Graven Hill, SW Bicester, Bicester East and North East provide a major opportunity to extend the network around the town, and in combination with the urban edge park should offer the opportunity to help address the existing shortfalls in parks and gardens and natural/semi-natural provision together with some of the estimated future needs of the town. The proposed network will be investigated further to enable land allocations to be indicated in more detail within the Bicester Masterplan and Local Neighbourhoods DPD as appropriate.

C.85 Stratton Audley Quarry ([Elm Farm quarry](#)) is [proposed for development as the subject of an extant planning permission for infilling to form a new country park](#), with the planning consent having been partially implemented. In view of the site's designation as a Local Wildlife Site only low intensity recreation use of the site is likely to be appropriate. However the site is close to the edge of Bicester making it easily accessible to the town's residents and could assist in the establishment of long distance links from the town to the villages and countryside beyond.

Policy Bicester 7

Meeting the Need for Open Space, Sport and Recreation

As part of measures to address current and future deficiencies in open space, sport and recreation provision in the town we will:

- Seek to establish an urban edge park around the outskirts of the town, by protecting the existing network of green spaces and securing new open space and linear route provision linked with public footpaths/cycleways, to create a circular route with connections to the town centre and the countryside beyond
- Seek to establish a community woodland between the south-west Bicester link road and Chesterton
- Encourage proposals for the restoration and use of Stratton Audley Quarry for informal outdoor recreation, provided that the proposals are compatible with the site's designation as a Local Wildlife Site and partial SSSI.

Strategic Development: Bicester 8 – [Former](#) RAF Bicester

C.86 [The Former](#) RAF Bicester is an inter-war airfield situated immediately to the north-east of Bicester. Historically it comprised a 'Domestic Site' and 'Technical Site' together with the large open space of the flying field. English Heritage has described the site as “the best preserved bomber airfield dating from the period up to 1945”. The whole of the site is a conservation area, which was reviewed and extended in 2008, and most of the buildings and structures are protected by listing and scheduling. [In addition a Local Wildlife Site and Proposed extension to the Local Wildlife Site covers a large part of the site.](#)

~~**C.87** The MOD has declared RAF Bicester as surplus to defence requirements. The Technical Site is currently the subject of former owner/Crichel Down consideration whilst planning approval has been granted for the redevelopment of the Domestic Site for residential use.~~

C.88 The Council worked with the MOD and English Heritage and prepared a planning brief for the site in 2009. This brief recognises the complex issues, and the unique opportunities, raised by the site and the need to maintain and re-use its historic buildings and the Flying Field. The brief proposes a “conservation-led” approach to the site, recognising that finding a use which can best preserve the sensitive historic fabric of the buildings may require a flexible approach in terms of the use to which the buildings are put.

~~**C.88a** Planning permission has been granted for the conversion of the Domestic Site to the south of Caversfield village for residential use and this is being implemented. The main Technical Site and Flying Field have also recently been sold by the MoD, thereby ending the ‘RAF’ status of the site.~~

C.89 Policy Bicester 8: ~~RAF Bicester~~ seeks to secure appropriate uses for a long-lasting “conservation-led” approach to the Technical Site and Flying Field. It aims to establish uses that will be complementary to, and help enhance, the character and appearance of the conservation area and the nationally important heritage value of the site. It seeks to encourage a mix of uses that will best preserve the sensitive historic fabric and layout of the buildings and the openness of the grass airfield. However, the need to allow some flexibility in the interests of securing an economically viable future for the site is recognised.

C.90 The Planning Brief indicates that employment uses on the Technical Site could be appropriate although it does also propose a range of other uses including aviation, museum, cultural, sport and community uses.

Policy Bicester 8

Former RAF Bicester

The Council will encourage conservation-led proposals to secure a long-lasting, economically viable future for Former RAF Bicester's Technical Site and Flying Field.

It will support heritage tourism uses, leisure, recreation, employment and community uses associated with the development of a museum to RAF Bomber Command. The development of hotel and conference facilities will also be supported as part of a wider package of employment uses.

All proposals will be required to accord with the approved Planning Brief for the site and take into account the Bicester Masterplan (2012).

They must maintain and enhance the character and appearance of the conservation area, protect listed, scheduled and other important buildings, their setting, and protect the sensitive historic fabric of the buildings and preserve the openness of the airfield. The biodiversity of the site should be protected and enhanced and habitats and species surveys (including a Great Crested Newt survey) should be undertaken. The continuation of gliding use will be supported where compatible with other uses. Opportunities for improving access to the countryside will be encouraged. The Council's SFRA should be considered. Proposals should be considered against Policy EDSSD 16:

Strategic Development: Bicester 9 – Burial Site Provision in Bicester

C.91 Bicester cemetery is nearing capacity and there is limited opportunity to increase ~~this capacity of the existing cemetery~~. It is evident that a site for a new cemetery needs to be secured as a matter of urgency. Bicester Town Council has already undertaken a considerable amount of investigative work and although work is continuing, it is estimated that a site of approximately 4 hectares is required to accommodate a cemetery and area for green burial. It is anticipated that a site will be provided within the NW Bicester eco-town area (See Policy Bicester 1: North West Bicester Eco-Town).

C.92 We will continue to work with Bicester Town Council to identify and secure a suitable site as part of strategic development at Bicester, to enable delivery of new burial facilities for the town at the earliest opportunity. Potential land will be surveyed to confirm initial findings on the suitability of ground conditions and inform the decision on where these new burial facilities should be located.

Policy Bicester 9

Burial Site Provision in Bicester

A new cemetery is required to meet the needs of both the existing population and future development in the town. As such developer contributions will be sought from new development in the town towards the establishment of the facility. Further details will be contained in the Developer Contributions SPD.

Detailed investigations will be required to determine the suitability of ground conditions for cemetery use.

Strategic Development: Bicester 10 - Bicester Gateway

C.93 Development on the Bicester Gateway site has the potential to contribute towards building and reinforcing a modern knowledge economy for Cherwell and surroundings, securing a location for science and research and technology transfer and commercial application.

C.94 This site has the potential to be a major high quality employment area at this critical gateway to the town. Being a major development site at the southern edge of Bicester will require exemplary building quality and design to provide a strong sense of arrival to the town and a statement of the sort of economy we have aims to secure for inward investors or local companies in need of land for expansion.

C.95 There is an opportunity to encourage the knowledge economy in Cherwell by enabling businesses which have or want links to the Oxford cluster, as well as direct spin out companies from successful research and development, to locate in Bicester. Oxford is constrained by its historic environment and by the Green Belt. Bicester is only 10 miles from Oxford, with good transport links between the two.

C.96 Development of this site will provide employment in Bicester helping to reduce the number of people out commuting to Oxford and London. The development will also complement the proposed employment development at Silverstone and will form part of the technology corridor from Oxford to Northamptonshire and Oxford to Cambridge.

Policy Bicester 10

Bicester Gateway

Development Area: 15 hectares

Development Description: Knowledge economy employment development to the south of the existing retail area (Wyevale Garden Centre), adjacent to the A41.

Employment

- Land Area – 7.5 ha (net)
- Jobs created – At least 990
- Use classes – B1 Business uses, specifically high tech knowledge industries

Infrastructure Needs

- Open Space – structured open spaces and planting that provide a strong landscape setting, support SUDs and improvements to the microclimate
- Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A well designed modern area with the provision of high quality property to attract and retain 'best in class' technology companies
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact

- Conservation and enhancement of the setting of Alchester Roman Town Scheduled Ancient Monument and the setting out of opportunities to better reveal its significance
- Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and countryside.
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for
- The provision of a detailed transport assessment tailored to assess in detail the impact of the proposed use class and floorspace on the strategic road network
- Provision for safe pedestrian access from the A41 including facilitating the [crossing of the A41 to the north and west, with](#) provision of new footpaths and cycleways that link with existing networks to maximise walking and cycling links between this site and the adjoining development sites.
- Accommodation of bus stops to link the development to the wider town
- Maximisation of walking and cycling links to the adjoining mixed use development at South West Bicester as well as the garden centre to the north
- Contribution to the creation of a footpath network around Bicester
- Flood plain land in the eastern parts of the site to be used for informal recreational and ecological benefit in order to enhance Bicester's green infrastructure network, in the form of 'blue corridors' which provide public open space near watercourses
- Development should not encroach within 8m of the watercourse banks
- Adequate investigation of, protection of and management of priority and protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced. An ecological survey should be undertaken, investigating the cumulative impacts of development at this site and at other sites on the Local and District Wildlife Sites in the vicinity
- Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential close to the site
- The provision of public art to enhance the quality of the place, legibility and identity.
- Structural planting and landscape proposals within the site to include retention of existing trees and hedgerows, the enhancement, restoration or creation of wildlife corridors, and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- [A sequential approach should be followed; w](#)where possible, buildings should be located away from areas at high risk of flooding but where [development is](#)~~buildings are~~necessary, the [development area](#)~~–~~should be made safe without [measures](#) increasing flood risk elsewhere. Up to date information should be used for a Flood Risk Assessment (FRA).
- Adoption of a surface water management framework to reduce surface water run off to greenfield rates
- Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)) specifically infiltration SuDS techniques in the far south western corner of the site, combined infiltration and attenuation techniques in the north western and south eastern areas, and attenuation techniques in the central and north eastern area of the site, taking account of the Council's Strategic Flood Risk Assessment

- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- A soil management plan may be required to be submitted with planning applications

Strategic Development: Bicester 11 – North East Bicester Business Park

C.97 The site provides the opportunity to restore the balance of housing and jobs provision in Bicester by providing for office development (B1 uses) for high technology sectors in a sustainable location in close proximity to the town's existing areas of employment and residential uses.

C.98 Careful design and landscaping is required to ensure development respects and preserves the setting and character and appearance of the [Former](#) RAF Bicester Conservation Area.

Policy Bicester 11

North East Bicester Business Park

Development Area: 8 hectares

Development Description: Business Park for employment development

Employment

- Land Area – 2.7 ha (net)
- Jobs created – At least 1,092
- Use classes – B1 Office/Business uses only (due to the impact on [the Former](#) RAF Bicester [Conservation Area](#))

Infrastructure Needs

Open space – structured open spaces and planting that provide a strong landscape setting, support SUDs and improvement to the microclimate

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre
- Good accessibility to public transport services should be provided for [including providing bus stops for the site](#).
- Provision of new footpaths and cycleways to connect with the existing footpath/cycleway links around the site including along Skimmingdish Lane
- A detailed Transport Assessment to be undertaken and Travel Plan to be provided focusing on maximising access by means other than the private car including demonstration of the provision of adequate cycle parking
- A high quality, well designed approach to the urban edge which functions as an high profile economic attractor but which also achieves a successful transition between town and country environments

- Buildings that provide for an active frontage to Skimmingdish Lane and a strong gateway at the site entrance
- The site ~~is within~~ lies adjacent to a designated Local Wildlife Site and a proposed Local Wildlife Site. Ecological surveys must be undertaken to identify habitats and species of value and any mitigation measures required. Features of value should be preserved, retained and enhanced and the proposals should result in a net gain in biodiversity
- Development that respects the landscape setting, and that demonstrates the enhancement, restoration or creation of wildlife corridors, and the creation of a green infrastructure network for Bicester
- A comprehensive landscaping scheme to limit visual intrusion into the wider landscape, particularly given the need to preserve the open setting, character and appearance of the Former RAF Bicester and the Conservation Area
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact
- The provision of public art to enhance the quality of the place, legibility and identity.
- Adoption of a surface water management framework to maintain run off at greenfield rates
- Use of SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), specifically attenuation techniques due to the underlying geological composition and groundwater vulnerability, taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- A need for demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- -
- A soil management plan may be required to be submitted with planning applications

Strategic Development: Bicester 12 – South East Bicester

C.99 The site at South East Bicester consists of mainly open farmland. It is adjacent to a Scheduled Ancient Monument (Wretchwick Deserted Medieval Settlement) and is in the vicinity of the Ray Conservation Target Area which extends into the site to the north. Development on this site will require careful design consideration, due to its location next to the historic asset and proximity ~~vicinity~~ to an ecologically important area.

C.100 The landscape studies found the site to have medium-high capacity to accept development in areas apart from those with ecological and archaeological importance. The Council considers the site offers an opportunity for mixed used development to the South East of Bicester that will enable the delivery of important infrastructure in the area to support wider proposals for the town.

C.101(Para' Deleted)

Policy Bicester 12

South East Bicester

Development Area: 40 hectares

Development Description: A mixed use site for employment and residential development to the east of the ring road to the south east of Bicester

Employment

- Land Area – Approx 18 hectares (in total)
- Jobs created – Approximately At least 2,000 3,241 (in total, some of which is beyond the plan period)
- Use classes – Mixed B1, B2 and B8 uses

Housing

- Land area – Approx 22 hectares (in total)
- Number of homes – Approximately 400
- Dwelling mix – to be informed by Policy BSC4: Housing mix
- Affordable Housing – 30%
- The provision of extra care housing and the opportunity for community self-build affordable housing

Infrastructure Needs

- Health - No on-site requirements anticipated
- Open space – to include general greenspace, play space, allotments and off site or offsite outdoor sports provision as outlined in Policy BSC11: Local Standards of Provision – Outdoor Recreation
- Access and Movement – contributes to improvements to the surrounding local and strategic road networks
- Community facilities – Local Centre. Off-site contributions are likely to be required towards community facilities.
- Utilities – off-site improvements to utilities ~~the water supply and sewerage network~~ may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- Commercial buildings with a high quality design and finish, with careful consideration given to layout, architecture, materials, and colourings and careful consideration given to building heights to reduce overall visual impact
- Development proposals should seek to protect cultural heritage and archaeology. A scheme which respects the setting of Wretchwick Deserted Medieval Settlement with an appropriate landscape buffer to maintain the open setting of the scheduled monument. An Indicative Safeguarding Area is shown on Map Bicester 12 (Appendix 512).
- Provision of open space in accordance with Policy BSC 11: Local Standards of Provision - Outdoor Recreation, particularly to allow for access to the monument
- Retention and enhancement of hedgerows and the introduction of new landscaping features that will ensure the preservation and enhancement of biodiversity and an overall net gain. Development should demonstrate the enhancement, restoration or creation of wildlife corridors
- A well designed approach to the urban edge, which relates development at the periphery and affords good access to the countryside
- The provision of public art to enhance the quality of the place, legibility and identity.
- A proposal that is well integrated, with improved, sustainable connections between existing development and new development on this site
- New footpaths and cycleways should be provided for, that link to existing networks the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel. The development layout should maximise the potential for walkable neighbourhoods and incorporates cycle routes to encourage sustainable modes of travel

- Good accessibility to public transport services should be provided for, with effective footpaths and cycle routes to bus stops, including the provision of a bus route through the site with buses stopping at the railway stations and new bus stops on the site.
- A transport assessment and Travel Plan to accompany development proposals
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside
- Adequate investigation of, protection of and management of protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced.
- Development should avoid impacting on the Conservation Target Area and comply with the requirements of Policy ESD11
- ~~A wetland nature reserve on the northern part of the site part of the site liable to flooding.~~
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- The incorporation of SUDS (see Policy ESD 7: Sustainable Drainage Systems (SuDS)), taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Development that considers and addresses any potential amenity issues which may arise - including noise impact from the rail line to the far north. The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- A soil management plan may be required to be submitted with planning applications.

C.3 Banbury

C.102 Banbury is the District's ~~largest town with its own principal town centre that serves the needs of its~~ sub-region. ~~It Banbury will be a~~ is a focus for major retail developments, employment, housing and ~~other~~ cultural and community uses that attract large numbers of people.

C.103 Banbury is a ~~historic~~ market town, with an historic core ~~and that~~ is expected to see ~~continued~~ growth over the period of the Local Plan. The growing population will have consumer ~~needs~~, employment ~~needs~~ and community needs. Whilst most employment and housing growth will take place on the edge of the town, ~~the~~ is ~~p~~Plan seeks to also take active steps to strengthen the town centre. The town centre of Banbury will adapt and evolve to meet the new growth and changing needs, demands and patterns of activity.

C.104 Banbury faces topographic ~~and historic landscape~~ constraints ~~important to the setting of the town~~ including ~~the to the east (the M40 and River Cherwell valley to the east, a) and west (steep sided valley and villages to the west,)~~ rising landform and village conservation areas to the north ~~) with a historic town boundary and an open aspect and village to the south beyond the Salt Way, being important to the setting of the town.~~ These are all ~~natural (and manmade)~~ barriers to growth that have shaped how the town has grown and ~~which will affect its is to~~ growth in the future. ~~More recently, the M40 motorway has also become a significant factor in identifying directions of growth and the need for focused urban renewal has become more pressing. The identified As a result only a limited number of strategic development sites in this section of the Plan reflect these constraints and issues; particularly the need to retain the Banbury's historic landscape context and character, are available for new housing growth including Bankside, Canalside, West of Bretch Hill (to support an area of renewal to the east), North of Hanwell Fields and at Southam Road.~~

C.105 ~~Alongside other evidence, t~~The development of a Masterplan for Banbury, ~~to be adopted as a Supplementary Planning Document (SPD) will is~~ providing the means to establish an integrated delivery plan for the growth of the town that respects its setting, ~~and~~ meets the needs for a stronger economy, housing and community facilities, ~~and delivers as part of~~ sustainable development. ~~The Council will explore all potential mechanisms, including public-private partnerships, and appropriate powers for the delivery of Local Plan sites and key proposals, to secure the development vision for town.~~

Meeting the Challenge of Developing a Sustainable Economy in Banbury

C.106 Banbury's economy is focused on manufacturing, distribution, service industries, local government and health. Generally it has had very low levels of unemployment and a high demand for labour. However, there is a need to further diversify its economy, to attract more highly skilled businesses, to increase the levels of education, training and ambition in the town and to continue addressing the impact of the recent recession. In recent years the major manufacturers Hella (automotive parts) and SAPA (aluminium) have left the town with the loss of about 800 jobs.

C.107 The key economic issues facing Banbury are:

- Ensuring the town remains competitive so that it retains and attracts major employers
- Addressing the impact of recession on the unemployment level: ~~in February, 2009 the number of job seeker allowance claimants in Banbury had risen to 4.1%, significantly higher than for other Oxfordshire towns (e.g. Bicester - 1.9%, Oxford - 2.3%, Witney - 2.2%). The claimant count has reduced in Cherwell since it rose fairly sharply in 2009 but it remains higher in Cherwell than in other rural Oxfordshire Districts.~~ In areas of Grimsbury and Castle Ward and Banbury Ruscombe ward unemployment as a percentage of working age population was at 8.2% and 7.4% respectively, again the highest in Oxfordshire
- The need to improve standards of education and training: five areas within Banbury Ruscombe ward and one in Banbury Neithrop are in the worst 10% in England in terms of skills, education

and training. GCSE performance is below county and national averages. A third of residents have no qualifications. There is an above average concentration of people employed in low-skilled and lower paid occupations

- Maintaining a strong manufacturing sector but further diversifying the economy and creating more higher skilled and knowledge based job opportunities
- The need to improve the overall attractiveness of the town as a place to live and work
- The need to improve the appearance and vitality of the town centre outside of the Castle Quay shopping centre
- Banbury has undergone considerable growth over the last 20 years and the Council's Economic Development Strategy (2011-2016) (EDS) envisages this as continuing in the long-term. The EDS considers that there will be a reduction in the size of the town's manufacturing sector (in common with UK trends) however since much of this is in higher value and specialised areas which are more dependent upon skilled input, it is of great importance that the sector remains an important local employer. The town has a strong industrial heritage and the EDS sees this evolving over the 21st century into a robust engineering economy driven by flagship sectors such as motor sport and advanced materials.
- Some of Banbury's employment areas/sites are in need of investment and there are vacant buildings. Development should take place on existing employment sites wherever possible to help regenerate these and ensure land is used efficiently.

C.108 A key challenge for the Local Plan will be to ensure that the needs of both existing employers seeking to relocate and expand, and new businesses moving to the area can be met, by ensuring that the redevelopment of sites and buildings on existing sites within the town is encouraged by planning policies. This is a particular issue as this Local Plan seeks to regenerate the Canalside area of the town. This 25 hectare area includes a number [of](#) existing businesses and it will be important that there are sites and help available to relocate any of these that wish to develop locally.

C.109 Banbury has the largest supply of employment land in the district and the Council's Employment Land Review (2006, updated 2012) identified a range of available sites totalling over 46 hectares. In this Local Plan Bicester will be the focus for new employment land to respond to its significant planned housing growth and to reduce out-commuting. Banbury also has valued landscapes on the edge of the town where growth is not appropriate. Whilst many of the sites in Banbury are non strategic, one site is considered to be of strategic importance to securing Banbury's long term supply of employment land and is identified in this Local Plan (Policy Banbury 6: Employment Land West of M40). Planning permission has recently been granted for new employment uses on this site. Proposals for the town centre set out in this plan will also provide jobs particularly in the retail and leisure sectors.

C.110 Providing for economic growth and diversification is necessary to increase the number of economically active residents, to lower unemployment to pre-recession levels, to provide more training opportunities and to encourage more ambitious educational attainment in Banbury. This will help provide a broader range of employment opportunities and potential access to more highly skilled jobs. Our plan seeks to build on the current manufacturing strength of the town with support for new business units for [small-medium enterprises \(SME's\) growth](#). We wish to encourage a wider range of employers into the town, particularly higher skilled and higher technology businesses, by providing suitable employment land, delivering regeneration and improving the quality of the built environment, to help create the conditions that will help reduce deprivation and improve the attractiveness of Banbury as a place to live, work and visit.

Strengthening Town Centre Vitality

C.111 This Plan seeks to ensure that the town centre remains the primary focus for new development; particularly retail uses together with other appropriate town centre uses such as [commercial](#); employment, community, leisure and residential development being accommodated in accordance with the principles of the NPPF.

C.112 In addition to the town centre there are out-of-centre retail locations ~~including ; this comprises~~ freestanding supermarkets, ~~and other~~ retail parks ~~and neighbourhood centres~~. Banbury's role within the District is also supported by Bicester and Kidlington, together with other local centres that provide a hierarchy of facilities to serve Cherwell's population.

C.113 The existing and future role of Banbury has been considered in relation to the competition experienced from other centres outside the District. The principal centres that currently compete with Banbury are as follows:

- Leamington Spa - 22 miles
- Stratford upon Avon - 27 miles
- Oxford - 28 miles
- Northampton - 32 miles
- Milton Keynes - 35 miles.

C.114 These centres generally fulfil a similar role to Banbury within their respective catchment areas, although Oxford and Milton Keynes are identified as higher level regional centres. Other centres such as ~~Milton Keynes~~ and Northampton are also growing rapidly which is increasing the level of competition experienced by Banbury (and also Bicester and Kidlington). In addition to this, significant commercial development is being delivered in Oxford City Centre which ~~will has~~ significantly enhanced the commercial offer in the city centre.

C.115 This competition illustrates the need to maintain the renewal and strengthening of the town centre.

C.116 We will strengthen Banbury town centre to be the focus of the town. This plan will ensure that it remains a pleasant place to spend time and a usable space for all members of the community which brings people together and fosters a stronger sense of belonging. This plan builds on the heritage and natural assets of the town, but will also encourage change. It must be a place that people choose to use and enjoy. Therefore we will:

- Create more natural flows of people between its various quarters, creating a single whole rather than a group of unrelated parts
- Bring together a broad mix of uses including open space, commercial, ~~in the built environment;~~ residential leisure, shopping, and education, to ensure there is a human dimension throughout the day
- Ensure the town is accessible from a variety of transport options; ~~making it a place with a steady flow of life~~
- Make features and focal points of our key assets including our waterside areas, ~~and~~ our built and cultural heritage, to create and maintain uniqueness and a sense of community ownership
- Promote a wide variety of activities at all times of the year.

C.117 In general terms, mixed-use (residential, commercial and retail) development will be favoured to ensure that there is an active ground floor commercial use.

Meeting the Challenge of Building a Sustainable Community in Banbury

C.118 Banbury faces some challenging community and social issues. Increasing opportunities in the Ruscote, Neithrop and Grimsbury and Castle wards is a priority and many of Banbury's main social issues are related, but not confined, to the complex problems of deprivation. This includes educational attainment, teenage pregnancy, anti-social behaviour, child well-being and access to services and facilities and affordable housing. This Local Plan provides for new development in a way that helps deal with Banbury's social issues and provides necessary community facilities, working in combination with the Council's 'Brighter Futures in Banbury' project which has been established to improve outcomes. In particular, the proposals for area renewal around Woodgreen

and the wider Bretch Hill area are concerned with renewing the physical and community fabric of the area, to help reduce social disadvantage, improve health and well-being, educational attainment and employment outcomes. This approach will be extended to other wards within Banbury over the life of this plan and beyond.

C.119 The key community issues facing Banbury are:

- The need to ensure social opportunities increase in a number of wards in Banbury, particularly Ruscote ward and two areas of Banbury Grimsbury and Castle Ward which are in the 20 per cent most deprived areas nationally according to the Index of Multiple Deprivation 2010
- The need to foster social cohesion, integration and equal opportunity: Banbury has a diverse population, with higher concentrations of people of non-white ethnic origin than elsewhere in the district, many of whom live in the more deprived areas
- The need to reduce the incidences of teenage pregnancy, anti-social behaviour and to improve educational attendance and attainment
- The need for a replacement library
- The need for affordable housing and a more diverse private rented housing sector
- The need to improve access to services and facilities and to address deficiencies. A new ground is needed for Banbury United Football Club, and the town is lacking 11 junior football pitches, 1 cricket pitch, children's play space, allotments and tennis court provision. There are deficiencies in natural/semi-natural green space. Accessibility to open space and recreation opportunities is also mixed. Improved cultural facilities are also needed
- Additional open space, sport and recreation provision will also be required to provide for future development needs
- New cemetery space is also needed.

C.120 The Sustainable Community Strategy emphasises the importance of increasing opportunity across all wards in Banbury, reducing crime, anti-social behaviour and providing affordable housing and better training and employment opportunities. It looks to improve the skills and aspirations of young people and the opportunities open to them. It aims to provide better access for diverse communities to services and the provision of affordable recreational opportunities to help residents of all ages stay healthy. Retention of Banbury's Horton District General Hospital remains of particular importance as a valued community facility and given the distance to alternatives.

Meeting the Challenge of Ensuring Sustainable Development in Banbury

C.121 Banbury's rapid post-war and continuing expansion has placed great pressures on its environment. The quality and distinctiveness of Banbury's town centre, its residential areas, green spaces and employment areas are important to the well-being of existing residents and in attracting new businesses and drawing people to the town. Growth has pushed the built-up perimeter of the town close to major landscape and other constraints and managing further expansion is a major challenge. Improving the town's river / canal corridor and continuing with regeneration to improve the environment and make effective and efficient use of land is also necessary. Banbury has some deficiencies in 'green' infrastructure which also need to be addressed.

C.122 Banbury's key environmental challenges are:

- Managing growth in a way that will not unacceptably harm important natural and historic assets
- The need to manage traffic congestion and to provide more opportunities to travel using more sustainable modes.
- Improving footpaths and cycle ways to encourage walking and cycling
- Preserving and enhancing the quality and distinctiveness of the urban area including the historic street pattern of the town centre

- Recognising the river and canal as an asset; and improving the river / canal corridor to improve the setting of the town centre,
- Make more efficient and effective use of land and enhance its ecological value
- Improving access to natural and semi-natural green space
- The need for more publicly accessible woodland and protecting existing areas of urban woodland
- Protecting the ecological value and the historic rural character of the Salt Way.

C.123 The major environmental challenges at Banbury are managing growth in a way that will not unacceptably harm areas of sensitive landscape around the town; which will preserve and, where possible, enhance natural and historic assets; plus its green spaces to provide more wooded areas and to minimise the impact of new development on the natural environment which will enhance biodiversity, improve the quality and distinctiveness of the built environment and which will maximise the opportunity for more sustainable traffic management and reducing carbon emissions. In particular we will regenerate land east of Banbury town centre and west of the railway line to improve the setting of Banbury town centre, the river/canal corridor and make effective and efficient use of underused land.

C.124 For each of the proposed new strategic development areas such as West of Bretch Hill, North of Hanwell Fields there is a need for creation of a green buffer for the reasons set out in Policy ESD 15; for example at West of Bretch Hill and North of Hanwell Fields to prevent coalescence with the neighbouring villages and protect important landscapes. ~~;~~ likewise To the south of Salt Way there is a need for a clear green buffer to constrain future growth to retain the open aspect of the south west of the town.

Banbury in 2031

C.125 By 2031, Banbury will have become a larger and more important economic and social focus for its residents, for business, and for a large rural hinterland.

