

Cherwell *Local Plan*



NOVEMBER
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Minor Roads

TR7 DEVELOPMENT THAT WOULD REGULARLY ATTRACT LARGE COMMERCIAL VEHICLES OR LARGE NUMBERS OF CARS ONTO UNSUITABLE MINOR ROADS WILL NOT NORMALLY BE PERMITTED.

5.25 In order to protect the amenities of the plan area, and in the interests of highway safety, development likely to create significant traffic flows will normally, subject to consideration of the other policies in this Plan, be expected to have good access to the major through routes or County inter-town routes identified in the Structure Plan or other principal roads.

THE COUNTRYSIDE

T5 BEYOND THE BUILT UP LIMITS OF A SETTLEMENT THE PROVISION OF NEW HOTELS, MOTELS, GUEST HOUSES AND RESTAURANTS WILL GENERALLY ONLY BE APPROVED WHEN SUCH PROPOSALS WOULD:-

(i) BE LARGELY ACCOMMODATED WITHIN EXISTING BUILDINGS WHICH ARE SUITABLE FOR CONVERSION OR FOR SUCH USE; OR

(ii) TOTALLY REPLACE AN EXISTING COMMERCIAL USE ON AN EXISTING ACCEPTABLY LOCATED COMMERCIAL SITE. PROPOSALS TO EXTEND EXISTING HOTELS, MOTELS, GUEST HOUSES AND RESTAURANTS WILL BE ACCEPTABLE PROVIDED THEY CONFORM TO THE OTHER RELEVANT POLICIES IN THIS PLAN.

PROPOSALS FOR DEVELOPMENT IN THE GREEN BELT WILL BE CONSIDERED AGAINST THE APPROPRIATE GREEN BELT POLICIES IN THE PLAN.

7.16 The environmental policies in this Plan generally preclude the construction of new hotels, motels, guest houses and restaurants in the open countryside and policy TR8 restricts development in petrol filling stations and other commercial facilities for motorists beyond the built-up limits of settlements. However, a motel is to be provided as part of the proposed Motorway Service Area at Ardley. Policy T5 seeks to direct the demand for premises towards existing buildings which are suitable for conversion or towards existing commercial sites which may be acceptably redeveloped to provide tourist accommodation in order to protect the character of the countryside.

7.17 It is possible that proposals will emerge during the plan period for the development of integrated hotel, golf course and ancillary leisure based development beyond the limits of

existing settlements. Notwithstanding policy T5 and the generality of the environmental policies concerning development in open countryside, such proposals will need to be evaluated on the basis of their individual merits and the degree to which they conflict with other policies in this plan. The Council recognises that there may be exceptional circumstances that would justify setting aside policy T5 to allow the development of facilities of this kind. Such proposals would not however be in the green belt, would be served by high standard roads and access and would be so situated as to be readily assimilated in the rural landscape without undue harm to its appearance and character.

7.18 At the time the plan was drafted, the commercial viability of projects such as that described in the paragraph above was open to question. It is in any event probable that during the plan period the market would support no more than two such projects in the District. The Council will therefore wish to avoid undue speculation which could lead to more planning

permissions than necessary and pressures for alternative development should market demand not materialise. In the event that they are minded to grant planning permission for such a project the Council would seek a legal agreement from the landowner/developer to not pursue alternative major commercial projects on the land.

C8 SPORADIC DEVELOPMENT IN THE OPEN COUNTRYSIDE INCLUDING DEVELOPMENTS IN THE VICINITY OF MOTORWAY OR MAJOR ROAD JUNCTIONS WILL GENERALLY BE RESISTED.

9.12 Sporadic development in the countryside must be resisted if its attractive, open, rural character is to be maintained.

9.13 Policy C8 will apply to all new development proposals beyond the built-up limits of settlements including areas in the vicinity of motorway or major road developments but will be reasonably applied to accommodate the needs of agriculture. There is increasing pressure for development in the open countryside particularly in the vicinity of motorway junctions. The Council will resist such pressures and will where practicable direct development to suitable sites at Banbury or Bicester.

C28 CONTROL WILL BE EXERCISED OVER ALL NEW DEVELOPMENT, INCLUDING CONVERSIONS AND EXTENSIONS, TO ENSURE THAT THE STANDARDS OF LAYOUT, DESIGN AND EXTERNAL APPEARANCE, INCLUDING THE CHOICE OF EXTERNAL-FINISH MATERIALS, ARE SYMPATHETIC TO THE CHARACTER OF THE URBAN OR RURAL CONTEXT OF THAT DEVELOPMENT. IN SENSITIVE AREAS SUCH AS CONSERVATION AREAS, THE AREA OF OUTSTANDING NATURAL BEAUTY AND AREAS OF HIGH LANDSCAPE VALUE, DEVELOPMENT WILL BE REQUIRED TO BE OF A HIGH STANDARD AND THE USE OF TRADITIONAL LOCAL BUILDING MATERIALS WILL NORMALLY BE REQUIRED.

C30 DESIGN CONTROL WILL BE EXERCISED TO ENSURE:

(i) THAT NEW HOUSING DEVELOPMENT IS COMPATIBLE WITH THE APPEARANCE, CHARACTER, LAYOUT, SCALE AND DENSITY OF EXISTING DWELLINGS IN THE VICINITY;

(ii) THAT ANY PROPOSAL TO EXTEND AN EXISTING DWELLING (IN CASES WHERE PLANNING PERMISSION IS REQUIRED) IS COMPATIBLE WITH THE SCALE OF THE EXISTING DWELLING, ITS CURTILAGE AND THE CHARACTER OF THE STREET SCENE;

(iii) THAT NEW HOUSING DEVELOPMENT OR ANY PROPOSAL FOR THE EXTENSION (IN CASES WHERE PLANNING PERMISSION IS REQUIRED) OR CONVERSION OF AN EXISTING DWELLING PROVIDES STANDARDS OF AMENITY AND PRIVACY ACCEPTABLE TO THE LOCAL PLANNING AUTHORITY.

9.69 The Council wishes to secure environmental enhancement through new development. Proposals that would detract from the character of an area owing to obviously poor design will be resisted. Similarly proposals that would change the established character of an area, by, for example, introducing high-density housing development where low densities predominate, will normally be unacceptable. The design and layout of new development can also assist with crime prevention and the Council will have regard to the advice in Circular 5/94 'Planning Out Crime' and 'Secured by Design' initiative. The assistance of the Thames Valley Policy Architectural Liaison Officer will be sought in this context.

Pollution Control

ENV1 DEVELOPMENT WHICH IS LIKELY TO CAUSE MATERIALLY DETRIMENTAL LEVELS OF NOISE, VIBRATION, SMELL, SMOKE, FUMES OR OTHER TYPE OF ENVIRONMENTAL POLLUTION WILL NOT NORMALLY BE PERMITTED.

10.4 The Council will seek to ensure that the amenities of the environment, and in particular the amenities of residential properties, are not unduly affected by development proposals which may cause environmental pollution, including that caused by traffic generation. In addition to the above policy, policies AG3 and AG4 of chapter 8 relate specifically to intensive livestock and poultry units and associated problems of smell and waste disposal.

10.5 Where a source of pollution is already established and cannot be abated, the Council will seek to limit its effect by ensuring that development within the affected area maintains a suitable distance from the pollution source.