

**B.103** In considering development on smaller sites, the effective use of previously developed land within urban areas, and within those villages identified by the Local Plan as

being suitable places for additional residential development (Policy Villages 1), will particularly be encouraged provided that it is not of high environmental value.

### **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 encourage the re-use of previously developed land in sustainable locations. New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development.**

### **Policy BSC3: Affordable Housing**

**B.104** 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.105** The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 has identified a net need of 407 affordable homes per year. This is calculated by taking into account the backlog need, need from newly

forming households, existing households falling into need and the supply of affordable housing. The SHMA points out that its needs model is based on evidence at a point in time and does not, for example, take account of the role which the Private Rented Sector plays in meeting the needs of households which require affordable housing. The Council's previous 'Strategic Housing Market Assessment Review and Update 2012' concluded 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 was 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.106** 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.107** 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.108** 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.109** 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.110** 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.111** 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.112** 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.113** 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.114** 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.115** 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.116** Financial contributions made under Policy BSC 3 will be secured by legal agreement for the provision of affordable housing.

**B.117** 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.118** 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 (HCA) 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.119** 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 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 30% of new housing as affordable homes on site.**

**At Kidlington and elsewhere, all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 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 Policy Villages 3: Rural Exception Sites.

## Policy BSC4: Housing Mix

**B.120** 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.121** 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.122** The Oxfordshire Strategic Housing Market Assessment (SHMA 2014) provides conclusions on a strategic mix of housing for

Oxfordshire over the next 20 years. The SHMA analyses the types and sizes of accommodation occupied by different ages of residents, projected changes in the population and estimates of future need and demand for different sizes of homes. The SHMA’s conclusions are shown below:

**SHMA Table 67: Conclusions regarding Mix of Homes, HMA Level**

	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>4-bed</b>
Market	5%	25%	45%	25%
Affordable	25-30%	30-35%	30-35%	5-10%
All Dwellings	15%	30%	40%	15%

**B.123** The SHMA does advise, however, that at an individual local authority level, there is a greater need for 3-bed properties in Cherwell and that the overall mix identified is focused more towards smaller properties than the existing mix of homes in Oxfordshire.

**B.124** The SHMA also advises that in applying policies for housing mix to individual development sites, regard should be had to *"...the nature of the development site and character of the area, and to the up-to-date evidence of need as well as the existing mix and turnover of properties at the local level"* (paragraph 7.40).

**B.125** 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.126** The NPPF recognises that a key driver of change in the housing market over the next 20 years will be the growth in the population of elderly people. 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 District Housing Strategy 2012-2017. The SHMA also highlights that an ageing population and higher levels of disability and health problems amongst older people will mean an increasing demand for specialist housing.

**B.127** 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.

#### **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.**

**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 housing for older and/or disabled people and those with mental health needs and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities. All proposals 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 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.

**B.131** Measures will include new housing and associated facilities and improvements to the built environment. They will also include the provision of 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. Opportunities for redevelopment in the defined area that would contribute to area renewal will be sought.

**Policy BSC 5: Area Renewal**

**We will support area renewal proposals that direct investment to improve the physical and community fabric of the District 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 eleven to fifteen.

**B.136** Cherwell presently (31 March 2014) has eight private gypsy and traveller sites providing 77 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. Rolling the period forward to 2031 provides a net requirement of 19 pitches from 2012 to 2031 (excluding the 16 approved pitches which would need to be provided).

**B.137** Cherwell also has (at 31 March 2014) 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 provides a sequential and criteria based approach for identifying suitable locations for new traveller sites whether through site allocations in the Local Plan Part 2 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').

### Policy BSC 6: Travelling Communities

**Cherwell District will provide 19 (net) additional pitches to meet the needs of Gypsies and Travellers from 2012 to 2031. It will also provide 24 (net) additional 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 Local Plan Part 2 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 and within reasonable walking distance of a regular bus service to Banbury or Bicester or to a Category A 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
- j) the existing level of local provision
- k) the availability of alternatives to applicants.

## Policy BSC 7: Meeting Education Needs

**B.140** 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.141** 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 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) and South East Bicester (Policy Bicester 12). 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. The County Council has identified the potential need for a new secondary school at Banbury with the location yet to be determined. A Planning Obligations Draft Supplementary Planning



Document (SPD) has been prepared. Upon completion it will provide further details on how developer contributions for education facilities will be sought.

**B.142** The 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.143** 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.144** 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 ESD15 will apply.

### Policy BSC 7: Meeting Education Needs

**The 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.145** 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.146** The 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
- meet the healthcare requirements of local communities.

**B.147** 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. 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.

**B.148** 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.149** 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 ESD 15 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.150** 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.151** A new library is proposed for Banbury as part of the Spiceball Development Area (Policy Banbury 9). 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.152** 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 Local Plan Part 2 and/or by way of planning application.

**B.153** The Planning Obligations Draft 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.154** 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.155** 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 and the scale of investment is substantial. Timelines vary on projects and the Council will work with the water companies to plan the delivery of specific projects.

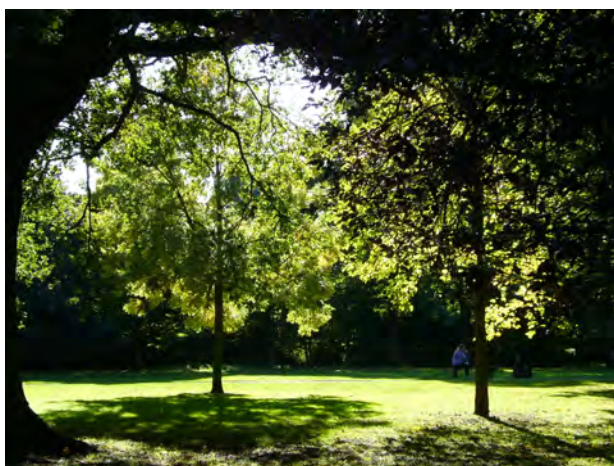
**B.156** Telecommunications infrastructure will be provided as part of the strategic allocations, for example it is a requirement of the Eco-towns PPS that homes should be provided with connection to Superfast Broadband. As a result of the investment by the Department for Culture, Media and Sports (DCMS), Oxfordshire County Council and Cherwell District Council full District wide coverage will have been secured by 2017 to support increased business and residential use, supporting increased home working, new business formation and new service provision.

### **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. All new developments will be expected to include provision for connection to Superfast Broadband.**

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

**B.157** The Sustainable Community Strategy, “Our district, our future” 2010, 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.158** 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 (see Appendix 3 Evidence Base) highlighted the need to protect all sites identified in the audit to ensure an adequate supply of open space provision.

**B.159** Development proposals that would result in the loss of sites will be assessed in accordance with guidance in the NPPF and NPPG, 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 and NPPG, through the preparation of the Local Plan Part 2.

**B.160** 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.161** 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 Plan Part 2 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 Policies Map (see Appendix 5: Maps) and related to the strategic sites identified in the Local Plan, will be included in the Local Plan Part 2.

**B.162** Proposals for new development will be expected to contribute to open space, sport and recreation provision in accordance with Policies BSC 10, BSC 11 and BSC12 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.163** 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 (2010), 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.161 above result in amendments to the open space standards, the standards will be updated in the Local Plan Part 2 and the Developer Contributions SPD.

**Table 7: 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	5 minute walk (amenity open space) (400m)	200 sq m	10 urban dwellings
	2.74 ha per 1000 rural/urban edge dwellers	15 minute walk other (1200m)		6 rural/urban edge dwellings

Type of provision	Quantitative standard	Accessibility standard	Minimum size of provision	Threshold for on-site provision
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  NB In some cases a combined all-age area of play will be preferable to provision of LAPs/LEAPs/NEAPs.	10 dwellings (for a LAP)  50 dwellings (for a LEAP and LAP)  100 dwellings for a NEAP and LEAPs/LAPs.
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)	0.12 ha	65 dwellings

Type of provision	Quantitative standard	Accessibility standard	Minimum size of provision	Threshold for on-site provision
		Hockey: 20 minute travel time.		
Allotments	0.37 ha per 1000 people	10 minute walk (800m)	0.2 ha	275 dwellings

Note: See Glossary for terms: MUGAs, LAPs, LEAPs and NEAPs

**Table 8: 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	Courts should: <ul style="list-style-type: none"> <li>• be free from dog fouling, vandalism, graffiti and litter</li> <li>• have level, well-drained and good quality surfaces</li> </ul>

	<ul style="list-style-type: none"> <li>• have good quality ancillary facilities</li> <li>• have maintenance and management that ensures safety and effective usage.</li> </ul>
Bowling greens	<p>Greens should:</p> <ul style="list-style-type: none"> <li>• be free from dog fouling, vandalism, graffiti and litter.</li> <li>• have level, well-drained and good quality surfaces</li> <li>• have good quality ancillary facilities</li> <li>• have maintenance and management that ensures safety and effective usage</li> </ul>
Golf courses	<p>Courses should:</p> <ul style="list-style-type: none"> <li>• be free from dog fouling, vandalism, graffiti and litter.</li> <li>• have level, well-drained and good quality surfaces</li> <li>• have good quality ancillary facilities</li> <li>• have maintenance and management that ensures safety and effective usage</li> </ul>
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.164** 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.165** Detailed guidance on the implementation of this policy is set out in the Planning Obligations Draft 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.166** 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.167** 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'. 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.168** The PPG17 Indoor Sports and Recreational Facilities Assessment (2006) indicated an 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.169** 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. Initial indications are that there will be a deficiency in sports hall provision by 2031 with unmet demand being particularly noticeable around Bicester. There will be some unmet demand in swimming pool provision by 2031, with a capacity issue at existing facilities and deterioration in attractiveness at the older facilities through aging. Unmet demand could be addressed by the provision of new facilities or increasing the capacity and quality of existing facilities. 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 BSC 12.

**B.170** Should the additional analysis work referred to in paragraph B169 above result in amendments to the indoor sports standards, the standards will be updated in the Local Plan Part 2 and the Developer Contributions SPD. The local standards of provision developed by the PPG17 study are set out below:

**Table 9: Local Standards of Provision - Indoor Recreation**

Facility Type	Local Quantity Standard per 1000 Population
Sports Hall	0.315 badminton courts
Swimming Pool	9.31 <sup>m<sup>2</sup></sup> swimming water area
Squash Courts	0.059 courts
Health and Fitness	5.28 stations

Facility Type	Local Quantity Standard per 1000 Population
Indoor Bowls	0.045 rinks
STPs	0.046 pitches
Athletics Tracks	0.0012 8 lane facility

Table 10: 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.171** Additional guidance on how the policy and the above standards will be applied is contained in the Planning Obligations Draft 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 local standards of provision 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, recreation and community facilities which cannot be met by existing provision.

## B.3 Theme Three: Policies for Ensuring Sustainable Development

### Introduction

**B.172** 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.173** 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.174** 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, coalescence between the areas for strategic development and neighbouring villages.

**B.175** 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.176** 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 possible.

### Policy ESD I: Mitigating and Adapting to Climate Change

**B.177** 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 in southern England where increases of 3.9 degrees are projected
- decreases in summer precipitation, again particularly in southern England where decreases of 23% are projected
- increases in winter precipitation in southern England of 22%.



**B.178** 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.179** 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 that 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.180** 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 a 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 ESD15 Built and Historic Environment' and 'Policy ESD 17: Green Infrastructure').

**B.181** 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 Low Carbon Environmental Strategy
- the Council's signing of the Nottingham Declaration
- Eco Bicester: seeking to deliver sustainable building standards across the town.

**B.182** 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.

**B.183** 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 15 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 in Cherwell 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 as defined in this Local Plan**



- **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:

- **Taking into account the known physical and environmental constraints when identifying locations for development**
- **Demonstration of 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 and Allowable Solutions**

**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 ESD 2 expresses our support for an 'energy hierarchy'.



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

**B.186** 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. The Council will support the implementation of the national approach to allowable solutions once defined and any additional implementation guidance required at a local level will be set out in the Local Plan Part 2 and the Sustainable Buildings in Cherwell SPD’.

### Policy ESD 2: Energy Hierarchy and Allowable Solutions

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

- **Reducing energy use, in particular by the use of sustainable design and construction measures**
- **Supplying energy efficiently and giving priority to decentralised energy supply**
- **Making use of renewable energy**
- **Making use of allowable solutions.**

**B.187** The detailed application of the energy hierarchy in assessing proposals will be explained in the Sustainable Buildings in Cherwell SPD.

**B.188** Policies on each element of the energy hierarchy are set out in order below.

### Policy ESD 3: Sustainable Construction

**B.189** Policy ESD 3 sets out the Council’s approach to implementing the first step of the energy hierarchy in Policy ESD 2 specifically, its encouragement for the use of sustainable design and construction measures.



**B.190** The delivery of sustainable development is a fundamental theme of the Local Plan and the Council places a high priority on the achievement of sustainable construction.

**B.191** 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.192** Sustainable design and construction issues will be considered and illustrated in more local detail in the Sustainable Buildings in Cherwell SPD.

**Policy ESD 3: Sustainable Construction**

**All new residential development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy.**

**Cherwell District is in an area of water stress and as such the Council will seek a higher level of water efficiency than required in the Building Regulations, with developments achieving a limit of 110 litres/person/day.**

**All new non-residential development will be expected to meet at least BREEAM 'Very Good' with immediate effect, subject to review over the plan period to ensure the target remains relevant. The demonstration of the achievement of this standard should be set out in the Energy Statement.**

**The strategic site allocations identified in this Local Plan are expected to provide contributions to carbon emissions reductions and to wider sustainability.**

**All development proposals will be encouraged to reflect 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**
- **Incorporating the use of locally sourced building 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 independent economic viability assessment can be undertaken. Where it is agreed that an economic viability assessment is required, the cost shall be met by the promoter.**

## **Policy ESD 4: Decentralised Energy Systems**

**B.193** 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.194** 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. The Heat Strategy 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 (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 Policy, ESD 4, by encouraging efficient heat delivery systems.

**B.195** 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. CHP systems involve the utilisation of 'waste' heat produced when



fuel is burnt to generate electricity. Trigeneration, supplying chilled water for cooling, is also possible).

**B.196** 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 and Low Carbon Map at Appendix 5'

Thematic 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 will produce 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 100 dwellings or more**
- **All residential developments in off-gas areas for 50 dwellings or more**
- **All applications for non-domestic developments above 1000<sup>m2</sup> 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.197** 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 will produce 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 in the NPPF and NPPG.



**B.198** 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.199** 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 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.200** 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.201** 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.202** 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.**

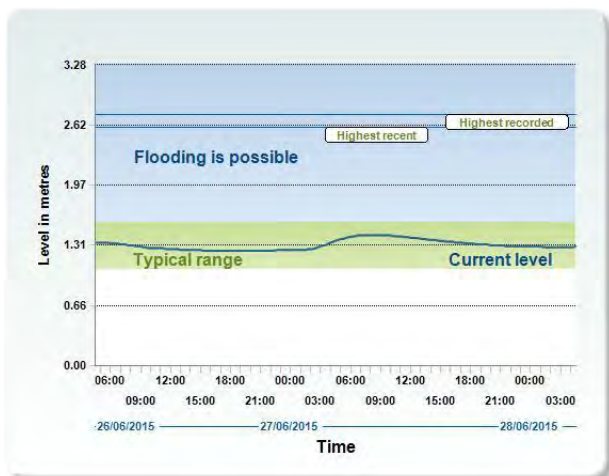
**A feasibility assessment of the potential for significant on site renewable energy provision (above any provision required to meet national building standards) will be required for:**

- **All residential developments for 100 dwellings or more**
- **All residential developments in off-gas areas for 50 dwellings or more**
- **All applications for non-domestic developments above 1000<sup>m2</sup> 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.203** 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.204** Properties at risk of flooding are dispersed across the District but there are clusters of properties at risk in Banbury and Kidlington (more than 100 properties in total). The SFRA also highlights that some rural settlements are potentially affected by fluvial flooding.

**B.205** 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.206** 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 and NPPG. 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.207** The above policy reflects government planning guidance on sustainable flood risk management set out in the NPPF and NPPG. 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 and NPPG. 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.208** 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.209** Level 2 SFRA's 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 Sustainable Drainage Systems (SuDS) guidance. The findings of the assessments will be taken into account in the final determination of planning applications at the strategic sites.

**B.210** Site specific Flood Risk Assessments (FRA's) will be required in accordance with the NPPF and NPPG. 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)).

**B.211** 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.212** 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 FRA's 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 Biceser	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.213** Additional recommendations are included in the Level 2 SFRA for the proposed strategic site allocations.

**B.214** 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.215** 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.216** 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.217** 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.218** 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.219** 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 SFRA's 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.220** 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 may be having an adverse impact on controlled water and human health. These policies together with Policy 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.221** 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 the Upper Cherwell area (including Banbury) has been over abstracted. Policy ESD 8 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.222** Conserving biodiversity is an important element of sustainable development. Government guidance in the NPPF and NPPG 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 ('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 'Wild Oxfordshire' in ensuring sustainable development.

**B.223** 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.224** 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 Cherwell District 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.225** 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.226** 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 undertaken (2012) to accompany the Proposed Submission Local Plan to ensure that the plan proposals will not result in adverse effects on the SAC. Addendums to the HRA were published to accompany the focused consultation on proposed changes to the Plan in March 2013 and the Submission Local Plan in October 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 HRA (Stage I Screening) re-affirming these conclusions accompanied the proposed modifications to the Plan.

**B.227** Paragraph B.95 indicates that if Oxford is unable to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary, the Council will continue to work jointly with the other Oxfordshire local authorities to assess all reasonable spatial options of how any unmet need could be met. The consideration of all reasonable options would include undertaking a Habitats Regulations Assessment to assess the alone and in combination effects on sites of European importance.

**B.228** However, as the proposals in the Local Plan are strategic by nature, any more detailed proposals that are identified in the Local Plan Part 2 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').

**B.229** 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 ESD 9 will be used to ensure that this is the case.

### **Policy ESD 9: Protection of the Oxford Meadows SAC**

**B.230** 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.231** 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).

- 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.232** Policy ESD 9 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.233** 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.234** 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.235** 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 (LWSs- 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, 83 Local Wildlife sites (completely or partly within the District), 16 proposed LWSs and 8 proposed LWS extensions (as of 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>. 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.236** 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.237** 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.238** 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.239** 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**
- **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.240** 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 this is their principle aim. 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.241** Ten Conservation Target Areas lie wholly or partly within Cherwell District. The boundaries of the Conservation Target Areas are indicated on the Policies Map (Appendix 5: Maps).

**B.242** 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 (see Wild Oxfordshire's website <http://wildoxfordshire.org.uk/biodiversityconservation-target-areas>). 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.243** 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 Planning Obligations Draft SPD and the funding of infrastructure through CIL or other tariff system. 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. 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.244** 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.245** Only a small part of Cherwell District, around the village of Epwell, is included in the Cotswolds AONB, as shown on the Policies Map (Appendix 5: Maps). The area of AONB straddles the boundary of Sibford and Wroxton wards.