- The town will have a more diverse economic base and new employment areas will have been established with levels of deprivation reduced
- Almost 6,000 new homes will have been constructed from 2012 to 2031 of which a substantial number will be 'affordable'. New services, facilities and cultural and recreation opportunities will have been provided. A new football ground will have been provided.
- The town centre will be vibrant, regionally competitive and at the heart of the town; a place that builds on our heritage and natural assets. The quality and distinctiveness of the built environment will have improved, particularly as a result of Canalside regeneration and the construction of new urban extensions. There will be more opportunity to travel on foot, by cycle and by bus and traffic management measures will have been implemented
- There will be more natural and semi-natural open space accessible to the public including new wooded areas and a green corridor or 'lung' will have been created through the town, with effective screening and access.
- Electrification of the railway line through Cherwell will encourage investment and regeneration at Banbury.

C.126 To achieve this vision, our strategy for Banbury is to:

- Bring about Canalside regeneration for the benefit of the whole town
- Ensure implementation of the permitted urban extension at Bankside
- Support the role of the town centre by creating opportunities for further growth to meet the needs of local people
- Help reduce the level of deprivation by securing benefits achieved through specific development proposals and by economic growth and diversification

- Secure a site that will deliver a new ground for Banbury United Football Club in an accessible location
- Provide for new development that will bring with it new open space and recreation opportunities
- Plan new development in a way that will improve access to natural and semi-natural green space and promote opportunities for new publicly accessible wooded areas
- Provide for new development in accessible locations which will provide good opportunities for improving and accessing public transport services, for delivering and using new cycleways, for travelling on foot and for minimising the impact on the highway network and traffic congestion.

What will Happen and Where

C.127 Mixed use strategic development sites delivering housing, services and facilities and contributions to local infrastructure are considered to be the most sustainable way of meeting Banbury's housing needs and addressing the issues facing the town. We have sought to identify sites which will maximise benefits in terms of providing new homes and affordable housing, address deprivation, encourage economic growth and achieve good urban design, and to balance this with the need to minimise the use of natural resources, the harm to nearby villages and the surrounding the landscape, and the pressure on the road network.

C.128 A major strategic site of some 1,092 dwellings has already been permitted for the south east of Banbury at Bankside and will be delivered with a new primary school, park, playing fields, shops, community facilities and employment opportunities. A further extension of the site and the relocation of the town's football club next to the existing rugby club will complete development in this area. The now completed redevelopment of the former Cattle Market site will be complemented by major Canalside regeneration close to the town centre. An extension to the west of the town will be accompanied by proposals to help the regeneration of the wider Bretch Hill area and extensions to the north of the town will bring about new housing and community facilities.

Strategic Development: Banbury 1 - Banbury Canalside

C.129 Banbury Canalside is the name given to the land between Banbury Town Centre and Banbury Railway Station. The successful regeneration of Canalside and its potential to act as a catalyst for change in the town has been a key component of Cherwell District Council's planning and regeneration aims for a number of years.

C.130 ~~Canalside The development area~~ represents a major opportunity to redevelop a substantial area close to the town centre, to secure improved access to the town's railway station, the reintegration of the canal as a central feature of the ~~town area, and to provide with~~ new residential ~~premises~~, commercial and retail ~~development premises~~.

C.131 Canalside is a highly sustainable location for housing development ~~next~~ close to the town centre, railway station, bus station, leisure centre, parks, a supermarket, health centre ~~and~~, community centre. Its redevelopment will make effective use of brownfield land, contribute towards the remediation of contaminated land and significantly reduce the need for less sustainable greenfield development on the edges of the town.

C.132 Given the complexities of the site, a separate SPD is in preparation which will form the basis for developing an Action Plan to take forward this ~~e-regeneration scheme. Using a Public Partnership to ensure all appropriate powers are used to secure the development vision.~~

Policy Banbury 1

Banbury Canalside

Development Area: 25 hectares

Development Description: Provision of new homes, retail, office and leisure uses, a primary school, public open space, pedestrian and cycle routes including new footbridges over the railway line, river and canal, and multi-storey car parks to serve Banbury railway station. Re-development would bring about significant environmental benefits in terms of improving the appearance of the built environment, the town centre, and the quality of the river and canal corridor. The wider community will have access to new services and facilities and Banbury's economy will benefit with the increase in the number of visitors to the town.

Employment

- Land Area - 15,000m²
- Use classes - ~~Town Centre/c~~Commercial uses (~~including~~ only limited new B1a office use classes). [Town centre uses \(in the northern part of the site – see Policy Banbury 7\).](#)

Housing

- Number of homes – Approximately 950
- Dwelling mix - approximately 70% houses 30% flats. Generally, flats and smaller homes to the north and west of the site, larger family homes to the south and east
- Affordable Housing – 30%
- The provision of extra-care housing and the opportunity for community self-build affordable housing

Infrastructure Needs

- Education – Primary School
- Health – No health requirements anticipated
- Open Space – High quality open spaces that follow the canal and river corridor and support greater connectivity of the area and provided in line with Council requirements
- Access and Movement – Use of existing junctions at Station Approach (from Bridge Street), Canal Street (from Windsor Street), Lower Cherwell Street (from Windsor Street) and Tramway Road (or a realigned Tramway Road) with a new junction off Swan Close Road provided west of Tramway Road. Provision of a bus only link provided from Station Approach to an extended Tramway Road. Improvements to Windsor Street, Upper Windsor Street and Cherwell Street corridor
- Community facilities – Nursery. A contribution towards indoor sports provision may be required
- Utilities – Key constraints to development are located within the area to the east of the Oxford Canal. A twin foul rising main is also present, crossing the site from Canal Street to the football ground and there are also multiple existing services located in other places. The anticipated costs associated with relocating or realigning the other existing apparatus throughout the site are unlikely to be significant or 'abnormal' for a development of this type in a town centre location.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A distinctive residential proposition for Banbury that integrates well and helps make connections with the adjoining town centre and Railway Station
- An appropriate location for higher density housing to include a mixture of dwelling styles and types
- A high quality design and use of innovative architecture, including the use of robust and locally distinctive materials, which reflect the character and appearance of Banbury, respect the setting of the retained historic buildings and in particular reference the canal side location
- Taking advantage of the accessibility of the town centre, an age friendly neighbourhood with extra care housing and housing for wheel chair users and those with specialist supported housing needs

- Retail, commercial and leisure uses focused in the north of the site adjacent to the town centre and station, not including any significant convenience retail
- Units sized and located to attract small specialist leisure and niche retailers which combine to create a destination.
- Selected leisure and entertainment uses including art spaces and galleries, restaurants and cafes
- ~~The potential inclusion of live/work units but no 'B' uses classes and other sui generis uses which do not accord with the vision for the site~~
- A noise survey will be required to accompany any planning application
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities. New footpaths and cycleways should be provided that link to existing networks, with provision of a designated pedestrian and cycle route from the station to the town centre over the canal and river and a new pedestrian / cycle bridge over the railway
- New pedestrian and cycle bridges erected over the Oxford Canal and the River Cherwell to enable and encourage walking and cycling through the site
- The River Cherwell should be maintained in a semi natural state and mature trees should remain
- Provision of a landscape corridor along the edge of the river to facilitate a footpath and cycleway on one or both sides for the length of the river through Canalside to link the open countryside of the Cherwell Valley to the south with Spiceball Park to the north.
- Open/urban spaces provided located in various locations within the site and new trees planted.
- High quality open spaces that follow the canal and river corridor and support greater connectivity of the area.
- The implementation of proposals in the Movement Study including improved junction arrangements on Bridge Street and Cherwell Street to improve traffic capacity but also to facilitate pedestrian movement between the town centre and Canalside
- Buildings fronting Windsor Street enabling pedestrian permeability of the site to correspond with the proposed highway improvements which include frequent informal crossing points along Windsor Street ~~boulevard~~
- Parking provision that complies with County Council's Parking Standards for new Residential Developments Policy and will not exceed maximum standards. Some car free or reduced levels of parking with innovative solutions to accommodating the private car
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway Station and at new bus stops on the site
- A transport assessment and Travel Plan to accompany development proposals
- Development fronting on to the canal and public access to and from the canal
- The continued use of canal boats for leisure purposes with a canal basin and mooring facilities located in the northern part of the site with the opportunity to enhance facilities and mooring in this area.
- Preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration or creation of wildlife corridors (recognising the importance of the river and canal corridors)
- Retention and integration of the most valuable historic buildings/structures including the Grade II Listed Old Town Hall and the ~~b~~Bridge over the river.
- The integration of existing historic buildings, which will enrich the environment and maintain the long term character of the area
- Public art should be provided and there is the opportunity for this to be creatively engaged through the creative refurbishment of existing buildings and new bridges to the canal
- Appropriate treatment and remediation of contaminated land.

- Provision of sustainable drainage in accordance with **Policy ESD 7: Sustainable Drainage Systems (SuDS)**, taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Compliance with policies ESD 1-5 on climate change mitigation and adaptation.

Additional requirements for this large complex site include:

- **1.** Development proposals will be expected to be in accordance with a Supplementary Planning Document (SPD) for the site. Ideally proposals should come forward for the whole site accompanied by a detailed masterplan but applications for parts of the site may be permitted provided that they clearly demonstrate their proposals will contribute towards the creation of a single integrated community. Applications should cover significant land area within the site in order to achieve continuity in design and delivery of the vision. Reduced levels of open space may be considered if it can be demonstrated that high quality urban spaces are being provided within the scheme and strong links are being provided to the open areas to the north and the south by improvements to the Canal walkway.
- **2.** The Council will expect an application to demonstrate it has complied with the SPD and has taken into account the known or anticipated implications of the proposals on adjoining areas. The Council will expect applications to comply with the requirements for each character area in the SPD, but will not expect applications to necessarily cover the same geographical area.
- **3.** The Council believes that the most effective and equitable means of promoting development at Canalside will be based on an outline planning application being made by consortia of key landowners and/or their developer partners, supported by a masterplan. It is expected that key landowners will have agreed a means of capturing and mutually benefiting from the uplift in land values as a result of a successful development scheme.
- The Canalside area falls primarily within Flood Zones 2 and 3 at present. It has been subject to flooding in recent years and the Environment Agency (EA) **has completedis implementing** a scheme to provide flood alleviation to the town centre. The scheme will provide a defence for flood events up to the 1 in 200 year (0.5% annual probability) by constructing a flood storage area upstream of the town centre and bunds in places in the Canalside area. To assess the potential flood risk in the Canalside area, a level 2 Strategic Flood Risk Assessment has been undertaken to assess both the fluvial flood risk to the development proposals from the River Cherwell and the flood risk associated with the Oxford Canal. This confirms that with the implementation of the Flood Alleviation Scheme and the implementation of other measures on the site the site can be redeveloped safely. Applications will be required to follow the requirements set out in the Strategic Flood Risk Assessment and a detailed Flood Risk Assessment (FRA) for the site will be required with any planning application.
- **4.** The proposals for Canalside mean that nearly all existing land uses and buildings will be removed. ~~All of the existing businesses would be relocated.~~ One of the Council's key priorities is to ensure that businesses remain in Banbury or the District. In terms of locations where businesses may wish to go this could include within vacant units/premises elsewhere, in new buildings on existing employment sites (through intensification), or in/on new buildings/sites allocated in the Council's Local Plan or Local Neighbourhoods DPD such as on land near the motorway, or on sites which have recently been given planning permission, such as the former SAPA site in Banbury. The re-development of Canalside will provide businesses with the opportunity to invest for the future and the Council's Economic Development team will assist any businesses to relocate. The redevelopment of Canalside is a long term plan and therefore it is possible some businesses may want to remain on a temporary basis for some time. ~~All of the existing businesses would be relocated but it~~ It is also possible that a small proportion of existing businesses which are offices, retail units and community

uses which are conducive to the aims of this Policy and the SPD could occupy new buildings on the site, potentially helping them to expand and prosper in this town centre location.

Strategic Development: Banbury 2 - Hardwick Farm, Southam Road (East and West)

C.133 The development area East and West of Southam Road at Hardwick Farm is a sustainable location for housing growth on the northern periphery of Banbury. The site is bounded to the east by the M40 and by a cemetery to the west.

C.134 The design of the development will need to respect the landscape sensitivity of the site, especially to the west where only the south east corner of the site is considered suitable for built development. The topography of the area rises to the north and the potential visual impact will need to be addressed. Careful consideration will be needed to the nearby heritage assets including Hardwick House, a listed building and an area of archaeological potential to the north of Noral Way (Hardwick [Deserted Medieval Village](#)) in the creation of a high quality neighbourhood.

Policy Banbury 2

Hardwick Farm, Southam Road (East and West)

Development Area: 43 hectares

Development Description: The Development Area east and west of the Southam Road is located in a sustainable location, close to existing employment uses and north of Banbury town centre. Residential development (of approximately 600 dwellings) will be permitted provided it can be demonstrated that high quality design has been applied to address the potential landscape/visual impact issues and that careful consideration has been given to minimise the impact on historic assets/ potential archaeological sensitivity of the sites. A masterplan for the whole development area (east and west) should be submitted which demonstrates that proposals meet with the design and place shaping principles set out below; the masterplan should also demonstrate the successful integration of the development area with the rest of the town as well as an integrated approach between the areas east and west.

Housing

- Land area: 43 hectares
- Number of homes: approximately 600 including no more than 90 homes to the western side of Southam Road
- Dwelling mix: A variety of dwelling types (see Policy BSC 4: Housing Mix)
- Affordable/social: 30%
- The provision of extra care housing and the opportunity for community self build affordable housing

Infrastructure Needs

- Education – primary school required on site, location [on-site](#) to be negotiated
- Health – no requirements anticipated
- Open Space – to include general greenspace, play space, allotments and onsite or offsite outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision- Outdoor Recreation.
- Community facilities – ideally an onsite community facility to include a community hall [\(with youth wing\)](#) and with potential for a local shop. Off site contributions towards community hall at Hanwell

Fields may also be required in addition. However the precise nature of the provision remains to be negotiated.

- Utilities – off site improvements to [the water supply and sewerage](#) utilities network may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- A high quality residential [district](#) for the north of Banbury that is designed in configuration with the landscape setting and well integrated with the adjacent commercial and residential uses
- A well considered approach to mitigating the landscape sensitivities through good design, including consideration of lower density building typologies, building height and form
- Development that respects the landscape setting with particular attention to the west of Southam Road where the visual sensitivity is considered to be greater. Careful consideration should be given to address the topographical changes on the site to ensure minimal visual impact
- The landscape sensitivity needs to be fully understood and should include a full landscape and visual impact assessment which establishes the zones of visual impact and the development envelope.
- A lower housing density is anticipated on parts of the site due to landscape constraints.
- –Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features (e.g. green buffer along the watercourse) to enhance, restore or create wildlife corridors and therefore preserve, enhance and increase biodiversity in the area
- A great crested newt survey will be required
- An archaeological survey will be required due to close proximity to heritage assets. Development should respect and have minimal impact on the historic environment, including listed buildings (Hardwick House) and area of archaeological potential north of Noral Way (Hardwick [Deserted Medieval Village](#))
- Layout of development that enables a high degree of integration and connectivity between new and existing communities
- New footpaths and cycleways should be provided that link to existing networks, the wider urban area and community facilities, with a legible hierarchy of routes to encourage sustainable modes of travel
- Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site with buses stopping at the railway station and at new bus stops on the site
- A transport assessment and Travel Plan to accompany development proposals
- Consideration needs to be given to the traffic calming of Southam Road, including safe pedestrian crossing points and provision for walkers and cyclists to ensure ease of movement between the two sites.
- Development that considers and addresses any potential amenity issues which may arise- including noise impact from the M40 (forming the north-east boundary), and any issues arising from the crematorium (to the north). The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances
- Public open space to form a well-connected network of green areas within the site suitable for formal and informal recreation, with the opportunity to connect to the [BanburyCherwell](#) Country Park (Policy Banbury 14: [BanburyCherwell](#) Country Park)
- Provision of Green Infrastructure links beyond the development site to the wider town and open countryside The provision of public art to enhance the quality of the place, legibility and identity
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside

- The incorporation of SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the Council's Strategic Flood Risk Assessment. The Council's Level 2 SFRA recommends for the east of [Hardwick Hill Southam](#) Road; combined infiltration and attenuation techniques are likely to be suitable in the north western corner, central and eastern areas, and attenuation SuDS techniques for the western, north eastern, south western, and south eastern areas. To the west of [Hardwick Hill Southam](#) Road, the Level 2 SFRA recommends combined infiltration and attenuation techniques are suitable for the north eastern corner, with the rest of the area incorporating attenuation SuDS techniques
- The Council's Level 2 SFRA asks for the adoption of a surface management framework as part of the masterplan to reduce surface water runoff
- The requirements in the level 2 SFRA need to be considered including [regarding](#) the provision of dry access and egress [and](#), taking into account the Council's [Emergency Plan will need to be considered](#).
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.

Strategic Development: Banbury 3 - West of Bretch Hill

C.135 Helping to create opportunity for all and positively renew and regenerate areas with challenging social conditions in parts of Banbury is important to the delivery of the objectives of the Local Plan. This strategic development to the west of Bretch Hill will positively contribute to improving opportunities in western Banbury by providing new housing and associated facilities and improvements to the built environment. It will also enhance the built environment and provide opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

C.136 Accommodating development in this area has challenges due to [issues of the site comprising grades 1, 2 and 3a agricultural land and](#) landscape sensitivity. The ridges and slopes and historic environment to the west of Banbury, and the rural character of, and important views from, the Banbury Fringe Circular Walk in this area will all warrant a very carefully designed development. The boundary of the site shown extends to Stratford Road to the north and the bridleway to the west. However, the whole of this area will not be developed. It is important that the rural character of the bridleway is maintained and that open space and landscaping is used to protect the character, appearance and setting of the Drayton Conservation Area, the listed Drayton Arch, the registered Wroxton Abbey Historic Park and Garden and the listed Withycombe Farmhouse to the south. The relationship with the wider landscape will also need careful consideration. Whilst some impact will be inevitable, the wider growth of the town and potential community benefits are considered to be overriding justification for strategic development in this area.

Policy Banbury 3

West of Bretch Hill

Development Area: Approx 26.5 hectares

Development Description: Land west of Bretch Hill will be developed with approximately 400 homes to provide an integrated extension to the Bretch Hill area, to provide a mix of housing together with physical and social infrastructure.

Housing

- Land area: approximately 14 ha (net)
- Number of homes: Approximately 400
- Dwelling mix – to be informed by Policy BSC4:Housing Mix
- Affordable Housing – 30%
- The provision of extra care housing and the opportunity for community self build affordable housing

Employment

- [Inclusion of some small scale enterprise space](#)

Infrastructure Needs

- Education – contributions will be required towards the expansion of existing primary schools. Contributions may also be sought towards provision of additional secondary school places.
- Health – improvements to existing surgery/on site provision
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision- Outdoor Recreation.
- Access and Movement- A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and identify mitigation measures. The existing Bretch Hill bus service may need amending/improving to serve the site. Vehicular access to the site should be provided from the existing development to the east of the site depending on the movement strategy of the Banbury Masterplan.
- Community facilities – contributions will be required towards the improvement of existing community facilities in the area. This will include a contribution towards improvement of indoor sports provision at Woodgreen.
- Police- Thames Valley police will require an on site drop in facility [\(or alternative contribution\)](#)
- Utilities – off site improvements to [the water supply and sewerage utilities](#) network may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16. [An archaeological survey will be required.](#)
- Development must respect the landscape setting, particularly the major ridgeline to the west of the site and the undulating landscape to the south-west. A landscape and visual impact assessment will be required.
- Development must respect the historic environment, including listed buildings (Withycombe Farmhouse, Drayton Arch and Park Farm Barns), Drayton Conservation Area and Wroxton Abbey parkland [and their settings](#). Development must respect and enhance significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduce new features to enhance, restore or create wildlife corridors. Ecological surveys should be used to identify wildlife corridors and features to be protected, including badger, bat and bird surveys. Overall, biodiversity should be preserved and enhanced
- Existing trees and hedgerows and the area of woodland in the north east corner of the site should be retained
- New planting will be required to take place at an early stage to ensure planting is established prior to development being completed
- A well designed and soft approach to the urban edge will be required, which relates development at the periphery to its sensitive landscape setting and affords good access to the countryside. The development should improve the appearance of Banbury's western edge within the landscape

- The development layout should enable a high degree of integration with the Bretch Hill area to the east and connectivity between new and existing communities, including the provision of footpaths and cycleways that link with existing networks.
- New footpaths and cycleways should be provided that link to existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel
- Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops
- A transport assessment and Travel Plan to accompany development proposals
- Development should bring about wider community benefits for the Bretch Hill area
- Proposals should include provision of extra care housing and the opportunity for self-build affordable housing ~~in conjunction with the Council's "Build!" programme~~
- A layout that maximises the potential for walkable neighbourhoods with a legible hierarchy of routes. Existing public rights of way should be preserved and enhanced.
- A green buffer should be provided either side of the bridleway that marks the western boundary of the site, to safeguard the rural character of the bridleway marking the western boundary of the site and forming part of the Banbury Fringe Circular Walk which should be maintained and kept separate from the development
- Public open space should form a well connected network of green areas within the site suitable for formal and informal recreation and connected with wider strategic landscaping. This should protect the landscape setting and provide a green north/south linear park along the western portion of the site. Formal recreation would be best located at the northern end of the site
- Provision of Green Infrastructure links beyond the development site to the wider town and open countryside
- Careful consideration should be given to the relationship of the development with existing streets and houses to the east
- Careful consideration should be given to the relationship between the existing edge of Bretch Hill and new development to ensure that the impact on existing residents is minimised
- Careful consideration should be given to building heights in relation to the landscape setting
- The provision of public art to enhance the quality of the place, legibility and identity
- A surface water management framework should be prepared to maintain runoff rates to greenfield run off rates and volumes
- Sustainable drainage should be provided for, including the use of SuDS in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)'. The Council's Strategic Flood Risk Assessment and a site specific flood risk assessment should include consideration of whether infiltration SuDS techniques are suitable or whether attenuation techniques would be appropriate, informed by a site geological investigation
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan will be required.

Strategic Development: Banbury 4 - Bankside Phase 2 (Links to Policy Banbury 12: Land for the Relocation of Banbury United FC)

C.137 A south-eastern urban extension to Banbury, providing some 1,092 new homes, has been granted planning permission and will be developed over the coming years. The development will change the existing rural character of the area north-east of Bodicote on the eastern side of Oxford Road but will provide much

needed family homes, including affordable housing. It will also bring about new services and facilities including a new primary school, canalside facilities, and an extensive area of public open space. In this changing context, there is capacity for this area to receive some additional development.

C.138 A Phase 2 development in this area would enable the consolidation of new infrastructure such as school provision, sport facilities and public open space together with the Phase 1 scheme. Land previously identified for formal sports provision would also be available to provide a new football ground for Banbury United to replace the existing ground which would be redeveloped as part of the proposals for Canalside (Policy Banbury 1: Banbury Canalside). This would provide the potential for some joint sharing of facilities such as car parks with the Banbury Rugby Club already located off Oxford Road at Bodicote.

C.139 The Phase 2 site comprises mostly 'Best and Most Versatile' agricultural land (grade 2 with some grade 3b). However, the site has relatively low landscape sensitivity, no substantive flooding issues, and relatively few ecological constraints. Development will provide the opportunity to enhance biodiversity in this area including through the possibility of surface water attenuation as part of a Sustainable Urban Drainage System (SuDS)

C.140 The site will benefit from the provision of new services and facilities, a new employment area and a large valley park to be provided within Phase 1. There is potential to extend Phase 1 bus services, cycleways and footpaths to provide good accessibility to key destinations in the south of the town, particularly secondary schools, a major supermarket, GP surgeries and the hospital.

Policy Banbury 4

Bankside Phase 2

Development Area: 21.5 hectares

Development Description: 400 homes with associated services, facilities and other infrastructure.

Employment

- ~~Land Area – remains to be negotiated~~
- ~~Jobs created – remains to be negotiated~~
- ~~Use classes – remains to be negotiated~~

Housing

- Land area – 13 ha net
- Number of homes – Approximately 400
- Dwelling mix – to be informed by Policy BSC4: Housing Mix
- Affordable Housing - 30%
- [The provision of extra care housing and the opportunity for community self-build affordable housing](#)

Infrastructure Needs

- Education – contribution to expansion of Phase 1 school
- Health – ~~no requirements anticipated to be confirmed~~

- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in ‘Policy BSC 11: Local Standards of Provision- Outdoor Recreation’. Account will be taken of open space provision in the Phase 1 scheme.
- Access and Movement – bus route extension from Phase 1
- Community facilities – local centre, contributions towards the enhancement of community facilities to be provided as part of phase 1 may be preferable to a community facility being provided on site. A contribution towards indoor sports provision may be required.
- Utilities – extension and enlargement of Phase 1 connections and pumping station if required

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- Layout of development that enables a high degree of integration and connectivity with Bankside Phase One.
- A layout that maximises the potential for walkable neighbourhoods with a legible hierarchy of routes with footpaths and cycleways provided on site with good linkages for cyclists and pedestrians to the wider urban area, and existing networks and community facilities
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities
- New footpaths and cycleways should be provided that link to existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel
- Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops and, including the provision of a bus route through the site
- A Transport Assessment and Travel Plan to accompany development proposals
- Development that respects the identity of Bodicote village
- Development that respects the Cherwell Valley landscape setting, the importance of Banbury's southern approach, and which protects important views from the south and east
- Development that ensures that important valley views from the park within Phase 1 are secured and retained
- A surface water management framework and the incorporation of attenuation Sustainable Urban Drainage Systems (SuDS) in accordance with ‘Policy ESD 7: Sustainable Drainage Systems (SuDS)’ and taking account of the recommendations of the Council's Strategic Flood Risk Assessment, to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)
- The retention of the line of Ash trees on the site's western boundary
- The protection of other important trees, the retention of hedgerows where possible to provide wildlife corridors, and the preservation and enhancement of the biodiversity value of the site. Development should demonstrate the enhancement, restoration or creation of wildlife corridors
- Public open space to form a well-connected network of green areas within the site suitable for formal and informal recreation. Outdoor sports provision should ideally be located in close proximity to the existing pitch provision at Banbury Rugby Club or the proposed relocation site for Banbury United Football Club (Policy Banbury 12: Land for the Relocation of Banbury United FC)
- Layout and design that ensures a satisfactory relationship between this development site and the proposed relocation site for Banbury United Football Club
- Development of the Design Code for Phase One with careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages. A well designed approach to the urban edge, which relates development at the periphery to its rural setting, creates clearly defined but soft boundaries, and affords good access to the countryside

- Protection of the rural character of the Public Right of Way along the site's southern boundary
- A green buffer to be provided to the north and east of the development and to the south to the east of the Rugby Club
- [The provision of extra care housing and the opportunity for community self build affordable housing](#)
- The incorporation of well-designed noise attenuation techniques in view of the site's proximity to the M40 motorway
- Provision of public art to enhance the quality of the place, legibility and identity.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.

Strategic Development: Banbury 5 - North of Hanwell Fields

C.141 An area of land to the north-west of Banbury has been identified for development as an extension to the recent Hanwell Fields development. The 26 hectare site lies immediately north of Dukes Meadow Drive, a carefully designed residential spine road which links Warwick Road to the west (adjoining the site) with Southam Road to the east. The road presently marks the northern extent of the town. The site will be developed in a planned, coordinated, integrated way using a single [mM](#) Masterplan for the area as a whole.

C.142 The site benefits from its proximity to employment areas, a secondary school, supermarkets and a retail park in the north of the town. It is large enough to accommodate some small scale employment uses in addition to providing local services and facilities to complement those nearby in Hanwell Fields and to the south in Hardwick. It can be readily connected to, and integrated with, existing residential development to the south and there is also the potential to improve local bus services to the wider area.

C.143 The site includes grade 2 and 3a 'Best and Most Versatile' agricultural land and has ecological value in its small areas of woodland, hedgerows and semi-improved grassland. Bats and badgers have also been recorded. Whilst the site is of some landscape value it is considered capable of accommodating some development and has no flooding issues. There is scope for wildlife mitigation and biodiversity enhancement through the replacement and improvement of existing features and the extension of green corridors.

C.144 Hanwell village is situated about 500m to the north and the southern boundary of its Conservation Area is approximately 400m from the site. The village also hosts a community observatory. Development of the site can be achieved without harm to the character and appearance of the Conservation Area but the existence of a local ridgeline means that new houses could protrude into the skyline when viewed from the north. Careful design will therefore be necessary to ensure harm to the historic environment is avoided and the impacts on the character of the rural area and local amenity are minimised. This should include the enhancement of the band of semi-mature trees on the site's northern and western boundaries and detailed consideration of building heights and lighting schemes. The improvement of woodland to the north would help permanently establish a green buffer between the site and Hanwell.