**B.246** 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.247** 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
- have regard to the impact on tranquillity, 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: Cotswold 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.248** The Cherwell Local Plan 1996 identified Areas 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 seek to conserve and enhance the countryside and landscape character of the whole District, and so Areas of High Landscape Value are not proposed to be retained. Policy ESD 13 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> as a guide in assessing areas of tranquillity. Further guidance will be contained within the Local Plan Part 2.

**Examples of landscape types**

**Landscape Types**

-  Clay Vale
-  Farmland Plateau
-  Farmland Slopes and Valley Sides
-  River Meadowlands
-  Upstanding Village Farmlands
-  Wooded Pasture Valleys and Slopes

**B.249** Opportunities for landscape enhancement can also be provided by land in the Council's ownership, and on other land by agreement.

**B.250** 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. 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.251** 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.252** 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
- 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 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.253** 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.254** In order that development conserves and enhances 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.255** 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 15: The Character of the Built and Historic 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.**

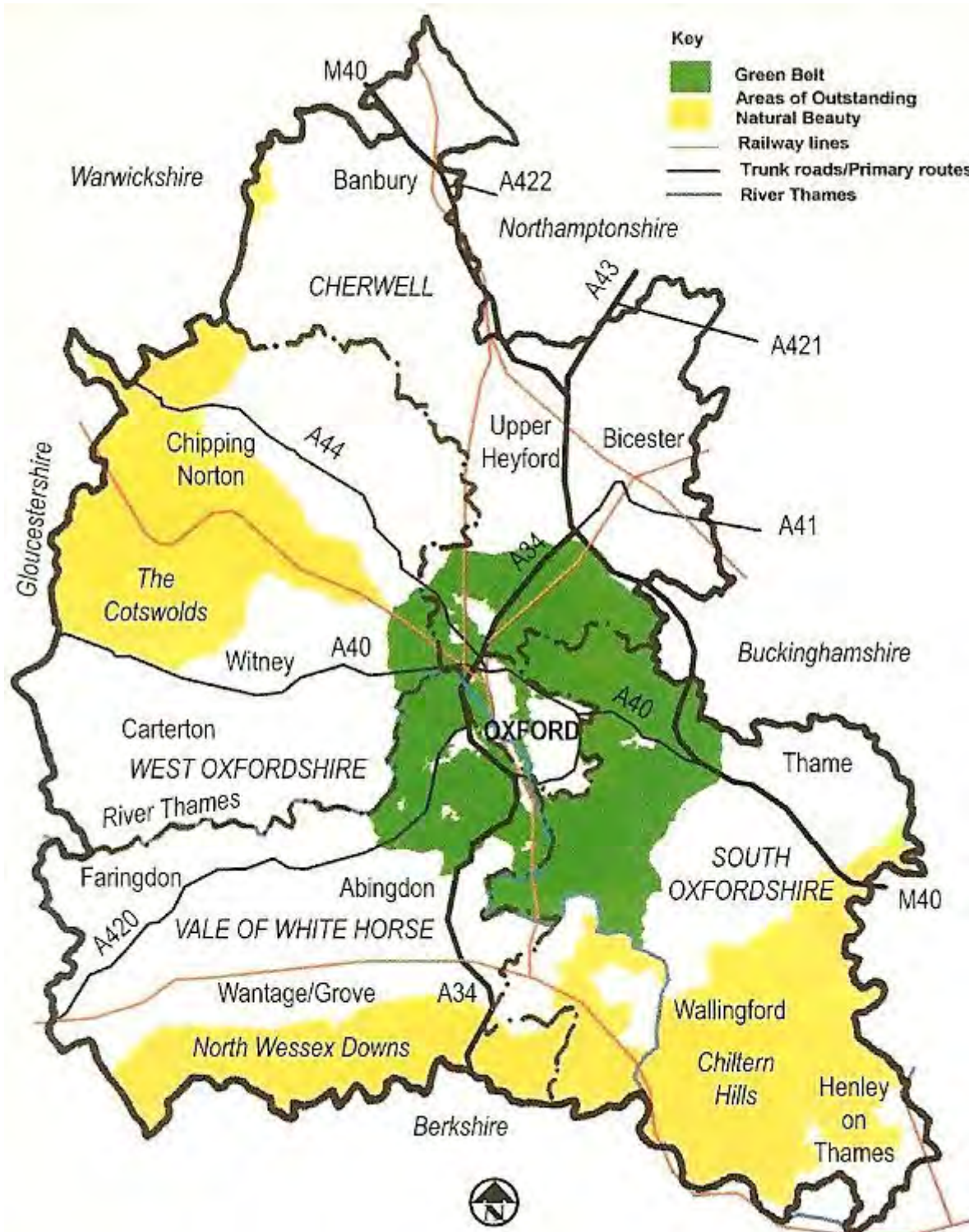
**Development proposals should have regard to the information and advice contained in the Council's Countryside Design Summary Supplementary Planning Guidance, and the Oxfordshire Wildlife and Landscape Study (OWLS), and be accompanied by a landscape assessment where appropriate.**

### **Policy ESD 14: Oxford Green Belt**

**B.256** 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.

Map of Oxford Green Belt - for illustrative purposes only



**B.257** 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 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 Policies Map (Appendix 5: Maps).

**B.258** Work undertaken for the 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.

**B.259** Government policy indicates that Green Belt boundaries should only be altered in exceptional circumstances. 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. In terms of local housing need, small scale affordable housing schemes to meet specifically identified local housing need may be met through the release of rural exception sites as part of the development control process, in accordance with Policy Villages 3. Kidlington’s local housing needs are being examined in more detail through the preparation of a Kidlington Framework Masterplan which will provide evidence for Local Plan Part 2 and, potentially, a Neighbourhood Plan. 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 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 a small scale local review of the Green Belt to meet employment needs (see 'Policy Kidlington 1: Accommodating High Value Employment Needs').

**B.260** 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.

Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF and NPPG. 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. Proposals for residential development will also be assessed against Policies Villages 1 and Villages 3.

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 Local Plan Part 2, 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: The Character of the Built and Historic Environment

**B.261** 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.262** 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.263** 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.264** 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.265** 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.266** 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.267** 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 15: 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 and NPPG. 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 and NPPG. 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 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 17 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 Local Plan Part 2.**

**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. 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.**

**B.268** 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.269** 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 identified 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.270** 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.271** 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 16: The Oxford Canal**

**B.272** 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.273** '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 17: 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 15: The Character of the Built and Historic 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 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 Local Plan Part 2.

### Policy ESD 16: 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 17: Green Infrastructure

**B.274** 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.275** 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 17 will be used to secure an adequate green infrastructure network in Cherwell District.

**B.276** 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.277** 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 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.278** Assessments of open space, sport and recreation provision highlighted various deficiencies in both urban and rural areas of the District, 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 Public Rights 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.279** 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.280** 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 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 (available at <http://strategy.sebiodiversity.org.uk>).

**B.281** 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: Cherwell 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 Plan Part 2. A county level Green Infrastructure Strategy is also being formulated with the District Council being represented on the stakeholder working group.

**B.282** South of the Canalside development (Policy Banbury 1) 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 17: 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 15) and the Oxford Canal (Policy ESD 16)

- 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.





## Section C - Policies for Cherwell's Places

### C.1 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 growth at Bicester and to a lesser degree at Banbury, to secure economic benefits, 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 environmental impacts. 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.

**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 delivery of strategic sites provides the opportunity for a coordinated approach to the planning of infrastructure and services.

**C.7** 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.8** 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.



## C.2 Bicester

**C.9** 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.10** 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.11** 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.12** 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.13** 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.14** 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.15** 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. 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 2011 Census shows this continuing with over 3,000 people leaving Bicester.
- 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 Bicester Village to co-exist in a mutually productive way.

**C.16** 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 was identified as a potential eco-town location in a national 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.17** 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.18** Following the analysis from the Bicester Masterplan we are looking to expand the economy of the town by:

- enabling the provision of quality employment sites for identified growth sectors
- maximising Bicester's excellent location on the road and rail network
- promoting a mix of employment and housing in appropriate locations to support the creation of sustainable neighbourhoods
- promoting employment opportunities linked to the proposed rail freight sites
- enabling the development of Bure Place Phase 2 and the new Civic venue
- promoting the provision of hotels, restaurants and leisure development opportunities
- supporting the sustainable development of Bicester Village, one of the UK's premier 'high end' international retail destinations
- planning and developing the central area of the town
- establishing mechanisms such as a Bicester Marketing Board to promote Bicester as an employment location.

**C.19** Following the analysis from the Bicester Masterplan we are looking to meet the transport needs of the town by:

- delivering new strategic 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, 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 the improvements to East-West rail
- 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.20** 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.21** 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.22** 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, improve access to services and improve health and well being.
- C.23** 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
  - improving 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 North West 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.24** 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.25** In addition to the implementation of specific highway measures such as Junction 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, will secure substantial gains for the centre of the town by reducing the flow of through traffic.

**C.26** 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 Junction 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.27** 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. New development needs to maximise opportunities for improving and integrating with Bicester's existing built environment, respect environmental constraints, enhance Bicester's biodiversity and address deficiencies in 'green' infrastructure to sustainably accommodate rapid growth. An ecological assessment is being undertaken, to examine the potential cumulative effects of development sites on the biodiversity resource of the town including the Local Wildlife Site at Graven Hill, the Bicester Wetland Reserve Local Wildlife Site and the Ray Conservation Target Area. A

biodiversity mitigation and enhancement strategy is being formulated and will be incorporated into the Bicester Masterplan.

**C.28** Supported 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 eco-town concept across the whole town, by embedding the 'eco-principles' in the planning policy for North West 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.29** 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.30** Over 10,000 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.31** 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 sustainable travel to work, education and training

opportunities, and employment space. It also aims to understand and adapt to the environmental challenges arising from the eco-town project. The provision of green infrastructure, biodiversity and habitat creation is fundamental to Bicester and already an important component of the town.

**C.32** 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 recent 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.33** 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.34** 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.35** 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.36** 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 I - North West Bicester Eco-Town

**C.37** 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 6,000 homes will be developed on land identified at North West Bicester in accordance with the standards set out in the former 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 housing trajectory.



**C.38** The 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.39** Proposals should ensure:

- zero-carbon development as defined in the Eco-Towns PPS and Eco Bicester One Shared Vision
- delivery of a high quality local environment
- climate Change Adaptation - eco 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 - At least 3,000 jobs within the plan period (approximately 1,000 jobs on B use class land on the site within the plan period). An economic strategy will be required and 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.40** 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 masterplan for the North West 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 masterplan 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 masterplan 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.41** 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 masterplanning process. The proposed eco-town at North West Bicester provides

the potential to test a wide range of innovative and emerging technologies due to its scale.

**C.42** The Council will continue to work with central Government, the promoters of North West Bicester, the local community and other partners to ensure the delivery of an exemplary eco-town that achieves the highest environmental standards.

**C.43** The North West 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 masterplan 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-Town will integrate with and complement the function and urban form of Bicester.

**C.44** The land at North West Bicester is the least constrained direction of growth on the urban fringe for delivering growth on this scale. The proposals for North West Bicester will however need to consider the impact on the surrounding area including the villages of Bucknell and Caversfield.

## Employment

**C.45** 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 North West Bicester, this will mean providing access to work and 6,000 jobs by

the end of the delivery of the North West Bicester Eco-Town development. The Local Plan estimates that over 3,000 homes will be provided by 2031 and therefore sets a target of approximately 3,000 job opportunities associated with the project to be provided within this period.

**C.46** The precise nature and location of these jobs will be set by a masterplan being prepared for the North West Bicester allocation. The draft masterplan shows that about 10 hectares of employment land is required at North West Bicester. 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. It is estimated that approximately 1,000 B use class jobs would be located at the North West Bicester site. The remainder would be provided through other uses including home working. Some jobs are likely to be located away from the site, for example in the town centre or on other employment sites.

## North West Bicester Development Standards

**C.47** The North West 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 North West Bicester Eco-Town will act as a catalyst for the transition of the town as a whole towards a more sustainable community.

**C.48** 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.49** Proposals for development at North West Bicester will be required to meet the eco-town development standards set out in the Eco-Towns 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.50** Further guidance on the approach to design and sustainable construction in Cherwell will be set out in the Sustainable Buildings in Cherwell SPD.

### **Policy Bicester 1: North West Bicester Eco-Town**

**Development Area: 390 hectares**

**Development Description: A new zero carbon<sup>(i)</sup> mixed use development including 6,000 homes will be developed on land identified at North West Bicester.**

**Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the Council as part of a North West Bicester Supplementary Planning Document. The Council will expect the Masterplan and applications for planning permission to meet the following requirements:**

#### **Employment**

- **Land Area** – a minimum of 10 ha, comprising business premises focused at Howes Lane and Middleton Stoney Road, employment space in the local centre hubs and as part of mixed used development
- **Jobs created** – At least 3,000 jobs (approximately 1,000 jobs on B use class land on the site) within the plan period
- **Use classes** – B1, with limited B2 and B8 uses
- It is anticipated that the business park at the South East corner of the allocation will generate between 700 and 1,000 jobs in use classes B1, B2 and B8 early in the Plan period
- **A Carbon Management Plan** shall be produced to support all applications for employment developments
- **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 a minimum of one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport

i The definition of zero carbon in eco-towns is that over a year the net carbon dioxide emissions from all energy use within the buildings on the eco-town development as a whole are zero or below.



- **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 Very Good with the capability of achieving BREEAM Excellent.**

### Housing

- **Number of homes - Up to 6,000 (3,293 to be delivered within the plan period)**
- **Affordable Housing - 30%**
- **Layout to achieve Building for Life 12 and Lifetime Homes standards**
- **Homes to be constructed to be capable of achieving a minimum of Level 5 of the Code for Sustainable Homes on completion of each phase of development, including being equipped to meet the water consumption requirement of Code Level 5**
- **The provision of extra care housing**
- **Have real time energy monitoring systems, real time public transport information and Superfast 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 secondary, 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 primary school.**
- **Health - to provide for a 7 GP surgery to the south of the site and a dental surgery**
- **Burial Ground - to provide a site of a minimum of 4 ha for a burial ground which does not pose 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, the required burial ground (possibly a woodland cemetery) and SUDS.**
- **Planning applications shall include a range of types of green space and meet the requirements of Policy BSC11**
- **Access and Movement - proposals to include appropriate crossings of the railway line to provide access and integration across the North West Bicester site. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of new development with the town.**

- **Community facilities** – to include facilities for leisure, health, social care, education, retail, arts, culture, library services, indoor and outdoor sport, play 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 1,000 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 place of worship to be reserved for future use.
- 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 sourcing waste heat from the **Ardley Energy** recovery facility. The approach shall be set out in an **Energy Strategy** and a **Water Cycle Study**. 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.
- **Waste Infrastructure** – The provision of facilities to reduce waste to include at least 1 bring site per 1,000 dwellings 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 shall accompany planning applications.

#### **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 ESD15**.

- **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, as well as promoting the use of locally sourced 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 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 modal 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**
- **Consideration should be given to maintaining visual separation with outlying settlements. Connections with the wider landscape should be reinforced and opportunities for recreational use of the open countryside identified. Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment**
- **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 development set back from watercourses which would provide opportunity for green buffers. Proposals should include a Flood Risk Assessment.**
- **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-Towns PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation 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 Village Railway 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 and linkages with existing BAP habitats**
- **Sensitive management 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 and consideration of Grade II listed buildings outside the site**
- **Take account of the Council's Strategic Flood Risk Assessment for 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.**
- **Undertake a staged programme of archaeological investigation.**

## Strategic Development: Bicester 2 - Graven Hill

**C.51** 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 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.52** 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.53** 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.54** The MoD's financial viability exercises have concluded that a mixed use scheme of some 2,100 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 2,000 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 imbalance. The development area covered by Policy Bicester 2 will include land at Langford Park Farm. Development should be concentrated towards the eastern part of this area to take account of the potential impact of development on Langford Park Farm (which is a listed building) and the sewage works.

**C.55** The Graven Hill site represents a unique sustainable development opportunity, consisting of predominantly previously developed land in single ownership that is well located in relation to the centre of Bicester, Bicester Village Railway Station and strategic development sites. It has existing infrastructure and landscaping, but previously stood 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.56** 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.57** The site benefits from excellent transport connections. There are rail tracks still on the site and rail linked distribution warehouses. There are also planned transport improvements for the town including East-West Rail (to improve links between Oxford, Bicester, Milton Keynes and Bedford), and M40 J9 improvements. The site will also contribute to transport infrastructure improvements. Graven Hill could accommodate 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.58** The proposal will also support local economic growth including 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. A Bicester Rail Freight Interchange (RFI) would provide a

logical continued use of this existing employment area. The job creation impact of a RFI will make a positive and significant contribution to the employment provision for Bicester.

**C.59** 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 Junction 9 on the M40 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: 241 hectares**

**Development Description:** This predominantly brownfield site to the south of Bicester is proposed for a mixed use development of 2,100 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 for employment – 26ha
- Jobs created – approximately 2,000 jobs
- Use classes – Mixed B1, B2 and B8 uses.

**Housing**

- Number of homes – Approximately 2,100

- **Dwelling mix – to be informed by Policy BSC4: Housing Mix**
- **Affordable Housing – 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. New points of access between site and Bicester.**
- **Community facilities – local centre to include retail provision**
- **Utilities - Off site improvements to utilities may be required.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD 15**
- **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**
- **Provision of a road alignment within the site to secure strategic highway improvements for Bicester**
- **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 uses, 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, including financial or in-kind contributions to bus services and bus stop infrastructure, engineered pedestrian and cyclist connectivity to the A41 underpass to facilitate potential routes to the town centre, improved facilities for pedestrians and cyclists to cross the A41, and the provision of a Travel Plan to maximise connectivity with existing development**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Development should take account of the flood compensation works within the site**
- **Provision of a buffer between new development and the sewage works, including a nature reserve**
- **Protection of the character, appearance and setting of Langford Park Farm**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **Biodiversity protection and enhancement measures should be implemented in any future development. Protected species surveys for bats and great crested newts will be required, and sufficient mitigation measures agreed prior to planning permission being granted**
- **An archaeological field evaluation to assess the impact of the development on archaeological features**
- **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 Village 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.60** Phase I of the South West Bicester urban extension (now known as Kingsmere) is under construction. It will provide 1,742

new homes, new primary and secondary schools, public open space, health and sports facilities, employment, a hotel, and other local facilities. As part of the development, a new perimeter road has been constructed.





**C.61** 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.62** 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.63** 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 to 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.64** 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: 29 hectares**

**Development Description: 726 homes with associated services, facilities and other infrastructure.**

#### **Housing**

- **Number of homes- Approximately 726**
- **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 - 2 FE Primary School, contributions towards secondary school provision**
- **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 bus service to Bicester Village Railway Station and Park and Ride at Phase 1**
- **Community facilities - convenience store, a community facility/enhanced community facilities as part of Phase 1**
- **Utilities - extension of Phase 1 connections. Off site improvements to utilities may be required.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **A distinctive residential neighbourhood for Bicester that integrates well with the existing phase 1 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**
- **Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops to be provided within the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes**
- **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 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 with 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**
- **Land to be provided for and assist in facilitating a community woodland between Chesterton village and the Development Area**
- **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.**

- Take account of the Council's SFRA for the site
- Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessments.