C.145 It will also be important that development respects the design and layout of the Hanwell Fields development, sits well in the rural landscape, and ensures that a 'soft' urban edge is created in view of the site's prominent position at a northern gateway to Banbury.

C.146 Land North of Hanwell Fields has been identified as having the potential to provide up to [500400](#) homes and associated services, facilities and other infrastructure, set out in the policy below.†

Policy Banbury 5

North of Hanwell Fields

Development Area: 26 hectares

Development Description: Located at the northern edge of Banbury, this residential-led strategic development site will provide approximately 500 dwellings with associated facilities and infrastructure in a scheme that demonstrates a sensitive response to this urban fringe location. The development area will require an integrated, coordinated and comprehensive planning approach to be taken with a link road through the site to ensure a sustainable and inclusive access and movement strategy for the Development Area to be taken and connection in to the surrounding road network.

Housing

- Land area – 11.5 ha (net)
- Number of homes – Approximately 500
- Dwelling mix – to be informed by Policy BSC4:Housing Mix
- Affordable Housing - 30%
- The provision of extra care housing and the opportunity for community self build affordable housing

Infrastructure Needs

- Education - contributions will be required towards the expansion of existing primary schools. Contributions may also be sought towards provision of additional secondary school places.
- Health – Health needs would be best met by expansion/improvement of existing surgeries or development of a branch surgery
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation'. Additional playing pitches can be provided towards the western edge, and children's play space on a phase by phase basis
- Access and Movement – Access off existing roundabout and Warwick Road. Extension and improvement of existing bus services.
- Community facilities – A contribution towards indoor sports provision may be required
- Utilities – Two new electrical substations will be required; Hanwell Fields water booster station will need to be upgraded, Hardwick Hall booster pumps will need to be upgraded, SuDS will be required, [off-site improvements to the sewerage networks may be likely to be](#) required

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16
- Layout of development that enables a high degree of integration and connectivity with the Hanwell Fields development to the south
- A high quality residential district for the north of Banbury that is designed with consideration to the landscape setting and well integrated with the adjacent residential area.
- Development should actively address Dukes Meadow Drive, providing active frontage and surveillance onto this route
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities,

- New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel
- Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site and new bus stops on the site.
- Provision of a transport assessment and Travel Plan including to maximise connectivity with existing development, including linkages with and improvements to existing public transport servicing Hanwell Fields and the Hardwick area
- A well designed, 'soft' approach to the urban edge, which integrates with the design and layout of the Hanwell Fields development and which respects the rural, gateway setting
- The maintenance of the integrity and quality of the strategic landscaping for the Hanwell Fields development
- Retention of the two Public Rights of Way and a layout that affords good access to the countryside
- Retention and enhancement of the semi-mature band of trees on northern and western boundaries and establishment of a green buffer between the site and Hanwell village
- Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation
- Provision of Green Infrastructure links beyond the development site to the wider town and open countryside
- Detailed consideration of ecological impacts, wildlife mitigation including relocation of a bat roost and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity
- Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features including a green buffer along the watercourse.
- Careful design of the height and extent of built development to minimise adverse visual impact on the setting of Hanwell village and Hanwell Conservation Area
- An archaeological survey will be required due to close proximity to heritage assets
- Provision of appropriate lighting and the minimisation of light pollution in order to avoid interference with Hanwell Community Observatory based on appropriate technical assessment
- Provision of public art to enhance the quality of the place, legibility and identity.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- Use of attenuation SuDS techniques (and infiltration techniques in the south eastern area of the site) in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment
- The provision of extra-care housing and the opportunity for community self-build affordable housing
- If necessary, the satisfactory incorporation of 3 existing dwellings into the scheme
- A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.

Strategic Development: Banbury 6 – Employment Land West of M40

C.147 The Council's aspirations for a new strategic employment site in this highly prominent location adjoining the M40 motorway and close to Junction 11 are in the process of being realised. Planning permission for B2 and/or B8 uses on 5.5 hectares of land in the northern part of the site is being implemented. A planning

application has now been approved on the land extending further south covering the extent of the allocation in the ~~proposed submission~~ Local Plan. ~~2012. If any the unlikely event that a new applications are for the site is submitted for the site~~ the following ~~p~~Policy will apply.

C.148 The strategic road network and local distributor routes can be readily accessed from this area and be done so avoiding lorry movements through residential areas. Although an edge of town site, it is also within walking distance of the town centre and bus and railway stations. Development in this area provides an opportunity for high visibility economic investment, the remediation of land that is potentially contaminated (tertiary treatment of sewage), and the bringing into effective use land that would otherwise be unsuitable for residential purposes due to the impacts of neighbouring land uses. Land will be reserved for a new road connection ~~to act as should the Highways Authority identify the need for~~ an inner relief road ~~in the future~~ that enables traffic to bypass the town centre ~~should this be required. This will be the subject of further evaluation in the Banbury Masterplan SPD.~~

C.149 Policy Banbury 6 therefore seeks to deliver this land for economic development in the interest of delivering jobs and investment in a highly sustainable location.

Policy Banbury 6

Employment Land West of M40

Development Area: 24.5 hectares (in total)

Development Description: Located on the eastern edge of Banbury in an important position adjoining the M40, this strategic site provides for 24.5 hectares of mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy expressed in the Economic Development Strategy.

Employment

- ~~Land Area – 6.3 ha (net remaining area)~~
- Use classes – B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution)

Infrastructure Needs

- Open space - Incidental
- Access and Movement – route to be safeguarded for potential ~~inner relief~~ road ~~connection should this be shown to be required in the future, to be detailed in the Banbury Masterplan SPD.~~ Necessary contributions to other transport improvements will be sought.

Key site specific design and place shaping principles

- A high quality commercial district for the east of Banbury that has high connectivity to major transport routes and is well integrated with the adjacent commercial uses
- Proposals should comply with Policy ESD16
- Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre
- Provision of new footpaths and cycleways that link to existing networks
- Protection of the amenity of the public footpath network including satisfactory treatment of existing footpaths on the site and diversion proposals where appropriate

- Good accessibility to public transport services should be provided for
- Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to the strategic road network
- Development that reserves the potential for a future highway connection to bypass the town centre
- A high quality, well designed approach to the urban edge which functions as an high profile economic attractor but which also achieves a successful transition between town and country environments
- Development that respects the landscape setting, that demonstrates the enhancement, restoration or creation of wildlife corridors, and the creation of a green infrastructure network for Banbury
- A comprehensive landscaping scheme including on-site provision to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape, particularly given the key views afforded into the site from higher ground in the wider vicinity
- No built development south of the dismantled railway which represents a defensible boundary to the site in landscape impact terms
- Adequate investigation (through an ecological survey) treatment and management of protected habitats and species onsite to preserve and enhance biodiversity.
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to reduce overall visual impact
- The height of buildings to reflect the scale of existing employment development in the vicinity
- Provision of public art to enhance the quality of the place, legibility and identity.
- An archaeological survey will be required due to close proximity to heritage assets.
- [Development must not adversely affect the significance of the Banbury No 9 Filling Factory Scheduled monument on the east side of the M40 or the associated archaeological remains of the filling factory on the west side of the motorway, which although not scheduled, are regarded by English Heritage as being a national importance and which therefore should be considered in the same way a Scheduled Monument.](#)
- Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), specifically attenuation SuDS techniques, taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Development should be rolled back to outside the modelled Flood Zone 3 envelope to create 'blue corridors' which provide public open space / recreation areas near watercourses
- Adoption of a surface water management framework to reduce run off to greenfield rates
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- [An assessment of whether the site contains contaminated land including a detailed site survey where necessary](#)
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.
- A soil management plan may be required to be submitted with planning applications

Strategic Development: Banbury 7 - Strengthening Banbury Town Centre

C.150 Banbury town centre is the largest shopping and service centre in the hierarchy of [the District's](#) centres. It is a regional centre which draws in visitors from south Warwickshire, and south Northamptonshire, as well as from a rural hinterland within Oxfordshire. The town centre has substantial shopping floorspace as well as leisure, cultural, commercial and civic uses.

C.151 The historic heart of the town centre is the Market Place, and much of the town centre lies within the Banbury conservation area. The town centre has, however, grown significantly in recent years to the east with the opening of the Castle Shopping Centre in 1974 and its expansion into the Castle Quay Shopping Centre in 2000. There are an increasing number of vacancies in Banbury town centre. Focussing development in the town centre will contribute to addressing this issue.

C.152 The Council has worked with the Banbury Town Centre Partnership to develop a strategy for Banbury and this has informed the preparation of the Local Plan. The spatial strategy identifies a vision for the town centre and from this a number of themes emerge:

- We need to create more natural flows of people between the various quarters of the town centre
- We need to encourage a broad mix of uses within the town centre and ensure there is a “human dimension” throughout the day
- The town centre should be accessible by a variety of transport options
- We should make the most of our assets (our waterways, built and cultural heritage) using features and focal points to create and maintain the uniqueness and sense of community ownership
- We should promote a wide variety of activities at all times of the year
- We need to reflect and adapt to changes yet protect the asset of the town centre
- The Retail Assessment carried out in 2012 identified a number of sites where it was considered that there is development potential. This work has been further supported by other work for the Canalside, Bolton Road and Spiceball Development Areas. On the basis of this work, the following sites are identified as being of strategic importance in meeting the Plan’s objectives:
 - Canalside (Policy Banbury 1: [Banbury Canalside](#)) - This area is identified as a strategic housing allocation to deliver a housing-led mixed-use regeneration of this area. This area will form an important link between the railway station and new housing to the south and the heart of the town centre
 - Land at Bolton Road (Policy Banbury 8: [Land at Bolton Road](#)) - This is [a](#) major opportunity for the regeneration of this area through mixed use development
 - Banbury Spiceball Development Area (Policy Banbury 9: [Spiceball Development Area](#)) - Including land at the former Spiceball Sports and Leisure Centre This site provides a unique opportunity to regenerate this area and introduce new retail and provision for the night economy as well as improved arts and cultural uses within an expanded town centre.

C.153 In addition, the Banbury Bus Station is an important site that links the existing Castle Quay shopping centre, Canalside and the Spiceball Development Area. It will be redeveloped within this plan period as part of a major investment programme to strengthen the town centre.

C.154 The boundary for the town centre is to be extended to facilitate additional town centre development that will broaden the attraction of central Banbury and assist economic growth. The [existing](#) boundary combines the town centre shopping area and town centre commercial area as [previously](#) set out in the Non-Statutory Cherwell Local Plan 2011 ([see Map Banbury 7, Appendix 5](#)). [This Local Plan extends the town centre and also now to includes the Spiceball Development Areasite -\(Policy Banbury 9 Spiceball Development Area\). -Land at Bolton Road \(Policy Banbury 8 Land at Bolton Road\) is also included within the town centre boundary.](#)

[The primary shopping frontage set out in the non-statutory Cherwell Local Plan remains un-changed for this Local Plan.](#)

[An Area of Search has been identified in the centre of Banbury and is shown on the proposals map. This includes the northern part of the Canalside site \(Policy Banbury 1\).](#)

Changes to the boundaries of the town centre and Primary Shopping Frontage will be explored in the Local Neighbourhoods DPD and Development Management DPD.

C.154a The Plan also includes an area of search in the interest of extending the town centre into the northern part of the Canalside site (Policy Banbury 1) which includes the railway station. The regeneration of the Canalside area provides an opportunity to improve the attractiveness of the eastern edge of the town centre and take advantage of the river and canal corridor. Detailed planning of the Canalside area is continuing and therefore an area of search has been identified for further consideration in either the Local Neighbourhoods DPD or Development Management DPD. This will be supported by further work through the Banbury Masterplan and Canalside SPD.

C.154b Land at Bolton Road (Policy Banbury 8), another key development site, already lies within the town centre.

C.154c The Primary Shopping Frontage is that defined in the Non-Statutory Local Plan 2011 (reproduced at Map Banbury 7, Appendix 5). Any further, non-strategic review of the Town Centre Shopping Area, the Town Centre Commercial Area or the Primary Shopping Area will be undertaken through preparation of either the Local Neighbourhoods DPD or Development Management DPD.

C.155 In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study and this identifies the capacity for comparison and convenience floorspace in each of the district's urban centres up to 2026. In the light of recent changes facing the retail sector this study has itself been followed by a further examination of retail needs through to 2031 and the opportunity that exists to strengthen Banbury's retail offer. In 2012 a study was commissioned and produced by CBRE which identifies the capacity for comparison and convenience retail floorspace in the District to 2031. A strategy for sites to accommodate retail floorspace is identified for Banbury. Following the CBRE study our plan aims to help strengthen the retail base of the town centre, supporting the growth of retailers, particularly independent retailers and the night economy, to encourage dwell time and help generate new employment. The Local Plan identifies land within Banbury town centre that will help meet Banbury's identified need as well as positioning Banbury to compete on a regional basis.

Policy Banbury 7

Strengthening Banbury Town Centre

Shopping, leisure and other town centre uses will be supported within the boundary of Banbury town centre. Residential uses will be supported in appropriate locations in the town centre except where it will lead to a loss of retail or other 'Main Town Centre Uses'.

A1 uses will not be permitted within the existing Town Centre Commercial Area.

Only A1 and A3 uses will be permitted at ground floor in the primary shopping frontage. Residential development will not be permitted within the primary shopping frontage unless above ground floor level.

The Council will identify an extension to the Town Centre within the defined 'Town Centre Extension - Area of Search'. Prior to this Within the Area of Search retail and other main town centre uses will only be supported within the Area of Search should if they form part of a package of proposals new schemes which to help deliver the aims for Banbury Canalside and be in accordance with. Proposals should accord with Policy Banbury 1: Banbury Canalside. In order to maintain a viable and compact town centre A1 uses should only be small units and form a small part of individual schemes and the overall Banbury Canalside site.

In all cases proposals for town centre uses will be considered against Policies SLE2, ESD1⁰⁶ and ESD1⁶⁰.

~~Residential development will not be permitted within the primary shopping frontage unless above ground floor level.~~

Strategic Development: Banbury 8 - Land at Bolton Road

C.156 Land at Bolton Road will be developed to provide new shopping, residential and other town centre uses. The site lies immediately to the west of the Castle Quay Shopping Centre and to the north of Parsons Street. It comprises a large multi-storey car park, a number of smaller car parks and service areas associated with commercial units fronting Parsons Street, a former car repair workshop, a Bingo Hall and a number of historic outbuildings.

C.157 The PPS6 Assessment carried out for the Council in 2006, its subsequent review 'The Retail Study Update 2010' and the initial Bolton Road site analysis identified that this site could offer suitable accommodation for larger retailers and should be given the greatest priority by the Council. The site offers an ideal opportunity to provide significant additional retail floorspace adjacent to the current Shopping Centre and presents the potential to provide a link through to Parsons Street to improve pedestrian circulation in this area capitalising on the recent pedestrianisation of Parsons Street.

C.158 The Council is ~~preparing currently completing~~ a masterplan for the Bolton Road site in the form of a Supplementary Planning Document (SPD). It will set out the capacity and mix of uses that should be supported on the site to ensure a comprehensive and viable scheme that sits well with the Conservation Area that it sits alongside. The aim is to secure a mix of convenience and comparison shopping on the site, together with other uses including high quality residential and leisure uses at the heart of Banbury. The site will connect and integrate with the Castle Quay shopping centre, and link through to Parsons Street, strengthening the role of the independent sector to increase footfall. We intend to secure a high quality mixed use development on the site which would also provide ~~thean~~ option for ~~food retailinga supermarket~~.

Policy Banbury 8

Land at Bolton Road

Development Area: 2 hectares

Development Description: Bolton Road is located in a prominent location on the northern edge of Banbury Town Centre. The Council will seek the redevelopment of the area to include a range of town centre and high quality residential uses that will regenerate and enliven this part of the town centre. Proposals should respect and enhance the historical setting, and include the creation of a high quality public realm, which ensures successful integration and connectivity with the rest of the town centre.

Employment

- Use classes:
 - Retail: including small scale class A1, A3 including boutique stores
 - Hotel (C1)
 - Leisure (D2)
 - Ancillary Residential (C3)
 - Car parking

Housing

- Number of homes – Residential use would be acceptable but in conjunction with the wider retail and leisure proposal

Infrastructure Needs

- Access and Movement–Improved links between the site and Parson Street
- Community facilities – Replacement of the Bingo hall is desirable. A contribution towards indoor sports provision may be required
- Utilities – off site improvements to [the water supply and sewerage utilities](#) network may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD16 and ESD10
- **A** high quality landmark mixed use development in Banbury Town Centre that will support the regeneration of this area and its integration in to the wider town centre.
- **P**edestrian and cycle linkages that enable a high degree of integration and connectivity with existing networks, particularly between Parson Street, North Bar Street and Castle Street integrating these areas through well considered connections, building configuration and public realm
- A transport assessment and Travel Plan to accompany development proposals
- [Provision of high quality routes to allow for](#)~~The site offers good~~ accessibility to public transport services and sustainable modes of travel ~~should be encouraged.~~
- A high quality design, with the use of high quality materials in light of the adjoining historical setting.
- **A** design which respects and enhances the conservation area and the historical grain of the adjoining areas especially the Grade II listed building to the west of the site,
- The creation of a high quality public realm with careful consideration of street frontages and elevation treatment to ensure an active and vibrant public realm.
- **H**eight and massing sensitive to the surroundings, ensuring there is no adverse effects on important views/vistas.
- Large scale units will front onto Castle Street
- There is an opportunity for low key, high end development, formed along new lanes that connect the area to Parsons Street.
- Architectural innovation is expected where large scale buildings and car parking areas are proposed to ensure that these objectives are met.
- Provision of public art to enhance the quality of the place, legibility and identity.
- The incorporation of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), taking account of the Council's Strategic Flood Risk Assessment
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5

Additional requirements for this site include:

Development proposals will be expected to be in accordance with a Supplementary Planning Document (SPD) for the site. [A comprehensive approach to site planning and delivery is preferred with proposals being ideally proposals should come forward](#) for the whole site accompanied by a detailed masterplan. [A phased approach but applications for parts of the site](#) may be permitted provided that they clearly demonstrate [that their](#) proposals will contribute towards the creation a single integrated community [and coherent development](#). [Applications should cover significant land area within the site in](#) order to achieve continuity in design and delivery of the vision, [a small-scale piecemeal approach would not be appropriate](#).

The Council will expect an application to demonstrate it has complied with the SPD and has taken into account and planned for the known or anticipated implications of the proposals on remaining adjoining areas. ~~The Council will expect applications to comply with the requirements for each character area in the SPD, but will not expect applications to necessarily cover the same geographical area.~~

Strategic Development: Banbury 9 - Spiceball Development Area

C.159 The land to the immediate north east of the Castle Quay Shopping Centre is home to a range of uses including the Mill Arts Centre, the Banbury Museum and the site of the former Spiceball Sports and Leisure Centre. On the other side of the river a new Spiceball Leisure Centre was completed in December 2009.

C.160 With the Museum and Arts Centre already established and the former sports centre site cleared, land between the canal and river is uniquely placed to deliver a shared vision of the District and County Councils: to deliver a further extension to the town centre to provide new retail and leisure uses, provide opportunities for a strengthened night economy, and enhance the appeal of central Banbury to both residents and visitors. It will be important that development in this area capitalises on its excellent linkages with the existing town centre and in particular the recreational potential of its canal and river front location. A high standard of design will be essential.

C.161 The Council is working with the County Council to deliver this project and will work with other stakeholders in shaping the proposals.

Policy Banbury 9

Spiceball Development Area

Development Area: 4.5 hectares

Development Description: Land between the canal and river Cherwell to the north east of the Castle Quay Shopping Centre will be developed to provide a mixture of town centre uses, comprising new retail and leisure uses associated with strengthening the night economy of the centre of Banbury.

- **Use-Glasses:**
- **Use classes:** Retail: (including small ~~scale-class~~ A1, A3), Hotel (C1), Leisure (D2), Car parking

Infrastructure Needs

- Open Space – to be focussed on the canal/river corridor and linking with existing open space to contribute to the objective of creating a linear park and thoroughfare from the north of the town to Bankside in the south.
- Access and Movement – access achieved from existing Spiceball park Road
- **Utilities** – t-off site improvements to ~~the water supply and sewerage utilities~~ network may be required.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD106 and ESD160
- Well-designed retail premises and leisure services should form a key element of this mixed use development.

- A high quality landmark mixed ~~retail use~~ and leisure development that supports the growth of the Town Centre to the north of the Oxford Canal and helps integrate and improve access to the existing Spiceball Leisure Centre.
- A refurbished Mill Arts Centre
- **A** new library for Banbury
- A public space focusing on the Oxford Canal and/or river and improved pedestrian access to the new Spiceball Centre from the town centre
- Public transport should be provided for, including the provision of new bus stops
- New footpaths and cycleways should be provided, that link to existing networks
- Additional car parking with opportunities for commercial and residential uses above
- A Transport Assessment and Travel Plan to accompany development proposals
- The creation of a high quality public realm with careful consideration of street frontages and elevation treatment to ensure an active and vibrant public realm.
- Architectural innovation is expected with large scale buildings and car parking areas to ensure that these objectives are met
- Height and massing sensitive to the surroundings, ensuring there are no adverse effects on important views/vistas.
- A design which respects and enhances the adjoining historical setting, especially the Mill arts centre and other historic canal related heritage.
- A design which maximises the opportunity of the Canal, providing active uses and more footfall in this area.
- Pedestrian and cycle linkages that are fully integrated with a new, high quality public realm and enable a high degree of integration between the town and ~~Spiceball Leisure Centre~~
- Provision for public art, relating to the canal to enhance the quality of the place, legibility and identity
- The Oxford Canal Towpath should be improved to encourage movement north to Spiceball Country Park and south to the Canalside area and the Bus Station
- Sustainable modes of travel should be encouraged
- A Flood Risk Assessment will be required for any future planning application
- Provision of sustainable drainage including the use of SuDS in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)' and taking account of the Council's Strategic Flood Risk Assessment (SFRA), and the Level 2 SFRA ~~currently underway~~
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.

Additional requirements for this site include:

~~Development proposals will be expected to be in accordance with a Supplementary Planning Document (SPD) for the site. A comprehensive approach to site planning and delivery is preferred with proposals ideally proposals should come forward for the whole site being accompanied by a detailed masterplan. A phased approach but applications for parts of the site may be permitted provided it can be that they clearly demonstrated that their proposals will contribute towards the creation of a single integrated and coherent development community. Applications should cover significant land area within the site i~~ In order to achieve continuity in design and delivery of the vision, a small-scale, piecemeal approach would not be appropriate. Applications should

~~The Council will expect an application to demonstrate it has complied with the SPD and has taken into account and plan for the known or anticipated implications of the proposals on remaining adjoining areas. The Council will expect applications to comply with the requirements for each character area in the SPD, but will not expect applications to necessarily cover the same geographical area.~~

Strategic Development: Banbury 10 - Bretch Hill Regeneration Area

C.162 The Bretch Hill area is centred on Ruscote Ward. This is a ward with relatively low levels of income and employment, while poorer health and well-being and lower education and training outcomes are particular issues in this area of the town. The 'Brighter Futures in Banbury' initiative brings together key agencies to address such issues in the town and a number of projects are being pursued targeting western Banbury, together with Grimsbury in eastern Banbury.

C.163 Helping to create opportunity for all and positively renew and regenerate areas with challenging social conditions in parts of Banbury is important to the delivery of the objectives of the Local Plan. The strategic development to the west of Bretch Hill (Policy Banbury 3: West of Bretch Hill) will positively contribute to improving opportunities in western Banbury by providing newhousing and associated facilities and improvements to the built environment. It will also provide opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

C.164 A number of opportunities exist to further improve the Bretch Hill area and the identification of a regeneration area focussed on Ruscote Ward and part of Neithrop Ward under 'Policy Banbury 10: Bretch Hill Regeneration Area' below is intended to promote development proposals that would help to address some of the issues in this part of the town.

C.165 The area of Bretch Hill will be regenerated through housing investment and new retail, community facilities and other investment from a multi-agency partnership. Area renewal will help improve the community fabric of the area, help reduce social disadvantage, improve health and well- being, educational attainment and employment opportunities. This development area takes forward many elements of the 'Brighter Futures in Banbury' initiative on a multi-agency basis.

C.166 Planning permission will be granted for small scale redevelopment/renewal proposals that would result in improvements to the existing housing stock, retail and community facilities and services, and local employment, including opportunities for redevelopment in the Woodgreen area. An Area Action Plan will be prepared as the required means of delivery.

C.167 The Sanctuary Group owns and manages a significant proportion of the affordable housing in the area, which provides the opportunity for further improvements to the housing stock. Neighbourhood Planning Front Runner status has secured funding for a community led self build housing scheme at the Fairway Methodist site. This is the first scheme to be developed under the Council's "Build!" programme and the land will be owned by the Community Land Trust (CLT) being established to facilitate community-led housing on a wider scale. The policy encourages further development proposals which would include an element of self build and community involvement, to progress the aims of "Build!" and the CLT.

C.168 Proposals which would provide local employment opportunities will be encouraged and the proposed development to the west of Bretch Hill (Policy Banbury 3: West of Bretch Hill) will include local recruitment of labour.

C.169 Local retail and community facilities in the Woodgreen area are in the ownership of Cherwell District Council and Oxfordshire County Council, which provides the opportunity for improvements and regeneration to maximise the use of buildings by co-locating/ sharing of facilities, ensuring the facilities can be used for longer periods of time, providing better accessibility and improved facilities.

Policy Banbury 10

Bretch Hill Regeneration Area

Development area: Development area is indicative

Development Description: Development proposals will be permitted within the Bretch Hill regeneration area for small scale redevelopment/renewal that would result in improvements to the existing housing stock, retail and community facilities and services, and provide local employment. This will include opportunities for redevelopment in the Woodgreen area, through investment from a multi-agency partnership. Development proposals incorporating elements of the following will be encouraged:

Housing

- Improvement/renewal of existing stock where opportunities exist e.g. Sanctuary Group improvement programme
- Small scale redevelopment where opportunities exist e.g. Orchard Way flats, Woodgreen
- Opportunities for community led self build housing in accordance with the “Build!” programme and Community Land Trust initiatives
- Development proposals including an element of shared ownership /shared equity properties

Employment

- Increased opportunities for local employment and career progression through apprenticeships

Infrastructure Needs

- Education – opportunities to improve educational attainment
- Health – improvements to existing surgery may be required
- Open Space – improvement/enhancement of open space/recreation facilities
- Access and Movement – Improved access to facilities. Enhance existing bus services to the town centre and improve links to employment sites through promoting greater awareness of opportunities to travel by bus, enhancing public transport infrastructure in Bretch Hill and walking and cycling links to bus stops
- Community facilities – Improvement of existing community facilities at the Sunshine Centre and facilities in the Woodgreen area. Opportunities for community involvement and services to be managed by local people will be encouraged.

Key site specific design and place shaping principles

- Proposals should comply with Policy ESD160 and ESD196
- Layout of new development should enable a high degree of integration and connectivity with the existing communities and support improved walking and cycling connections to the Town Centre
- Development proposals should assist in addressing problems of deprivation in the existing community and aid community development.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- Provision of public art to enhance the quality of place, legibility and identity.

Strategic Development: Banbury 11 - Meeting the Need for Open Space, Sport and Recreation

C.170 There are existing deficiencies and future shortfalls in open space and recreation provision which will need to be addressed in part through the Local Plan. The action plans contained in the Playing Pitch and Green Spaces Strategies recommended deficiencies being met through a combination of improvements to the quality of and access to existing facilities, using existing areas of one type of open space to meet deficiencies in another type (e.g. locating play equipment on some areas of amenity open space), and the provision of new areas of open space.

C.171 Open space should form an integral part of new development and 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation' indicates that provision should usually be made on site. The proposed strategic sites shown on the Proposed Submission Policies Map (Appendix 5: Maps) will be expected to make provision on site for open space and recreation to meet the needs of the new development. The precise composition and size of green space provision will be determined in relation to the overall size of development, the character of the site, the overall green space provision in the locality and with reference to the minimum standards of provision set out in Policy BSC 11: Local Standards of Provision- Outdoor Recreation.

C.172 Whilst new development will only be expected to make provision for its own needs, meeting existing deficiencies requires land to be allocated through the Local Plan process. Based on the deficiencies identified in the Playing Pitch Strategy and the Green Spaces Strategy (as updated by the 2011 Open Space review) land is required for the following:

- 3 junior football pitches
- 1 cricket pitch
- 9.75 ha of allotments
- 8.81 ha of natural/semi-natural green space.

C.173 The Playing Pitch and Green Spaces Strategy estimated that the following additional provision was required to meet development needs to 2026:

- 6 junior pitches
- 2 mini-soccer pitches
- 2 cricket pitches
- 3 rugby pitches
- 3.3 ha park on the north west outskirts of the town
- 3.7 ha of natural/semi-natural space through new provision/public access agreements to privately owned sites
- 3.5 ha of amenity open space
- 5.41 ha of children's play space to be met through new equipped play areas and additional play opportunities using other open space
- 2 multi-use games areas (MUGAs)
- 2 tennis courts
- 1 bowling green
- 2.1 ha of allotments.

C.174 The Playing Pitch and Green Spaces Strategies were based on allocations in the draft Core Strategy and future needs are being updated to reflect the amount and preferred distribution of development in the district for an extended plan period through to 2031.

C.175 The most effective way of planning to meet current and future requirements is through integrating provision with the planning of the strategic sites. For example, the proposed strategic allocation on land west of Bretch Hill should provide the opportunity to contribute towards provision of a park on the north west outskirts of the town, which could assist in landscaping the proposed development and improving the urban fringe, in addition to providing a facility for the local population. The intended components of open space and recreation provision of the strategic sites are briefly summarised in the site allocation policies. Overall open space provision and green infrastructure requirements are being examined in more detail as part of the Banbury Masterplan work and any additional non-strategic allocations will be contained in the forthcoming Local Neighbourhoods DPD.

C.176 Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision, Policy BSC 11: Local Standards of Provision- Outdoor Recreation and Policy BSC 12: Indoor Sport, Recreation and Community Facilities will be used to help address existing deficiencies in provision and future development needs, in addition to Policy Banbury 11: Meeting the Need for Open Space, Sport and Recreation.

C.177 The strategy retains the long-term objective of seeking to establish a series of open spaces based on the Oxford Canal and River Cherwell linked by public footpaths/cycleways. The [BanburyCherwell](#) Country Park proposal (Policy Banbury 14: [BanburyCherwell](#) Country Park) represents a major expansion of the public green space available to the citizens of Banbury. The river canal corridor provides the opportunity for flat, traffic free and pleasant footpath cycleway routes linking residential areas to employment areas, the town centre, railway station and bus station. The provision of these routes is an important measure in seeking to reduce the need to travel by private car. Contributions towards the provision of these routes and areas of open space will be sought from developers when it can be shown to be necessary in order to ensure that the development is adequately served by sustainable transport modes in a safe, segregated environment.

C.178 The regeneration of Canalside (Policy Banbury 1: Banbury Canalside) and Spiceball Development Area (Policy Banbury 9: Spiceball Development Area) will provide the opportunity to form public access routes alongside the canal and [riverwatercourse](#), together with new areas of open space, improving the amenity and appearance of the area. Much of the land in the river /canal corridor lies within the flood plain and there may be other opportunities to improve the open space network; for example the Council's proposed country park and community woodland at Wildmere Wood (Policy Banbury 14: [BanburyCherwell](#) Country Park, below), which has the potential to contribute to the green infrastructure network of the town, improving the river corridor by providing a screen for the M40 to the north and Wildmere Industrial Estate to the south.

Policy Banbury 11

Meeting the Need for Open Space, Sport and Recreation

As part of measures to address current and future deficiencies in open space, sport and recreation provision in the town we will:

- Retain the long-term objective of seeking to establish a series of open spaces based on the Oxford Canal and River Cherwell linked by public footpaths/cycleways, with the intention of creating a linear park and thoroughfare from the north of the town and Grimsbury reservoir to the new park to be provided as part of the committed development south of Bankside. Development that would prejudice this objective will not be permitted.
- Identify a site for the relocation of Banbury United Football Club (see 'Policy Banbury 12: Land for the Relocation of Banbury United FC', below).

Strategic Development: Banbury 12 - Land for the Relocation of Banbury United FC

C.179 Banbury United Football Club is an important sporting and community asset with a long history. 'The Puritans' have over 20 teams including youth squads and a team for people with learning difficulties. The club presently occupies the Spencer Stadium at Station Approach but has been in need of a new ground for a number of years. The proposals for Canalside regeneration (Policy Banbury 1: Banbury Canalside) mean that an alternative site needs to be secured.

C.180 Land adjacent to Banbury Rugby Club at Oxford Road, Bodicote is available. Although previously allocated for formal sports provision to meet the needs as part of the permitted Bankside urban extension, it is no longer required for that purpose as alternative provision is to be made. The site is in a suitable location on a main transport corridor. At 5.5 hectares, the site is larger than the football club requires. Therefore, any land not needed by the club will be used to address existing shortfalls in town wide provision. There may also be the potential for some sharing of facilities with the adjacent rugby club. [Sport England will be consulted on the proposed relocation](#). In developing proposals, consideration will need to be given to the detailed traffic and amenity impacts arising from the proposed use of the site.

Policy Banbury 12

Land for the Relocation of Banbury United FC

An area of land to the east of the Oxford Road at Bodicote, adjacent to Banbury Rugby Club, will be secured for the relocation of Banbury United Football Club and for sport and recreation use.

Development proposals for relocation of the football club will need to be accompanied by:

- An assessment of the potential effects on the local community
- A transport assessment and travel plan to ensure the site is accessible by sustainable modes of transport and the traffic impact of the development is minimised
- A detailed survey of agricultural land quality and a soil management plan to ensure that soils are retained on site or re-used off site
- An ecological assessment including appropriate mitigation
- A landscape and visual assessment including appropriate mitigation
- A lighting strategy designed to limit upward glare in order to avoid adverse effects on nearby residents and wildlife

Strategic Development: Banbury 13 – Burial Site Provision in Banbury

C.181 As indicated above, additional burial site provision will be required during the Local Plan period to meet the needs of the town. The Town Council has carried out initial investigations and has requested that land be allocated to provide increased burial capacity. However, this does not require a strategic land allocation to be made in the Local Plan and will therefore be progressed as part of the Local Neighbourhoods DPD.

Policy Banbury 13

Burial Site Provision in Banbury

An extension to the existing cemetery is required to meet the needs of both the existing population and future development in the town. As such developer contributions will be sought from new development in the town towards the establishment of the facility. Further details will be contained in the Developer Contributions SPD.

Detailed investigations will be required to determine the suitability of ground conditions for cemetery use.

Strategic Development: Banbury 14 – [BanburyCherwell](#) Country Park

C.182 The Council has for some time held aspirations for a new community woodland to be established on the fringe of Banbury. It owns land at Wildmere Wood, immediately to the north of Wildmere Industrial estate, and the completion of the Banbury Flood Alleviation scheme to the north has provided the opportunity for the Council and the Environment Agency to work in partnership to design and implement a scheme for a new country park, designed to benefit both residents of and visitors to the town. The site is approximately 3 miles from the town centre and will be located in close proximity to the proposed Banbury Gateway retail development site. [A Grade 2 listed lock and Lock Cottage on the Oxford Canal is located at the north end of the proposed country park.](#)

C.183 The site comprises approximately ~~2733~~ha of unused pastureland and includes the flood alleviation scheme comprising earth embankments to the east of the M40 corridor and a flood storage area with flood control structures adjacent. Additional land acquired by the Council will enable the provision of a country park, ~~much of which will be including~~ new woodland planted ~~ing as an extension to Wildmere Wood: and T~~ to the north of the M40 there will be areas of wetland meadow, reedbeds and scrapes.

C.184 A visitor car park will be provided accessed via the Environment Agency's maintenance access to the Flood Alleviation Scheme embankment off the A361 Daventry Road. A network of existing rights of way and permissive paths will enable public access to most areas of the park and will also allow access to Wildmere Wood, currently inaccessible due to its position between the industrial estate, railway line embankment and private land.

C.185 Provision of a country park with new woodland planting will help meet deficiencies in natural/semi-natural provision identified in the evidence base, and will also contribute to the objectives of the Council's BAP. It will also help contribute to the objective of establishing a series of linked open spaces through the town based on the river canal corridor (Policy Banbury 11: Meeting the Need for Open Space, Sport and Recreation).

Policy Banbury 14

[BanburyCherwell](#) Country Park

Development Area: 33 hectares

Development Description: Land to the north of Wildmere Road industrial estate and east of the M40 will be developed as a country park, with a permissive footpath network with DDA access.

Infrastructure Needs

- Access and Movement– A visitor car park is proposed off the A361 Daventry Road which will allow access to the Flood Alleviation Scheme Embankment permissive footpath and the proposed parkland between the canal, M40 and railway. Pedestrian and maintenance access will be provided between the existing Wildmere Wood and the proposed community woodland. The new Country Park's permissive path system will be linked linking with the canal towpath, and the bridleway on the defunct Daventry Road.

Key site specific design and place shaping principles

- Woodland planting in the form of community woodland will form a major component of the scheme.
- The scheme will include the creation of new habitats such as wetland scrapes, grassland and meadows.

C.4 Kidlington

C.186 ~~Kidlington is both an urban area and a village. Its built-up area includes part of Gosford and Water Eaton Parish. Its Kidlington Village cCentre is the smallest of the three urban centres in the district, and primarily serves the local area. Its proximity to Oxford is partly responsible for the relatively low provision of comparison retailers compared with convenience shopping.~~

C.187 The ~~village cCentre~~ is compact and includes both the High Street and a parade running south along the A4260 Oxford Road. There is a small arcade, the Kidlington Centre, located off the High Street opposite Sterling Road Approach. Within or adjacent to the Centre are a number of local services including the library, Health Centre and Exeter Hall.

C.188 Local organisations within Kidlington have worked to prepare their own spatial strategy for the village and have identified a vision for how the centre should grow and evolve. At the heart of this is a perception that Kidlington is failing to achieve its full potential despite its size. The main issues that have been identified are as follows:

- Defining robust boundaries for the village centre to allow for future growth
- Improvements to the public realm
- Creating stronger links between various uses including Exeter Hall which lies over 200 metres from the shops on the High Street.

C.188a ~~The Local Plan will be supported by a 'Framework Masterplan' for Kidlington which is being prepared as evidence to inform future work on non-strategic site allocations or which could be used to inform a Neighbourhood Plan. The Framework is being used to examine local issues and options in more detail with a view to meeting Local Plan objectives to 2031 and identifying specific development opportunities. It includes an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village's expanding economic role. The Framework also presents an opportunity to identify longer term issues for future Local Plan reviews.~~

C.189 The Council published a Retail Study ~~(in 2012)~~ which examines Kidlington's role ~~as service centre. The village's proximity to Oxford is partly responsible for the relatively low provision of comparison retailers compared with convenience shopping and the Plan looks to strengthen the village centre.~~

C.190 ~~As an urban area close to Oxford and a number of other villages, Kidlington is surrounded by Green Belt. The Local Plan's housing requirements and development strategy can be achieved without the need for a strategic review of the Green Belt in the district. At the current time it is neither considered that the 'exceptional circumstances' required by government policy exist to justify a small scale local review of the Green Belt to meet local housing needs. Small scale affordable housing schemes to meet specifically identified local housing need may be met through the release of rural exception sites (Policy Villages 3) and the Kidlington Framework Masterplan will also help identify opportunities.~~

~~A framework 'masterplan' for Kidlington is to be undertaken which will ensure additional opportunities within the settlement.~~

C.191 There is ~~potential for Kidlington to have a significant role a major potential for in~~ Cherwell ~~to start to diversifying~~ its economic base. ~~The district can bytakeing~~ advantage of its location on the hi-tech corridor between London and Cambridge, ~~and the with close~~ proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. ~~Most growth will be directed to Both Bicester and but~~ Kidlington, ~~with a number of unique economic attractors, hasve~~ the potential to capture ~~some of~~ this investment.

C.191a A recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites within the built-up limits of Kidlington. A specific need has also been identified at the Langford Lane area and the Science Park at Begbroke. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs (see Policy Kidlington 1: Accommodating High Value Employment Needs).

What will Happen and Where

Strategic Development: Kidlington 1 – Accommodating High Value Employment Needs

C.192 Kidlington plays an important role in the district's wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. At Kidlington, ~~ties London~~, Oxford ~~London~~ Airport and Langford Lane industrial estate ~~which is another form an~~ employment cluster. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new station at Water Eaton and a growth in employment opportunities at Kidlington and Bicester the Council would expect demand for an increased role for ~~Oxford~~ the airport. The Council will work with ~~London~~-Oxford Airport operators and the Civil Aviation ~~a~~ Authority and other stakeholders to consider any proposals. Langford Lane has in recent years ~~has~~ become a location for a wide range of commercial uses. The proposals in this Plan aim to improve the quality of the employment offer and, in doing so, establish a new gateway at this northern entrance to Kidlington.

C.193 Over the medium to longer term, progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries. This will reinforce and strengthen the emerging cluster of such industries in this area adjoining London ~~London~~ Oxford Airport. All proposals will need to be considered against Policy SLE1.

C.194 The Employment Land Review identified a need for additional land to be allocated for employment use at Kidlington. It is recognised that Kidlington has a very different economic role from the other villages in the District, and accordingly, the need for more employment land is likely to be higher. However there is insufficient land available within the village (on non-green belt land) to meet this need. The need for employment land to accommodate higher value employment uses in the research and development sector demonstrates ~~special~~ exceptional circumstances leading to the need for a small scale review of the Green Belt.

C.194a The University of Oxford plays a significant and leading role in research both in the UK and worldwide and in this context Begbroke Science Park is a vital site. The University is moving towards delivery of the remaining phase of its core site; however, once complete, further growth is constrained by the Oxford Green Belt. The amount of scientific research however continues to expand. There are two exceptional circumstances that justify a small scale review of Green Belt boundaries around the Science Park; the location of the Science Park, given the importance of being directly linked to University facilities and the research environment; and the potential for the Science Park to deliver wider benefits for the immediate locale through support for the development of a high-tech cluster and through the wider District with expected growth in scientific research, connecting with local businesses, nurturing enterprise and drawing investment into the District.

C.195 In addition to supporting development of the existing sites above, the Council proposes that a local Green Belt review will be undertaken in preparing the Development Management or Local Neighbourhoods DPD in the vicinity of London ~~London~~ Oxford Airport and the Begbroke Science Park as illustrated on the Kidlington map. The boundaries shown on the proposals map are indicative only; The review will need to consider exactly how and where the Green Belt boundary will be changed to accommodate employment uses. Any subsequent development proposals will need to have regard to the design and place making principles outlined in Policy Kidlington 1 below.

Policy Kidlington 1

Accommodating High Value Employment Needs

We will undertake a small scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations: at Langford Lane Technology Park and Begbroke Science Park:

(A) Langford Lane / London-Oxford Airport

(B) Begbroke Science Park

Key design and place shaping principles:

- Design for buildings that create a gateway with a strong sense of arrival including when arriving from the airport
- A Transport Assessment and Travel Plan should accompany any development proposals which should show how public transport links to the area will be improved
- A well designed approach to the urban edge, which achieves a successful transition between town and country environments
- Development that respects the landscape setting of the site
- A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape
- Public art will need to be provided for
- A development that preserves and enhances biodiversity, with the enhancement, restoration or creation of wildlife corridors
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses.
- The height of buildings to reflect the scale of existing employment development in the vicinity
- Provision for sustainable drainage, including SuDS, in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary
- A soil management plan may be required to be submitted with planning applications to ensure that soils will be retained onsite and used where possible.

Strategic Development: Kidlington 2 - Strengthening Kidlington Village Centre

C.196 It is important that Kidlington centre is supported and strengthened to help meet the aspirations of Kidlington and to ensure that the everyday shopping needs of residents are met, avoiding the need for unnecessary journeys to Oxford, Bicester and other destinations.

C.197 Kidlington Village Centre performs a particular function in the hierarchy and network of town centres in the district. Smaller than Banbury and Bicester centres, it is however larger in the number and range of retail units than the local centres present in many of the larger villages in the district.

C.198 Many improvements to the village centre have been implemented in recent years in a partnership between the District Council, Kidlington Parish Council and the Kidlington Village Centre Management Board, including most recently the pedestrianisation of the core retail area throughout the day.

C.199 The 2012 Retail Study showed that significant new development should not be directed to -Kidlington should not receive significant new development but that the town centre needed could do with some further environmental improvements and the evening economy should be encouraged. This Local Plan now expands the geographical area defined as Kidlington Village Centre to include land on the western side of the Oxford Road and other small areas of commercial uses. The aim of the extension is to:

- Support the viability and vitality of the existing village centre
- Encourage economic activity
- Assist with the connectivity between the existing village centre and the civic, community and green open space at the Exeter Hall area
- Contribute to and maximise the benefits of improvements to the character and appearance of the village centre and the public realm.

Policy Kidlington 2

Strengthening Kidlington Village Centre

Shopping, leisure and other 'Main Town Centre Uses' will be supported within the boundary of Kidlington Village Centre as shown on the Proposed Submission Policies map and the Kidlington inset map. Residential uses will be supported where above ground floor level. Proposals should be considered against Policies SLE 2, ESD 106 and ESD 160.

C.5 Our Villages and Rural Areas

Meeting the Challenge of Developing a Sustainable Economy in the Villages and Rural Areas

C.200 Most of rural Cherwell's economically active residents commute to their workplaces, and less than a quarter of them work within 5km of home. There are limited employment opportunities in Cherwell's villages. Kidlington is the exception to this pattern. In recent years it has developed its high technology, office and airport offerings, positioning itself to absorb the potential overflow from Oxford University's spin off businesses. Kidlington is well connected with easily accessible business premises, and is well positioned to continue to provide for overflow needs from Oxford.

C.201 The key economic issues facing the villages and rural areas are:

- Addressing the changing needs of the rural economy and the district's farming communities. Farming remains of vital importance to Cherwell's rural identity [and to local food production](#). In order to remain viable many farms are diversifying into tourism, recreation, food retail and other types of business
- Ensuring that there are appropriate opportunities for local rural employment and to support home working will be important; there is a lack of fast broadband in some locations
- The need to support the vibrant visitor economy in a way which contributes to the local economy whilst also preserving the local environment
- The need to support the economic role of Kidlington
- Preserving the canal and its immediate surroundings whilst maintaining and realising its recreational potential

Potential future demand for airport expansion at Kidlington and the potential for employment land in this location.

C.202 Our vision for our rural areas is that our villages should be "lived in" as well as "slept in". To achieve this, rural areas must seek to provide appropriate opportunities for new jobs such as support for farm diversification proposals and rural employment opportunities that are sustainable and support local communities, whilst at the same time protecting the landscape and built environment of the district. In particular we will encourage appropriate proposals that can support a vibrant tourist economy whilst also preserving the local environment.

C.203 At Kidlington, we will support the function of the Village Centre as a vibrant heart of the village and build on Kidlington's strength as a focus for employment generating development as a quality centre for office and laboratory based businesses, recognising its proximity to Oxford.

Meeting the Challenge of Building Sustainable Villages and Rural Areas

C.204 Cherwell District has many attractive villages with valued built and natural environments. High house prices and an emphasis on commuting by private car mean that those of limited means, and those seeking to live, work and access services locally, can be disadvantaged. There are also pockets of deprivation in Cherwell's rural areas.

C.205 The key community issues facing the villages and rural areas are:

- A lack of affordable homes of all types. There is a lack of private rented homes, social rented housing stock and smaller homes generally. In some areas there is a lack of any new housing coming onto the market at all. House prices are more expensive in Kidlington and the rural areas compared to Banbury and Bicester, meaning that it is less likely that those born in [the](#) village will be able to purchase a house there

- The Council's Playing Pitch and Green Spaces Strategy and 2011 ~~O~~open ~~S~~space ~~U~~update have identified that there are deficiencies in open space provision in the rural areas
- The number of permanent local services (~~village shops, pubs, schools, GP surgeries~~) is ~~generally~~ declining. Public transport provision is variable across the rural areas. In smaller and more isolated villages, it can be infrequent or non-existent. There is a need to protect services and facilities ~~and improve them~~ wherever possible.
- ~~A lack of school places~~

C.206 As our district continues to grow, a key challenge will be to steer development towards the most ~~appropriate~~ sustainable locations in a manner which meets the needs of our villages and rural communities as far as possible. We will aim to ~~seek to~~ provide good quality, affordable rural housing ~~and support the provision of services and facilities~~ to meet ~~rural needs and meet~~ the needs of rural communities for services ~~where possible and for open space, sport and recreation facilities.~~

Meeting the Challenge of Ensuring Sustainable Development in our Villages & Rural Areas

C.207 There ~~is a~~ need to manage the rural environment ~~to and~~ create inclusive, sustainable ~~rural~~ communities ~~and help~~, meeting the needs of ~~all those people who live and work there.~~ ~~We wish to protect our built and natural environments and the character and appearance of our villages.~~, ~~creates particular tensions. We do not wish to see development that leads to a loss of village character.~~

C.208 The key environmental issues facing the villages and rural areas are:

- The need to protect the biodiversity of the rural areas. The Oxford Meadows Special Area of Conservation, which is of European importance, is located 2km from Kidlington
- The need to address the challenges faced by the legacy of major developments that have taken place in the rural areas. In particular, the MOD has developed significant assets across the district, and over time their needs for these will change. The former RAF base at Upper Heyford has particular challenges as it is redeveloped for new uses
- The impact of growth and new development in the rural areas may impact upon the quality, character and landscape setting of villages
- Any further expansion of Kidlington needs to be carefully considered in relation to the Green Belt
- The rural areas are not congested when compared to the towns but traffic is an issue in the rural area owing to the high level of commuting to ~~larger urban areas nearby towns and cities for work.~~ Traffic congestion is an issue for Kidlington. The Sustainable Community Strategy highlights the need to address ~~traffic management and the~~ issues ~~of resulting from~~ the main road bisecting the village, ~~and traffic management.~~

C.209 The major environmental challenge for our villages and rural areas is to maintain and enhance the quality of our natural, built and historic environment in the face of pressures for new development. ~~In addressing this challenge the Local Plan aims that the district must accommodate;~~ to protect and enhance biodiversity; ~~and;~~ to support a pattern of development which reduces people's need to travel, ~~and~~ maximises opportunities to use public transport ~~and, thereby~~ minimising additional levels of ~~road~~ traffic ~~on the roads~~ and pollution.

Our Vision and Strategy for Our Villages and Rural Areas

C.210 By 2031, we will have protected and ~~enhanced~~ where possible, ~~enhanced~~ our services and facilities, landscapes and the natural and historic built environments ~~of within~~ our villages and rural areas, ~~and We~~ will have ~~encouraged created sustainable economic opportunities and we for the people who live and work there.~~ We will have provided 3,902 (2006-2031) dwellings ~~in total in the rural area including in the rural areas and~~ Kidlington ~~and the approved included~~ 761 ~~additional~~ homes at former RAF Upper Heyford.

C.211 We will cherish, protect and enhance the ~~appearance and character beauty~~ of our villages ~~through by~~ protecting conservation areas and by promoting high standards of design for new development. ~~and We will have protected and enhanced~~ the beauty and natural diversity of the countryside for the enjoyment of all.

C.212 To secure our vision this Local Plan has a strong urban focus which ~~deliberately~~ seeks to direct housing towards Bicester and Banbury. However, there will still be a need for some development within the rural areas ~~to meet local needs~~.

What will Happen and Where

C.212a ~~The overall level of housing growth for our villages and rural areas is set out in 'Policy BSC 1: District Wide Housing Distribution'. Compared to the former South East Plan, the Local Plan reduces the overall level of proposed growth directed to the rural areas of the district in favour of a higher level of growth at Bicester. Proposed figures take into account growth in the rural area since 2006. There is a particular need to achieve economic growth at Bicester and to protect the quality of our rural environments in the context of development pressures.~~

C.213 In identifying the strategic approach towards new development in our villages and rural areas, this Local Plan must do three things. It must:

- Identify the overall level of growth to be developed within the rural areas
- ~~Identify an approach for distributing the growth across the different villages within the rural areas~~
- Identify a sustainable hierarchy of villages to set a framework for considering how proposals within villages will be determined
- ~~Identify an approach for distributing growth across the different villages within the rural areas.-~~

C.214 Our approach to ~~providing where~~ development in the rural areas ~~seeks to is to be located is informed by:~~

- ~~provide new housing for people in rural areas to meet, in particular, the needs of newly forming households~~
- ~~provide affordable housing in what are generally areas of higher housing cost~~
- ~~deliver housing at villages where Distribution of development across our most sustainable villages where there is good access to local shops, services and job opportunities are available and accessible, or where access to nearby towns would be there is sustainable in transport terms best access by means other than the car to nearby towns~~
- ~~provide development to help sustain Where existing rural services and facilities can best be supported through controlled population growth~~
- ~~Where opportunities for affordable rural housing can be taken~~
- ~~avoid Where there will not be significant environmental harm.~~

C.215 ~~To this end, This approach is reflected in the policies for Policy Villages 1 Villages 4 provides a categorisation of the district's villages to ensure that unplanned, small-scale development within villages is directed towards those villages that are best able to accommodate limited growth. The Policy establishes different scales of development that are appropriate for different categories of village. and 2 below. Policy Villages 2 sets out that some additional planned development will be required, to meet district housing requirements and help meet local needs. Policy Villages 3 seeks to respond to often acute issues of affordability in rural areas and allows for affordable housing to be provided in any of Cherwell's villages to meet locally identified needs in locations or on sites that might otherwise not be appropriate. All villages can receive infilling or minor development through Policy BSC3. Policy Villages 4 establishes a framework for addressing open space, sport and recreation deficiencies at the villages. Policy Villages 5 seek to deliver the approved new~~

~~settlement at former RAF Upper Heyford. This approach will mean that development is focussed in villages which are sustainable and where development can help maintain and potentially enhance use of services and facilities. With services and facilities declining, due to many factors, this approach will at least help to maintain some key services and facilities in key sustainable rural locations:~~

C.216 ~~The overall level of growth for our villages and rural areas is set out earlier in 'Policy BSC 1: District Wide Housing Distribution'. The Local Plan proposes to reduce the overall level of growth directed to the rural areas of the district:~~

C.217 We do not allocate specific sites within villages in this document. The suitability of individual sites will be considered through work on a Local Neighbourhoods Development Plan Document or, where appropriate, through the preparation of Neighbourhood Plans. ~~Neighbourhood Plans may provide an opportunity for local communities to propose development not identified in the Local Plan providing it is in general accordance with the Local Plan's strategic policies and objectives. Where Neighbourhood Plans have been prepared, formally examined, and have been supported through a local referendum, they will be adopted as part of the statutory Development Plan. The Council will advise and support Parish Councils and relevant Neighbourhood Forums in preparing their Plans.~~

C.218 ~~Where development is proposed permitted in villages, we will be required that it to be~~ built to exemplary design and building standards as set out in Section ~~B3 Theme Three: Policies for Ensuring Sustainable Development.~~

C.219 ~~In addition, some villages are also preparing and others considering whether to prepare Neighbourhood Plans as has been enabled by the Localism Act (2011). Where Neighbourhood Plans have been prepared, formally examined, and have been supported through a local referendum, they will be adopted as part of the statutory Development Plan:~~

Policy Villages 1: Village Categorisation

C.219a ~~Village categorisation helps understand which villages are in principle best placed to sustain different levels of residential development. The Policy ensures that unanticipated development within the built-up limits of a village is of an appropriate scale for that village and does not unnecessarily exacerbate travel patterns that are overly reliant on the private car and which incrementally have environmental consequences. Village categorisation therefore seeks to manage small scale development proposals (typically but not exclusively for less than 10 dwellings) which come forward within the built-up limits of villages. This approach will mean that development is focussed in villages which are sustainable and where development can help maintain and potentially enhance use of services and facilities. With services and facilities declining, due to many factors, this approach will at least help to maintain some key services and facilities in key rural locations:~~

C.220 ~~In order to ensure the most sustainable distribution of growth across the rural areas the v~~illages have been categorised based on the following criteria:

- Population size
- The number and range of services and facilities within the village (shops, schools, pubs, etc.)
- Whether there are any significant known issues in a village that could be materially assisted by an increase in housing (for example to maintain pupil numbers at a primary school)
- The accessibility (travel time and distance) of the village to an urban area by private car and public transport (including an assessment of any network constraints)
- Accessibility of the village in terms of walking and cycling
- Local employment opportunities.

C.221 [Survey work was undertaken to form the categorisation and this was supplemented by “the Cherwell Rural Areas Integrated Transport & Land Use Study” \(CRAITLUS\). The Council which was produced in association with Oxfordshire County Council, commissioned the “Cherwell Rural Areas Integrated Transport & Land Use Study” \(CRAITLUS\) to assess many of these issues.](#)

C.222 The principle of categorising villages is well established within the district, with this approach being taken in both the Cherwell Local Plan 1996 and the Non-Statutory Cherwell Local Plan in 2004. It is considered that this approach is still appropriate.