## Strategic Development: Bicester 4 - Bicester Business Park

**C.65** 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 60,000m<sup>2</sup> 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 Village 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 Junction 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: South West Bicester Phase 2 and the expansion of the centre of the town.



**C.66** Although full implementation of the permitted scheme requires the completion of Junction 9 improvements, phase 1 of the highway works has 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 scheme.

#### **Employment**

- **Jobs created** – up to approximately 6,000 jobs. Site constraints and implementation of alternative use planning permissions may reduce numbers slightly.
- **Use classes** – B1a (Office).

#### **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 ESD15**
- **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, colourings and 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 and upgrading of footpaths and cycleways that link to existing networks to improve connectivity generally and to develop links between this site, nearby development sites and the town centre.**
- **Take account of the Council's SFRA for the site**

- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **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; where possible, buildings should be located away from areas at high risk of flooding but where it is necessary development 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.67** Bicester Town Centre and the Primary Shopping Frontage will remain unchanged in this Local Plan (see Map Bicester 5, Appendix 5).

**C.68** Changes to the boundaries of the Town Centre and Primary Shopping frontage will be explored in the Local Plan Part 2.

**C.69** Informed by work on the Bicester Masterplan an 'Area of Search' has been identified in the centre of Bicester (Map Bicester 5).

**C.70** 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 Village 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.71** 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 and town centre improvements will contribute towards addressing this issue.

**C.72** Partial redevelopment of the town centre has been achieved with the recent Bure Place redevelopment scheme and a second phase of development is planned (see

Policy Bicester 6). Phase I is anchored by a major food retailer and a new cinema and will provide impetus for further investment. However, work for the emerging Bicester Masterplan has identified how the area to the south of the town centre could also be improved to consolidate and expand the town centre 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 Village Railway Station, Bicester Village and potential new public open space and provide for improved accessibility to new residential developments to the south of the town.

**C.73** 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 floorspace identified 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.74** Bicester Village will have a role in the improvement of central Bicester by continuing to bring tourists to the town and also potentially through involvement in further re-development proposals. Bicester Village is therefore included within the 'Area of Search'. Any further development at Bicester Village would be required to complement and help improve connectivity with the existing town centre and not undermine its vitality and viability. Conditions will be attached to planning permissions if necessary.

**C.75** Delivering these policy aims will require the implementation of an Action Plan to be prepared as part of the Bicester Masterplan.

### **Policy Bicester 5: Strengthening Bicester Town Centre**

**Shopping, leisure and other 'Main Town Centre Uses' will be supported within Bicester town centre. Residential development will be supported in appropriate locations in Bicester town centre except where it will lead to a loss of retail or other main town centre uses.**

**The change of use of sites used for main town centre uses in the town centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the town centre. Mixed use schemes will be encouraged.**

**Only A1 and A3 uses will be permitted on the 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 through the Local Plan Part 2. Prior to this 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. In order to maintain the retail viability of the existing town centre, A1 uses should only be small units and form a small part of wider development proposals.**

**Residential development will also be supported within the Area 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 10 and ESD 15.**

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

Manorsfield Road to the west, St. John's Street to the north and Crown Walk to the south.

**C.76** 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,



**C.77** A Phase I development is now complete and involved the diversion of the town brook and associated landscaping, and

the development of a new supermarket, cinema, restaurants, other shops, a car park and a new bus interchange.

**C.78** Phase 2 of the redevelopment is to be undertaken as a partnership between the Council, Sainsbury's and Stockdale Land. 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 will provide the opportunity for a new public focal point to be provided and will further assist in improving the attractiveness and vitality of Bicester Town Centre, strengthening the town centre function in accordance with Policy Bicester 5.

### **Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2**

**The Council will work with the County Council and other partners to deliver new civic buildings as a second stage to the Bicester town centre development involving new public space and a library. Proposals will be considered against Policy ESD15 and other relevant policies in the Plan.**

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

**C.79** The evidence base studies have identified a number of existing deficiencies and future shortfalls of open space, sport and recreation provision in Bicester.



**C.80** 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 will be identified in the Bicester Masterplan and Local Plan Part 2.

**C.81** 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 Space 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.82** 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.83** The Playing Pitch and Green Space 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. Indoor sports provision needs are being updated. Initial indications are that there is the potential for provision of an additional sports hall to meet demand to 2031, with some unmet demand for swimming pool provision.

**C.84** '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'.

**C.85** The proposed strategic allocations shown on the 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 Plan Part 2.

**C.86** 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.

**C.87** The proposed strategic allocations at North West Bicester, Graven Hill, South West Bicester, South East Bicester and at North East Bicester 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 Plan Part 2 as appropriate.

**C.88** Stratton Audley Quarry (Elm Farm Quarry) is the subject of an extant planning permission for infilling to form a 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.89** 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 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.90** 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.91** 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.92** Policy Bicester 8 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.93** 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 the Former RAF Bicester technical site and flying field.**

**It will support heritage tourism uses, leisure, recreation, employment and community uses. 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.**

**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. Opportunities for improving access to the countryside will be encouraged. The Council's SFRA should be considered. Proposals should be considered against Policy ESD 15.**

**Strategic Development: Bicester 9 – Burial Site Provision in Bicester**

**C.94** Bicester cemetery is nearing capacity and there is limited opportunity to increase this. 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 North West Bicester Eco-Town area (See Policy Bicester 1: North West Bicester Eco-Town).

**C.95** 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.96** 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.97** 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.98** 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.99** 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: 18 hectares**

**Development Description: Knowledge economy employment development to the south of the existing retail area (Wyvale Garden Centre), adjacent to the A41.**

#### Employment

- **Jobs created – approximately 3,500. Site constraints may reduce numbers slightly**
- **Use classes – B1 Business uses: 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, including safeguarding land for future highway improvements to peripheral routes on this side of the town.**

### Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15.**
- **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 and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.**
- **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 recreation and ecological benefit in order to enhance Bicester's green infrastructure network, in the form of 'blue corridors' which provide open space near watercourses and provide a natural wetland buffer between the development and the adjacent nature reserve.**
- **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; where possible, buildings should be located away from areas at high risk of flooding but where development is necessary, the development 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. A Flood Risk Assessment should investigate opening the culverted watercourse that crosses through the east of the site to reduce flood risk and improve its ecological value.
- 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.
- Take account of the Council's SFRA for the site.
- No built development will be located in Flood Zone 3b and the principle set out in Policy ESD 6 will be followed.
- Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.
- Planting of vegetation along strategic route ways to screen the noise.



## Strategic Development: Bicester II – Employment Land at North East Bicester

**C.100** The site provides the opportunity to restore the balance of housing and jobs provision in Bicester by providing for B1, B2

and B8 uses in a sustainable location in close proximity to the town’s existing areas of employment and residential uses.

**C.101** 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 II: Employment Land at North East Bicester

**Development Area: 15 hectares**

**Development Description: Employment development**

#### Employment

- **Jobs created – approximately 1,000. Site constraints may reduce numbers slightly.**
- **Use classes – B1, B2 and B8 uses.**

#### 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 ESD15.**
- **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, to Launton Road and to services and facilities in Bicester’s wider urban area.**
- **Retention and enhancement of existing Public Rights of Way, and the provision of links from the development and Bicester’s urban area to the wider Public Rights of Way network.**
- **A green buffer with planting immediately adjacent to the Care Home and beyond this, B1a development to surround the Care home in order to protect residential amenity.**

- **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. Consultation with the Local Highways Authority regarding potential future improvements to Skimmingdish Lane and any design implications for the development frontage.**
- **A high quality, well designed approach to the urban edge which functions as a 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 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, including existing mature hedgerows and important trees, 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 contributes towards creation of a green infrastructure network for Bicester.**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.**
- **A comprehensive landscaping scheme to limit visual intrusion into the wider landscape, particularly given the need to conserve the open setting, character and appearance of the Former RAF Bicester Conservation Area.**
- **Conserve or enhance the setting of the RAF Bicester Conservation Area and adjoining Scheduled Ancient Monument.**
- **Preparation of an archaeological and cultural heritage assessment to inform development proposals.**
- **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.**
- **Take account of the Council's Strategic Flood Risk Assessment for the site.**
- **A Flood Risk Assessment should be undertaken. Use of SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS). Detailed site analysis and ground investigation should be undertaken to establish if infiltration techniques are acceptable; it is likely that attenuation techniques will be more appropriate due to the underlying geological composition and groundwater vulnerability, taking account of**

the recommendations of the Council’s Strategic Flood Risk Assessment and the Assessment for the site. Appropriate buffers should be provided alongside surface watercourses.

- **No built development will be located in Flood Zone 3b and the principles set out in Policy ESD 6 will be followed.**
- **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 12 – South East Bicester**

**C.102** 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 to an ecologically important area.

**C.103** 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.

**Policy Bicester 12: South East Bicester**

**Development Area: 155 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 – Approximately 40 hectares**
- **Jobs created – Approximately 3,000**
- **Use classes – Mixed B1, B2 and B8 uses (primarily B8 uses).**

**Housing**

- **Number of homes - 1,500**
- **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**

- **Health - No on site requirements are anticipated**
- **Open space - to include general greenspace, play space, allotments and 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. Safeguarding of land for future highway capacity improvements to peripheral routes.**
- **Community facilities - Mixed use local centre to include a multi-use community hall, convenience store and small scale employment premises**
- **Schools - to include the provision of a primary school on site and financial or in kind contributions to secondary school provision**
- **Utilities - off site improvements to utilities may be required.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15.**
- **The development of a comprehensive masterplan for the allocated site in consultation with the Council, Oxfordshire County Council, English Heritage, the Local Nature Partnership (Wild Oxfordshire) and local communities.**
- **Commercial buildings with a high quality design and finish, with careful consideration given to layout, architecture, materials, colourings and to building heights to reduce overall visual impact.**
- **Development proposals should protect cultural heritage and archaeology, in particular the Grade II listed Wretchwick Farmhouse and Wretchwick Deserted Medieval Settlement, a Scheduled Ancient Monument, and incorporate an appropriate landscape buffer, to maintain the SAM's open setting. In consultation with Historic England, appropriate public access and interpretation facilities should be provided.**
- **Provision of open space in accordance with Policy BSC11: 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. resulting in 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 cycle ways should be provided for that link to existing networks and the wider urban area. This includes links from the site into Bicester town centre and to facilitate access to railway stations, secondary schools, other community facilities and places of employment. Connectivity with Launton Road, Langford Village and London Road should be improved.**
- **A legible hierarchy of routes should be established to encourage sustainable modes of travel and the development layout should maximise the potential for walkable neighbourhoods and incorporate cycle routes.**
- **Protection of the line and amenity of existing Public Rights of Way. Connectivity and ease of access from the development to the wider Public Rights of Way network.**
- **Good accessibility to public transport services should be provided for, including a through route for buses between the A4421 Charbridge Lane and the A41 Aylesbury Road, with effective footpaths and cycle routes to bus stops, including a financial contribution towards the provision of a bus service through the site and new bus stops with effective footpaths and cycle routes to bus stops from dwellings and commercial buildings.**
- **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 within and beyond the development site to the wider town and open countryside including appropriate improvements to connectivity between areas of ecological interest.**
- **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.**
- **The preparation and implementation of an Ecological Management Plan to ensure the long term conservation of habitats and species within the site.**
- **A scheme, to be agreed with the Council, for the protection of existing wildlife habitats and species during construction of the development.**
- **Ensure that there are no detrimental impacts on downstream sites of Special Scientific Interest through hydrological, hydro chemical or sedimentation impacts.**
- **The northern section of the site within the Conservation Target Area should be kept free from built development. Development must avoid**



adversely impacting on the Conservation Target Area and comply with the requirements of Policy ESD 11 to secure a net biodiversity gain.

- Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.
- A flood risk assessment should include detailed modelling of the watercourses. Development should be excluded from flood zone 3 plus climate change and public open space/recreation areas located near watercourses to create 'blue corridors'.
- Take account of the Council's Strategic Flood Risk Assessment for the site.
- 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. Detailed site specific analysis and ground investigation to determine whether infiltration SuDS techniques are acceptable; due to underlying geology and groundwater vulnerability attenuation techniques are likely to be required.
- 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.
- The provision of a scheme, to be agreed with the Council, for the appropriate retention and re-use of existing farm buildings.
- 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.
- An archaeological field evaluation to assess the impact of the development on archaeological features.

### **Strategic Development: Bicester 13 – Gavray Drive (re-adopted)**

**C.104** The majority of the site is part of the River Ray Conservation Target Area. Part of the site is a Local Wildlife Site and is situated to the east of Bicester town centre. It is bounded by railway lines to the north and west. The site comprises individual trees, tree and hedgerow groups, and

scrubland/vegetation. The Langford Brook water course flows through the middle of the site.

**C.105** The central and eastern section of the site contains lowland meadow, a BAP priority habitat. There are a number of protected species located towards the eastern part of the site. There are several ponds and a small stream, known as the Langford Brook, which runs from north to south through the middle of the site. A

range of wildlife has been recorded including butterflies, great crested newts and other amphibians, reptiles, bats and birds.

**C.106** There are risks of flooding on some parts of the site therefore mitigation measures must be considered. There is also a risk of harming the large number of recorded protected species towards the eastern part of the site. Impacts need to be minimised by any proposal. Approximately

a quarter of the site is within Flood Zones 2 and 3 therefore any development would need to be directed away from this area.

**C.107** Although there are a number of known constraints such as Flood Zone 3, River Ray Conservation Target Area and protected species, this could be addressed with appropriate mitigation measures by any proposal.

### **Policy Bicester 13: Gavray Drive (re-adopted)**

**Development Area: 23 hectares**

**Development Description: a housing site to the east of Bicester town centre. It is bounded by railway lines to the north and west and the A4421 to the east**

#### **Housing**

- **Number of homes - 300 dwellings**
- **Affordable Housing - 30%.**

#### **Infrastructure Needs**

- **Education – Contributions sought towards provision of primary and secondary school places**
- **Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC11: Local Standards of Provision – Outdoor Recreation. A contribution to off-site formal sports provision will be required.**
- **Community – contributions towards community facilities**
- **Access and movement – from Gavray Drive.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15.**
- **A high quality development that is locally distinctive in its form, materials and architecture. A well designed approach to the urban edge which relates to the road and rail corridors.**
- **Development must avoid adversely impacting on the Conservation Target Area and comply with the requirements of Policy ESD11 to secure a net biodiversity gain.**

- **Protection of the Local Wildlife Site and consideration of its relationship and interface with residential and other built development.**
- **Detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to protect and enhance biodiversity. The preparation and implementation of an Ecological Management Plan to ensure the long-term conservation of habitats and species within the site.**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.**
- **The preparation of a structural landscaping scheme, which incorporates and enhances existing natural features and vegetation. The structural landscaping scheme should inform the design principles for the site. Development should retain and enhance significant landscape features (e.g. hedgerows) which are or have the potential to be of ecological value. A central area of open space either side of Langford Brook, incorporating part of the Local Wildlife Site and with access appropriately managed to protect ecological value. No formal recreation within the Local Wildlife Site.**
- **Provision of 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.**
- **Retention of Public Rights of Way and a layout that affords good access to the countryside.**
- **New footpaths and cycleways should be provided that link with existing networks, the wider urban area and schools and community facilities. Access should be provided over the railway to the town centre.**
- **A linked network of footways which cross the central open space, and connect Langford Village, Stream Walk and Bicester Distribution Park.**
- **Ensure that there are no detrimental impacts on downstream Sites of Special Scientific Interest through hydrological, hydro chemical or sedimentation impacts.**
- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.**
- **A legible hierarchy of routes to encourage sustainable modes of travel. Good accessibility to public transport services with local bus stops provided. Provision of a transport assessment and Travel Plan.**
- **Additional bus stops on the A4421 Charbridge Lane will be provided, with connecting footpaths from the development. The developers will contribute to the cost of improving local bus services.**
- **Provision of appropriate lighting and the minimisation of light pollution 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.**
- **Take account of the Council's SFRA for the site.**
- **Consideration of flood risk from Langford Brook in a Flood Risk Assessment and provision of an appropriate buffer. 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 SFRA.**
- **Housing must be located outside Flood Zone 3 and the principles set out in Policy ESD 6 will be followed.**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing.**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.**

### C.3 Banbury

**C.108** Banbury is the District's largest town with its own sub-region. It is a focus for major retail developments, employment, housing and cultural and community uses that attract large numbers of people.



**C.109** Banbury is a market town with an historic core and is expected to see continued growth over the period of the Local Plan. The growing population will have consumer, employment and community needs. Whilst most employment and housing growth will take place on the edge of the town, the 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.110** Banbury faces topographic and historic landscape constraints important to the setting of the town including the River Cherwell valley to the east, a steep sided valley and villages to the west, rising landform and village conservation areas to the north and an open aspect and village to the south beyond the Salt Way. These are all barriers to growth that have shaped how the town has grown and which will affect its 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 strategic development sites in this section of the Plan reflect these constraints and issues; particularly the need to retain Banbury's historic landscape context and character.

**C.111** The development of a Masterplan for Banbury, 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 delivers 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.

### Meeting the Challenge of Developing a Sustainable Economy in Banbury

**C.112** 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.113** 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: 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 Ruscote 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 Ruscote 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.114** 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 26 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.115** 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. Another site at Junction 11 of the M40 will provide for mixed employment uses. Existing employment sites such as the vacant former Hella site could be occupied by smaller and medium size businesses, such as those that relocate from the Canalside site. Proposals for the town centre set out in this plan will also provide jobs particularly in the retail and leisure sectors.

**C.116** 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). 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.117** 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 employment, community, leisure and residential development being accommodated in accordance with the principles of the NPPF.

**C.118** In addition to the town centre there are out-of-centre retail locations including freestanding supermarkets, 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.119** 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.120** 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 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 significantly enhance the commercial offer in the city centre.

**C.121** This competition illustrates the need to maintain the renewal and strengthening of the town centre.

**C.122** 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, 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

- 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.123** 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.124** 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.125** 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.126** 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 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.127** 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.128** 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 Salt Way.

**C.129** 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.

### **Banbury in 2031**

**C.130** 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.
- Over 7,000 new homes will have been constructed by 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.
- 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

**C.131** 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

## What will Happen and Where

**C.132** 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.133** A major strategic site of some 1,090 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 I - Banbury Canalside

**C.134** 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.135** Canalside 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, and to provide new residential, commercial and retail development.

**C.136** Canalside is a highly sustainable location for housing development 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.137** 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 regeneration scheme.