C.223 This Local Plan has also considered the issue of village clustering. Some villages, which may not necessarily have many services and facilities of their own, are geographically close to villages which do have services and facilities. People living in the rural areas may use services and facilities in other nearby villages. Those larger villages with services and facilities (the ‘service centre’ villages) in combination with the smaller “satellite” villages can be considered to form a functional “cluster”. Clustering will allow for:

- The support of community facilities (such as shops) in service centres, by locating new development and therefore people/customers close to as well as within service centre villages.
- Small sites to come forward for development in satellite villages where sites in service centres may be limited
- The reduction in length of car journeys in the rural areas (i.e. between satellite villages and service centres)
- Where appropriate, the potential for developer contributions [or other mechanism to support the delivery of infrastructure and services](#) to be applied to needs in any village in a cluster.

C.224 It is not proposed that clustering forms part of the development strategy In ‘Policy for Villages 2: Distributing Growth Across the Rural Areas’ as the services and facilities in most satellite villages are too limited to sustainably accommodate [the development of larger](#) allocated ~~development~~ sites. There is considered to be a role for satellite villages to accommodate infilling which is set out in ‘Policy Villages 1: Village Categorisation’ below.

C.225 The following categorisation will be used to assess residential proposals that come forward within villages.

Policy Villages 1

Village Categorisation

Table 12

Category	Villages by Category	Satellite Villages	Type of Development
A	Adderbury, Ambrosden, Begbroke, Bloxham, Bodicote, Cropredy, Deddington, Fritwell, Hook Norton, Kidlington, Kirtlington, Launton, Steeple Aston, Sibford Ferris/ Sibford Gower, Weston on the Green (*), Yarnton		Minor Development Infilling Conversions
B	Arncott, Bletchington, Chesterton, Finmere, Fringford, Islip, Middleton Stoney, Milcombe, Wroxton	Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle	Infilling Conversions

		Aston, Milton, Mollington, South Newington, Wardington	
C	All other villages		Conversions

() This village lies partly within and partly outside the Green Belt. In those parts that lie within the Green Belt, only infilling and conversions will be permitted.*

C.226 This policy sets a framework for considering sites which have not been specifically identified for development in the Council's planning documents. The appropriate form of development will vary depending on the character of the village and development in the immediate locality. In all cases, 'Policy ESD 16: The Character of the Built and Historic Environment' will be applied in considering applications.

C.227 ~~In assessing whether proposals constitute 'minor development', regard will be given to the size of the village and the site's context within the existing built environment.~~ ~~general location of the site within the village.~~ ~~In considering the scope of new residential development within the built-up limits of at Kidlington, consideration will be given to its role and urban character as an urban area.~~ ~~limited due to the Green Belt.~~

C.228 Infilling refers to the development of a small gap in an otherwise continuous built-up frontage that is suitable for residential development.

C.229 The category A villages which perform as 'service centres' within village clusters are Adderbury, Ambrosden, Bloxham, Cropredy, Deddington, Kirtlington, Sibford Ferris/Sibford Gower, Steeple Aston and Yarnton.

C.230 The villages which do not 'score' highly enough in their own right to be included as category B villages but which have been included because of the benefits of access to a service centre within a village cluster are: Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington. For example, Claydon, Great Bourton, Mollington and Wardington benefit from their relationship with Cropredy. Information on village clusters was set out in the Council's Options for Growth Paper (on Map 6).

C.231 Appropriate infilling (and minor development for affordable housing) in these "satellite villages" may help to meet needs not only within the village itself but also the larger village with which it is clustered.

C.232 ~~This policy applies to~~ Villages 1 ~~includes all those villages in the District including those~~ that are, in whole or in part, within the Green Belt. The general extent of, and policy for, the Green Belt is set out in 'Policy ESD 14: Oxford Green Belt and on the Proposed Submission Policies Map' (Appendix 5: Maps). The villages of Kidlington, Yarnton and Begbroke (all "category A" villages) are "inset" villages within the Green Belt and therefore will not be covered by Green Belt policy. All other villages within the Green Belt, however, are "washed over" by Green Belt designation and Policy ESD 14 will apply in relation to whether development maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. ~~Policy ESD14 will apply in the same way for those parts of Weston on the Green and Bletchingdon that lie within the Green Belt, where only infilling will be permitted. For Category 3 villages within the Green Belt only conversions will be permitted.~~

Policy Villages 2: Distributing Growth across the Rural Areas

C.233 The Local Plan must set out an approach for identifying the development of new sites for housing across the rural areas to meet local needs in sustainable locations and to meet the strategic targets set in 'Policy BSC 1: District Wide Housing Distribution'.

C.234 The Housing Trajectory shows that the district already has a substantial housing supply from rural areas:

Completions (2006-2012):

Kidlington (10 or more dwellings)	- 62
Rural Areas (10 or more dwellings)	- 640
Rural Areas and Kidlington (less than 10 dwellings)	- 596

Planning Permissions at 31/3/12:

Former RAF Upper Heyford	- 761
Rural Areas (10 or more dwellings)	- 465

C.234a In the interests of meeting local housing need in rural areas, a limited allocation is also being made to enable the development of some new sites (for 10 or more dwellings) in the most sustainable locations where developable sites are most likely to be available. A further 50 dwellings will be made available at Kidlington and a further 348 dwellings at other villages. Sites for 10 or more dwellings that have received planning permission since 31 March 2012 will contribute in meeting these requirements.

Additionally, a realistic windfall allowance of 980 homes is identified for sites of less than 10 dwellings for the period (2012-2031). In total, some 3,902 homes will be delivered across the rural areas from 2006 to 2031.

Policy Villages 2

Distributing Growth across the Rural Areas

The development of new housing sites for 10 or more dwellings will be directed to the following villages as set out below:

Villages – Housing Allocation 2012-2031 (10 or more dwellings)	
Kidlington	50
Adderbury, Ambrosden, Chesterton, Deddington, Launton, Hook Norton	252
Arncott, Bletchington, Bloxham, Bodicote, Cropredy, Finmere, Fringford, Fritwell, Kirtlington, Middleton Stoney, Milcombe, Sibford Gower / Sibford Ferris, Steeple Aston, Weston on the Green, Wroxton, Yarnton	96
Total	398

C.235 Not all villages will necessarily accommodate a site. The precise number of homes to be allocated to an individual village will be set out in the Local Neighbourhoods Development Plan Document in the light of evidence such as the Strategic Housing Land Availability Assessment (SHLAA). Sites will be allocated in either the Local Neighbourhoods DPD or in Neighbourhood Plans. In some cases, the approval of schemes will make it unnecessary to allocate specific sites. Regard will be had to the level of building that has already taken place in each village to avoid over development. At Bletchington and Weston on the Green development will take place outside that part of the village that is within the Green Belt. The Plan makes no provision for reviewing the Green Belt boundary to accommodate residential development [within the District](#).

C.236 (Para' Deleted)

C.237(Para' Deleted)

C.238(Para' Deleted)

C.239(Para' Deleted)

Policy Villages 3: Rural Exception Sites

C.240 Housing is generally less affordable in rural areas than in Cherwell's towns. There are also less new housing opportunities than in urban areas and a low turnover of existing social or 'affordable' homes. This makes it particularly difficult for those who cannot afford market housing including many newly forming households. The Council's Housing Strategy (2012-17) highlights that the attraction of rural areas adds to the pressure on affordability. Allowing opportunities for small scale affordable housing to meet local needs as an exception to planning policies which otherwise restrain development can provide homes for people in rural areas who otherwise might have to move out of their communities.

C.241 Such 'rural exception sites' do not have the same economic value as market housing sites. It is therefore important that the key parties involved work in partnership. In limited occasions consideration will be given to the introduction of market housing to enable a degree of cross-subsidisation. This approach is supported by the National Planning Policy Framework.

C.242 The Council will support proposals for community self-build or self-finish affordable housing where they will meet a specific, identified local housing need and particularly where they will result in suitable empty properties being brought into residential use. Arrangements will be made to restrict the occupancy of the housing to ensure that it continues to meet local needs in perpetuity.

C.243 In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the degree of harm that would be caused, for example to the appearance of the village, the surrounding landscape or to the historic environment. It will be particularly important that proposals for developments in the Green Belt are able to demonstrate that there are no alternative sites outside of the Green Belt that could reasonably meet the identified needs (for example if part of the village lies outside the Green Belt or needs could be met in another village close by).

C.244 In considering the number of homes proposed and the form of development, the suitability of villages to accommodate additional development will be assessed having regard to 'Policy Villages 1: Village Categorisation' and to demonstrated local housing need.

C.245 Where rural exceptions sites are shown to be unviable, the Council will consider whether an element of market housing would be appropriate to secure the delivery of affordable housing. 'Open-book' analysis of the costs of development will be expected. The policy sets a limit of 25% market housing. This will be kept under review and, if necessary, adjusted by way of a Supplementary Planning Document.

C.246 The Council will work in partnership with the Oxfordshire Rural Community Council, Parish Councils, Registered Providers and other interested parties in identifying suitable opportunities.

Policy Villages 3

Rural Exception Sites

The Council will support the identification of suitable opportunities for small scale affordable housing schemes within or immediately adjacent to villages to meet specific, identified local housing needs that cannot be met through the development of sites allocated for housing development.

Arrangements will be secured to restrict the occupancy of the housing to ensure that it continues to meet local needs in perpetuity.

Market housing for private rent or sale will only be considered on rural exception sites in the following circumstances:

- The number of market homes should not exceed 25% of the total number of homes proposed
- The market housing must be shown to be required to secure the viability of the proposal and development costs must be justified
- No alternative, suitable site is available to provide a rural exception site and a robust site search can be demonstrated
- The market housing ensures that no additional subsidy for the scheme is required
- The development has the support of the local community
- The total number of dwellings and the scale of development is in keeping with the categorisation, character and form of the village and its local landscape setting.

Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation

C.247 The evidence base studies have identified a number of existing deficiencies and future shortfalls in provision in Kidlington and the Rural Areas. The action plans contained in the Playing Pitch and Green Space Strategies (See Appendix 3 Evidence Base) recommended deficiencies being met through a combination of improvements to the quality and accessibility of existing facilities, using existing areas of one type of provision to meet deficiencies in another type, and the provision of new areas of open space. 'Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision', 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation' and 'Policy BSC12: Indoor Sport, Recreation and Community Facilities' will be used to help address existing deficiencies in provision and future development needs.

C.248 The evidence base studies divided the district's Rural Areas into three sub-areas for analysis purposes, comprising the following:

Table 13 Rural Sub Areas: Open Space

Sub Area	Wards
Rural North	Adderbury, Bloxham and Bodicote, Cropredy, Hook Norton, Sibford, Wroxton
Rural Central	Caversfield, Deddington, Fringford, The Astons and Heyfords
Rural South	Ambrosden and Chesterton, Yarnton, Gosford and Water Eaton, Kirtlington, Launton, Otmoor

Policy Villages 4

Meeting the Need for Open Space, Sport and Recreation

In terms of addressing existing deficiencies in Kidlington, based on the findings of the Playing Pitch Strategy and Green Spaces Strategy (as updated by the 2011 Open space review) land would need to be allocated for the following if possible:

- 1 new junior football pitch
- A park ideally on the northern outskirts of Kidlington
- 11.29 ha of amenity open space with priority provision in South ward
- 1.51ha of allotments.

The Playing Pitch and Green Spaces Strategy estimated that the following additional provision was required to meet needs to 2026:

- 1 adult football pitch
- 4 junior football pitches
- 5 mini-soccer pitches
- 0.4ha park ideally on the northern outskirts of Kidlington
- 0.1ha natural/semi-natural green space
- 0.4ha amenity open space
- 0.2ha allotments.

These strategies were formulated before the amount and preferred distribution of development in the district for an extended plan period had been established, and as a result future needs will need to be updated to cover the period through to 2031.

In terms of addressing existing deficiencies in the rural areas, based on the findings of the Playing Pitch Strategy and Green Spaces Strategy (as updated by the 2011 Open space review) new areas of open space would be required for the following:

- 6.38 ha of amenity open space in Rural North sub-area with priority provision in Adderbury, Bloxham and Bodicote, Cropredy and Sibford Wards
- 2.87 ha of amenity open space in Rural South sub-area with priority provision in Gosford and Water Eaton, Kirtlington, Launton, Otmoor and Yarnton.

The Playing Pitch and Green Spaces Strategy estimated that the following additional provision was required to meet needs to 2026:

Table 14

Rural North Sub Area	Rural Central Sub Area	Rural South Sub Area
2 junior pitches	1 junior pitch	1 junior pitch
1 mini-soccer pitch	1 mini-soccer pitch	1 mini-soccer pitch
2 cricket pitches	2 cricket pitches	2 cricket pitches

5.3ha of natural/semi-natural green space (through new provision or public access agreements)	1.5ha amenity open space	2.7ha amenity open space
2.6ha amenity open space		1 tennis court
		1 bowling green subject to local demand

C.249 It is important that provision to meet future open space and recreation needs is made in conjunction with new housing, in order to achieve development that secures sustainable communities. The Local Plan sets out the framework for housing development in Kidlington and the Rural Areas but site specific allocations will be determined by the Local Neighbourhoods DPD and this will include allocations to [meet help address](#) deficiencies in open space, sport and recreation provision for the plan period.

C.250 As indicated above, the strategies were formulated before the amount and preferred distribution of development in the district for an extended plan period had been established, and as a result future needs will need to be updated as the Local Neighbourhoods DPD/Neighbourhood Plans are progressed.

Policy Villages 5: Former RAF Upper Heyford

C.251 The former RAF Upper Heyford site is located 7 km north west of Bicester, in an isolated rural location, within the parishes of Upper Heyford, Somerton and Ardley. It measures approximately 500 hectares in total.

C.252 The US Air Force vacated the airbase in 1994 and since 1996 this unique site has been allocated for residential led mixed uses as enabling development to secure environmental improvements and conservation of the heritage interest of the site associated with its former use as a Cold War military base.

C.253 In view of this heritage interest, the whole site has been designated as a Conservation Area. There are a number of Scheduled Ancient Monuments, listed buildings, and non designated heritage assets on site, and much of the airfield is of ecological importance. The site has been divided into three main functional character areas: the main flying field and a technical site to the north of Camp Road and the residential area that is mainly to the south of Camp Road.

C.254 The site is subject to a policy from the Oxfordshire Structure Plan 2016 (Policy H2) which was saved by the South East Plan and retained upon the South East Plan's revocation. A Revised Comprehensive Planning Brief to guide the future redevelopment of the site was adopted by the Council as an SPD in 2007.

C.255 Since the airbase closed in 1994 temporary planning permissions have been granted for the reuse of a large number of the buildings on the site. At present there are just over 300 residential dwellings on the site, the majority of which are rented. Buildings used for employment purposes provide around 1000 jobs. The Cherwell Innovation Centre is also located on the site, providing serviced offices and flexible office space, lab space, and meeting rooms. The Centre is home to a large number of science, technology and knowledge-based businesses.

C.256 Over the last 10 years numerous applications have been made seeking permission to either develop the whole site or large parts of it and many have gone to appeal. The most significant application proposed a new settlement of 1,075 dwellings (gross), together with associated works and facilities including employment uses, community uses, school, playing fields and other physical and social infrastructure for the entire site. Following a major public inquiry in 2008 the Council received the appeal decision from the Secretary of State in January 2010. The appeal was allowed, subject to conditions, together with 24 conservation area consents

that permitted demolition of buildings on the site including 244 dwellings. More recently, and following a change of ownership of the site, a new outline permission has been granted for a revised scheme focusing on the settlement area only. A new masterplan was produced in which the same numbers of dwellings are proposed with the majority of the existing units retained but the development area extends further westwards.

C.257 The 2010 permission granted consent for some of the many commercial uses already operating on temporary consents on the site. However no new build development has yet taken place nor has any part of the permitted residential development commenced. This site is therefore allocated in this Local Plan as a means of securing the delivery of a lasting arrangement on this large scale brownfield site, which reflects the exceptional nature of the site. As the former RAF Upper Heyford has planning permission for limited redevelopment, it represents a permitted strategic housing site which, together with its existing employment activity (nearly 1,000 jobs), provides it with potential to be a self-contained development.

Policy Villages 5

Former RAF Upper Heyford

Development Area: 500 ha

Development Description: This site will provide for a settlement of approximately 761 dwellings (net) and necessary supporting infrastructure, including a primary school and appropriate community, recreational and employment opportunities, enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved.

Housing

- Number of homes – approximately 761 (net)
- Affordable housing – 30%

Employment

- Land Area – approx 120,000 sq.metres
- Jobs created – approx 1500
- Use classes – B1, B2, B8

Infrastructure Needs

- Open Space – sports pitches, sports pavilion, play areas, indoor sport provision
- Community Facilities – nursery, community hall, local centre/hotel, education provision, a neighbourhood police facility
- Access and Movement – transport contributions and sustainable travel measures, countryside access measures, fencing along the boundary of the new settlement and the Flying Field
- Utilities – contamination remediation

Key site specific design and place shaping principles:

- Proposals must demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the former airbase in association with the provision of the settlement
- The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car, with the provision of footpaths and cycleways that link to existing networks.

Improved ~~access to public transport~~ ~~ments to bus and rail facilities~~ and measures to minimise the impact of traffic generated by the development on the surrounding road network will be required

- Development should provide for good accessibility to public transport services
- A Travel Plan should accompany any development proposals
- The construction of the settlement on the former technical core and residential areas should retain buildings, structures, spaces and trees that contribute to the character and appearance of the site and integrate them into a high quality place that creates a satisfactory living environment.
- Integration of the new community into the surrounding network of settlements by reopening historic routes and encouraging travel by means other than private car as far as possible
- The preservation of the stark functional character and appearance of the flying field beyond the settlement area, including the retention of buildings of national interest which contribute to the area's character (with limited, fully justified exceptions) and sufficient low key re-use of these to enable appropriate management of this area.
- The achievement of environmental improvements within the site and of views to it including the removal of buildings and structures that do not make a positive contribution to the special character or which are justified on the grounds of adverse visual impact, including in proximity to the proposed settlement, together with limited appropriate landscape mitigation, and reopening of historic routes.
- The conservation and enhancement of the ecological interest of the Flying Field through appropriate management and submission of an Ecological Mitigation and Management Plan, with biodiversity preserved and enhanced, and wildlife corridors enhanced, restored or created
- Visitor access, controlled where necessary, to (and providing for interpretation of) the historic and ecological assets of the site
- Provision of a range of high quality employment opportunities, capable of being integrated into the fabric of the settlement, and providing that the use would not adversely affect residents or other businesses and would not have an unacceptable impact on the surrounding landscape, historic interest of the site, or on nearby villages
- New and retained employment buildings should make a positive contribution to the character and appearance of the area and should be located and laid out to integrate into the structure of the settlement
- A full arboricultural survey should be undertaken to inform the masterplan, incorporating as many trees as possible and reinforcing the planting structure where required
- New development should respond to the established character of the district character areas where this would preserve or enhance the appearance of the Conservation Area
- Management of the Flying Field should preserve the Cold War character of this part of the site, and allow for public access. New built development on the Flying Field should be restricted to preserve the character of the area
- Proposals should demonstrate an overall management approach for the whole site
- A neighbourhood centre or hub should be established at the heart of the settlement to comprise a primary school and nursery facilities, community hall, place of worship, shops, public house, restaurant, and social and health care facilities. Proposals should also provide for a heritage centre given the historic interest and Cold War associations of the site
- The removal or remediation of contamination or potential sources of contamination will be required across the whole site
- The scale and massing of new buildings should respect their context. Building materials should reflect the locally distinctive colour palette and respond to the materials of the retained buildings within their character area, without this resulting in pastiche design solutions
- Public art should be provided
- Recycling and potential reuse of demolition materials where possible

- Provision of sustainable drainage including SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the Council's Strategic Flood Risk Assessment
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5.

D The Infrastructure Delivery Plan (IDP)

D.1 The ~~emerging~~ Infrastructure Delivery Plan (IDP) provides confidence that critical infrastructure can be ~~provided~~~~supported~~, that the Plan's development strategy is deliverable, and that social, physical and green infrastructure can be secured to ~~support~~~~enable~~ the planned development. The Local Plan includes provision for a range of key infrastructure such as schools, new strategic ~~highway improvements including those on peripheral routes~~ roads as indicated by the area of search for a SE Bicester relief road, and 'green' infrastructure. The ~~completed~~ IDP ~~will identify~~~~identifies~~ indicative costs attributable to the proposed levels of growth, requirements of each type of growth, and considers how and when infrastructure should be provided having regard to the phasing of development and possible funding opportunities.

D.2 The infrastructure needed to support the Cherwell Local Plan will be delivered through partnership working between public, private and voluntary sector organisations. The Council is working with those organisations which have a role in providing services and facilities in Cherwell and has identified in the Infrastructure Delivery Plan the projects and initiatives required to support the Local Plan policies and overall strategy.

~~**D.3** The delivery of the strategy takes into consideration the effect of the current economic downturn. The strategy as a whole is designed to be flexible and adaptive to change whilst maintaining the overall vision and objectives over the longer term.~~

D.4 The ~~Draft emerging~~ IDP identifies the infrastructure necessary for the successful delivery of this plan and informed the policies for Building Sustainable Communities in Section B and Cherwell's Places in Section C. Many sites require infrastructure, such as road access, new ~~school~~~~education~~, neighbourhood and health facilities. The planning process determines at what point in a development they are required. The IDP identified costs as far as ~~possible~~~~possible~~ and gaps in funding in consultation with the infrastructure and service providers operating in Cherwell.

D.5 The funding of infrastructure has traditionally proved to be challenging because of the expense it required. Therefore a cautious, realistic approach has informed the infrastructure assessment of the sites and the plan as a whole. The involvement of landowners and developers is essential to the delivery of the plan and continues as an active process, in many cases leading to planning applications for a number of the key strategic developments.

D.6 Our planning for infrastructure is taking a long term focus, using available funding from both the public and private sector wisely. Planning properly for growth over a 15/20 year period requires a strategic and rational approach to investment where priorities are set and the phasing of investment is mapped out to secure maximum gain.

~~**D.7** Infrastructure investment is not simply a response to demand, but provides a powerful tool to shape growth. Infrastructure is integral to the delivery of the spatial strategy.~~

D.8 ~~This~~~~The~~ Local Plan presents an opportunity to take an integrated approach to growth management where infrastructure investment and delivery are coordinated with land-use proposals.

Policy INF 1: Infrastructure

D.9 Infrastructure as defined in the Planning Act 2008, covers a wide range of infrastructure types and can include schools, sports facilities, transport, culture, green infrastructure, community, health and social care facilities among others.

D.10 Infrastructure is a critical underpinning for the development strategy of the District. Infrastructure such as transport, energy, water, waste and communications, as well as community infrastructure in education and health are essential to meet the needs of ~~existing~~ residents. Other infrastructure types relate to quality of life and environmental protection or enhancements.

D.10a Although ~~the Cherwell District Council wishes~~ to secure all infrastructure items identified in the IDPPD, given the resources available to us and our partners, it is likely we will have to prioritise infrastructure items at some point in time.

D.11 The criterion for including items in the IDP is that they have an important role in achieving the vision of the Plan and enable the delivery of strategic policies. The ~~emerging~~ IDP provides a category for each infrastructure item, depending on the level of risk it poses to the delivery of the Local Plan.

(Para' Deleted)

(Para' Deleted)

D.12 ~~Ideally~~ Infrastructure should be provided as an integral part of development in order to achieve the vision and objectives of the Plan. The approach to infrastructure provision is set out within Section B: 'Policies for Development in Cherwell' and Section C: 'Policies for Cherwell's Places'. Infrastructure will need to be provided and phased alongside development and the Local Plan sets out the key elements of infrastructure requirements.

D.13 The Integrated Transport Studies for the two main urban areas and the rural areas, together with the Movement ~~Strategies Studies~~ for the urban areas provide the evidence to support the provision of new and improved transport infrastructure.

D.14 The Local Transport Plan sets out the likely transport infrastructure requirements and priorities for Cherwell aimed at tackling congestion, ~~promoting sustainable travel~~, safer roads and improving the street environment. The specific schemes and projects are included in the ~~emerging~~ Infrastructure Delivery Plan in ~~Appendix 8:-~~

D.15 Cherwell's future success depends on ~~the~~ key public bodies such as the District Council, ~~Town and Parish Councils~~ and Oxfordshire County Council working together on the sustained implementation of this strategy over the long term. ~~The Council will continue to work with its partners to plan, provide, manage and deliver substantial networks of accessible multi-functional green space.~~

D.16 **(Para' Deleted)**

D.17 This plan seeks to support growth by securing infrastructure to ensure development is sustainable and takes into account existing infrastructure deficits. Infrastructure to support housing and employment development is essential to the creation of sustainable communities. The plan considers the physical, social and green infrastructure needed to enable the amount of development proposed taking into account its type and distribution.

Policy INF 1

Infrastructure

The Council's approach to infrastructure planning in the District will identify the infrastructure required to meet the District's growth, to support the strategic site allocations and to ensure delivery by:

- Working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure
- Identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery
- Completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space
- Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social and community facilities.

Key Infrastructure Requirements

D.18 In order to ensure the right infrastructure is provided to support the growth set out in the Local Plan, a detailed schedule of infrastructure requirements is set out in the Infrastructure Delivery Plan [contained in Appendix 8](#).

~~**D.19** The infrastructure schedule in the IDP illustrates the range and scale of infrastructure required to secure sustainable economic development and sustainable communities:~~

D.20 The ~~emerging~~ IDP suggests that infrastructure to support the local transport network will be a key priority for the delivery of the strategic site allocations in Bicester and Banbury. ~~The Plan supports the delivery of highway capacity improvements on peripheral routes at Bicester and capacity improvements to north-south and east-west routes at Banbury subject to further assessment of options by the County Council as set out in the IDP schedule in Appendix 8. At Banbury, potential improvements are identified in the Movement Strategy. The Local Plan therefore contains site-specific information relating to infrastructure requirements and a Developer Contributions SPD is being prepared nearing completion.~~

D.21 In addition to key transport infrastructure, there are a number of specific issues and deficiencies to be considered further which include the need for new burial ~~capacity sites~~ at both Bicester and Banbury. In Banbury, the Canalside development (Policy Banbury 1: Banbury Canalside) sets out the development and infrastructure requirements for the redevelopment of the area comprising a mix of uses including up to 950 homes, retail, ~~office, and leisure (up to 15,000m²), 15,000m² of town centre/commercial uses, a~~ primary school, public open space and multi storey car parks. The ~~now completed implementation of the Banbury Flood Alleviation Scheme in 2012 is important is central~~ to the delivery of the site. ~~Other requirements include the provision of a new primary school and public open space:~~

D.22 In Bicester, the NW Bicester eco-town proposals (Policy Bicester 1: North West Bicester Eco-Town) involving the development of 5,000 homes and jobs requires schools, 40% open space, sustainable transport, community facilities, local shops and services, energy and waste facilities. ~~The delivery of the proposed Bicester south-east relief road is potentially fundamental to the strategy for Bicester:~~

D.22a The Local Plan does not allocate ~~land specific sites~~ for growth ~~for specific settlements~~ within the rural areas ~~but~~. It contains strategic policies ~~for including~~ the distribution of growth. ~~Policy Kidlington 1 identifies Aa small scale-Green Belt review allowed for at Kidlington and Begbroke for employment purposes and the Plan Policy Kidlington 2 includes across Cherwell, the allocation of strategic sites and town centre policies aims to strengthen together with a Kidlington's village centre policy in Kidlington. These policies are important to attract investment. These allocations may in some instances be of a small scale but have wider than local implications for the economy and the sustainability of Cherwell as a whole:~~

D.22b The Local Neighbourhoods DPD will allocate non strategic sites in the District and provide greater certainty to the specific location of growth in the rural areas. More detailed information on the provision of infrastructure in the rural areas will arise through the progression of this DPD, [and Neighbourhood Plans](#).

Infrastructure Proposals for Bicester, Banbury, Kidlington and Rural Areas

Note – these tables are illustrative pending the completion of the Infrastructure Delivery Plan.

Bicester

D.22c The projects included in the IDP (Appendix 8) were identified following the assessment of policies, and discussions with infrastructure providers. Deficiencies and future infrastructure needs were informed by evidence documents and plans and programs from infrastructure providers and other organisations. The projects are directly linked to the Local Plan and divided into 3 schedules reflecting planned growth in Bicester, Banbury, and Kidlington and Rural Areas.