#### Policy Banbury I: Banbury Canalside

**Development Area: 26 hectares**

**Development Description: Provision of new homes, retail, office and leisure uses, 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.**

### Housing

- **Number of homes - Approximately 700. 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.**

### Employment

- **Land Area - 15,000m<sup>2</sup>**
- **Use classes - Commercial uses (only limited new B1a office use classes). Town centre uses (in the northern part of the site - see Policy Banbury 7).**

### Infrastructure Needs

- **Education - Contributions will be required to primary and secondary education provision**
- **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 ESD15**

- **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**
- **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 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 Strategy 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**
- **Parking provision that complies with County Council's Parking Standards for new Residential Developments Policy and will not exceed maximum standards. Some car free areas or areas of 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 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**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Development proposals to be accompanied by a landscape and visual impact assessment together with a heritage assessment.**

**Additional requirements for this large complex site include:**

- **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.

- 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.
- 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 completed 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.
- The proposals for Canalside mean that nearly all existing land uses, buildings and businesses could be removed in the long term. One of the Council's key priorities is to ensure that businesses remain in Banbury or the District. The actual amount of land needed to accommodate operational businesses at Canalside is not significant and there are several options available to businesses. In terms of locations where businesses may wish to relocate to this could include within vacant units/premises elsewhere or in new buildings elsewhere. This could include on existing employment sites (through intensification) such as on the former SAPA and Hella sites, or in/on new buildings/sites allocated in the Council's Local Plan or Local Plan Part 2 such as on land near the motorway. The re-development of Canalside will provide businesses with the opportunity

to expand and 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 could be relocated but the Council will encourage existing businesses which are offices, retail units and community uses which are conducive to the aims of this Policy and the SPD to remain and occupy new buildings on the site, potentially helping them to expand and prosper in this town centre location. A number of the older buildings and the site of former industrial premises, offer considerable opportunities for re-use or re-development for industrial enterprises. Some of the industrial uses (B use classes) could remain and 700 dwellings can be delivered on the site with some of these remaining on the site. The particular uses and businesses that remain will be explored further in the SPD for the site which will include further consultation with landowners and businesses.

### **Strategic Development: Banbury 2 - Hardwick Farm, Southam Road (East and West)**

**C.138** 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.139** 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: 32 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

- **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 Housing - 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 to be negotiated, with contributions towards secondary school provision**
- **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 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 utilities network may be required.**

### Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **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 Cherwell Country Park (Policy Banbury 14: Cherwell 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 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 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 the provision of dry access and egress and taking into account the Council's Emergency Plan**
- **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.140** 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.141** Accommodating development in this area has challenges due to issues of 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: Approximately 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**

- **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 utilities network may be required.**

### Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15. 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**
- **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.142** A south-eastern urban extension to Banbury, providing some 1,090 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, 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.143** 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 adjacent to the site 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.144** 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.145** 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: 27 hectares**

**Development Description: 600 homes with associated services, facilities and other infrastructure.**

**Housing**

- **Number of homes - Approximately 600**
- **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**

- **Education - contribution to expansion of Phase 1 school and contributions to secondary education provision**
- **Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12**
- **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 I**
- **Community facilities – local centre, contributions towards the enhancement of community facilities to be provided as part of phase I 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 I connections and pumping station if required.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **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, existing networks and community facilities**
- **Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops and 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 I 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 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**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Consideration of potential linkages to the Bankside Phase I community park and linear park identified under Policy Banbury 11**
- **Retention and enhancement of existing Public Rights of Way, and the provision of links from the development and Banbury's urban area to the wider Public Rights of Way network including the Oxford Canal Towpath**
- **Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**

### **Strategic Development: Banbury 5 - North of Hanwell Fields**

**C.146** 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 masterplan for the area as a whole.

**C.147** 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.148** 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.149** 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.150** 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.151** Land North of Hanwell Fields has been identified as having the potential to provide up to 544 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 544 dwellings with associated facilities and infrastructure in a scheme that demonstrates a sensitive response to this urban fringe location.

#### **Housing**

- **Number of homes - Approximately 544**
- **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 required**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **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**
- **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**



- Take account of the Council's SFRA for the site
- Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.

### Strategic Development: Banbury 6 – Employment Land West of M40

**C.152** 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 released. Planning permission for B2 and/or B8 uses on 5.5 hectares of land in the northern part of the site has been implemented. A planning application has now been approved on the land extending further south covering most of the allocation in the Local Plan. If any new applications are submitted for the site the following policy will apply.



**C.153** 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 that enables traffic to bypass the town centre, enabling more sustainable movements within other parts of the town.

**C.154** 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: 35 hectares (in total)**

**Development Description:** Located on the eastern edge of Banbury in an important position adjoining the M40, this strategic site provides for 35 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**

- **Use classes – B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution)**
- **Land area – 35 ha (6 hectares already built)**
- **Jobs – approximately 2,500 (35 hectares).**

#### **Infrastructure Needs**

- **Open space – Incidental**
- **Access and Movement - route to be reserved for future road connection. Necessary contributions to other transport improvements to be sought.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **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**
- **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. Development should seek to connect the site to the existing footpath network to the west and east.

- **Good accessibility to public transport services should be provided for**
- **Contributions to the cost of establishing bus services to this area, linking with residential parts of Banbury, to reduce over-dependence on the car and consequent congestion on the road network**
- **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 land for a future highway connection to bypass the town centre**
- **A high quality, well designed approach to the urban edge which functions as a high profile economic attractor but which also achieves a successful transition between town and country environments**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **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**
- **Adequate investigation (through an ecological survey) treatment and management of protected habitats and species onsite to preserve and enhance biodiversity including habitat creation**
- **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 of national importance and which therefore should be considered in the same way as a Scheduled Monument.**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **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.155** 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.156** 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. Focusing development in the town centre will contribute to addressing this issue.

**C.157** 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) - 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.
  - Bolton Road Development Area (Policy Banbury 8) - This is a major opportunity for the regeneration of this area through mixed use development.
  - Banbury Spiceball Development Area (Policy Banbury 9) - 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.158** Land at Calthorpe Street also provides the opportunity to regenerate this historic part of the town centre which has experienced vacancies. It provides the opportunity to deliver a mixed use scheme including car parking. Opportunities for the site will be explored further in the Banbury Masterplan.

**C.159** 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.160** 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 to include the Spiceball Development Area (Policy Banbury 9).

**C.161** 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 the Local Plan Part 2. This will be supported by further work through the Banbury Masterplan and Canalside SPDs.

**C.162** Land at Bolton Road (Policy Banbury 8), another key development site, already lies within the town centre.

**C.163** 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 Local Plan Part 2.

**C.164** 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. With proposals at Spiceball expected to deliver a new supermarket and some A3 uses and Bolton Road proposed to deliver new dwellings on a significant proportion of the site, land at Calthorpe Street is likely to contribute to ensuring that the retail needs of an expanding town are met. 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 'Main Town Centre Uses' will be supported within the boundary of Banbury town centre. Residential development 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.**

**The change of use of sites used for main town centre uses in the town centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the town centre. Mixed use schemes will be encouraged.**



**A1 uses will not be permitted within the existing Town Centre Commercial Area.**

**Only A1 and A3 uses will be permitted on the 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 retail and other main town centre uses will only be supported within the 'Area of Search' should they form part of a package of proposals to help deliver the aims for Banbury Canalside and be in accordance with Policy Banbury 1.**

**In all cases proposals for town centre uses will be considered against Policies SLE2, ESD10 and ESD15.**

## **Strategic Development: Banbury 8 – Bolton Road Development Area**

**C.165** 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.166** 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.167** The Council is preparing 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 the option for food retailing. The site provides the opportunity to provide high quality residential development in a town centre location.

## **Policy Banbury 8: Bolton Road Development Area**

**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**

- **200 dwellings** – Residential use would be acceptable in conjunction with the wider retail and leisure proposal.

### **Infrastructure Needs**

- **Education** – Contributions towards primary and secondary school provision
- **Access and Movement** – Improved links between the site and Parsons Street
- **Community facilities** – Replacement of the Bingo hall is required. A contribution towards indoor sports provision may be required.
- **Utilities** – off site improvements to utilities network may be required.

### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **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**
- **Pedestrian and cycle linkages that enable a high degree of integration and connectivity with existing networks, particularly between Parsons Street,**

**North Bar Street and Castle Street integrating these areas through well considered connections, building configuration and public realm**

- **Residential development that is designed to a very high quality considering the impact on the conservation area**
- **A transport assessment and Travel Plan to accompany development proposals**
- **Provision of high quality routes to allow for accessibility to public transport services and sustainable modes of travel**
- **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**
- **Height and massing sensitive to the surroundings, ensuring there is no adverse effect on important views/vistas**
- **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**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **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.**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**

**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 for the whole site accompanied by a detailed masterplan. A phased approach may be permitted provided that they clearly demonstrate that proposals will contribute towards the creation a single integrated community and coherent development. 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 areas.**

## Strategic Development: Banbury 9 - Spiceball Development Area

**C.168** 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.169** 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.170** 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: 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 classes - Retail (including small A1, A3), Hotel (C1), Leisure (D2), Car parking.**

### Infrastructure Needs

- **Open Space** – to be focused 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** – off site improvements to utilities network may be required.

### Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD10 and ESD15**
- **Well-designed retail premises and leisure services should form a key element of this mixed use development**
- **A high quality landmark mixed retail 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**
- **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:**

**A comprehensive approach to site planning and delivery is preferred with proposals for the whole site being accompanied by a detailed masterplan. A phased approach may be permitted provided it can be clearly demonstrated that proposals will contribute towards the creation of a single integrated and coherent development. In order to achieve continuity in design and delivery of the vision, a small-scale, piecemeal approach would not be appropriate.**

**Applications should take into account and plan for the known or anticipated implications of proposals on remaining areas.**

## **Strategic Development: Banbury 10 - Bretch Hill Regeneration Area**

**C.171** 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.172** 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 new housing 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.173** A number of opportunities exist to further improve the Bretch Hill area and the identification of a regeneration area focused 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.174** 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.175** 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.176** 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.177** 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.178** 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 ESD10** and **ESD15**
- 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 II - Meeting the Need for Open Space, Sport and Recreation**

**C.179** 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.180** Open space should form an integral part of new development and 'Policy BSC II: Local Standards of Provision - Outdoor Recreation' indicates that provision should usually be made on site. The proposed strategic sites shown on the 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 II: Local Standards of Provision - Outdoor Recreation.

**C.181** 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 Space 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.182** The Playing Pitch and Green Space 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.183** The Playing Pitch and Green Space 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.184** 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 Plan Part 2. Further work is also being undertaken in relation to indoor sports provision.

**C.185** '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.186** 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 Cherwell Country Park proposal (Policy Banbury 14: Cherwell 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.187** 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 river, 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: Cherwell Country Park), 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').**

### **Strategic Development: Banbury 12 - Land for the Relocation of Banbury United FC**

**C.188** 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.189** Land to the south of Banbury Rugby Club at Oxford Road, Bodicote is available. The site is in a suitable location on a main

transport corridor. The Local Plan identifies a site larger than required for the football club and the remaining land is considered suitable for a new secondary school to serve the town. There is also the potential for some sharing of facilities with the adjacent

rugby club. Sport England will be consulted on the proposals. 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, to the south of 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**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **A lighting strategy designed to limit upward glare in order to avoid adverse effects on nearby residents and wildlife.**

**Vehicular access to the football ground shall be provided from Oxford Road.**

**The remaining land not required for the football club is considered suitable for a new secondary school to serve the town.**

### **Strategic Development: Banbury 13 – Burial Site Provision in Banbury**

**C.190** 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 Plan Part 2.

### **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 – Cherwell Country Park**

**C.191** 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.192** The site comprises approximately 33ha 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, including new woodland planting and to the north of the M40 there will be areas of wetland meadow, reedbeds and scrapes.

**C.193** 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.194** 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: Cherwell 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 new Country Park's permissive path system linking with the canal towpath, and the bridleway on the defunct Daventry Road.**

**Key site specific design and place shaping principles**

- **Woodland planting will form a major component of the scheme**
- **The scheme will include the creation of new habitats such as wetland scrapes, grassland and meadows.**

**Strategic Development: Banbury 15 - Employment Land North East of Junction 11**

**C.195** This strategic employment site in this highly prominent location adjoining the M40 motorway and close to Junction 11 is allocated for employment. This new employment site will ensure that the economic strengths of Banbury in manufacturing, high performance engineering and logistics can be maintained. 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 and the bringing into effective use land that would otherwise be unsuitable for residential purposes. Policy Banbury 15 therefore seeks to deliver this land for economic development in the interest of delivering jobs and investment in a highly sustainable location.

**Policy Banbury 15: Employment Land North East of Junction 11****Development Area: 13 hectares (in total)**

**Development Description:** Located on the north eastern edge of Banbury in an important position adjoining the M40 and the A361, this strategic site comprises 13 hectares of land for 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**

- **Jobs created – approximately 1,000**
- **Use classes – B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution).**

### **Infrastructure Needs**

- **Open space - Incidental**
- **Access and Movement – access to A361 and M40 via Junction 11. Necessary contributions to other transport improvements will be sought, including improvements to bus services, walking and cycling routes. Contributions will also be required to improve operation of Junction 11 and Hennef Way junctions and to improved bus services.**

### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **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**
- **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 to link the site with the Banbury urban area**
- **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 to link the site with the Banbury urban area and provide an alternative to travel by car**
- **Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to the strategic road network**
- **A high quality, well designed approach to the urban edge which functions as a 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**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **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**
- **Include planting of vegetation along strategic route ways to screen the noise**
- **Adequate investigation (through an ecological survey) treatment and management of priority habitats and protected 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**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **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**
- **Adoption of a surface water management framework to reduce run off to greenfield rates**
- **Demonstration of climate change mitigation and adaptation measures including 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.**

## Strategic Development in South West Banbury

**C.196** The Development Area known as Banbury South West comprises a number of adjoining development sites which will, collectively, deliver up to 1,495 dwellings in local communities with strong links to the town centre. The developments will bring forward affordable housing, a new primary

school and local centre as well as formal and informal open space and other infrastructure benefits.

**C.197** The Banbury South West Development Area is bounded by the existing urban edge of Banbury and Salt Way to the north, by White Post Road to the east, and extends to Crouch Farm to the west. The A361 bisects the development sites in a north south direction.

**C.198** The broad layout and design of the developments within the Banbury South West Development Area will reflect the existing character and form of the landscape and will contribute to the creation and enhancement of local green infrastructure networks. Proposals should demonstrate:

- strong design and place shaping principles
- how development does not compromise but complements adjoining development – existing and proposed
- facilitates or contributes to the delivery of necessary infrastructure.

**C.199** Each individual development site will provide the necessary infrastructure to support itself to avoid placing any constraint or unreasonable burden upon either preceding or subsequent development sites that collectively comprise the Banbury South West area. Each development site will therefore contribute as necessary to the delivery of infrastructure within the area through onsite provision or an appropriate off-site financial contribution towards provision elsewhere in the Banbury South West areas to be secured through s106 agreement or CIL. This approach will ensure that individual sites are capable of coming forward independently, yet in a complementary manner.

**C.200** Each individual development site is supported by its own site-specific policy that sets out the necessary infrastructure required for that specific development to provide the necessary confidence regarding the relationship between each of the sites that collectively comprise the Banbury South West area and to ensure timely and appropriate provision of infrastructure alongside the delivery of development.

## Strategic Development: Banbury 16 – South of Salt Way - West

**C.201** This site is located to the south of Salt Way, to the west of the A361 Bloxham Road. Public rights of way cross the site from north to south and run along part of the eastern site boundary, whilst the public right of way of the Salt Way, an important historical, ecological and recreational route, runs along the site's northern boundary.

**C.202** Part of Salt Way is a proposed new Local Wildlife Site and is a non-designated heritage asset. There is BAP habitat (broadleaved woodland) along the northern site boundary and some stretches of the eastern boundaries, and dense hedgerows around the site boundary. There are records of protected species in the locality. Crouch Farm, to the west of the site, is Grade II listed and there are further listed buildings in the wider vicinity (Wykham Park Farm). The site is located in an area of archaeological potential where a number of Iron Age and Roman sites have been recorded.

**C.203** Crouch Hill (together with its setting), to the north west of the site, is an important historical and topographical landscape landmark in Banbury and is considered to be a non-designated heritage asset. Site Banbury 16 provides the opportunity to develop the south west of Banbury in a coordinated and integrated way, delivering the necessary facilities and infrastructure in a timely manner. The westernmost extent of the site identified as Banbury 16 reflects the existing development to the north at Waller Drive, and follows existing field boundaries. Beyond this, development would have significant landscape and visual impacts including upon the setting of Crouch Hill.

**Policy Banbury 16: South of Salt Way - West****Development Area: 8 hectares****Development Description: Development of land at South of Salt Way – west will deliver up to 150 dwellings with associated facilities and infrastructure.****Housing**

- **Number of homes - Up to 150 dwellings**
- **Affordable Housing - 30%.**

**Infrastructure Needs**

- **Education – contributions will be required towards the expansion of existing primary schools and/or the provision of the new school at Banbury 17. Contributions will also be sought towards provision of secondary school places;**
- **Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC11: Local Standards of Provision – Outdoor Recreation. Contributions towards off site provision for allotments and sports provision to be provided to the south of site Banbury 17 will be required in lieu of provision on site;**
- **Community – contributions will be required towards the improvement of existing community facilities in the area;**
- **Access and movements – A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures – Access to be created off the Bloxham Road (A361).**

**Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **Development must respect the landscape setting and provide an appropriate development interface with Salt Way (any buffer is likely to be some 10-20 metres in accordance with the approach adopted at land east of Bloxham Road and south of Salt Way)**
- **Existing natural features and additional structural planting will reinforce the landscape framework upon which to structure development parcels**
- **A linked network of cycle and footways to provide access into Banbury**
- **Layout of development that enables a high degree of integration and connectivity with existing development**
- **A high quality locally distinctive residential District for the south west of Banbury that is designed with consideration to the landscape setting and well integrated with the adjacent residential area**

- **Consideration of the impact of development on Crouch Hill**
- **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**
- **The existing footpath extending from the southern corner of the site to Salt Way should be enhanced to enable a circular link from the new footpath/ bridleway to be provided at the southern edge of site Banbury 17 to Salt Way**
- **Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops**
- **Bus stops should be provided on Bloxham Road, with good walking routes. The developers will be required to contribute to the cost of improved public transport**
- **Provision of a transport assessment and Travel Plan to maximise connectivity with existing development, including linkages with and improvements to existing public transport**
- **A well designed, 'soft' approach to the urban edge, which respects the rural setting**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **Retention of Public Rights of Way and a layout that affords good access to the countryside**
- **Retention and enhancement of existing hedgerows and trees**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside**
- **Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation**
- **Detailed consideration of ecological impacts, wildlife mitigation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity. Ecological Surveys to accompany any development proposal**
- **Planting of vegetation along strategic route ways to screen the noise**
- **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**
- **Provision of appropriate lighting and the minimisation of light pollution 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**

- Take account of the Council's Strategic Flood Risk Assessment for the site
- Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including use of SuDS techniques 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
- A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan
- An archaeological field evaluation to assess the impact of the development on archaeological features.

### Policy Banbury 17 – South of Salt Way – East

**C.204** This site is located to the south of Salt Way, to the east of the A361 Bloxham Road. It includes the land adjoining the A361 for which planning permission has already been granted for 145 dwellings. There is a dense hedgerow along the site's northern boundary, the Salt Way, which is a proposed new Local Wildlife Site. Salt Way is a public right of way of important historical and recreational significance running along the northern boundary of the site; a number of other public rights of way cross the site from north to south.

**C.205** The Salt Way is a non-designated heritage asset. There are dense hedgerow boundaries within the site, of good condition, and areas of BAP habitat and individual woodland parcels around the boundaries of the site. Wykham Farmhouse, to the south of the site, is Grade II listed.

**C.206** The development of site Banbury 17 combines two adjoining sites that have the potential to be developed as part of a single development area. Banbury 17 provides the opportunity to develop the south west of Banbury in a coordinated, integrated and

planned way, delivering the necessary facilities and infrastructure in a timely manner.

**C.207** Structure planting and landscaping will be required along the site's southern boundary in order to mitigate the visual impacts of the site upon the Sor Brook Valley.

**C.208** A new footpath bridleway will be required to be provided running from east to west along the southern boundary of the development area, incorporating links with existing footpaths to form a new circular route around the development linking back to Salt Way.

**C.209** Formal outdoor sports provision is to be located to the south east of Banbury 17, ensuring that land extending towards Wykham Lane, where the potential for adverse landscape and visual impact is higher, will be kept free from built development, whilst the eastern most part of the site is to be utilised as informal open space in order to maintain an important gap between the settlements of Banbury and Bodicote, with each maintaining its separate identity and the character of Bodicote Conservation Area protected.



### **Policy Banbury I7: South of Salt Way - East**

**Development Area: 68 hectares (in total)**

**Development Description -** Development of land south of Salt Way - East will deliver a new neighbourhood of up to 1,345 dwellings with associated facilities and infrastructure as part of South West Banbury. The site is in more than one ownership (Land east of the Bloxham Road and land west of Bodicote) but the development area forms a coherent whole. An integrated, coordinated and comprehensive planning approach will be taken with a link road between the sites in separate ownerships. The site will require a masterplan to ensure this is delivered.

#### **Housing**

- **Number of homes - Up to 1,345 dwellings (including 145 with permission)**
- **Affordable Housing - 30%.**

#### **Infrastructure Needs**

- **Education – an on-site primary school. Contributions will also be sought towards provision of secondary school places. Land also needs to be reserved to meet town wide secondary school needs.**
- **Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC I I: Local Standards of Provision – Outdoor Recreation**
- **Community – on-site provision including community and/or local retail facilities**
- **Access and movement – Principal access to be created off the Bloxham Road (A36 I). The layout should also provide a route for an east-west link to join White Post Road for local traffic**
- **A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD I 5**
- **The development of a comprehensive masterplan for the allocated site in consultation with the Council, Oxfordshire County Council, the Local Nature Partnership (Wild Oxfordshire) and local communities**
- **Development must respect the landscape setting and provide an appropriate development interface with Salt Way (any buffer is likely to be 20 metres wide in accordance with the approach adopted at land east of Bloxham Road and south of Salt Way)**

- Existing natural features and additional structural planting will reinforce the landscape framework upon which to structure development parcels
- Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation. Formal recreation should be located and phased to come forward as part of development at the southern part of the site; Informal open space is to be located where the site adjoins Bodicote village in order to create a buffer to maintain separation between the two settlements and respect the setting of the Bodicote Conservation Area
- A linked network of cycle and footways to provide access into Banbury
- A high quality locally distinctive residential District for the south west of Banbury that is designed with consideration to the landscape setting and well integrated with the adjacent residential area
- 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
- A new footpath bridleway to be provided running from east to west along the southern boundary of the development area, incorporating links with existing footpaths to form a new circular route around the development linking back to Salt Way
- 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
- In addition to the provision of a bus service through the site and associated bus stops, provision is required for buses to turn around during the early part of housing delivery
- Early delivery of the A361 to A4260 Link Road is required, along with associated junctions. The developer will be required to fund the cost of additional public transport to serve the site.
- A well designed, 'soft' approach to the urban edge, which respects the rural setting
- Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments
- Planting of vegetation along strategic route ways to screen the noise
- Retention of Public Rights of Way and a layout that affords good access to the countryside
- Retention and enhancement of existing hedgerows and trees including the boundary with the Salt Way
- Provision of Green Infrastructure links beyond the development site to the wider town and open countryside

- **Detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity. Ecological Surveys to accompany any development proposal.**
- **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**
- **Provision of appropriate lighting and the minimisation of light pollution 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**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Use of SuDS techniques in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment. Development proposals to be subject to a Flood Risk Assessment**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing**
- **If necessary, the satisfactory incorporation of 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**
- **The need to physically preserve the location of the Neolithic causewayed enclosure. The remainder of the archaeological features will require further investigation and recording ahead of any development, together with a programme of archaeological mitigation.**

### **Policy Banbury 18: Land at Drayton Lodge Farm**

**C.210** The site is located to the west of the Warwick road (B4100) and to the north east of the village of Drayton. The village of Hanwell is located to the north east of the site. The Warwick road is on the north eastern boundary of the site and beyond this there is residential development at Hanwell Fields. Currently there is agricultural land to the north, south, east and west of the site.

**C.211** At the centre of the site is a golf club with a course, driving range and a small car park, a farm, dwellings and a small caravan park with maintained pitches, paths, hedgerows and a copse. The remainder of the site is in agricultural use. There is a small lake to the south west of the site and the North Oxfordshire Academy is located to the south east of the site. There are public rights of way throughout the site. Part of the site is an archaeological constraint priority area.

**C.212** It is considered that part of the site is suitable for residential development. The field to the north of the farm and the golf driving range could be developed subject to recreation uses being replaced elsewhere. The site could be linked to the existing site with planning permission to the south and to existing and proposed development to the north east of the site.

**C.213** Landscape evidence has recognised that consideration should be given to the protection of the Drayton Conservation Area which the site abuts to the south, and that care should also be taken to avoid visual prominence of development from within the

Sor Brook Valley. The addendum states that the landscape is relatively open with views west towards the Sor Brook Valley creating a feeling of exposure in some locations; primarily within the arable landscape. The addendum notes an important hedgerow on the site's northern boundary.

**C.214** The central part of the site containing the existing dwellings and copse should be protected from development to account for these uses and the steep and undulating landscape on this part of the site. Impacts on landscape, conservation area and the residential properties in the centre of the site should be minimised by any proposal.

### **Policy Banbury I8: Land at Drayton Lodge Farm**

**Development Area: 15 hectares**

**Development Description:** Located at the northern edge of Banbury, this residential strategic development site will provide approximately 250 dwellings with associated facilities and infrastructure in a scheme that demonstrates a sensitive response to this urban fringe location.

#### **Housing**

- **Number of homes - Approximately 250**
- **Dwelling mix - to be informed by 'Policy BSC 4: Housing Mix'**
- **Affordable Housing - 30%**
- **The provision of extra care housing and the opportunity for community self-build affordable housing.**

#### **Infrastructure Needs**

- **Education - land for a primary school and financial or in kind contributions towards secondary education provision**
- **Open Space - to include general greenspace, play space, allotments and sports provision as outlined in 'Policy BSC 11: Local Standards of Provision - Outdoor Recreation'**
- **Community - onsite provision for community and/or local retail facilities**

- **Access and movement – Principal access to be created off the Warwick Road (B4100)**
- **A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **An archaeological investigation to inform an archaeological mitigations scheme**
- **A high quality development that is locally distinctive**
- **Careful design of the height and extent of built development to minimise adverse visual impact on the setting of Drayton village and Drayton Conservation Area**
- **Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessments**
- **Existing natural features and additional structural planting will reinforce the landscape framework upon which to structure development parcels**
- **Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation. Formal recreation should be located and phased to come forward as part of development at the southern part of the site**
- **A linked network of cycle and footways to provide access into Banbury**
- **Layout of development that enables a high degree of integration and connectivity with existing development**
- **A high quality residential area that is designed with consideration to the landscape setting and well integrated with the adjacent proposed residential area.**
- **Retention of dwellings and the copse at the centre of the site with no new development in close proximity**
- **The provision of a green buffer surrounding the existing dwellings and along the western boundaries of the site**
- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities including to land which has planning permission to the south and east**
- **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 on the Warwick Road**
- **Provision of a transport assessment and Travel Plan including to maximise connectivity with existing development, including linkages with and improvements to existing public transport**



- **A well designed, 'soft' approach to the urban edge, which respects the rural setting**
- **Retention of Public Rights of Way and a layout that affords good access to the countryside**
- **Retention and enhancement of existing hedgerows and trees**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside**
- **Detailed consideration of ecological impacts, wildlife mitigation 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 introduces new features**
- **Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment**
- **Provision of public art to enhance the quality of the place, legibility and identity**
- **Consideration of noise mitigation along the B4100**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 - 5**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Use of SuDS techniques in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessments**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.**

### **Policy Banbury 19: Land at Higham Way**

**C.215** This site is a former waste management facility and concrete batching plant and is located to south east of Banbury town centre. The site is bounded by residential and sports pitches to the north, railway lines to the south and former railway land within site Banbury 6 to the east.

**C.216** The site is within Flood Zone 2 and 3. A Flood Alleviation Scheme (FAS) for the north of Banbury was completed in 2012 and a large part of the site falls within the defended area. The proximity to the railway would present noise pollution to future residents and require a buffer/design solution which might reduce yield.

**C.217** In principle the site offers a suitable location for development, and would contribute to the creation of sustainable and mixed communities. The site is close to the

town centre and railway station and is in need of bringing back into effective use. However, there are current physical constraints that need to be overcome before development can be progressed. These include addressing the potential for land contamination from the previous use, and noise mitigation measures to reduce noise

impact from the railway for future residents. A replacement waste management site for Grundons has been approved nearby. The Cemex site had been cleared and is surplus to requirements. The access road (Higham Way) is in the process of being adopted. The site was marketed for a mixed use development in 2013.

### **Policy Banbury 19: Land at Higham Way**

**Development Area: 3 hectares**

**Development Description: Re-development would bring about environmental benefits in terms of using previously developed and vacant land within the town.**

#### **Housing**

- **Number of homes - Approximately 150**
- **Dwelling mix - approximately 70% houses 30% flats.**
- **Affordable Housing - 30%**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing.**

#### **Infrastructure Needs**

- **Education - Contributions towards Primary School and secondary education provision**
- **Access and Movement - Access via Higham Way**
- **Open space - as outlined in Policy BSC 11.**

#### **Key site specific design and place shaping principles**

- **Proposals should comply with Policy ESD15**
- **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**
- **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**
- **The potential inclusion of live/work units**

- **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**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside**
- **Open/urban spaces provided in various locations within the site and new trees planted**
- **Development should promote biodiversity enhancement**
- **The implementation of proposals in the Movement Strategy 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 the site**
- **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**
- **A transport assessment and Travel Plan to accompany development proposals**
- **Appropriate treatment and remediation of contaminated land**
- **The completion of a flood risk assessment for the site**
- **A sequential approach to development in relation to flood risk**
- **Take account of the Council's Strategic Flood Risk Assessment for 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**
- **Compliance with policies ESD 1-5 on climate change mitigation and adaptation**
- **A noise survey will be required to accompany any planning application.**



## C.4 Kidlington

**C.218** Kidlington is both an urban area and a village. Its built-up area includes part of Gosford and Water Eaton Parish. Its village centre is the smallest of the three urban centres in the District, and primarily serves the local area.



**C.219** The village centre 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.220** 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.221** 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.222** Due to a lack of spare education capacity in the town, expansion of one of the existing primary schools will be required over the plan period and developer contributions will be sought.

**C.223** The Council published a Retail Study (2012) which examines Kidlington's role as a 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.224** 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 for the plan period



and the development strategy can be achieved without the need for a strategic review of the Green Belt in the District. The Oxfordshire District, City and County Councils are jointly considering how to accommodate any unmet housing needs arising in the wider Housing Market Area as set out in para B.95. With regard to Kidlington's own needs, policies Villages 1 and 2 provide some opportunity. Small scale affordable housing schemes to meet specifically identified local housing need may also be brought forward through the release of rural exception sites (Policy Villages 3). The Kidlington Framework Masterplan will also identify further opportunities. A Local Housing Needs Study will be commissioned in consultation with Kidlington Parish Council.

**C.225** There is potential for Kidlington to have a significant role in Cherwell diversifying its economic base. The District can take advantage of its location on the hi-tech corridor between London and Cambridge, and the proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. Most growth will be directed to Bicester but Kidlington, with a number of unique economic attractors, has the potential to capture some of this investment.

**C.226** 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.227** 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, London-Oxford Airport and Langford Lane industrial estate 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 the airport. The Council will work with London-Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals. Langford Lane has in recent years 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.228** 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-Oxford Airport. All proposals will need to be considered against Policy SLE1.

**C.229** 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 exceptional circumstances leading to the need for a small scale review of the Green Belt.

**C.230** 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.231** 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 Local Plan Part 2 in the vicinity of 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 I below.

### **Policy Kidlington I: 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:**

**(A) Langford Lane /Oxford Technology Park/ London -Oxford Airport**

**(B) Begbroke Science Park**

**Key site specific 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.232** 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.233** Kidlington Village Centre performs a particular function in the hierarchy and network of town centres in the District. Smaller than Banbury and Bicester centres, Kidlington is however larger, in terms of the number and range of retail units than the local centres present in the larger villages in the District.

**C.234** 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.235** The 2012 Retail Study showed that significant new development should not be directed to Kidlington but that the centre needed some further environmental improvements and the evening economy should be encouraged. It is proposed to expand 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 exact boundary will be determined in Part 2 of the Local Plan. 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. Residential development will be supported in appropriate locations in the village centre except where it will lead to a loss of retail or other main town centre uses.**

**The change of use of sites used for main town centre uses in the Village centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the Village centre. Mixed use schemes will be encouraged.**

**Proposals should be considered against Policies SLE 2, ESD 10 and ESD 15.**





## C.5 Our Villages and Rural Areas

### Meeting the Challenge of Developing a Sustainable Economy in the Villages and Rural Areas

**C.236** 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.237** 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.
- Potential future demand for airport expansion at Kidlington and the potential for employment land in this location.
- Preserving the canal and its immediate surroundings whilst maintaining and realising its recreational potential.

**C.238** 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.239** 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.240** 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.241** 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 a village will be able to purchase a house there.
- The Council's Playing Pitch and Green Space Strategy and 2011 Open Space Update have identified that there are deficiencies in open space provision in the rural areas.
- The number of permanent local services 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, meaning that housing developments might require the village school to expand. An assessment of education provision will need to inform development proposals.

**C.242** As our District continues to grow, a key challenge will be to steer development towards the most sustainable locations in a manner which meets the needs of our villages and rural communities as far as possible. We will aim to provide good quality, affordable rural housing and support the provision of services and facilities to meet the needs of rural communities for services where possible.

### **Meeting the Challenge of Ensuring Sustainable Development in our Villages & Rural Areas**

**C.243** There is a need to manage the rural environment to create inclusive, sustainable communities and help meet the needs of those who live and work there. We wish to protect our built and natural environments and the character and appearance of our villages.

**C.244** 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. Traffic congestion is an issue for Kidlington. The Sustainable Community Strategy highlights the need to address traffic management and issues resulting from the main road bisecting the village.

**C.245** 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 to protect and enhance biodiversity; support a pattern of development which reduces people's need to travel, maximises opportunities to use public transport and, minimises additional levels of road traffic and pollution.

### Our Vision and Strategy for Our Villages and Rural Areas

**C.246** By 2031, we will have protected and, where possible, enhanced our services and facilities, landscapes and the natural and historic built environments of our villages

and rural areas. We will have encouraged sustainable economic opportunities and we will have provided 5,392 (2011-2031) dwellings in total in the rural area including Kidlington and the development of a new settlement at the former RAF Upper Heyford.

**C.247** We will cherish, protect and enhance the appearance and character of our villages by protecting conservation areas and by promoting high standards of design for new development. We will protect and enhance the beauty and natural diversity of the countryside for the enjoyment of all.

**C.248** To secure our vision this Local Plan has a strong urban focus which seeks to direct housing towards Bicester and Banbury. However, there is a need for some development within the rural areas to meet local and Cherwell wide needs. The overall level of housing growth for our villages and rural areas is set out in Policy BSC 1: District Wide Housing Distribution.

### What will Happen and Where

**C.249** 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 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.250** Our approach to providing development in the rural areas seeks to:

- deliver a new settlement at the former RAF Upper Heyford to enable conservation and environmental improvements and to contribute in meeting Cherwell wide and local housing needs
- 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 local shops, services and job opportunities are available and accessible or where access to nearby towns would be sustainable in transport terms
- consider the relationship between 'clusters' of villages
- provide development to help sustain rural services and facilities, including bus routes
- avoid significant environmental harm
- support the neighbourhood planning process.

**C.251** To this end, Policy Villages 1 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 which villages are, in principle, appropriate for conversions and infilling (Category C) and which are suitable for accommodating minor development (Categories A and B). Policy Villages 2

provides for additional planned development to be accommodated at the most sustainable villages (Category A) to meet District housing requirements and to 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. Policy Villages 4 establishes a framework for addressing open space, sport and recreation deficiencies at the villages. Policy Villages 5 seeks to deliver the new settlement at the former RAF Upper Heyford.

**C.252** We do not allocate specific sites within villages in this document. The suitability of individual sites will be considered through work on a Local Plan Part 2, where appropriate, through the preparation of Neighbourhood Plans or through the determination of planning applications for planning permission. 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.253** Development proposed in villages will be required to be built to exemplary design and building standards as set out in Section B3: Policies for Ensuring Sustainable Development.



## Policy Villages 1: Village Categorisation

**C.254** Policy Villages 1 provides a categorisation of villages to guide the consideration of small-scale proposals for residential development within the built-up limits of settlements. 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, is supported by services and facilities and does not unnecessarily exacerbate travel patterns that are overly reliant on the private car and which incrementally have environmental consequences. Policy Villages 1 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. It also informs Policy Villages 2 which provides a rural allocation for sites of 10 or more dwellings at the most sustainable category A villages and which will guide preparation of both the Local Plan Part 2 and Neighbourhood Plans.



**C.255** Villages 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.256** Survey work was previously undertaken to inform village categorisation and this was supplemented by 'the Cherwell Rural Areas Integrated Transport & Land Use Study' (CRAITLUS) which was produced in association with Oxfordshire County Council. The survey work was updated in 2014.

**C.257** 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.258** 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.259** It is not proposed that clustering forms part of the development strategy in 'Policy 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 sites. However, it is considered to be a role for satellite (Category B) villages to accommodate minor development which is set out in 'Policy Villages 1: Village Categorisation' below.

**C.260** The following categorisation will be used to assess residential proposals that come forward within villages.

**Policy Villages 1: Village Categorisation**

Proposals for residential development within the built-up limits of villages (including Kidlington) will be considered having regard to the categorisation below. Only Category A (Service Centres) and Category B (Satellite Villages) will be considered to be suitable for minor development in addition to infilling and conversions.