Overview of Future Growth in Bicester 2006-2031:

D.23 Strategic Housing and Employment Allocation:

- NW Bicester Eco town of 5,000 homes and jobs with 40% open space (1,793 expected to be delivered by 2031)
- Graven Hill, 1900 homes, logistics and distribution hub
- Land at Bure Place, Town Centre Redevelopment (Phase 2)
- Extension to Bicester Town Centre (Area of Search)
- SW Bicester Phase 1 1631 homes and 650 homes at Phase 2
- South East Bicester 400 homes
- Bicester Business Park
- Employment land at Bicester Gateway
- North East Bicester Business Park
- Tourism-led development at [Former](#) RAF Bicester
- New cemetery

Banbury

Overview of Future Growth in Banbury 2006-2031:

- Bankside Phase 1. 400 homes at Phase 2
- Canalside, including 950 homes, retail, office and leisure uses
- West of Bretch Hill. 400 homes
- North of Hanwell Fields 500 homes
- Southam Road, Banbury 600 homes
- Employment Land West of M40
- Relocation of Banbury United Football Club
- Extended town centre (Area of Search)
- Retail and other mixed uses at Bolton Road, Spiceball Development Area
- Bretch Hill Regeneration Area

- [Banbury-Cherwell Country Park](#)
- [Bankside Community Park](#)

Kidlington

Overview of Future Growth in Kidlington and rural areas 2006-2031:

- Accommodating High Value Employment Needs: Langford Lane Technology Park and Begbroke Science Park (subject to small scale Green Belt Review)
- Kidlington Village Centre
- [3,902 homes, 50 at Kidlington and 761 at Former RAF Upper Heyford. The specific sites to be identified in Local Neighbourhoods documents and Neighbourhood Plans when developed.](#)

Rural Areas

Overview of future growth in the remaining areas within the district 2006-2031:

- [3,902 homes, 50 at Kidlington and 761 at Former RAF Upper Heyford. The specific sites to be identified in Local Neighbourhoods documents and Neighbourhood Plans when developed.](#)

D.22d [The IDP indicates where and when infrastructure is needed. It also indicates potential costs, means and sources of funding, and the delivery progress of infrastructure projects. These have been categorised as critical, necessary or desirable to reflect their relevance to the delivery of the Local Plan.](#)

Critical	Necessary	Desirable
Infrastructure without which development cannot commence	Infrastructure necessary to support development but the precise timing and phasing is less critical and development may commence ahead of its provision	Infrastructure is desirable in order to build sustainable communities. Timing and phasing is not critical over the plan period.

D.22e [In some instances, infrastructure may be needed ahead of development taking place and some projects such as the Banbury Flood Alleviation Scheme have already been delivered. These projects are included in the IDP because they enable the forthcoming delivery of policies and allocations.](#)

D.22f [The IDP is a live document supporting the Local Plan and it will be adjusted to reflect changes in circumstances and strategies over time. It will be monitored alongside Policy INF 1 – Infrastructure, as detailed in the Local Plan Monitoring Framework \(Appendix 6\) and delivery progress reported in the Annual Monitoring Report.](#)

Tables 13, 14, 15 and 16 deleted- superseded by IDP schedule in Appendix 8.

E Monitoring and Delivery of the Local Plan

E.1 Monitoring Arrangements

E.1 Effective monitoring is important to ensure that Local Plan policies are being implemented and are achieving their aims, given that all development proposals are subject to viability testing.

E.2 Our monitoring report ~~is the document that will~~ monitor measure and report on the effectiveness of policies within the Local Plan and associated documents. It will report on a range of data to assess whether:

- policy targets have been met, or progress is being made towards meeting them
- policy targets are not being met, or are not on track to being achieved, and the reasons for this
- policies are having an impact in respect of national and local policy targets, and any other targets identified in local development documents
- policies need adjusting or replacing because they are not working as intended
- policies need changing to reflect changes in national ~~or regional~~ policy or strategic needs, and
- ~~if policies need changing, the actions needed to achieve this.~~

E.2ba If policies need changing the monitoring report will list the actions needed to achieve this.

E.3 Our monitoring report will be published at least every 12 months. Under the previous legislation, reports have been published at the end of each calendar year and relate to the previous monitoring year (1 April to 31 March). They have focused on measuring the progress of Local Plan preparation, and on the collection of data for the (now removed) national set of indicators. These can be viewed online at <http://www.cherwell.gov.uk/localdevelopmentframework>.

The Monitoring Framework

E.4 ~~For each policy in the Local Plan, we have developed an indicator and a target, number of indicators that are closely related to monitoring the effectiveness of our policies, which will be used to measure the policy's effectiveness. The Sustainability Appraisal (SA) also lists a number of 'significant effects indicators' which will be used to monitor the 'significant effects' identified in the SA. Data collected on these indicators will be reported on in our monitoring report. A summary of the indicators we intend to use are~~ is set out below, grouped together under the relevant theme of the Local Plan. ~~Our 'Monitoring Framework' will set out in more detail the key targets and indicators that will be used to monitor and deliver the Local Plan. Before the Submission of the Local Plan, we will have established targets for each indicator against which the performance of the policies can be measured. The detailed Monitoring Framework is included as Appendix 6.~~

E.5 We have also developed a set of trajectories for housing and employment to address delivery across the programme period as a whole. These are of necessity indicative at the start of a programme, and have been prepared to reflect how the current recession is depressing delivery, but are a clear baseline against which overall implementation can be assessed. They include completions and strategic developments ~~such as Bankside phase one~~ which have an existing planning permission ~~that has not yet been implemented (see National Planning Policy Framework (NPPF) footnote 11).~~

E.6 ~~In view of the imminent abolition of the Regional Spatial Strategy we propose to move to one single district wide calculation for the housing land supply and end the unhelpful splitting of the district into two sub-areas for this calculation.~~

Theme One - Achieving a Sustainable Local Economy

E.7 The strategic employment trajectory which follows shows how the release of the strategic development sites set out in Section C 'Policies for Cherwell's Places' would secure a significant employment growth in Cherwell that is focused on Bicester and Banbury. There are other smaller sites which are excluded from this assessment.

E.8 We will use a number of indicators to monitor how well policies are delivering our aim of 'achieving a sustainable local economy'. ~~(See Section B.1 'Theme One: Policies for Developing a Sustainable Local Economy'). These include:~~

E.9 These include:

- ~~Change of use/loss of E~~employment land ~~lost~~to non-employment use (hectares)/gain of employment floorspace
- Allocated employment land completed, committed and remaining
- Employment development on non allocated land (hectares)
- Amount of retail/town centre uses completed within and outside of town centres
- Diversity of uses within urban centres
- Amount of vacant ~~uses-units~~ within town centres
- Amount of new tourism development in the district
- Numbers of visitors to tourist attractions in the district
- ~~Number of village services and facilities closed, opened or lost to development.~~

Theme Two - Building Sustainable Communities

E.10 The housing trajectory which follows shows how the release of the strategic development sites set out in Section C 'Policies for Cherwell's Places' would enable the overall housing growth targets to be met and a 5 year supply to be maintained for the life of the Local Plan. Although the trajectory sets out when delivery can reasonably be expected, it does not prevent earlier or accelerated delivery.~~It also shows how the development of new homes will be phased over the plan period.~~

E.11 Housing delivery will be monitored to ensure that the projected housing delivery is achieved. The ~~D~~district is required by the NPPF to maintain a continuous five year supply of deliverable (available, suitable and achievable) sites as well as meeting its overall housing requirement. The District must also provide an additional buffer of 5% on top of its five year land supply delivery requirement. This increases to 20% where there has been a record of persistent under delivery.

E.12 (Para' Deleted)

E.13 We will also use a number of indicators to monitor how well policies are delivering our wider aim of 'building sustainable communities'. ~~(See Section B.2 'Theme Two: Policies for Building Sustainable Communities'). These include:~~

E.14 These include:

- Housing completions on previously developed land
- Density of housing completions
- Affordable housing completions/acquisitions
- Housing completions by type and size
- Number of extra care units completed
- Number of Gypsy and Traveller pitches and Travelling Show people plots provided/lost.

- Number (or floorspace) of new health care facilities provided
- Number (or floorspace) of new community facilities provided
- Number of new educational places provided (primary/secondary/tertiary)
- Amount, type and location of open space/sport/recreation facilities
- Areas deficient in recreation provision by type and amount
- Open space/sport/recreation facilities lost/~~gained/enhanced~~ to development
- ~~Developer contributions towards o~~Open space/sport/recreation facilities ~~gained through new development/S106 agreements~~
- ~~Open space/sport/recreation facilities enhanced through new development/S106 agreements~~
- Number of areas of open space achieving quality standards

Theme Three - Ensuring Sustainable Development

E.15 We will use a number of indicators to monitor how well policies are delivering our aim of 'ensuring sustainable development' (~~See Section B.3 'Theme Three: Policies for Ensuring Sustainable Development';~~). These include:

~~E.16 These include:~~

- Planning permissions granted contrary to Environment Agency advice on flood risk grounds
- Number/~~capacity~~ of consented renewable energy schemes; ~~number of refused renewable energy schemes, and reasons for refusal~~
- Number of consented developments making use of ~~district heating~~combined heat and power
- Number of developments achieving Code for Sustainable Homes/BREEAM standards, and at what level
- Permissions granted contrary to BBOWT/Natural England/Environment Agency advice
- Area of biodiversity habitat/number of species
- Progress towards Conservation Target Area targets (not set or monitored by the Council, but by ~~Oxfordshire Nature Conservation Forum~~the Oxfordshire Local Nature Partnership 'Wild Oxfordshire')
- Number of ecological surveys ~~permitted~~submitted with applications
- ~~Amount of AONB lost to development~~
- Number of ~~major~~ development schemes permitted in AONB
- Number of urban fringe improvement schemes
- ~~Development in the Green Belt~~

Annual Reporting Monitoring and Delivering the Local Plan

E.17 Data on these indicators will be gathered and reported on an at least annual basis. We will also report on whether the established targets have been met, and, if not, what actions are to be taken to ensure they are met in future.

Delivering the Local Plan

E.18 The strategy in the Local Plan will be delivered through the planning application process and the implementation of the:

- Development Management DPD containing the criteria to assess planning applications;
- Local Neighbourhoods DPD containing non strategic site allocations;

- [Neighbourhood Plans](#)
- [Town wide masterplan SPDs for Bicester and Banbury;](#)
- [Site specific SPDs for Canalside ~~and~~ , Bolton Road ~~and the Spiceball Development Area.~~](#)
- [Planning Obligations SPD and where appropriate other funding mechanisms to support the delivery of infrastructure and services which could include a Community Infrastructure Levy or other tariff system](#)
- [Sustainable Buildings in Cherwell SPD.](#)

E.19 We have worked with our delivery partners including Oxfordshire County Council during the preparation of this Local Plan and its [emerging](#) Infrastructure Delivery Plan to ensure the Council focuses [on](#) the monitoring and delivery of strategic policies with the right infrastructure at the right times.

E.20 We will continue to work with neighbouring authorities and other organisations on cross boundary issues through the Oxfordshire Spatial Planning and Infrastructure Partnership, [the Buckinghamshire Duty to Cooperate Forum](#) and the [two](#) Local Enterprise Partnerships covering the District, [amongst others. The Statement of Compliance with the Duty to Cooperate shows joint working undertaken during the preparation of the Local Plan, and details the various forums and organisations we work with on a regular basis to debate and coordinate strategic planning issues. Actions resulting from cooperation with other local planning authorities or organisations will be reported in the monitoring report](#)AMR.

E.21 [Our The Annual](#) Monitoring Report ~~(AMR)~~ will assess the effectiveness of the Local Plan including the rate of delivery of allocated sites by measuring performance against the indicators identified in the [Monitoring Framework](#) AMR.

E.22 If the supply of deliverable housing land drops to five years or below and where the Council is unable to rectify this within the next monitoring year there may be a need for the early release of sites identified within this strategy or the release of additional land.

E.23 We have worked with infrastructure providers and landowners to allocate deliverable strategic sites in and around the towns of Bicester and Banbury as the most sustainable locations in the Policies for Cherwell Places in section C of the Local Plan.

E.24 If lack of infrastructure funding were to delay the delivery of sites, we will work with our partners to seek alternative sources of funding. In doing this we will explore a range of funding mechanisms [s](#) available through public and private sources such as grants and contributions, incentives schemes such as New Homes Bonus, prudential borrowing or opportunities to reduce infrastructure costs.

E.25 [Annual monitoring will inform future Local Plan reviews. These reviews may be in response to shortfalls on the implementation of the Plan's policies, changes ~~in~~ national policy or strategic needs, or the need to roll forward the plan period. Some small scale review of policy could in some instances be undertaken through preparation of other Development Plan Documents or their review.](#)

Table 15 Local Plan Housing Trajectory 2006-2031 (October 2013)

	Completions 2006-2012	Permissions Granted at 31 March 2012	Plan Allocation 2012-2031	Total Supply 2006-2031	Estimated Delivery 2012-2031																		Total Estimated Supply 2012-2031	
					12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30		30/31
Bicester																								
NW Bicester Phase 1	0	0	393	393	0	0	50	75	75	75	75	43	0	0	0	0	0	0	0	0	0	0	0	393
NW Bicester Phase 2	0	0	1400	1400	0	0	0	0	0	50	50	110	110	110	110	110	110	110	110	110	110	110	90	1400
Graven Hill	0	0	1900	1900	0	0	0	0	50	100	100	100	100	150	150	150	150	150	150	150	150	150	100	1900
SW Bicester Phase 1	40	1591	0	1631	125	125	125	150	150	150	150	150	150	150	100	66	0	0	0	0	0	0	0	1591
SW Bicester Phase 2	0	0	650	650	0	0	0	0	0	0	0	0	0	0	50	100	150	150	150	50	0	0	0	650
South East Bicester	0	0	400	400	0	0	50	100	100	100	50	0	0	0	0	0	0	0	0	0	0	0	0	400
Other sites - 10 or more dwellings	123	183	50	356	39	39	39	39	39	38	0	0	0	0	0	0	0	0	0	0	0	0	0	233
Windfall sites - less than 10 dwellings	61	47	103	164	7	7	7	7	7	7	7	7	7	4	4	4	4	4	4	4	4	4	4	103
Sub-Total	224	1821	4896	6894	171	171	271	371	421	520	432	410	367	414	414	430	414	414	414	314	264	264	194	6670
Banbury																								
Bankside Phase 1	0	1092	0	1092	0	0	50	120	120	120	120	120	120	120	120	82	0	0	0	0	0	0	0	1092
Bankside Phase 2	0	0	400	400	0	0	0	0	0	0	0	0	0	0	0	0	50	50	75	75	50	50	50	400
Canalside	0	0	950	950	0	0	0	0	0	0	0	50	100	100	100	100	100	100	100	100	100	0	0	950
Southam Road	0	0	600	600	0	0	145	100	100	100	155	0	0	0	0	0	0	0	0	0	0	0	0	600
West of Bretch Hill	0	0	400	400	0	0	0	50	100	100	100	50	0	0	0	0	0	0	0	0	0	0	0	400
North of Hanwell Fields	0	0	500	500	0	0	75	100	100	100	100	25	0	0	0	0	0	0	0	0	0	0	0	500
Other sites - 10 or more dwellings	1150	153	100	1403	43	42	42	42	42	42	0	0	0	0	0	0	0	0	0	0	0	0	0	253
Windfall sites - less than 10 dwellings	226	133	383	609	27	27	27	27	27	27	27	27	27	14	14	14	14	14	14	14	14	14	14	383
Sub-Total	1376	1378	3333	5954	70	69	339	439	489	489	502	272	247	234	234	196	164	164	189	189	164	64	64	4578
Elsewhere																								
Former RAF Upper Heyford	0	761	0	761	0	0	50	100	100	100	100	100	100	100	11	0	0	0	0	0	0	0	0	761
Kidlington - 10 or more dwellings	62	0	50	112	0	0	10	10	10	10	10	0	0	0	0	0	0	0	0	0	0	0	0	50
Rural Areas - 10 or more dwellings	640	465	348	1453	138	135	135	135	135	135	0	0	0	0	0	0	0	0	0	0	0	0	0	813
Windfall sites - less than 10 dwellings	596	285	980	1576	70	70	70	70	70	70	70	70	70	35	35	35	35	35	35	35	35	35	35	980
Sub-Total	1298	1511	1378	3902	208	205	265	315	315	315	180	170	170	135	46	35	35	35	35	35	35	35	35	2604
Grand Total	2898	4710	9607	16750	449	445	875	1125	1225	1324	1114	852	784	783	694	661	613	613	638	538	463	363	293	13852

Notes:

1. The trajectory represents the anticipated annual rate of housing delivery in the current housing market (2013) It does not preclude the earlier delivery of sites.

2. Permissions for windfall sites - less than 10 dwellings (shown in italics) are not taken into account in future supply calculations to avoid double counting with the windfall allocation for the plan period.

3. Projections for strategic sites take into account latest monitoring information on housing land supply (July 2013). Projections will change in the light of future monitoring.

Table 16 Local Plan Employment Trajectory (2006-2031)

Land use allocation in the draft Local Plan		Total Employment Area (gross) (ha)	Total sqm	Employment uses (sqm)(m2) expected within the Plan period (Delivery Date)	2006-2011	2011-2016	2016-2021	2021-2026	2026-2031
Total area of land covered by site Policy in the draft Local Plan (ha)		Total (sqm)							
BICESTER									
*North West Bicester (Bicester 1) (exemplar) <u>(up to 2031)</u>	<u>Mixed Use</u>	345 0.2	25.5 2,900				2,900		
North West Bicester (Bicester 1) (up to 2031)	<u>Mixed Use</u>	25.3	64,420					64,420	
Graven Hill (Bicester 2)	<u>Mixed Use</u>	227.5 26	26 104,000						104,000
*Bicester Business Park (Bicester 4)	<u>Employment</u>	47.5 29.5	29.5 46,200				50,250	46,200	
Bicester Gateway (Bicester 10)	<u>Employment</u>	15	15 49,800					19,800	
North East Bicester Business Park (Bicester 11)	<u>Employment</u>	8	8 26,400					26,400	
South East Bicester (Bicester 12)	<u>Mixed Use</u>	48 40	18 64,812					64,812	64,812
Bicester Sub-total		440	122 328,532		0	0	2,900 53,150	156,820 175,432	104,000 468,812
BANBURY									
Canalside (Banbury 1)	<u>Mixed Use</u>	25 tbc	tbc						
* Land West of M40 (Banbury 6)	<u>Employment</u>	24.5	20 439,202				115,197		
* Former SAPA site	<u>Employment</u>	42.8 N/A	13 55,565			55,565			
Banbury Sub-total		37.3	494,767		24,005	55,565	115,197	0	0

Land use allocation in the draft Local Plan	Total Employment Area (gross) (ha)	Total sqm	Employment uses (sqm)(m2) expected within the Plan period (Delivery Date)	Total (sqm)				
				2006-2011	2011-2016	2016-2021	2021-2026	2026-2031
RURAL AREAS OTHER SUPPLY								
*Former RAF Upper Heyford	500	445,009 N/A				115,009		
Rural areas Sub-total Other supply sub-total	714.5	445,009 N/A	115,009	0	0	115,009	0	0
GRAND TOTALS	714.5	155.0 638,308	618,353	24,005	55,565	233,100	456,820	468,812
	(1214.5 including UH)					283,356	350,864	104,000

An asterisk indicates where the amount (sq metres) of employment space expected to be provided has been informed by a recent planning permission

The table includes only large sites which will provide (or have) significant B uses where development has not commenced as of March 2013

There will be a gain in some town centre uses at Canalside but a loss of B use employment floorspace. This will be further examined for the Banbury Masterplan

The former SAPA site is not allocated/identified in the draft Local Plan

Appendix 1 Background to Cherwell's Places

1.1 Cherwell is situated in north Oxfordshire ~~and at the northernmost point of the South East region.~~ It lies between London and Birmingham, immediately north of Oxford and south of Warwick / Leamington Spa. The district shares boundaries with Oxford City, South Oxfordshire, Vale of White Horse, West Oxfordshire, Aylesbury Vale, South Northamptonshire and Stratford-upon-Avon districts.

Cherwell Today

1.2 Cherwell is predominantly a rural district. It has two towns, Banbury in the north and Bicester in the south, and a third urban ~~centre~~area at Kidlington, a very large village close to Oxford. The district has over 90 villages and hamlets.

1.3 (Para' Deleted)

1.4 The district's largest employment sectors are: distribution, ~~manufacturing, office, retailing and other services, and public sector employment including in health, defence and education.~~ ~~administration and health, banking, finance and insurance, and manufacturing.~~ In recent times, unemployment has generally been low in Cherwell. However, it has doubled during the economic downturn.

1.5 Banbury is principally a manufacturing town and service centre whilst Bicester is a garrison ~~and commuter~~ town with a military logistics, storage and distribution and manufacturing base. Both towns featured as important economic locations in the ~~now revoked~~ Regional Spatial Strategy. Kidlington functions as a village service centre but has a larger, varied employment base benefiting from its proximity to Oxford, its location next to the strategic road network, and the location of ~~Oxford-London-Oxford~~ Airport immediately to the north. Bicester and Kidlington lie within Oxford's ~~hinterland, sub-region.~~ In rural areas, the function of villages as places to live and commute from has increased as the traditional rural economy has declined. ~~Nevertheless, although the~~ number of people employed in agriculture fell by 18% between 1990 and 2000 ~~and between 2007 and 2008 figures continue to show a decline, it increased by 13% between 2000 and 2007.~~

1.6 The M40 motorway passes through Cherwell close to Banbury and Bicester. There are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. The rail link from Bicester to Oxford is planned for improvement as part of wider east-west rail objectives. The district has a clear social and economic relationship with Oxford and to a lesser extent with Northamptonshire. Banbury has its own rural hinterland and housing market area which extends into South Northamptonshire and less so into West Oxfordshire and Warwickshire. London has a significant commuting influence.

1.7 The character of Cherwell's built environment is diverse but distinctive. Banbury and Bicester have changed as a result of post-war expansion and economic growth brought about by the M40 but retain their market town origins. The district has a ~~few fairly~~number larger, well served villages ~~and many smaller villages~~ but ~~no small towns less mid-sized villages than is typical for other parts~~the rest of Oxfordshire ~~such as Chipping Norton or Wallingford.~~ In the north of the district, the predominant traditional building material is ironstone; in the south, limestone. Many villages have retained their traditional character. Cherwell has approximately 2,300 listed buildings, an increasing number of conservation areas (presently 60), ~~approximately 595~~ Scheduled Ancient Monuments and a number of registered parks and gardens and ~~a~~historic battlefields. In some areas the MoD's presence has influenced the built environment.

1.8 Cherwell's natural environment is also varied. The River Cherwell and Oxford Canal run north-south through the district. There are Ironstone Downs in the north-west (a small proportion of which is within the Cotswolds Area of Outstanding Natural Beauty in the north west of the district), the Ploughley Limestone Plateau in the east and the Clay Vale of Otmoor in the south. Part of the Oxford Meadows Special Area of Conservation lies

north of the boundary with Oxford City and the district has a large number of designated wildlife sites, Sites of Special Scientific Interest and other designated areas of natural interest. Approximately 14% of the district lies within the Oxford Green Belt to the south which surrounds the urban area of Kidlington.

1.9 Development in the district has been led by waves of urban expansion to Banbury and Bicester as part of a countywide approach to focus growth on Oxford and its satellite country towns. An urban extension to the north of Banbury of over 1000 homes was completed in 2008/09. Urban extensions producing some 1600 homes at Bicester were completed in 2004/05. Average housing completions from 1996 to 2009 were 604 per annum, 38% of which were in Banbury, 31% in Bicester and 31% elsewhere. Banbury's town centre benefited from redevelopment in the 1990s and is regionally important. Improvements to Bicester town centre have been permitted to provide much needed retail, leisure and community facilities and are now largely complete. In the process of being implemented.

1.10 Permissions are in place for further extensions to Banbury and Bicester of 1000 and 1600 homes respectively and these are now underway. Saved development plan policy allows for a new settlement of about 1000 homes (including about 300 existing) to be constructed between the two towns at former RAF Upper Heyford to achieve environmental and heritage benefits.

Bicester Today

1.11 Bicester is a rapidly expanding historic market town with a long-standing military presence. It has grown substantially over the last 50 years and now has a population of approximately 30,000. This represents population growth of 50% since 1981 and, influenced by the strategy in this Plan, further growth of up to 30% (to approximately 40,000 people) is projected by 2026. Bicester's growth has been influenced by its location on the strategic road network close to Junction 9 of the M40, where the A34 meets the A41. It is also close to Junction 10 with the A43 which connects the M40 and M1. Bicester has a particularly close economic relationship with Oxford.

1.12 A substantial programme of continuing development in the town is in place. Planning permission has been granted for a strategic housing site of 1,585 homes at 'South West Bicester', including a health village, sports provision, employment land, a hotel, a new secondary school, a community hall and a local centre. A new perimeter road has now been built to serve the development and to assist in removing through traffic from the town centre. The Government has identified North West Bicester as a location for an eEco-Town development. Bicester's location within the Central Oxfordshire sub-region and on the Oxford-Cambridge arc makes it well located for growth.

1.13 Phase 1 of a Permission has also been granted for a £50m redevelopment of the town centre has now largely been completed including a Sainsburys supermarket, other retail premises, and a cinema, a library and a new civic building. 'Bicester Village', an internationally successful factory outlet centre at the southern edge of Bicester, has also recently expanded. The Council has granted planning permission for a new business park comprising 50,000m² of B1 employment space and a hotel to the south of Bicester Village and east of the A41. Full build out of this will be subject to improvements to Junction 9 of the M40.

1.14 In terms of other significant infrastructure, NHS Oxfordshire has now chosen its preferred bidder for new health facilities to development commenced in summer 2013 for the replacement of Bicester's existing community hospital and a planning application is expected imminently. In terms of rail improvements, in from 2013, Chiltern Railways intends to commenced work to upgrade the railway between Oxford and Bicester, to significantly improve services between Oxford and London via Bicester and provide an alternative to using the M40 and A34. This will result in improved services from Bicester and the redevelopment of Bicester Town Railway Station. Furthermore, the East West Rail Link Project, which will pass through Bicester, seeks to establish a strategic railway connecting East Anglia with Central, Southern and Western England.

1.15 The town's military presence remains today. MoD Bicester to the south of the town is a major logistics site for the Defence Storage and Distribution Agency (DSDA) and has an army, other military and civilian presence. The site extends to some 630 hectares from the south of Bicester into the rural area around the villages of Ambrosden and Arncott. Logistics operations at the Graven Hill site are being rationalised and consolidated, with the development of a new 'Fulfilment Centre' at Arncott's existing 'C' site, releasing much of the land at the Graven Hill site for allocation for development in this Local Plan. The MoD wishes to retain its valued presence in Cherwell and it remains a major employer in the district. [RAF Bicester](#) ~~The Former RAF Bicester~~ to the north east of the town was established as a Royal Flying Corps Aerodrome and became a Royal Air Force station. The site is now a Conservation Area and retains: "... better than any other military airbase in Britain, the layout and fabric relating to pre-1930s military aviation...". It also has "...the best-preserved bomber airfield dating from the period up to 1945..." (English Heritage). The airfield itself is now used by a gliding club.

1.16 Other major employers at Bicester include Bicester Village (about 1500 people), Tesco (about 400 people) and Fresh Direct (fruit and vegetable merchants employing about 350 people). Bicester does however experience high levels of out-commuting, particularly to Oxford, and this is a significant issue for the Local Plan.

1.17 Bicester was identified in the now revoked South East Plan as a main location for development within the Central Oxfordshire area sub-region around Oxford to improve its self-containment. The South East Plan also stated that every opportunity should be taken to promote the town, amongst other things, as a new location for higher value and knowledge-based business. Bicester is generally less constrained than Banbury in terms of landscape sensitivity, flooding and agricultural land quality but has more designated ecological constraints. Under-provision of services and facilities is a concern. Whilst some measures, such as town centre redevelopment, are in place to address this, more needs to be done. Improving self-containment and delivering jobs, services, facilities, traffic management measures and other infrastructure to match Bicester's rapid and continuing expansion and reduce levels of deprivation are central to this strategy.

Banbury Today

1.18 Banbury is the largest of Cherwell's two towns and is a commercial, retail, employment and housing market centre for a large rural hinterland. It was identified as a Primary Regional Centre in the revoked South East Plan. Although still a market town, Banbury expanded rapidly in the 1960s to assist in dealing with London's housing needs. Since then, it has seen continued economic and population growth in part due to the construction of the M40 motorway.

1.19 Banbury's major employers are the Horton General Hospital to the south of the town centre (about 1200 people) which serves North Oxfordshire and neighbouring areas, Kraft (about 800 people) to the north of the town centre, and the District Council based in the adjoining village of Bodicote to the south (about 700 people). The main employment areas are to the north and east of the town.

1.20 The town has two residential areas which suffer significantly from deprivation: an area in western Banbury in and around the Bretch Hill estate, built to accommodate overspill from London; and [parts of](#) Grimsbury, originally a Victorian area to the east of the town centre which expanded with the construction of local authority housing and has experienced further development over the past 20 years. Grimsbury has relatively high numbers of people from ethnic minority groups.

1.21 Banbury experienced major retail redevelopment in the 1990s (Castle Quay) which has brought great benefits to the town centre but has also made it more challenging for the historic High Street area. Areas of land east and west of the railway station to the east of the town centre have been in need of regeneration for some years. The easternmost area - the former Cattle Market and adjoining land - has now been developed. The 'Canalside' industrial area to the west is more challenging as [significant parts of it](#) ~~are~~^{is} in active use by a wide range of businesses.

1.22 Banbury is located on the River Cherwell / Oxford Canal corridor and its development potential is constrained by sensitive landscape and topography in most directions. This includes the Cherwell Valley, Sor Brook Valley and significant ridgelines. Banbury experienced serious flooding in 1998 and to a lesser extent in 2007. A flood alleviation scheme for the town has now been delivered. ~~The M40 is both an opportunity and constraint.~~ Junction 11 ~~of the M40~~ lies immediately to the north east of the town and the motorway runs close to the town's eastern perimeter. Currently traffic must pass through the town centre or through residential areas to travel between Junction 11 and the south side of town.

Kidlington Today

1.23 Kidlington, in the south of the district, makes a proud claim to be Britain's largest village with a population of about 15,000. By reason of its size, and due to its function as ~~an~~large employment and service centre, it comprises the district's third urban area. Kidlington is located only 5 miles north of Oxford City and is located near a major junction connecting 3 separate A roads - the A34, A40 and A33. ~~'The village centre 'healthcheck' of 2007 found that~~ Kidlington operates as a local shopping centre which primarily serves customers from the local vicinity. The village centre fulfils the role of 'top up' or convenience shopping. Within the centre there was found to be a relatively high proportion of service and office sector dominance whilst outside of the centre, there is a concentration of employment generating development to the west of the village around Langford Lane, with Langford Business Parks, Spires Business Park and the Oxford Motor Park. ~~London-~~Oxford Airport is also situated in this area. One of the challenges at Kidlington is meeting the needs of an urban area constrained by surrounding Green Belt.

Our Villages and Rural Areas Today

1.24 There are over 90 villages and hamlets in Cherwell. Bloxham, in the north of the district, is the second largest village ~~(after Kidlington)~~ with a population of ~~just~~ over 3,000. Yarnton, to the south west of Kidlington, has a population of about 2,500. Adderbury, Deddington, Hook Norton and Bodicote, each in north Cherwell, also have populations in excess of 2000.

1.25 Each of Cherwell's villages has its own unique character and many have conservation areas which help to conserve and enhance their historic core. All of the villages have seen growth over the centuries, and some have grown significantly in the 20th and 21st centuries.

1.26 Cherwell's ~~other~~ villages can be generally characterised as having a fairly limited number and range of services and facilities, however there are significant differences between villages. The larger villages often have some or all of the following; a post office, primary school, shops, pubs, bus services, recreation areas and community halls and other community facilities. Some also have local employment opportunities.

1.27 The character of the rural area is varied and includes land of significant landscape and biodiversity value. A small part of the Cotswolds AONB lies within the north western part of the district and to the south lies the Oxford Meadows Special Area of Conservation. This environment helps attract tourists to the area to destinations such as Hook Norton Brewery, the Cropredy festival and the Oxford Canal.

Appendix 2 Links between Policies and Objectives

Policy Title	Policy Number	Relevant Strategic Objective
Policies for Development in Cherwell		
Presumption in Favour of Sustainable Development	Policy PSD1	All Objectives
Theme One: A Sustainable Local Economy		
Employment Development	SLE 1	1, 3, 12, 13
Securing Dynamic Town Centres	SLE 2	1, 3, 4, 6, 10, 12, 13, 14, 15
Supporting Tourism Growth	SLE 3	2, 5, 10, 13, 14, 15
Improved Transport and Connections	SLE 4	10, 13
High Speed Rail	SLE 5	10, 12, 15
Theme Two: Building Sustainable Communities		
District Wide Housing Distribution	BSC 1	6, 7, 8, 9, 10, 12
Effective and Efficient Use of Land - Brownfield Land and Housing Density	BSC 2	6, 7, 8, 9, 10, 12
Affordable Housing	BSC 3	8
Housing Mix	BSC 4	7, 9
Area Renewal	BSC 5	3, 10, 14
Travelling Communities	BSC 6	7, 10
Meeting Education Needs	BSC 7	10
Securing Health and Well-Being	BSC 8	10
Public Services and Utilities	BSC 9	10
Open Space, Sport and Recreation Provision	BSC 10	10, 11, 14, 15
Local Standards of Provision - Outdoor Recreation	BSC 11	10, 11, 14, 15
Indoor Sport, Recreation and Community Facilities	BSC 12	10, 11, 14
Theme Three: Ensuring Sustainable Development		
Mitigating and Adapting to Climate Change	ESD 1	11, 12, 13, 15
Energy Hierarchy	ESD 2	11

Policy Title	Policy Number	Relevant Strategic Objective
Sustainable Construction	ESD 3	11
Decentralised Energy Systems	ESD 4	11
Renewable Energy	ESD 5	11
Sustainable Flood Risk Management	ESD 6	11
Sustainable Drainage Systems (SUDS)	ESD 7	11
<u>Our Core Assets</u>		
Water Resources	ESD 8	11
Protection of Oxford Meadows SAC	ESD 9	15
Protection and Enhancement of Biodiversity and the Natural Environment	ESD 10	11, 15
Conservation Target Areas	ESD 11	11, 15
Cotswolds AONB	ESD 12	12, 14
Local Landscape Protection and Enhancement	ESD 13	12, 14
Oxford Green Belt	ESD 14	12, 14
Green Boundaries to Growth	ESD 15	6, 10, 14, 15
The Character of the Built and Historic Environment	ESD 16	6, 14
The Oxford Canal	ESD 17	10, 13, 14, 15
Green Infrastructure	ESD 18	10, 11, 14, 15
Policies for Cherwell's Places		
Bicester		
North West Bicester Eco-Town	Bicester 1	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Graven Hill	Bicester 2	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
South West Bicester Phase 2	Bicester 3	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Bicester Business Park	Bicester 4	1, 10, 11, 12, 13, 14
Strengthening Bicester Town Centre	Bicester 5	1, 3, 4, 10, 14
Bure Place Town Centre Redevelopment Phase 2	Bicester 6	1, 3, 4, 10, 14

Policy Title	Policy Number	Relevant Strategic Objective
Meeting the Need for Open Space, Sport and Recreation	Bicester 7	10, 14
RAF Bicester	Bicester 8	1, 3, 5, 10, 14
Burial Site in Bicester	Bicester 9	10
Bicester Gateway	Bicester 10	1, 10, 11, 12, 13, 14
North East Bicester Business Park	Bicester 11	1, 10, 11, 12, 13, 14
South East Bicester	Bicester 12	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Banbury		
Banbury Canalside	Banbury 1	3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Hardwick Farm, Southam Road (East and West)	Banbury 2	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
West of Bretch Hill	Banbury 3	3, 6, 7, 8, 10, 11, 12, 13
Bankside Phase 2	Banbury 4	6, 7, 8, 10, 11, 12, 13, 14, 15
North of Hanwell Fields	Banbury 5	6, 7, 8, 10, 11, 12, 13, 14, 15
Employment Land West of M40	Banbury 6	1, 10, 11, 12, 13, 14
Strengthening Banbury Town Centre	Banbury 7	1, 3, 4, 10, 14
Land at Bolton Road	Banbury 8	1, 3, 4, 10, 14
Spiceball Development Area	Banbury 9	3, 4, 10, 12, 14, 15
Bretch Hill Regeneration Area	Banbury 10	1, 3, 6, 7, 8, 9, 10, 12, 14
Meeting the Need for Open Space, Sport and Recreation	Banbury 11	10, 14
Land for the Relocation of Banbury United FC	Banbury 12	10, 14
Burial Site Provision in Banbury	Banbury 13	10
Banbury Country Park	Banbury 14	10, 14, 15
Kidlington		
Accommodating High Value Employment Needs	Kidlington 1	1, 10, 11, 12, 13, 14
Strengthening Kidlington Village Centre	Kidlington 2	1, 3, 4, 10, 14

Policy Title	Policy Number	Relevant Strategic Objective
Our Villages and Rural Areas		
Village Categorisation	Villages 1	6, 7, 8, 9, 10, 12, 13, 14, 15
Distributing Housing Growth Across the Rural Areas	Villages 2	6, 7, 8, 9, 10, 12, 13, 14, 15
Rural Exception Sites	Villages 3	6, 7, 8, 9, 10, 14
Meeting the Need for Open Space, Sport and Recreation	Villages 4	10, 14
Upper Heyford	Villages 5	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Delivering the Local Plan		
Infrastructure	INF 1	10

Appendix 3 Evidence Base & Relevant Documents/Data Sources

Evidence Base (*The evidence base studies are available at www.cherwell.gov.uk/evidencebase*)

Contextual Evidence

[Ancient Woodland Inventory Revision \(Dec 2013\)](#)

Economic Evidence

[Cherwell Economic Analysis Study \(Aug 2012\)](#)

[Cherwell Retail Study update \(Nov 2010\)](#)

[Cherwell Retail Study \(Oct 2012\)](#)

[Cherwell Tourism Development Study \(Aug 2008\)](#)

[Employment Land Review \(July 2006\)](#)

[Employment Land Review update \(Feb 2012\)](#)

[PPS6 Town Centres Study \(Dec 2006\)](#)

[Area Renewal and Bretch Hill Regeneration Area Background Paper \(Jan 2014\)](#)

Environmental & Energy Evidence

[Addendum to Habitats Regulations Assessment \(stage 1 - screening of Proposed Submission Draft Local Plan, Aug 2012\) Final Screening of Proposed Changes March 2013 \(March 2013\)](#)

[Addendum to Habitats Regulations Assessment \(stage 1 - screening of Proposed Submission Draft Local Plan, Aug 2012\) Final Screening of Proposed Changes March 2013 and Further Proposed Changes October 2013 \(Oct 2013\)](#)

[Background Paper on Policies ESD 1-5 of the Proposed Submission Local Plan \(Aug 2012\)](#)

[Banbury Analysis of Potential for Strategic Development - Final Report \(Sept 2013\)](#)

[Banbury Environmental Baseline Report - Final Report \(Sept 2013\)](#)

[Banbury Green Buffers Report - Final Report \(Sept 2013\)](#)

[Banbury Landscape Sensitivity and Capacity Assessment - Final Report \(Sept 2013\)](#)

[Bicester Environmental Baseline Report - Final Report \(Sept 2013\)](#)

[Bicester Green Buffers Report - Final Report \(Sept 2013\)](#)

[Bicester Landscape Sensitivity and Capacity Assessment - Final Report \(Sept 2013\)](#)

[Canalside Level 2 SFRA \(OctFeb 20123\)](#)

[Cherwell and West Oxon Sstrategic Fflood Rrisk Aassessment \(Llevel 1\) \(MayApril 2009\)](#)

[Hhabitats Rregulations Aassessment \(stage 1\)- screening of Ooptions for Ggrowth consultation on directions of growth\) \(Nov 2009\)](#)

[Final Hhabitats Rregulations Aassessment \(stage 1 - screening\) of Ddraft Ccore Sstrategy\) \(SeptFeb 20101\)](#)

[Final Hhabitats Rregulations Aassessment \(stage 1 - sScreening\) of Proposed Submission Local Plan August 2012\) \(Aug 2012\)](#)

[Landscape Ssensitivity and Ccapacity Aassessment \(Sept 2010\)](#)

[Renewable energy and sustainable construction study \(Sept 2009\)](#)

[Strategic Fflood Rrisk Aassessment \(Llevel 2\) \(March 2012\)](#)

[Strategic Flood Risk Assessment \(Level 2\) Additional Sites Addendum \(Sept 2012\)](#)

Heritage Evidence

[Oxford Canal Conservation Area Assessment \(Oct 2012\)](#)

[Wroxton and Drayton Strategic Heritage Impact Assessment Report - Final Report \(Sept 2013\)](#)

Housing Evidence

[Affordable Hhousing Vviability Sstudy \(March 2010\)](#)

[Affordable Hhousing Vviability Sstudy update \(March 2013\)](#)

[Analysis of the viability of Extra Care Housing units within Section 106 scheme in Cherwell DC \(Feb 2011\)](#)

[Assessing the type and size of housing stock required in Cherwell \(Sept 2009\)](#)

[Cherwell Strategic Housing Market Assessment \(SHMA\) Review and Update \(DecFeb 20123\)](#)

[Cherwell Submission Local Plan - Housing Density Background Paper \(Nov 2013\)](#)

[Cherwell, West Oxfordshire and South Northamptonshire Ggypsy and Ttraveller Nneeds Aassessment 2012/13 \(Jan 2013\)](#)

[Gypsy and Traveller Accommodation Needs Assessment for the Thames Valley region \(Sept 2006\)](#)

[Living in Cherwell \(July 2010\)](#)

[Local Plan Background Paper - extra care/elderly accommodation \(Feb/March 2013\)](#)

[Needs Assessment for Travelling Showpeople - executive summary \(Nov 2008\)](#)

[Oxfordshire Strategic Housing Market Assessment \(SHMA\) \(Dec 2007\)](#)

[Strategic Housing Land Availability Assessment \(SHLAA\) - Final Report \(Oct 2013\)](#)

[Strategic Housing Market Assessment \(SHMA\) \(Dec 2007\)](#)

[Population and Household Projections Background Paper \(Jan 2014\)](#)

Infrastructure Evidence

[Banbury Integrated Transport and Land Use Study \(BANITLUS\) \(Dec/Jan 2009/10\)](#)

[Banbury Movement Study \(Feb 2013\)](#)

[Bicester Integrated Transport and Land Use Strategy - draft \(BICITLUS\) \(Feb 2009\)](#)

[Bicester Movement Study \(Feb 2013\)](#)

[Cherwell Rural Areas Integrated Transport and Land Use Study \(Aug 2009\)](#)

Leisure Evidence

[Green Space Strategy & background document \(July 2008\)](#)

[Open Space update \(Sept 2011\)](#)

[Playing Pitch Strategy & background document \(July 2008\)](#)

[PPG17 Assessment - indoor sports and recreation facilities assessment \(Aug 2006\)](#)

[PPG17 Assessment - open space, sport and recreational facilities needs assessment audit and strategy \(Aug 2006\)](#)

Plan-Wide Evidence

[Banbury Canalside Viability Study \(Sept 2013\)](#)

[Local Plan Viability Study \(Oct 2013\)](#)

Superseded Studies

Assessing the type and size of housing stock required in Cherwell (SUPERSEDED) (Sept 2009)

Banbury Analysis of Potential for Strategic Development - Final Draft (SUPERSEDED) (March 2013)

Banbury Environmental Baseline Report - Final Draft (SUPERSEDED) (March 2013)

Banbury Green Buffers Report - Final Draft (SUPERSEDED) (March 2013)

Banbury Landscape Sensitivity and Capacity Assessment - Final Draft (March 2013) (SUPERSEDED)

Bicester Environmental Baseline Report - Final Draft (SUPERSEDED) (March 2013)

Bicester Green Buffers Report - Final Draft (SUPERSEDED) (March 2013)

Cherwell Housing Needs Assessment (SUPERSEDED) (June 2008)

Cherwell Housing Needs Assessment (SUPERSEDED) (June 2009)

Strategic Housing Land Availability Assessment (SHLAA) - Draft Final Report 2013 (SUPERSEDED) (April 2013)

Wroxton and Drayton Strategic Heritage Impact Assessment Report - Final Draft (SUPERSEDED) (March 2013)

Relevant Documents/Data Sources

Annual Monitoring Report 20123 <http://www.cherwell.gov.uk/index.cfm?articleid=9043>

Cherwell in Numbers 2010 <http://www.cherwell.gov.uk/index.cfm?articleid=1501>

Conservation and Urban Design Strategy for Cherwell 2012 – 2015
<http://www.cherwell.gov.uk/index.cfm?articleid=8683>

Economic Development Strategy 2011 – 2016 <http://www.cherwell.gov.uk/index.cfm?articleid=7128>

Environmental Strategy for a Changing Climate (May 2007)

Low Carbon Environmental Strategy (2012) <http://www.cherwell.gov.uk/index.cfm?articleid=7239>

National Heat Map (Department of Energy & Climate Change) <http://tools.decc.gov.uk/nationalheatmap/>

Oxfordshire Data Observatory <http://insight.oxfordshire.gov.uk/cms/>

Oxfordshire Local Transport Plan <http://www.oxfordshire.gov.uk/cms/public-site/local-transport-plan>

Oxfordshire Wildlife and Landscape Study
<http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home/>

(NOTE: UPDATE PENDING)

Evidence Base and Relevant Documents/Data Sources

Affordable Housing Viability Assessment (2010)

http://www.cherwell.gov.uk/media/pdf/a/7/Cherwell_Housing_Viability_Study_%2819_March_2010%29.pdf

Affordable Housing Viability Assessment Update (2013)

Analysis of the viability of Extra Care Housing units within Section 106 scheme in Cherwell DC (2011)

http://www.cherwell.gov.uk/media/pdf/7/o/Viability_of_Extra_Care_Housing_%28February_2011%29.pdf

Annual Monitoring Report 2011 <http://www.cherwell.gov.uk/index.cfm?articleid=3238>

Assessing the type and size of housing stock required in Cherwell (2009)

Banbury Integrated Transport and Land Use Study (BANITLUS)

<http://www.cherwell.gov.uk/index.cfm?articleid=3244>

Banbury Movement Study (2013)

Bicester Integrated Transport and Land Use Study (BICITLUS) (draft)

http://www.cherwell.gov.uk/media/pdf/r/e/BICITLUS_%28February_2009%29_-_lr.pdf

Bicester Movement Study (2013)

Canalside Level 2 Strategic Flood Risk Assessment (2013)

Cherwell SHMA Review and Update Dec (2012)

Cherwell in Numbers 2010 http://www.cherwell.gov.uk/media/pdf/c/5/Cherwell_in_numbers_2010-v2.pdf

Cherwell Level 2 Strategic Flood Risk Assessment March 2012

<http://www.cherwell.gov.uk/index.cfm?articleid=3244>

Cherwell Strategic Flood Risk Assessment (Level 2) Additional Sites Addendum (Sept 2012)

Cherwell Rural Areas Integrated Transport and Land Use Study (CRAITLUS) (August 2009)

Final Report - http://www.cherwell.gov.uk/media/pdf/j/h/CRAITLUS_Stage_2_Final_Report_with_Figures.pdf

Appendices - http://www.cherwell.gov.uk/media/pdf/l/e/CRAITLUS_Stage_2_Final_Appendices_with_Figures.pdf

Cherwell and West Oxon Strategic Flood Risk Assessment (Level 1) (May 2009):

Main Document & Appendix A & E - L

[http://www.cherwell.gov.uk/media/pdf/9/b/Cherwell_and_West_Oxfordshire_SFRA_\(April_2009\)_Including_Appendix_A_E_-_L.pdf](http://www.cherwell.gov.uk/media/pdf/9/b/Cherwell_and_West_Oxfordshire_SFRA_(April_2009)_Including_Appendix_A_E_-_L.pdf)

Appendix B - http://www.cherwell.gov.uk/media/pdf/s/b/Appendix_B_CDC_Settlement_Maps_-_1.pdf

Appendix B Part 2 - http://www.cherwell.gov.uk/media/pdf/i/c/Appendix_B_CDC_Settlement_Maps_-_2.pdf

Cherwell Tourism Development Study (August 2008)

[http://www.cherwell.gov.uk/media/pdf/a/c/Cherwell_Tourism_Development_Study_\(August_2008\).Pdf](http://www.cherwell.gov.uk/media/pdf/a/c/Cherwell_Tourism_Development_Study_(August_2008).Pdf)

Cherwell housing needs assessment (June 2008)

Cherwell housing needs assessment (June 2009)

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Conservation and Urban Design Strategy for Cherwell 2012 – 2015

<http://www.cherwell.gov.uk/index.cfm?articleid=8683>

Economic Analysis Study (2012)

Economic Development Strategy 2011 – 2016

http://www.cherwell.gov.uk/media/pdf/8/3/11_10_06_Chерwell_EDS_2011-16.pdf

Employment Land Review (July 2006)

http://www.cherwell.gov.uk/media/pdf/s/1/Employment_Land_Review_-_Final_Report_-_July_2006_-_1r.pdf

Employment Land Review Update (2012)

http://www.cherwell.gov.uk/media/pdf/2/a/12-04-16_Chерwell_ELR_FINAL_low_res.pdf

Environmental Strategy for a Changing Climate (May 2007)

http://www.cherwell.gov.uk/media/pdf/4/4/Environmental_Strategy.pdf

Green Space Strategy (July 2008)

[http://www.cherwell.gov.uk/media/pdf/5/m/Green_Space_Strategy_-_Background_Document_\(July_2008\).pdf](http://www.cherwell.gov.uk/media/pdf/5/m/Green_Space_Strategy_-_Background_Document_(July_2008).pdf)

Gypsy and Traveller Accommodation Needs Assessment for the Thames Valley Region (September 2006)

[http://www.cherwell.gov.uk/media/pdf/3/Gypsy_and_Traveller_accommodation_needs_assessment_for_the_Thames_Valley_region_\(September_2006\).pdf](http://www.cherwell.gov.uk/media/pdf/3/Gypsy_and_Traveller_accommodation_needs_assessment_for_the_Thames_Valley_region_(September_2006).pdf)

Gypsy and Traveller Housing Needs Assessment (2012)

Habitats Regulations Assessment (stage 1) of Options for Growth Consultation on Directions of Growth (November 2009) http://www.cherwell.gov.uk/media/pdf/o/5/Habitats_Regulations_Assessment_

[_\(Stage_1\)_of_Options_for_Growth_-_Consultation_on_Directions_of_Growth.pdf](http://www.cherwell.gov.uk/media/pdf/o/5/Habitats_Regulations_Assessment_(Stage_1)_of_Options_for_Growth_-_Consultation_on_Directions_of_Growth.pdf)

Habitats Regulations Assessment (Stage 1 screening of draft Core Strategy (February 2011)

<http://www.cherwell.gov.uk/media.cfm?mediaid=8654>

Landscape Sensitivity and Capacity Assessment (September 2010)

Part 1 - http://www.cherwell.gov.uk/media/pdf/d/8/Landscape_Sensitivity_and_Capacity_Report_10_08_02_-_lr.pdf

Part 2 - http://www.cherwell.gov.uk/media/pdf/f/2/Figures_and_Appendices_%28combined%29_-_Part_A.pdf

Part 3 - http://www.cherwell.gov.uk/media/pdf/f/p/Figures_and_Appendices_%28combined%29_-_Part_B.pdf

Landscape and Sensitivity and Capacity Assessments (2013) – Banbury and Bicester

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Living in Cherwell (July 2010) http://www.cherwell.gov.uk/media/pdf/c/4/Living_in_Chерwell_2010.pdf

Local Plan background paper – extra care/elderly accommodation (2013)

National Heat Map (Department of Energy & Climate Change) <http://ce0.decc.gov.uk/nationalheatmap/>

Needs Assessment for Travelling Showpeople – Executive Summary (November 2008)

http://www.cherwell.gov.uk/media/pdf/5/2/Needs_Assessment_for_Travelling_Showpeople_-_Executive_Summary_-_November_08.pdf

Open space update (2011)

Oxfordshire Data Observatory <http://www.oxfordshireobservatory.info/wps/portal/dataobservatory>

Oxfordshire Local Transport Plan <http://www.oxfordshire.gov.uk/cms/public-site/local-transport-plan>

Oxfordshire Wildlife and Landscape Study

<http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home/>

Playing Pitch Strategy (July 2008)

[http://www.cherwell.gov.uk/media/pdf/6/n/Playing_Pitch_-_Background_Document_\(July_2008\).pdf](http://www.cherwell.gov.uk/media/pdf/6/n/Playing_Pitch_-_Background_Document_(July_2008).pdf)

PPG17 Assessment – Indoor Sports and Recreation Facilities Assessment (August 2006)

[http://www.cherwell.gov.uk/media/pdf/m/9/Indoor_Sports_and_Recreations_Facilities_Assessment_\(PMP\)_-\(August_2006\).pdf](http://www.cherwell.gov.uk/media/pdf/m/9/Indoor_Sports_and_Recreations_Facilities_Assessment_(PMP)_-(August_2006).pdf)

PPG17 Assessment – Open Space, Sport and Recreational Facilities Needs Assessment Audit and Strategy (July 2006)

[http://www.cherwell.gov.uk/media/pdf/p/7/Open_Space_Sports_and_Recreational_Facilities_Needs_Assessment_and_Audit_Strategy_-_PMP_\(July_2006\).pdf](http://www.cherwell.gov.uk/media/pdf/p/7/Open_Space_Sports_and_Recreational_Facilities_Needs_Assessment_and_Audit_Strategy_-_PMP_(July_2006).pdf)

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Renewable Energy and Sustainable Construction Study (September 2009)

[http://www.cherwell.gov.uk/media/pdf/l/i/Renewable_Energy_and_Sustainable_Construction_Study_\(September_2009\).Pdf](http://www.cherwell.gov.uk/media/pdf/l/i/Renewable_Energy_and_Sustainable_Construction_Study_(September_2009).Pdf)

[Background Paper on Policies ESD1–5 of the Proposed Submission Local Plan \(2012\)](#)

Retail Study Update (November 2010)

http://www.cherwell.gov.uk/media/pdf/a/d/Cherwell_Retail_Study_Update_%28November_2010%29.pdf

Retail Study Update (2012)

Rural Strategy (April 2009) http://www.cherwell.gov.uk/media/pdf/6/o/Rural_Strategy_Access.pdf

Strategic Housing Land Availability Assessment (SHLAA) 2013

Strategic Housing Market Assessment (December 2007): Full report - [http://www.cherwell.gov.uk/media/pdf/7/6/Oxfordshire_Housing_Market_Assessment_-_Final_Report_\(December_2007\).pdf](http://www.cherwell.gov.uk/media/pdf/7/6/Oxfordshire_Housing_Market_Assessment_-_Final_Report_(December_2007).pdf)

Strategic Housing Market Assessment (December 2007) Summary - [http://www.cherwell.gov.uk/media/pdf/8/2/Oxfordshire_Housing_Market_Assessment_-_Summary_Report_\(December_2007\).Pdf](http://www.cherwell.gov.uk/media/pdf/8/2/Oxfordshire_Housing_Market_Assessment_-_Summary_Report_(December_2007).Pdf)

Cherwell SHMA Review and Update Dec (2012) Sustainable Community Strategy 'Our District, Our Future'
http://www.cherwell.gov.uk/media/pdf/s/t/Sustainable_Community_Strategy.pdf

Appendix 4 Glossary

Phrase	Definition
Accessible Green Space Standards	Model standards devised by English Nature (now Natural England) for the provision of 'natural' greenspace, i.e. accessible areas that also provide potential wildlife habitat. The model sets out that no person should live more than 300m from their nearest area of natural greenspace of at least 2ha in size; that there should be at least one accessible 20ha site within 2km of home; that there should be one accessible 100ha site within 5km of home; and that there should be one accessible 500ha site within 10km of home.
Adopted Policies Map	A map of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Adoption	The approval, after independent examination, of the final version of a Local Plan by a local authority for future planning policy and decision making.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Annual Authorities' Monitoring Report (AMR)	A report produced at least annually assessing progress of the LDS and the extent to which policies in Local Development Documents are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Area Action Plan (AAP)	A type of Development Plan Document focused upon an area which will be subject to significant change.
Area of Outstanding Natural Beauty (AONB)	Areas of national importance for their landscape character and appearance, within which the conservation and enhancement of their natural beauty is a priority. A small area of the Cotswolds AONB falls within the District.
Biodiversity	<u>A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.</u>
Climate Change	<u>The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.</u>
Community Infrastructure Levy (CIL)	<u>A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.</u>

Phrase	Definition
Conservation Area	A locally designated area of special architectural interest, where the character or appearance is desirable to preserve or enhance.
Development Plan	The statutory term used to refer to the plans/documents that apply to a particular area, including the Regional Spatial Strategy and Local Plan Documents.
Development Plan Documents (DPDs)	Documents which make up the Local Plan constitute Local Development Documents and have Development Plan status. DPDs must include the Local Plan and adopted Policies Proposals Map. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	This duty requires local authorities and other public bodies to work together on planning issues in the preparation of Local Plans.
Eco-innovation hub	Bicester will aim to attract a 'green technology' cluster of environmental goods and services businesses.
Embodied Energy	The energy bound up in making the building's materials, transporting them to the site and constructing the building.
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.
Examination	The process by which an independent Planning Inspector may consider whether a Development Plan Document is 'sound' before it can be adopted.
European Union (EU)	Union of European Member States
Flood Zones	Areas of land assessed as being of low risk (Flood Zone 1), medium (Flood Zone 2), high (Flood Zone 3a) and the functional floodplain (Flood Zone 3b).
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
Green Buffers	Green buffers have been identified at the edges of main towns with the aim of avoiding development in inappropriate locations and coalescence with neighbouring settlements.
Green Corridors	Green spaces that provide avenues for wildlife movement, often along streams, rivers or other natural features. They often provide pleasant walks for the public away from main roads.
Green Infrastructure	The network of accessible, multi-functional green and open spaces.
Gypsies and Travellers	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependant's educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.