Category	Villages by Category	Type of Development
A	Service Villages Adderbury, Ambrosden, Arccott, Begbroke, Bletchington (*), Bloxham, Bodicote, Chesterton, Cropredy, Deddington, Finmere, Fringford, Fritwell, Hook Norton, Kidlington,	Minor Development Infilling Conversions

Category	Villages by Category	Type of Development
	<b>Kirtlington, Launton, Milcombe, Sibford Ferris/Sibford Gower, Steeple Aston, Weston-on-the-Green(*), Wroxton, Yarnton</b>	
<b>B</b>	<b>Satellite Villages</b>  <b>Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington.</b>	<b>Minor Development</b>  <b>Infilling</b>  <b>Conversions</b>
<b>C</b>	<b>All other villages</b>	<b>Infilling</b>  <b>Conversions</b>
<p><b>(*) Denotes villages partly within and partly outside the Green Belt. In those parts that lie within the Green Belt, only infilling and conversions will be permitted.</b></p>		

**C.261** There is a need for Cherwell’s villages to sustainably contribute towards meeting the housing requirements identified in Policy BSCI. Policy Villages I allows for the most sustainable villages to accommodate ‘minor development’ and all villages to accommodate infilling or conversions. 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 15: The Character of the Built and Historic Environment’ will be applied in considering applications.

**C.262** In assessing whether proposals constitute acceptable ‘minor development’, regard will be given to the following criteria:

- the size of the village and the level of service provision
- the site’s context within the existing built environment
- whether it is in keeping with the character and form of the village
- its local landscape setting
- careful consideration of the appropriate scale of development, particularly in Category B (satellite) villages.

**C.263** In considering the scope of new residential development within the built-up limits of Kidlington, consideration will be given to its role as a larger service centre and its urban character, the functions that existing gaps and spaces perform and the quality of the built environment.

**C.264** Infilling refers to the development of a small gap in an otherwise continuous built-up frontage. Not all infill gaps will be suitable for development. Many spaces in villages' streets are important and cannot be filled without detriment to their character. Such gaps may afford views out to the landscape or help to impart a spacious rural atmosphere to the village. This is particularly important in a loose knit village pattern where the spaces may be as important as the buildings.

**C.265** Adderbury, Ambrosden, Arncott, Begbroke, Bletchingdon, Bloxham, Bodicote, Chesterton, Cropredy, Deddington, Finmere, Fringford, Fritwell, Hook Norton, Kidlington, Kirtlington, Launton, Milcombe, Sibford Ferris/Sibford Gower, Steeple Aston, Weston on the Green, Wroxton and Yarnton are Category A villages. The Category A villages which perform as "service centres" for the "satellite villages" (forming a "village cluster") shown in the table at paragraph C.260 are Adderbury, Ambrosden, Bloxham, Cropredy, Deddington and Steeple Aston.

**C.266** The category B villages are satellite villages associated with a larger service centre. The satellite villages are: Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington. They do not 'score' highly enough in their own right to be included as category A villages but are considered to be appropriate for minor development because of the benefits of access to a service centre

within a village cluster. For example, Claydon, Great Bourton, Mollington and Wardington benefit from their relationship with Cropredy. As smaller settlements, the satellite villages have been given a separate 'B' Category as they would not be suitable for larger scale development provided for by Policy Villages 2.

**C.267** All other villages are classified as Category C villages.

**C.268** 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.269** Policy Villages 1 applies to all 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 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 ESD 14 will apply in the same way for those parts of Weston on the Green and Bletchingdon that lie within the Green Belt.

## **Policy Villages 2: Distributing Growth across the Rural Areas**

**C.270** 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 I: District Wide Housing Distribution'.

**C.271** The Housing Trajectory shows that the District already has a substantial housing supply from rural areas:



**Completions (2011-2014):**

DLO Caversfield	85
Rural Areas (including Kidlington) (10 or more dwellings)	247
Rural Areas including Kidlington (less than 10 dwellings)	196
Total	528

**Planning Permissions at 31/3/14:**

Former RAF Upper Heyford	761
DLO Caversfield	111
Rural Areas (including Kidlington) (10 or more dwellings)	888
Total	1760
<i>(excludes permissions for sites of less than 10 to avoid duplication with a future windfall allowance)</i>	

**C.272** In the interests of meeting local housing need in rural areas, an allocation is also being made to enable the development of some new sites (for 10 or more dwellings) in the most sustainable locations. A further 750 dwellings will be developed in the rural areas including Kidlington. Sites for 10 or

more dwellings that have received planning permission after 31 March 2014 will contribute in meeting these requirements. Additionally, a realistic windfall allowance of 754 homes is identified for sites of less than

10 dwellings for the period (2014-2031). In total, some 5,392 homes will be delivered across the rural areas from 2011 to 2031.

### **Policy Villages 2: Distributing Growth across the Rural Areas**

**A total of 750 homes will be delivered at Category A villages. This will be in addition to the rural allowance for small site 'windfalls' and planning permissions for 10 or more dwellings as at 31 March 2014.**

**Sites will be identified through the preparation of the Local Plan Part 2, through the preparation of Neighbourhood Plans where applicable, and through the determination of applications for planning permission.**

**In identifying and considering sites, particular regard will be given to the following criteria:**

- **Whether the land has been previously developed land or is of lesser environmental value**
- **Whether significant adverse impact on heritage or wildlife assets could be avoided**
- **Whether development would contribute in enhancing the built environment**
- **Whether best and most versatile agricultural land could be avoided**
- **Whether significant adverse landscape and impacts could be avoided**
- **Whether satisfactory vehicular and pedestrian access/egress could be provided**
- **Whether the site is well located to services and facilities**
- **Whether necessary infrastructure could be provided**
- **Whether land considered for allocation is deliverable now or whether there is a reasonable prospect that it could be developed within the plan period**
- **Whether land the subject of an application for planning permission could be delivered within the next five years**
- **Whether the development would have an adverse impact on flood risk.**



### Policy Villages 3: Rural Exception Sites

**C.273** 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.274** 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.275** 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.276** 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.277** 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 I: Village Categorisation' and to demonstrated local housing need.

**C.278** 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.279** 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.280** 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 BSC 12: Indoor Sport, Recreation and Community Facilities' will be used to help address existing deficiencies in provision and future development needs.

**C.281** The evidence base studies divided the District's Rural Areas into three sub-areas for analysis purposes, comprising the following:

Table 11: 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 Space Strategy** (as updated by the 2011 Open space Update) 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
- 1.51 ha of allotments.

The **Playing Pitch** and **Green Space 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
- 0.1 ha 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 Space Strategy (as updated by the 2011 Open space Update)** 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 Space Strategy** estimated that the following additional provision was required to meet needs to 2026:

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.282** 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 Plan Part 2 and this will include

allocations to help address deficiencies in open space, sport and recreation provision for the plan period.

**C.283** 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 Plan Part 2/Neighbourhood Plans are progressed.

## Policy Villages 5: Former RAF Upper Heyford

**C.284** 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. The airbase site measures approximately 500 hectares in total.



**C.285** 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.286** The airbase is located at the top of a plateau and is set within otherwise open countryside. Land to the west falls sharply to the Cherwell valley and Oxford Canal (the Canal itself has been designated as a Conservation Area). The Grade I listed Rousham Park is located in the valley to the south west of the site. The Rousham, Lower Heyford and Upper Heyford Conservation Area adjoins the airbase site, whilst the airbase itself has been designated as a

Conservation Area in view of the national importance of the site and the significant heritage interest.

**C.287** There are a number of Scheduled Ancient Monuments, listed buildings, and non designated heritage assets of national importance on site, as well as other unlisted buildings that make a positive contribution to the character or appearance of the conservation area, and much of the airfield is of ecological importance including a Local Wildlife Site (recently extended in area). 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 which itself consists of five distinctive character areas reflecting different functions and historic periods of construction. The flying field represents the core area of historic significance, and is of national significance due to its cold war associations.

**C.288** The site was previously 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. Policy Villages 5 below replaces Policy H2 in guiding the future redevelopment of the site and provides a positive policy framework within which opportunities to accommodate development are considered having regard to known constraints, principally heritage, ecology and transport impacts associated with additional development.

**C.289** Since the airbase closed in 1994 temporary planning permissions were 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. Paragon Fleet Solutions operate on a large part of the former airbase, undertaking office, technical and transport related activities centred around 'car processing'.

**C.290** A number of matters raised in a 2008 public inquiry, set out in the appeal decision from the Secretary of State in January 2010 remain relevant to the consideration of the scale, location and type of development that can take place at Upper Heyford including:

- the delivery of the required balance of historical/cultural objectives, environmental improvements, ecological benefits and public access
- whether the scale, type and location of employment and storage proposed for the flying field would harm the character of the Conservation Area and setting of Listed Buildings
- the extent of demolition/reuse of historic buildings on the site
- whether adequate opportunities for travel other than by private car would be delivered
- whether adequate infrastructure could be delivered; and
- whether a comprehensive and lasting approach to the whole site could be delivered.

**C.291** The site is allocated in this Local Plan as a means of securing the delivery of a lasting arrangement on this exceptional large scale brownfield site, whilst additional

greenfield land is now allocated in the context of meeting the full objectively assessed housing needs of the District by realising the opportunities presented by the development of this new settlement. The former airbase site currently has planning permission for a new settlement of some 1,075 homes (gross), and 'Policy Villages 5' provides for additional development through a combination of the intensification of the density of development proposed on the less sensitive previously developed parts of the site, and new, limited, greenfield development around the main airbase site in locations that will be complementary to the approved development. The additional development areas are shown on inset map 'Policy Villages 5'. The policy allows for residential development focused to the south of the flying field, avoiding the most historically significant and sensitive parts of the site, and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road). Given the rural and isolated location of the settlement, and its significant heritage interest, securing adequate transport arrangements and funding the necessary mitigation of transport and heritage impacts will be of particular importance, whilst 'Policy Villages 5' also makes provisions relating to the importance of high quality design to reflect the distinctive character areas of the site.

**C.292** A comprehensive approach will be required and it will be necessary to demonstrate how the additional land identified can be satisfactorily integrated with the approved development. The additional land will not be permitted to be developed independently of the main development and infrastructure contributions will be expected for the wider scheme.

**C.293** Consultation with Historic England will be required in formulating specific development proposals for the site, whilst regard should also be had to the following documents in preparing any such scheme:

- Upper Heyford Landscape Sensitivity and Capacity Assessment (2014)
- Upper Heyford Assessment Interim Final Report (2014)
- Strategic Housing Land Availability Assessment Update (2014)
- The 2014 approved masterplan for the site
- RAF Upper Heyford Revised Comprehensive Planning Brief SPD (2007)
- RAF Upper Heyford Conservation Area Appraisal (2006)
- Former RAF Upper Heyford Landscape Character Assessment of the Airbase South of the Cold War Zone (2006)
- Former RAF Upper Heyford Conservation Plan (2005)
- Former RAF Upper Heyford Landscape and Visual Impact and Masterplan Report (2004)
- Restoration of Upper Heyford Airbase – A Landscape Impact Assessment (1997).

### **Policy Villages 5: Former RAF Upper Heyford**

**Development Area: 520 ha**

**Development Description:** This site will provide for a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) and necessary supporting infrastructure, including primary and secondary education provision 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, compatible with achieving a satisfactory living environment. A comprehensive integrated approach will be expected.

#### **Housing**

- **Number of homes** – approximately 1,600 (in addition to the 761 (net) already permitted)
- **Affordable housing** – at least 30%

#### **Employment**

- **Land Area** – approximately 120,000 sq. metres
- **Jobs created** – approximately 1,500

- **Use classes – B1, B2, B8**
- **Any additional employment opportunities further to existing consent to be accommodated primarily within existing buildings within the overall site where appropriate or on limited greenfield land to the south of Camp Road.**

### **Infrastructure Needs**

**All development proposals will be expected to contribute as necessary towards the delivery of infrastructure provision through onsite provision or an appropriate off-site financial contribution to:**

- **Education – provision of a 2.22 ha site for a new 1-1.5 form entry primary school with potential for future expansion, if required, and contributions to primary and secondary school place provision**
- **Health – contributions required to health care provision**
- **Open Space – sports pitches, sports pavilion, play areas, indoor sport provision**
- **Community Facilities – nursery, community hall, local centre/hotel, a neighbourhood police facility**
- **Access and Movement – transport contributions and sustainable travel measures as detailed below, countryside access measures, fencing along the boundary of the new settlement and the flying field**
- **Utilities – contamination remediation, improvements to the water supply and sewerage network, as well as other utilities, may be required.**

### **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 site identified as Policy Villages 5**
- **In order to avoid development on the most historically significant and sensitive parts of the site, new development is to be focused to the south of the flying field and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road)**
- **The areas proposed for development adjacent to the flying field will need special consideration to respect the historic significance and character of the taxiway and entrance to the flying field, with development being kept back from the northern edge of the indicative development areas**
- **The release of greenfield land within the allocated site Policy Villages 5 will not be allowed to compromise the necessary environmental improvements and conservation of heritage interest of the wider site**
- **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 will be required

- **Development should accord with Policy ESD 15 and include layouts that maximise the potential for walkable neighbourhoods with a legible hierarchy of routes**
- **Retention and enhancement of existing Public Rights of Way, and the provision of links from the development to the wider Public Rights of Way network, including the reinstatement of the historic Portway route across the western end of the extended former main runway as a public right of way on its original alignment**
- **Layouts should enable a high degree of integration with development areas within the 'Policy Villages 5' allocation, with connectivity between new and existing communities**
- **Measures to minimise the impact of traffic generated by the development on the surrounding road network will be required through funding and/or physical works, including to any necessary capacity improvements around Junction 10 of the M40, and to the rural road network to the west of the site and around Middleton Stoney including traffic calming and management measures**
- **Development will provide for good accessibility to public transport services and a plan for public transport provision will accompany any planning application**
- **Design and layout should reflect the management and mitigation of noise impacts associated with the development**
- **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 across the site identified as 'Policy Villages 5', and wildlife corridors enhanced, restored or created, including the provision for habitat for great crested newts and ground nesting birds in particular. A net gain in biodiversity will be sought

- **Development should protect and enhance the Local Wildlife Site (including the new extension to the south)**
- **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 reflect high quality design that responds to the established character of the distinct character areas where this would preserve or enhance the appearance of the Former RAF Upper Heyford Conservation Area**
- **New development should also preserve or enhance the character and appearance of the Rousham, Lower Heyford and Upper Heyford Conservation Area, as well as the Oxford Canal Conservation Area, and their settings**
- **Development on greenfield land within 'Policy Villages 5' should provide for a well-designed, 'soft' approach to the urban edge, with appropriate boundary treatments**
- **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 will be resisted to preserve the character of the area**
- **Landscape/Visual and Heritage Impact Assessments should be undertaken as part of development proposals and inform the design principles for the site**
- **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 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**
- **The provision of extra care housing and the opportunity for self build affordable housing in accordance with Policies BSC 3 and BSC 4**
- **Public open space should be provided to form a well connected network of green areas, suitable for formal and informal recreation**
- **Provision of Green Infrastructure links to the wider development area and open countryside**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **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 development should be set back from watercourses**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 - 5**
- **Development on the site will be required to investigate the potential to make connections to and utilise heat from the Ardley Energy Recovery facility to supply the heat demands of residential and commercial development on the site**
- **An archaeological field evaluation to assess the impact of the development on archaeological features**
- **In all instances development proposals will be subject to the other appropriate development plan policies.**



## Section D - The Infrastructure Delivery Plan

**D.1** The Infrastructure Delivery Plan (IDP) provides confidence that critical infrastructure can be supported, that the Plan's development strategy is deliverable, and that social, physical and green infrastructure can be secured to 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, and 'green' infrastructure. The IDP 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 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 schools, 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 and gaps in funding in consultation with the infrastructure and service providers operating in Cherwell.

**D.4** 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.5** 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 20 year period (2011-2031) 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.6** 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.7** 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.8** 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 residents. Other infrastructure types relate to quality of life and environmental protection or enhancements.

**D.9** Although the Council wishes to secure all infrastructure items identified in the IDP, 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.10** 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 IDP provides a category for each infrastructure item, depending on the level of risk it poses to the delivery of the Local Plan.

**D.11** 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.12** The Integrated Transport Studies for the two main urban areas and the rural areas, together with the Movement Strategies for the urban areas, as well as updated evidence studies undertaken in 2014, provide the evidence to support the provision of new and improved transport infrastructure.

**D.13** 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 Infrastructure Delivery Plan in Appendix 8.

**D.14** Cherwell's future success depends on 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.

**D.15** 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.16** 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.17** The 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 as set out in the IDP schedule in Appendix 8. The Local Plan contains site-specific information relating to infrastructure requirements and a Developer Contributions SPD is being prepared.

**D.18** 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 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 700 homes, retail, 15,000sqm of town centre/commercial uses, public open space and multi storey car parks. The now completed Banbury Flood Alleviation Scheme is important to the delivery of the site.

**D.19** In Bicester, the North West Bicester eco-town proposals (Policy Bicester 1: North West Bicester Eco-Town) involving the development of 6,000 homes and jobs requires schools, 40% open space, sustainable transport, community facilities, local shops and services, energy and waste facilities.

**D.20** The Local Plan does not allocate specific sites for growth within the rural areas, other than making an allocation for a new settlement at the Former RAF Upper Heyford, but contains strategic policies for the distribution of growth. Policy Kidlington



I identifies a small scale Green Belt review at Kidlington and Begbroke for employment purposes and Policy Kidlington 2 aims to strengthen Kidlington's village centre. These policies are important to attract investment.

**D.21** The Local Plan Part 2 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**

**D.22** 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 programmes 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 2011-2031:**

- North West Bicester Eco-Town of 6,000 homes and jobs with 40% open space (3,293 expected to be delivered by 2031)
- Graven Hill, 2,100 homes, logistics and distribution hub
- Land at Bure Place, Town Centre Redevelopment (Phase 2)

- Extension to Bicester Town Centre (Area of Search)
- South West Bicester Phase 1 1,462 homes and 726 homes at Phase 2
- South East Bicester 1,500 homes
- Bicester Business Park
- Employment land at Bicester Gateway
- Employment Land at North East Bicester
- Tourism-led development at Former RAF Bicester
- Gavray Drive 300 homes
- New Cemetery.

#### **Overview of Future Growth in Banbury 2011-2031:**

- Bankside Phase 1, 600 homes at Phase 2
- Canalside, including 700 homes, retail, office and leisure uses
- West of Bretch Hill, 400 homes
- North of Hanwell Fields 544 homes
- Southam Road, Banbury 600 homes
- Employment Land West of M40
- Relocation of Banbury United Football Club
- Extended town centre (Area of Search)

- Bolton Road Development Area, 200 homes, retail and other mixed uses
- Retail and other mixed uses at Spiceball Development Area
- Bretch Hill Regeneration Area
- Cherwell Country Park
- Bankside Community Park
- Employment land North East of Junction 11
- South of Salt Way - East, 1345 homes
- South of Salt Way - West, 150 homes
- Land at Drayton Lodge Farm, 250 homes
- Land at Higham Way, 150 homes.