Phrase	Definition
Habitats Regulations Assessments (HRA)	HRA is required under the European Directive 92/43/ECC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 Site.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, etc. education, transport, health, flood defences and open space.
Infrastructure Delivery Plan (IDP)	The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Plan. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development.
Listed Buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport are being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation.
Key Diagram	A map showing the main features and proposals in the local authority area.
Local Development Documents (LDDs)	The collective term for Development Plan Documents, Supplementary Planning Documents and a Statement of Community Involvement.
Local Development Framework (LDF)	This term has been replaced by the term 'Local Plan'. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Annual Monitoring Report, and any 'saved' plans that affect the area.
Local Development Scheme (LDS)	This sets out the programme for the preparation of Local Development documents.
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework.
Local Strategic Partnership (LSP)	A group of people and organisations from the local community including from public, private, community and voluntary sectors within a local authority area, with the objective of improving the quality of life of the local community.
Local Transport Plan (LTP)	A transport strategy prepared by the County Council.
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
National Planning Policy Framework (NPPF)	This sets out the Governments planning policies. Replaces many of the previous Planning Policy Statements.

Phrase	Definition
Neighbourhood Plans	Introduced by the Localism Act, neighbourhood development plans will be part of the development plan. In Cherwell District, any neighbourhood plans produced will be prepared by parish and town councils. They must be in conformity with the Local Plan and national planning policy. The neighbourhood plan can be used to enable development, but not prevent it. For example, the Neighbourhood Plan will have to incorporate the strategic housing targets for the area as a minimum, but may propose additional development. The Council has produced a Neighbourhood Planning Protocol explaining the process, at http://www.cherwell.gov.uk/neighbourhoodplanning/index.cfm?articleid=8571
<u>Oxford/Cambridge corridor</u>	<u>The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities.</u>
<u>Performance Engineering</u>	<u>Advanced manufacturing / high performance engineering encompass activities which are high in innovation and the application of leading edge technology, and which form a network of businesses which support, compete with and learn from each other.</u>
Planning & Compulsory Purchase Act 2004	This Act updated the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.
Planning Inspectorate	The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents and statements of community involvement.
Planning Policy Guidance (PPG)	Produced by central Government setting out national planning guidance. These have been replaced by the NPPF.
Planning Policy Statement (PPS)	Produced by central Government setting out national planning guidance. These have been replaced by the NPPF.
<u>Adopted Policies Map</u>	<u>A map of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.</u>
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.

Phrase	Definition
Regional Spatial Strategy (RSS)	The Regional Plan prepared by the South East of England Regional Assembly which set out policies for the future of the region over 15-20 years. It identifies the scale and distribution of new housing in the region and sub-regions and priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.
Regulations	This means "The Town and Country Planning (Local Planning) (England) Regulations 2012" unless indicated otherwise. Planning authorities must follow these when preparing Local Plans.
Saved Policies	Policies in historic Local Plans and Structure Plans are 'saved' and therefore will continue to be used until replaced by a new Local Plan.
Site Specific Allocations	Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals.
Soundness	To be "sound" a Development Plan Document should be 'positively prepared', 'justified', 'effective' and 'consistent with national policy'. The examination into a DPD will assess this.
South East Plan (SEP) (now revoked)	One of the Regional Spatial Strategies which have been revoked by Government. The South East Plan was the Regional Spatial Strategy (RSS) for the South East of England. It was approved in May 2009 and set out the long term spatial planning framework for the region for the years 2006-2026. It was revoked by the Government in March 2013 with the exception of two policies.
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes and stake holders which influence the nature of places and how they function.
<u>Special Areas of Conservation (SAC)</u>	<u>A SAC is an area which has been given special protection under the European Union's Habitats Directive.</u>
Statement of Community Involvement (SCI)	The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all LDDs and in development control decisions. It is subject to independent examination. In respect of every LDD the local planning authority is required to publish a statement showing how it complied with the SCI.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
<u>Strategic Flood Risk Assessment (SFRA)</u>	<u>An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area.</u>

Phrase	Definition
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of the land capacity across the District with the potential for housing.
Strategic Housing Market Assessment (SHMA)	SHMAs are studies required by Government of local planning authorities to identify housing markets, and their characteristics, that straddle district boundaries. Their purpose is to inform Local Plans in terms of housing targets, housing need, demand, migration and commuting patterns and the development of planning and housing policy.
Structure Plan	A plan produced by the County Council under the previous planning system. The Oxfordshire Structure Plan was replaced by the RSS (South East Plan – now revoked) apart from three policies - T7: Service Areas, H2: Upper Heyford, and M2: Sand and Gravel.
Submission	When a Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Document (SPD)	These cover a wide range of issues on which the plan making authority wishes to provide guidance to supplement the policies and proposals in Development Plan Documents. There is no independent examination for an SPD.
Supplementary Planning Guidance (SPG)	The previous term used for Supplementary Planning Documents.
Sustainable Drainage Systems (SuDS)	SuDS seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SuDS involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Sustainable Community Strategy (SCS)	Sets an overall strategic direction and long-term vision for the economic, social and environmental wellbeing of an area.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".
Travelling Showpeople	Members of a group organised for the purpose of holding fairs, circuses or shows (whether or not travelling together as such).
University Technical Colleges (UTCs)	UTCs are Academies for 14-19 year olds, providing technical education that meets the needs of modern business. Each UTC has one or two specialisms ranging from engineering to manufacturing, to construction or biomedical sciences. Students spend around 60% of their time on core academic subjects, and the rest of their time learning specific technical skills and qualifications. All UTCs are sponsored by a local university and employers.

Phrase	Definition
Windfalls	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously - developed sites that have unexpectedly become available.

Appendix 5 Policy Maps

~~These maps illustrate the key proposals for the Cherwell Local Plan and provide additional contextual information relating to the District as a whole. They comprise:~~

~~[5.1 District Policies Map](#)~~

~~[5.2 Key Policies Map: Bicester](#)~~

~~[5.3 Key Policies Map: Banbury](#)~~

~~[5.4 Key Policies Map: Kidlington](#)~~

~~A district wide Proposed Submission Policies Map~~

~~Key Proposals overview maps for Bicester, Banbury and Kidlington (illustrative of the relationship between the strategic site inset maps)~~

~~Inset maps of all proposed strategic sites as follows:~~

Bicester Inset Maps

- Bicester 1 - North West Bicester Eco-Town
- Bicester 2 - Graven Hill
- Bicester 3 - South West Bicester Phase 2
- Bicester 4 - Bicester Business Park
- Bicester 5 - Strengthening Bicester Town Centre
- Bicester 6 - Bure Place Town Centre Redevelopment Phase 2
- Bicester 8 - [Former](#) RAF Bicester
- Bicester 10 - Bicester Gateway
- Bicester 11 - North East Bicester Business Park
- Bicester 12 - South East Bicester

Banbury Inset Maps

- Banbury 1 - Canalside
- Banbury 2 - Hardwick Farm, Southam Road (East and West)
- Banbury 3 - West of Bretch Hill
- Banbury 4 - Bankside Phase 2
- Banbury 5 - North of Hanwell Fields

- Banbury 6 - Employment Land West of M40
- Banbury 7 - Strengthening Banbury Town Centre
- Banbury 8 - Land at Bolton Road
- Banbury 9 - Spiceball Development Area
- Banbury 10 - Bretch Hill Regeneration Area
- Banbury 12 - Land for the Relocation of Banbury United Football Club
- Banbury 14 - [Cherwell Banbury](#) Country Park

Kidlington Inset Maps

- [Kidlington 1 - Accommodating High Value Employment Uses](#)
- [Kidlington 1A: Langford Lane / London-Oxford Airport](#)
- [Kidlington 1B: Begbroke Science Park](#)
- Kidlington 2 - Strengthening Kidlington Village Centre

Our Villages and Rural Areas Inset Maps

- Policy ~~for~~ Villages 5 - Former RAF Upper Heyford

Thematic Maps

- [Biodiversity](#)
- [Community Facilities](#)
- [Economy](#)
- [Green Infrastructure](#)
- [Historic Environment](#)
- [Landscape](#)
- [Renewable and Low Carbon Energy](#)
- [Retail](#)

Key to District Policies Maps & Inset Maps

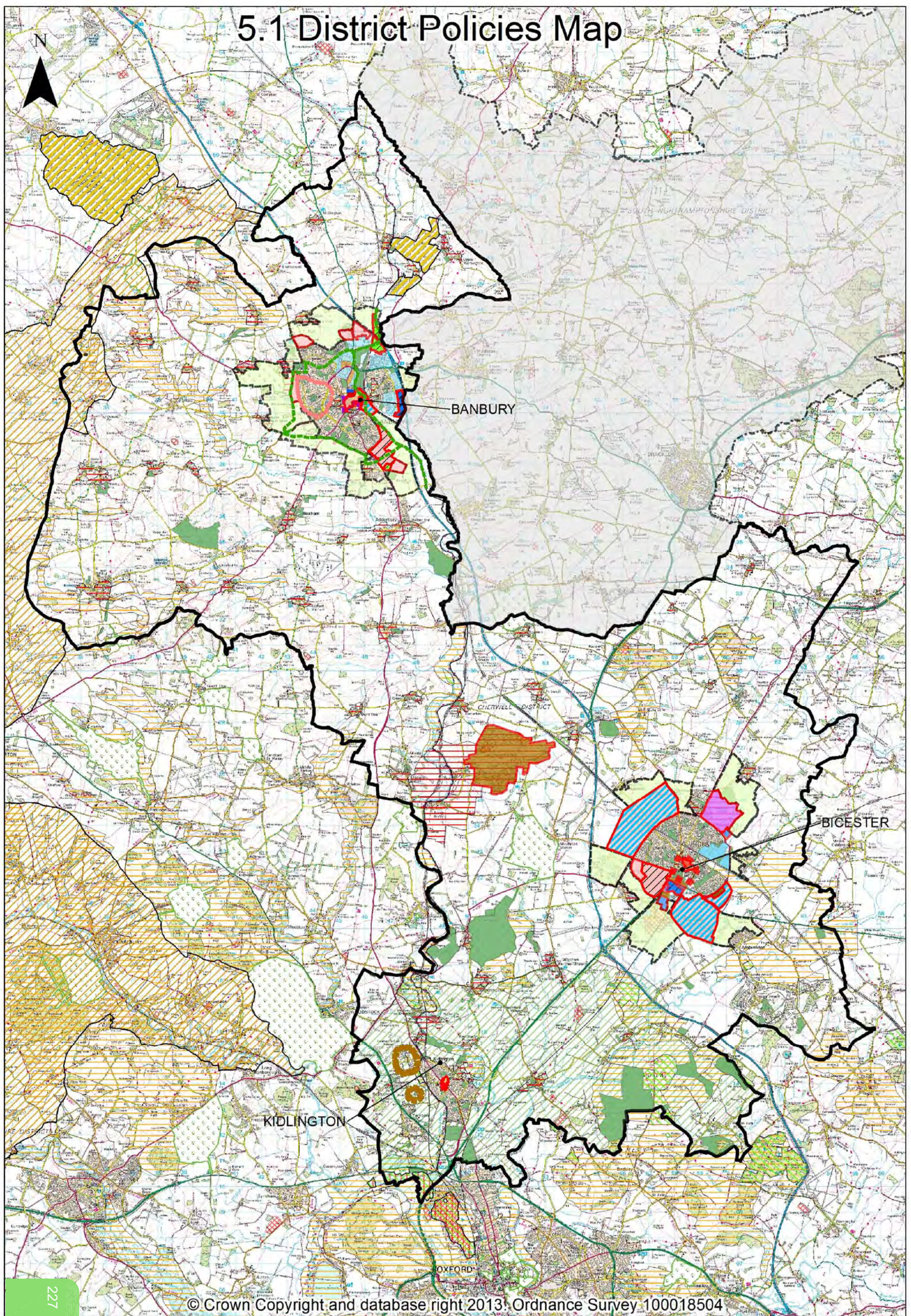
	Town Centre Shopping Area
	Town Centre Commercial Area
	Primary Shopping Frontage
	Tourism Development
	Bure Place Redevelopment
	Extended Town and Village Centres (Areas of Search)
	Strategic Mixed Use (Housing and Employment)
	Strategic Housing sites
	Approved Housing Sites
	New Employment Sites
	Approved Employment Sites
	Existing Strategic Employment Sites (Indicative)
	Land at Bolton Road
	Spiceball Development Area
	Town and Village Centres
	Existing Retail Parks (Indicative)
	Bretch Hill Regeneration Area (Indicative)
	Circular Walk/Oxford Canal Trail
	Indicative Safeguarding Area: Wretchwick Medieval Settlement
	Indicative location of Limited Green Belt Review
	Green Buffer
	Existing Green Space
	New Green Space/Parks
	Former RAF Upper Heyford
	South Northamptonshire
	Sites of Special Scientific Interest
	Areas of Outstanding Natural Beauty
	Historic Parks and Gardens
	Green Belt
	Registered Battlefields
	Special Areas of Conservation
	Scheduled Monument
	Conservation Areas
	Conservation Target Areas

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5.1 District Policies Map

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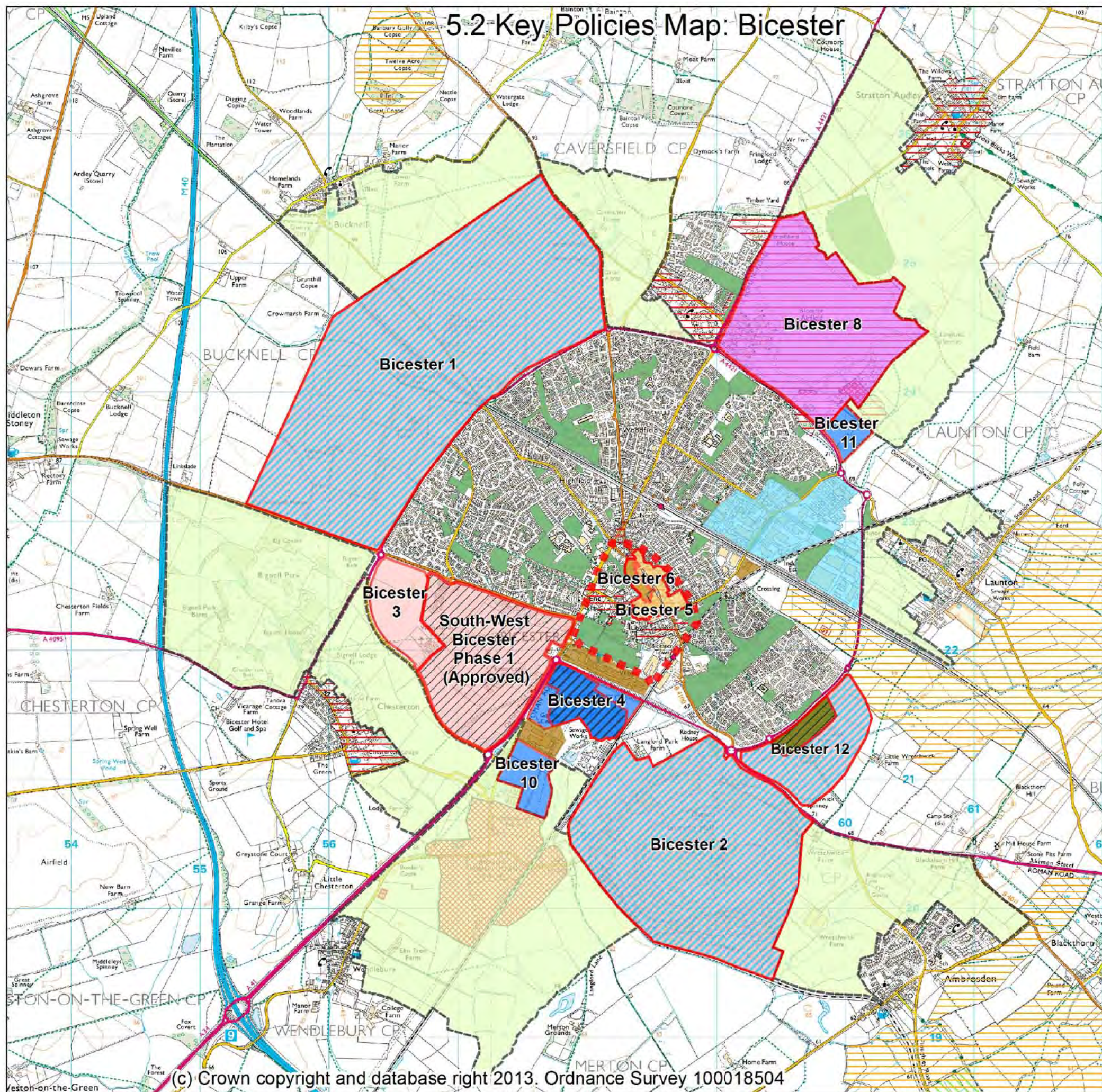
5.1 District Policies Map



5.2 Key Policies Map: Bicester

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5.2 Key Policies Map: Bicester



Key:

- Primary Shopping Frontage
- Tourism Development
- Bure Place Redevelopment
- Existing Town Centre
- Town Centre Extension (Area of Search)
- Indicative Safeguarding Area: Wretchwick Medieval Settlement
- Existing Retail Parks (Indicative)
- Mixed Use (Housing and Employment)
- Strategic Housing Sites
- Approved Housing Sites
- Existing Strategic Employment Sites (Indicative)
- Approved Employment Sites
- New Employment Sites
- Green Buffer
- Existing Green Space
- Scheduled Ancient Monument
- Conservation Areas
- Conservation Target Areas
- Sites of Special Scientific Interest

Strategic Developments:

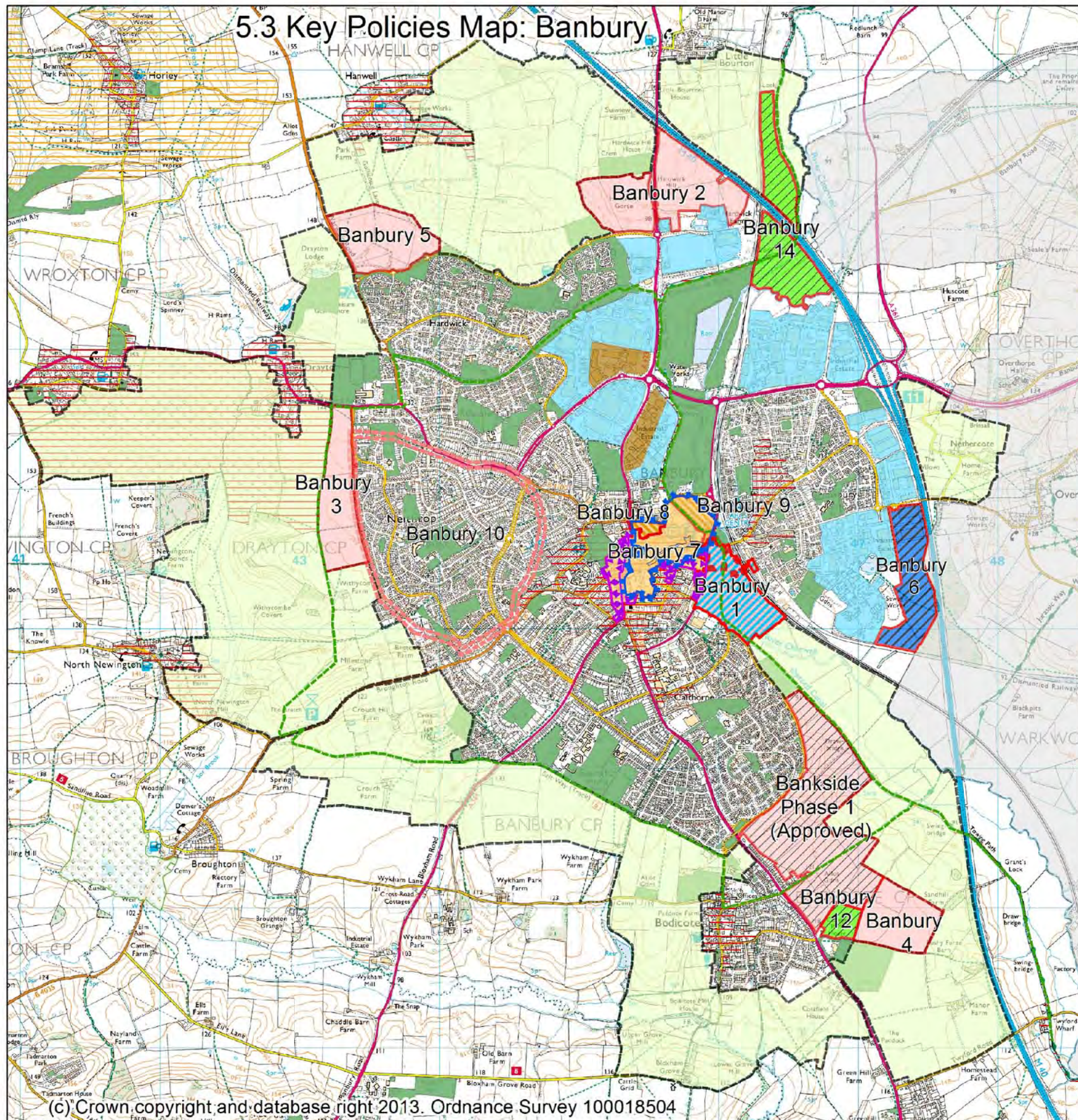
- 1 North-West Bicester: Eco-Town
- 2 Graven Hill
- 3 South-West Bicester Phase 2
- 4 Bicester Business Park
- 5 Strengthening Bicester Town Centre
- 6 Land at Bure Place Car Park
- 8 Former RAF Bicester
- 10 Bicester Gateway
- 11 North-East Bicester Business Park
- 12 South East Bicester

0 500 1,000 2,000 Metres

5.3 Key Policies Map: Banbury

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5.3 Key Policies Map: Banbury



Key

- Town Centre Shopping Area (Extended)
- Town Centre Commercial Area
- Primary Shopping Frontage
- Expanded Town Centre
- Town Centre Extension (Area of Search)
- Existing Retail Parks (Indicative)
- Mixed Use (Housing and Employment)
- Strategic Housing Sites
- Approved Housing Sites
- Existing Strategic Employment Sites (Indicative)
- Approved Employment Sites
- Land at Bolton Road
- Spiceball Development Area
- Bretch Hill Regeneration Area (Indicative boundary)
- New Green Space and Parks
- Green Buffer
- Existing Green Space
- Banbury Circular Walk/Oxford Canal Trail
- South Northamptonshire
- Parks and Gardens
- Conservation Areas
- Conservation Target Areas
- Sites of Special Scientific Interest

Strategic Developments:

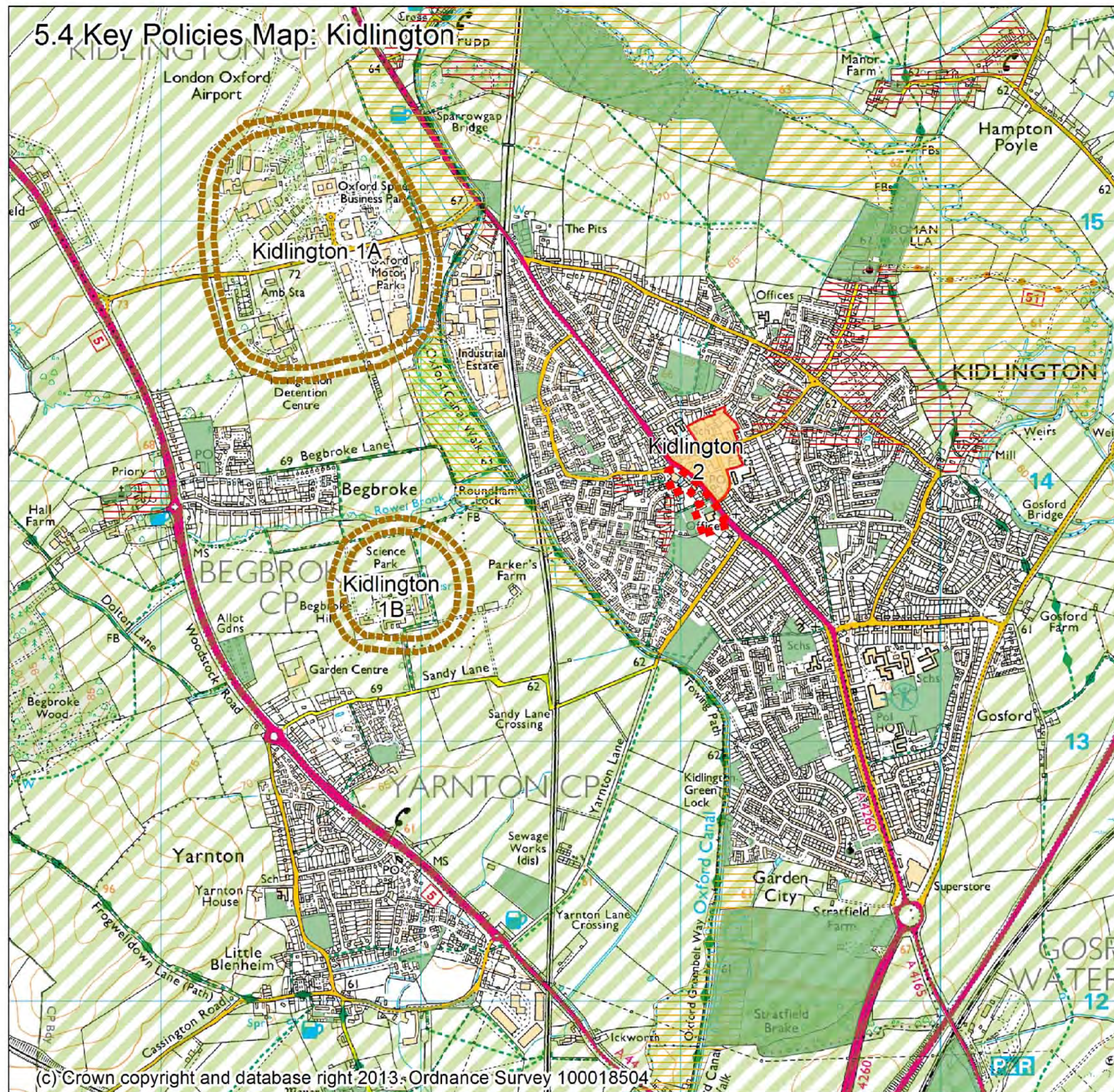
- 1 Banbury Canalside
- 2 Hardwick Farm, Southam Road East and West
- 3 West of Bretch Hill
- 4 Land at Bankside Phase 2
- 5 North of Hanwell Fields
- 6 Employment land west of M40
- 7 Strengthening Banbury Town Centre
- 8 Land at Bolton Road
- 9 Spiceball Development Area
- 10 Bretch Hill regeneration area
- 12 Proposed Banbury United FC relocation
- 14 Cherwell Country Park

0 500 1,000 2,000 Metres

5.4 Key Policies Map: Kidlington

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5.4 Key Policies Map: Kidlington



Key

- Existing Village Centre
- Strengthened and extended Village Centre
- Indicative Location of Limited Green Belt Review
- Existing Green Space
- Green Belt
- Conservation Areas
- Conservation Target Areas
- Sites of Special Scientific Interest

Strategic Developments:

1. Accommodating Employment Needs (Area of Search):
Kidlington 1A - Langford Lane/London Oxford Airport
Kidlington 1B - Begbroke Science Park
2. Strengthened and Extended Kidlington Village Centre

0 250 500 1,000 Metre