**Overview of Future Growth in Kidlington and rural areas 2011-2031:**

- Accommodating High Value Employment Needs: Langford Lane/London-Oxford Airport; Oxford Technology Park and Begbroke Science Park (subject to small scale Green Belt review)
- Kidlington Village Centre
- Allocation for 2,361 homes (in total, including 761 already consented) at Former RAF Upper Heyford; 750 across the rural areas and Kidlington. The specific sites to be identified in the Local Plan Part 2 and Neighbourhood Plans when developed.

**D.23** 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.24** 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.25** 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.

## Section E - Monitoring and Delivery of the Local Plan

**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 will 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 policy or strategic needs
- appropriate infrastructure is being delivered to support growth.

**E.3** If policies need changing the monitoring report will list the actions needed to achieve this.

**E.4** 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>.

### The Monitoring Framework

**E.5** For each policy in the Local Plan, we have developed an indicator and a target, 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 is set out below, grouped together under the relevant theme of the Local Plan. The detailed Monitoring Framework is included as Appendix 6.

**E.6** 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, but are a clear baseline against which overall implementation can be assessed. They include completions and strategic developments which have an existing planning permission.

### **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 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 (see Appendix 6) to monitor how well policies are delivering our aim of 'achieving a sustainable local economy'. These include:

- change of use/loss of employment land 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 new tourism development in the District
- numbers of visitors to tourist attractions in the District.

### **Theme Two - Building Sustainable Communities**

**E.9** 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. Although the trajectory sets out when delivery can reasonably be expected, it does not prevent earlier or accelerated delivery.

**E.10** Housing delivery will be monitored to ensure that the projected housing delivery is achieved. The District is required by the NPPF and the NPPG 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. The Council's housing land supply position will be formally reported and comprehensively reviewed on an at least annual basis in the monitoring report. Updates to the housing land supply position will be undertaken during the year should there be a significant change in circumstances to the District's housing land supply position.

**E.11** This Local Plan allocates strategic sites for development. The non strategic sites required to accommodate the remainder of the development identified in the Housing Trajectory will either be allocated in the Local Plan Part 2 or in Neighbourhood Plans,



or will be identified through the determination of applications for planning permission. The Council will regularly review its Strategic Housing Land Availability Assessment to ensure there is sufficient potential supply.

**E.12** We will also use a number of indicators (see Appendix 6) to monitor how well policies are delivering our wider aim of 'building sustainable communities'. 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 to development
- developer contributions towards open space/sport/recreation facilities
- number of areas of open space achieving quality standards.

### Theme Three - Ensuring Sustainable Development

**E.13** We will use a number of indicators (see Appendix 6) to monitor how well policies are delivering our aim of 'ensuring sustainable development'. These include:

- planning permissions granted contrary to Environment Agency advice on flood risk grounds
- number/capacity of consented renewable energy schemes
- number of consented developments making use of District heating
- number of developments achieving 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 the Oxfordshire Local Nature Partnership 'Wild Oxfordshire')
- number of ecological surveys submitted with applications

- number of development schemes permitted in AONB
- number of urban fringe improvement schemes
- development in the Green Belt.

### Delivering the Local Plan

**E.14** 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.

**E.15** The strategy in the Local Plan will be delivered through the planning application process and the implementation of the:

- Local Plan Part 2
- Neighbourhood Plans
- Town wide masterplan SPDs for Bicester and Banbury
- Site specific SPDs for Canalside and , Bolton Road
- Developer Contributions 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.16** We have worked with our delivery partners including Oxfordshire County Council during the preparation of this Local Plan and its 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.17** We will continue to work with neighbouring authorities and other organisations on cross boundary issues through the Oxfordshire Growth Board and the two Local Enterprise Partnerships covering the District, amongst others. The Duty to Cooperate Topic Paper 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.

**E.18** Our Monitoring Report 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.

**E.19** 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. This will be informed by annual reviews of the Strategic Housing Land Availability Assessment.

**E.20** 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.21** 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 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.22** Annual monitoring will inform future Local Plan reviews. These reviews may be in response to shortfalls in the implementation of the Plan's policies and in the delivery of infrastructure, to changes in national policy or strategic needs or due to the need to roll forward the plan period. A small scale review of policy could in some instances be undertaken through preparation of other development plan documents or their review. The possibility of an early Plan review to help meet unmet needs arising elsewhere in the Housing Market Area is provided for at paragraph B.95.



## Local Plan Housing Trajectory 2011-2031

	Completions 2011-2014	Permissions Granted at 31 March 2014	Local Plan: New Allocation 2014-2031	Total Projected Supply 2014-2031	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	Plan Period Total Supply 2011-2031
<b>Bicester</b>																						
North West Bicester (Bicester 1)	0	393	2900	3293	71	143	179	210	210	210	210	210	210	210	210	210	210	200	200	200	200	3293
Graven Hill (Bicester 2)	0	0	2100	2100	0	0	50	150	200	200	200	200	200	200	200	150	100	100	100	50	0	2100
South West Bicester Phase 1	280	1362	100	1462	136	200	200	200	200	200	200	126	0	0	0	0	0	0	0	0	0	1742
South West Bicester Phase 2 (Bicester 3)	0	0	726	726	0	0	70	70	70	70	140	140	90	76	0	0	0	0	0	0	0	726
South East Bicester (Bicester 12)	0	0	1500	1500	0	0	50	150	150	150	150	150	150	150	150	150	100	0	0	0	0	1500
Gavray Drive (Bicester 13)	0	0	300	300	0	0	50	125	125	0	0	0	0	0	0	0	0	0	0	0	0	300
Talisman Road (approved site)	0	125	0	125	20	45	40	20	0	0	0	0	0	0	0	0	0	0	0	0	0	125
Other sites - 10 or more dwellings	48	54	100	154	12	12	10	10	10	10	10	10	10	10	10	10	10	10	10	0	0	202
Windfall sites - less than 10 dwellings	37	71	104	104	8	8	8	8	8	8	8	8	8	4	4	4	4	4	4	4	4	141
<b>Sub-Total</b>	<b>365</b>	<b>2005</b>	<b>7830</b>	<b>9764</b>	<b>247</b>	<b>408</b>	<b>657</b>	<b>943</b>	<b>973</b>	<b>848</b>	<b>918</b>	<b>844</b>	<b>668</b>	<b>650</b>	<b>574</b>	<b>524</b>	<b>424</b>	<b>314</b>	<b>314</b>	<b>254</b>	<b>204</b>	<b>10129</b>
<b>Banbury</b>																						
Canalside (Banbury 1)	0	0	700	700	0	0	0	0	0	50	50	100	100	100	100	100	100	0	0	0	0	700
Southam Road (Banbury 2)	0	600	0	600	0	145	150	150	155	0	0	0	0	0	0	0	0	0	0	0	0	600
West of Bretch Hill (Banbury 3)	0	0	400	400	0	50	120	120	110	0	0	0	0	0	0	0	0	0	0	0	0	400
Bankside Phase 1	8	1082	0	1082	50	150	150	150	150	150	100	100	82	0	0	0	0	0	0	0	0	1090
Bankside Phase 2 (Banbury 4)	0	0	600	600	0	0	0	0	0	0	50	100	100	100	100	100	50	0	0	0	0	600
North of Hanwell Fields (Banbury 5)	0	0	544	544	0	75	125	125	75	84	60	0	0	0	0	0	0	0	0	0	0	544
Bolton Road (Banbury 8)	0	0	200	200	0	0	0	75	75	50	0	0	0	0	0	0	0	0	0	0	0	200
South of Salt Way - West (Banbury 16)	0	0	150	150	0	0	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	150
South of Salt Way - East (Banbury 17)	0	145	1200	1345	0	40	55	50	100	100	100	100	150	150	100	100	100	100	100	100	0	1345
West of Warwick Road	0	300	0	300	0	50	90	90	70	0	0	0	0	0	0	0	0	0	0	0	0	300
Drayton Lodge Farm (Banbury 18)	0	0	250	250	0	0	0	50	75	100	25	0	0	0	0	0	0	0	0	0	0	250
Higham Way (Banbury 19)	0	0	150	150	0	0	25	100	25	0	0	0	0	0	0	0	0	0	0	0	0	150
Other sites - 10 or more dwellings	105	219	150	369	22	22	22	22	22	22	22	22	22	22	22	22	21	21	21	21	21	474
Windfall sites - less than 10 dwellings	100	156	416	416	32	32	32	32	32	32	32	32	32	16	16	16	16	16	16	16	16	516
<b>Sub-Total</b>	<b>213</b>	<b>2502</b>	<b>4760</b>	<b>7106</b>	<b>104</b>	<b>564</b>	<b>819</b>	<b>1064</b>	<b>889</b>	<b>588</b>	<b>439</b>	<b>454</b>	<b>486</b>	<b>388</b>	<b>338</b>	<b>338</b>	<b>287</b>	<b>137</b>	<b>137</b>	<b>37</b>	<b>37</b>	<b>7319</b>
<b>Elsewhere</b>																						
Former RAF Upper Heyford (Villages 5)	0	761	1600	2361	50	100	150	150	150	150	150	150	150	150	150	150	150	141	140	140	140	2361
DLO Caversfield	85	111	0	111	40	40	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196
Rural Areas (incl. Kidlington) - 10 or more dwellings	247	888	750	1638	133	130	130	130	130	130	130	100	100	100	100	75	50	50	50	50	50	1885
Windfall sites - less than 10 dwellings	196	255	754	754	58	58	58	58	58	58	58	58	58	29	29	29	29	29	29	29	29	950
<b>Sub-Total</b>	<b>528</b>	<b>2015</b>	<b>3104</b>	<b>4864</b>	<b>281</b>	<b>328</b>	<b>369</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>338</b>	<b>308</b>	<b>308</b>	<b>279</b>	<b>279</b>	<b>254</b>	<b>229</b>	<b>220</b>	<b>219</b>	<b>219</b>	<b>219</b>	<b>5392</b>
<b>Grand Total</b>	<b>1106</b>	<b>6522</b>	<b>15694</b>	<b>21734</b>	<b>632</b>	<b>1300</b>	<b>1845</b>	<b>2345</b>	<b>2200</b>	<b>1774</b>	<b>1695</b>	<b>1606</b>	<b>1462</b>	<b>1317</b>	<b>1191</b>	<b>1116</b>	<b>940</b>	<b>671</b>	<b>670</b>	<b>510</b>	<b>460</b>	<b>22840</b>

## Notes:

1. The trajectory represents the anticipated annual rate of housing delivery in the current housing market (2014). 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 figures for 'Total Projected Supply 2014-2031' nor for 'Plan Period Total Supply 2011-2031' to avoid double counting with the windfall allocation for the plan period.
3. Projections will change in the light of future monitoring.





## Local Plan Employment Trajectory 2011-2031

	Land use allocation in the Local Plan	Total area of land covered by site Policy in the Local Plan (ha)	Area (ha) of total land allocated expected to provide for employment uses within the Plan period	Employment floorspace (sqm) expected within the Plan period and delivery date		
				2011-2016	2016-2021	2021-2031
<b>Bicester</b>						
North West Bicester (Bicester 1)	Mixed Use	390	10		35,000	
Graven Hill (Bicester 2)	Mixed Use	241	26		91,000	
Bicester Business Park (Bicester 4)	Employment	29.5	29.5	103,250		
Bicester Gateway (Bicester 10)	Employment	18	18		63,000	
Land at North East Bicester (Bicester 11)	Employment	15	15		52,500	
South East Bicester (Bicester 12)	Mixed Use	155	40	14,000	70,000	56,000
<b>Sub-Total</b>			<b>138.5</b>			
<b>Banbury</b>						
Canalside (Banbury 1)	Mixed Use	tbc	tbc			
Land West of M40 (Banbury 6)	Employment	35	35		122,500	
Land North East of junction 11 (Banbury 15)	Employment	13	13	45,500		
Former SAPA site	Employment	N/A	13	45,500		
<b>Sub-Total</b>			<b>61</b>			
<b>Elsewhere</b>						
Former RAF Upper Heyford	Mixed Use	520	N/A			
<b>Sub-Total</b>			<b>N/A</b>			
<b>Grand Total</b>			<b>199.5</b>	<b>162,750</b>	<b>434,000</b>	<b>56,000</b>



## Appendix I Background to Cherwell's Places

**1.1** Cherwell is situated in north Oxfordshire and 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-on-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 at Kidlington, a very large village close to Oxford. The District has over 90 villages and hamlets.

**1.3** The District's largest employment sectors are: distribution, manufacturing, office, retailing and other services, and public sector employment including in health, defence and education. In recent times, unemployment has generally been low in Cherwell. However, it doubled during the economic downturn.

**1.4** Banbury is principally a manufacturing town and service centre whilst Bicester is a garrison town with a military logistics, storage and distribution and manufacturing base. Both towns featured as important economic locations in the former 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 London-Oxford Airport immediately to the north.

**1.5** Bicester and Kidlington lie within Oxford's hinterland. In rural areas, the function of villages as places to live and commute from has increased as the traditional rural economy has declined. The number of people employed in agriculture fell by 18% between 1990 and 2000.

**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 being improved 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 large, well served villages and many smaller villages but no small towns as in other parts 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), 59 Scheduled Ancient Monuments and a number of registered parks and gardens and a historic battlefield. 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 1,000 homes was completed in 2008/09. Urban extensions producing some 1600 homes at Bicester were completed in 2004/05. Average housing completions from 2001 to 2014 were 520 per annum, 38.5% of which were in Banbury, 23% in Bicester and 38.5% 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.

**1.10** Permissions are in place for further extensions to Banbury and Bicester of 2,502 and 2,005 homes respectively and these are now underway. There is currently planning consent for 761 dwellings (net) at former RAF Upper Heyford.

### **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, 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 1,642 homes at 'South West Bicester' Phase 1, 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. North West Bicester was identified by Government as a location for an eco-town development. Bicester's location within the Oxford sub-region and on the Oxford-Cambridge arc makes it well



located for growth. In the Autumn Statement 2014, the Government announced plans to “support Bicester to provide up to 13,000 new homes subject to value for money”.

**1.13** Phase I of a £50m redevelopment of the town centre has now been completed including a Sainsburys supermarket, other retail premises, and a cinema. '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 50,000m<sup>2</sup> of BI 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, development commenced in summer 2013 for the replacement of Bicester's community hospital. In terms of rail improvements, in 2013, Chiltern Railways 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. 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 former 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 had previously 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 had been 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 1,200 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 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. 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 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. 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 2,000.

**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 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.

## Former RAF Upper Heyford

**1.28** Within Cherwell's rural areas lies the 500ha former RAF Upper Heyford site, vacated by the US Air Force in 1994. The site is located at the top of a plateau and is set within otherwise open countryside. Land to the west falls sharply to the Cherwell valley and Oxford Canal (which has been designated as a Conservation Area). The Grade I listed Rousham Park is located in the valley to the south west of the site. The Rousham, Lower Heyford and Upper Heyford Conservation Area adjoins the airbase site, whilst the airbase itself has been designated as a Conservation Area in view of the national importance of the site and the significant heritage interest reflecting the Cold War associations of the airbase. There are a number of Scheduled Ancient Monuments, listed buildings, and non designated heritage assets of national importance on site, as well as other unlisted buildings that make a positive contribution to the character or appearance of the conservation area, and much of the airfield is of ecological importance including a Local Wildlife Site (recently extended in area). 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 which itself consists of five distinctive character areas reflecting different functions and historic periods of construction. The flying field represents the core area of historic significance, and is of national significance due to its Cold War associations.

**1.29** Over the last 10 years numerous applications have been made seeking permission to either develop the whole site or large parts of it and a number have gone to appeal demonstrating the significant environmental and heritage constraints and the complexities of the site. An application in 2008 proposed a new settlement of 1,075 dwellings (gross) (761 net), 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. The 2010 permission granted consent for some of the many commercial uses already operating on temporary consents on the site. More recently, and following a change of ownership of the site, a new outline application was made and granted in 2011 for a revised scheme focusing on the settlement area only. A new masterplan was produced in which the same numbers of dwellings were proposed with the majority of the existing units retained but the development area extends further westwards. Residential development has now commenced south of Camp Road. The delivery of a new settlement at this exceptional brownfield site is therefore underway.

## Appendix 2 Links between Policies and Objectives

Appendix 2: Links between Policies and Objectives

Policy Title	Policy Number	Relevant Strategic Objective
<b>A Strategy for Development in Cherwell</b>		
Presumption in Favour of Sustainable Development	Policy PSDI	All objectives
<b>Theme One: A Sustainable Local Economy</b>		
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
<b>Theme Two: Building Sustainable Communities</b>		
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



<b>Policy Title</b>	<b>Policy Number</b>	<b>Relevant Strategic Objective</b>
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
<b>Theme Three: Ensuring Sustainable Development</b>		
Mitigating and Adapting to Climate Change	ESD 1	11, 12, 13, 15
Energy Hierarchy	ESD 2	11
Sustainable Construction	ESD 3	11
Dentralised 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

<b>Policy Title</b>	<b>Policy Number</b>	<b>Relevant Strategic Objective</b>
Oxford Green Belt	ESD 14	12, 14
The Character of the Built and Historic Environment	ESD 15	6, 14
The Oxford Canal	ESD 16	10, 13, 14, 15
Green Infrastructure	ESD 17	10, 11, 14, 15
<b>Policies for Cherwell's Places</b>		
<b>Bicester</b>		
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
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
Land at Bicester Gateway	Bicester 10	1, 10, 11, 12, 13, 14
Employment Land at North East Bicester	Bicester 11	1, 10, 11, 12, 13, 14
South East Bicester	Bicester 12	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15

## Appendix 2 Links between Policies and Objectives

<b>Policy Title</b>	<b>Policy Number</b>	<b>Relevant Strategic Objective</b>
Gavray Drive	Bicester 13	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
<b>Banbury</b>		
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
Cherwell Country Park	Banbury 14	10, 14, 15
Employment Land North East of Junction 11	Banbury 15	1, 10, 11, 12, 13, 14
Land south of Salt Way (West)	Banbury 16	6, 7, 8, 9, 10, 11, 12, 13, 14, 15

<b>Policy Title</b>	<b>Policy Number</b>	<b>Relevant Strategic Objective</b>
Land south of Salt Way (East)	Banbury 17	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Land at Drayton Lodge Farm	Banbury 18	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Land at Higham Way	Banbury 19	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
<b>Kidlington</b>		
Accommodating High Value Employment Needs	Kidlington 1	1, 10, 11, 12, 13, 14
Strengthening Kidlington Village Centre	Kidlington 2	1, 3, 4, 10, 14
<b>Our Villages and Rural Areas</b>		
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
Former RAF Upper Heyford	Villages 5	6, 7, 8, 9, 10, 12, 13, 14, 15
<b>Delivering the Local Plan</b>		
Infrastructure	INF 1	10





## **Appendix 3 Evidence Base**

### **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)

Oxfordshire Strategic Economic Plan (March 2014)

The Oxfordshire Innovation Engine (Oct 2013)

South East Midlands Strategic Economic Plan (March 2014)

Cherwell Economic Analysis Addendum (August 2014)

Updated Employment Land Forecasts (May 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 (Oct 2012)

Cherwell and West Oxon Strategic Flood Risk Assessment (Level 1) (May 2009)

Habitats Regulations Assessment (stage 1)- screening of Options for Growth consultation on directions of growth) (Nov 2009)

Final Habitats Regulations Assessment (stage 1 - screening) of Draft Core Strategy) (Sept 2010)

Final Habitats Regulations Assessment (stage 1 - screening) of Proposed Submission Local Plan August 2012) (Aug 2012)

Landscape Sensitivity and Capacity Assessment (Sept 2010)

Renewable energy and sustainable construction study (Sept 2009)

Strategic Flood Risk Assessment (Level 2) (March 2012)

Strategic Flood Risk Assessment (Level 2) Additional Sites Addendum (Sept 2012)

Addendum to Habitats Regulations Assessment (Stage 1 Screening of Proposed Submission draft Local Plan, Aug 2012) Final Screening of Proposed Changes 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

Banbury Landscape Sensitivity and Capacity Assessment Addendum (August 2014)

Bicester Landscape Sensitivity and Capacity Assessment Addendum (August 2014)

Habitats Regulations Assessment - Addendum to HRA Stage 1 Screening of the Proposed Submission Cherwell Local Plan (Screening of Proposed Modifications) (August 2014)

Upper Heyford Landscape Sensitivity and Capacity Assessment (August 2014)

Sequential Test and Exception Test (Flooding) (August 2012, updated October 2013)

Sequential Test and Exception Test (Flooding): Strategic Sites October 2014

Strategic Flood Risk Assessment (Level 2) Additional Sites Addendum (August 2014)

Upper Heyford Assessment Interim Final Report (August 2014)

### **Heritage Evidence**

Oxford Canal Conservation Area Appraisal (Oct 2012)

Wroxton and Drayton Strategic Heritage Impact Assessment Report - Final Report (Sept 2013)

RAF Upper Heyford Revised Comprehensive Planning Brief SPD (2007)

RAF Upper Heyford Conservation Area Appraisal (2006)

Former RAF Upper Heyford Landscape and Visual Impact and Masterplan Report (2004)

Former RAF Upper Heyford Landscape Character Assessment of the Airbase South of the Cold War Zone (2006)

Former RAF Upper Heyford Conservation Plan (2005)

Restoration of Upper Heyford Airbase – A Landscape Impact Assessment (1997)

The 2014 approved masterplan for the site

### **Housing Evidence**

Affordable Housing Viability Study (March 2010)

Affordable Housing Viability Study update (March 2013)

Analysis of the viability of Extra Care Housing units within Section 106 scheme in Cherwell DC (Feb 2011)

Cherwell Strategic Housing Market Assessment (SHMA) Review and Update (Dec 2012)

Cherwell Submission Local Plan - Housing Density Background Paper (Nov 2013)

Cherwell, West Oxfordshire and South Northamptonshire Gypsy and Traveller Needs Assessment 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 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)

Oxfordshire SHMA 2014 – Summary – Key Findings on Housing Need (March 2014)

Oxfordshire SHMA 2014 - Oxfordshire Economic Forecasting Final Report 2014

Oxfordshire Strategic Housing Market Assessment (SHMA) (April 2014)

Cherwell Housing Deliverability (May 2014)

Strategic Housing Land Availability Assessment Update (August 2014)

Village Categorisation Update October 2014

### **Infrastructure Evidence**

Banbury Integrated Transport and Land Use Study (BANITLUS) (Dec 2009)

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)

Banbury Movement Study Addendum (2014)

Bicester Movement Study Addendum (2014)

Halcrow Technical Note: Bicester SATURN Model May 2013 (January 2014)

Bicester Transport Modelling (October 2014)

Banbury Highway Model: Forecasting Report (October 2014)

Upper Heyford Transport Technical Note (October 2014)

District Wide Transport Note (October 2014)

Summary of Transport Technical Note (October 2014)

### **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)

Indoor Sports, Recreation and Community Facilities- Strategic Assessment of need for AGPs Provision in Cherwell Interim Report, April 2014

Indoor Sports, Recreation and Community Facilities- Strategic Assessment of need for Halls Provision in Cherwell Interim Report, April 2014

Indoor Sports, Recreation and Community Facilities- Strategic Assessment of need for Pools Provision in Cherwell Interim Report, April 2014

### **Plan-Wide Evidence**

Banbury Canalside Viability Study (Sept 2013)

Local Plan Viability Study (Oct 2013)

Local Plan Viability Update Executive Summary (August 2014)

Local Plan Viability Update (September 2014)

### **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 Landscape Sensitivity and Capacity Assessment - Final Draft (Sep 2009)

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)

Gypsy and Traveller Accommodation Needs Assessment for the Thames Valley region (Sept 2006)

Interim Transport Technical Note (August 2014)

### **Relevant Documents/Data Sources**

Annual Monitoring Reports

Cherwell in Numbers 2010

Conservation and Urban Design Strategy for Cherwell 2012 – 2015

Economic Development Strategy 2011 – 2016

Low Carbon Environmental Strategy (2012)

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/>

## 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.
Adoption	The approval, after independent examination, of the final version of a Local Plan by a local planning 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 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	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
Climate Change	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.

<b>Phrase</b>	<b>Definition</b>
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
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 adopted spatial plans and policies that apply to a particular local planning authority area. This includes adopted Local Plans (including Minerals and Waste Plans) and Neighbourhood Development Plans and is defined by Section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan Documents (DPDs)	Documents which make up the Local Plan. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	A statutory duty placed on public bodies to cooperate constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.
Eco-innovation hub	A 'green technology' cluster of environmental goods and services businesses.
Embodied Energy	The energy bound up in making a 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 considers 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 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.

Phrase	Definition
Gypsies and Traveller	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.
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.
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.
LAP	Local Area for Play
LEAP	Local Equipped Area for Play
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.
Local Development Documents (LDDs)	The collective term for Development Plan Documents, Supplementary Planning Documents and other documents containing statements relating to planning policy and the development and use of land.
Local Development Scheme (LDS)	A Local Development Scheme is a statutory document required to specify (among other matters) the documents which, when prepared, will comprise the Local Plan for the area. It sets out the programme for the preparation of these 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.
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

Phrase	Definition
	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 local highways authority (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.
MUGA	Multi-Use Games Area
National Planning Policy Framework (NPPF)	A document setting out the Government's planning policies.
National Planning Practice Guidance (NPPG or PPG)	The Government's planning guidance supporting national planning policy.
NEAP	Neighbourhood Equipped Area for Play
Neighbourhood Plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Oxford/Cambridge corridor	A spatial concept focused on the economic influence of Oxford and Cambridge. The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities.
Performance Engineering	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.
Planning & Compulsory Purchase Act 2004	This Act amended the Town & Country Planning Act 1990. 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.
Planning Policy Statement (PPS)	Formerly produced by central Government setting out national planning policy. These have been replaced by the NPPF.



<b>Phrase</b>	<b>Definition</b>
Policies Map	Maps 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.
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.
Regulations	This means “The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended” unless indicated otherwise. Planning authorities must follow these when preparing Local Plans.
Saved Policies	Policies in historic development plans that have been formally 'saved' and which 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.
South East Plan (SEP) (now revoked)	One of the former Regional Spatial Strategies revoked by Government. The South East Plan 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.
Special Areas of Conservation (SAC)	A SAC is an area which has been given special protection under the European Union's Habitats Directive.
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.
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.
Strategic Flood Risk Assessment (SRA)	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.

<b>Phrase</b>	<b>Definition</b>
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.
Submission	The stage at which a Development Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Documents (SPDs)	Documents which provide guidance to supplement the policies and proposals in Development Plan 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 purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.
Windfalls	Unidentified sites that are approved for development.

## **Appendix 5 Maps**

5.1 Cherwell District Policies Map

5.2 Key Policies Map: Bicester

5.3 Key Policies Map: Banbury

5.4 Key Policies Map: Kidlington

### **Bicester Inset Maps**

Policy Bicester 1: North West Bicester Eco-Town

Policy Bicester 2: Graven Hill

Policy Bicester 3: South West Bicester Phase 2

Policy Bicester 4: Bicester Business Park

Policy Bicester 5: Strengthening Bicester Town Centre

Policy Bicester 6: Bure Place Town Centre Regeneration Phase 2

Policy Bicester 8: Former RAF Bicester

Policy Bicester 10: Bicester Gateway

Policy Bicester 11: Employment Land at North East Bicester

Policy Bicester 12: South East Bicester

Policy Bicester 13: Gavray Drive

### **Banbury Inset Maps**

Policy Banbury 1: Banbury Canalside

Policy Banbury 2: Hardwick Farm, Southam Road (East and West)

Policy Banbury 3: West of Bretch Hill

Policy Banbury 4: Bankside Phase 2

Policy Banbury 5: North of Hanwell Fields

Policy Banbury 6: Employment Land West of M40

Policy Banbury 7: Strengthening Banbury Town Centre

Policy Banbury 8: Bolton Road Development Area

Policy Banbury 9: Spiceball Development Area

Policy Banbury 10: Bretch Hill Regeneration Area

Policy Banbury 12: Land for the Relocation of Banbury United FC

Policy Banbury 14: Cherwell Country Park

Policy Banbury 15: Employment Land North East of Junction 11

Policy Banbury 16: South of Salt Way - West

Policy Banbury 17: South of Salt Way - East

Policy Banbury 18: Land at Drayton Lodge Farm

Policy Banbury 19: Land at Higham Way

### **Kidlington Inset Maps**

Policy Kidlington 1A: Accommodating High Value Employment Needs - Langford Lane/London Oxford Airport

Policy Kidlington 1B: Accommodating High Value Employment Needs - Begbroke Science Park

Policy Kidlington 2: Strengthening Kidlington Village Centre

### **Our Villages and Rural Areas Inset Maps**

Policy Villages 5: Former RAF Upper Heyford

### **Thematic Maps**

Theme Map - Biodiversity

Theme Map - Community Facilities

Theme Map - Economy

Theme Map - Green Infrastructure
















Theme Map - Historic Environment

Theme Map - Landscape

Theme Map - Renewable & Low Carbon Energy

Theme Map - Retail

**Key to maps**

	Circular Walk/Oxford Canal Trail
	Bretch Hill Regeneration Area (Indicative)
	Strategic Mixed Use (Housing and Employment)
	Strategic Housing sites
	Approved Housing Sites
	Extended Town and Village Centres (Areas of Search)
	New Green Space/Parks
	Outdoor Sports Provision
	New Employment Sites
	Existing Strategic Employment Sites (Indicative)
	Bolton Road Development Area
	Spiceball Development Area
	Town and Village Centres
	Existing Retail Parks (Indicative)
	Tourism Development
	Bure Place Redevelopment
	Approved Employment Sites
	Indicative location of Limited Green Belt Review
	Former RAF Upper Heyford
	Town Centre Commercial Area
	Primary Shopping Frontage
	Town Centre Shopping Area
	Existing Green Space
	Neighbouring Authorities
	Sites of Special Scientific Interest
	Areas of Outstanding Natural Beauty
	Historic Parks and Gardens
	Conservation Areas
	Scheduled Monument
	Registered Battlefields
	Special Areas of Conservation
	Conservation Target Areas
	Green Belt

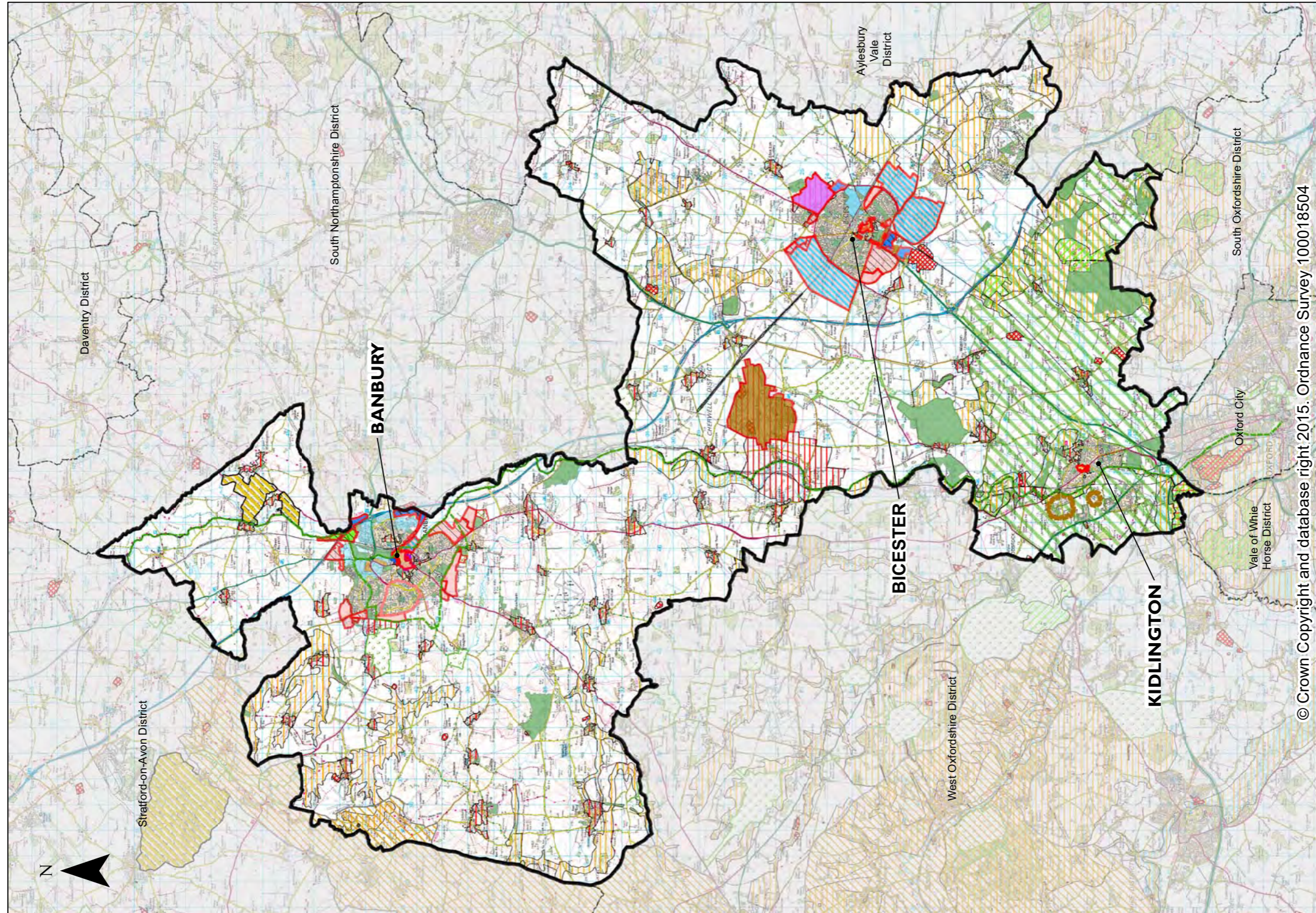


## 5.1 Cherwell District Policies Map





5.1 Cherwell District Policies Map





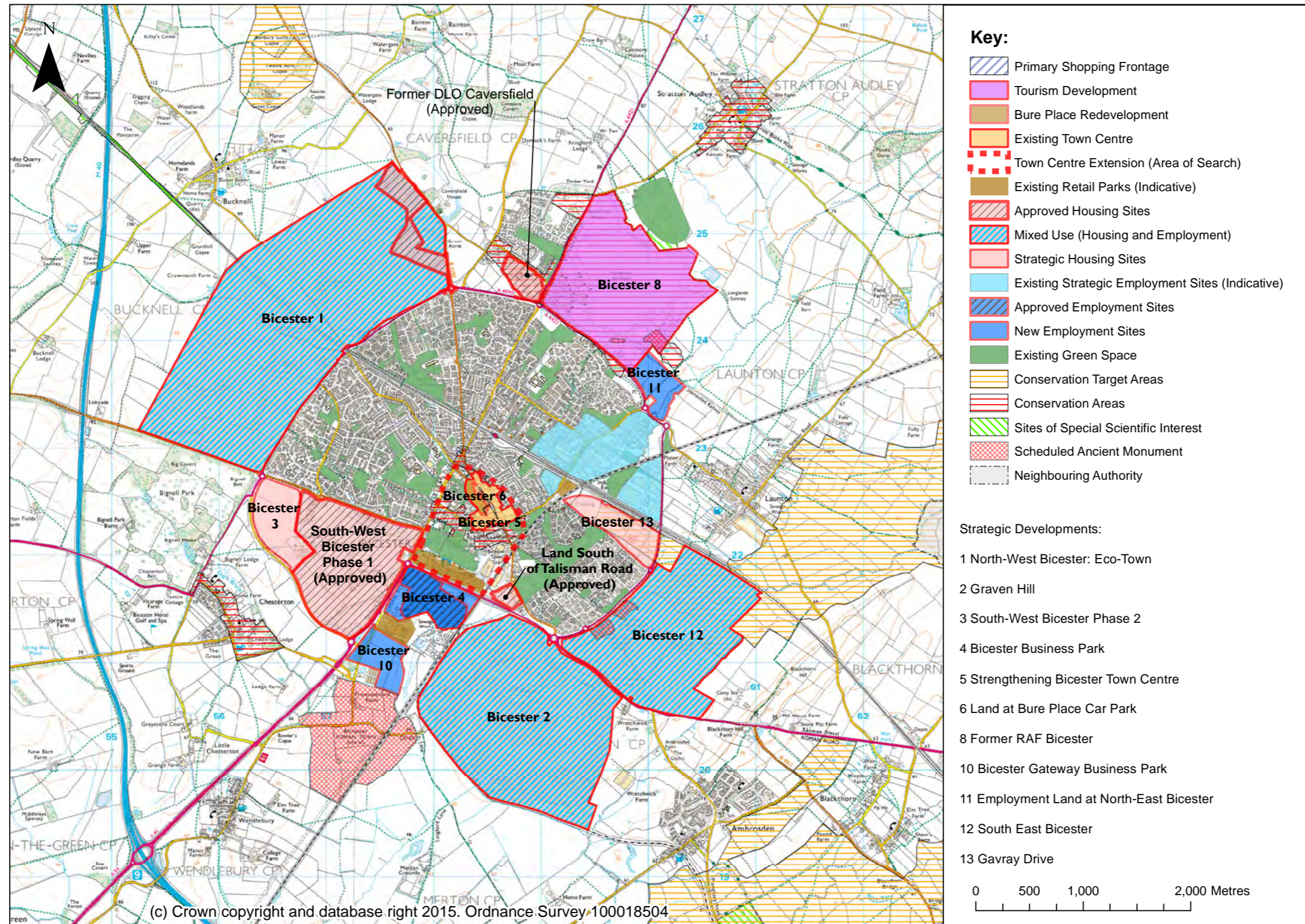


**5.2 Key Policies Map: Bicester**





5.2 Key Policies Map: Bicester





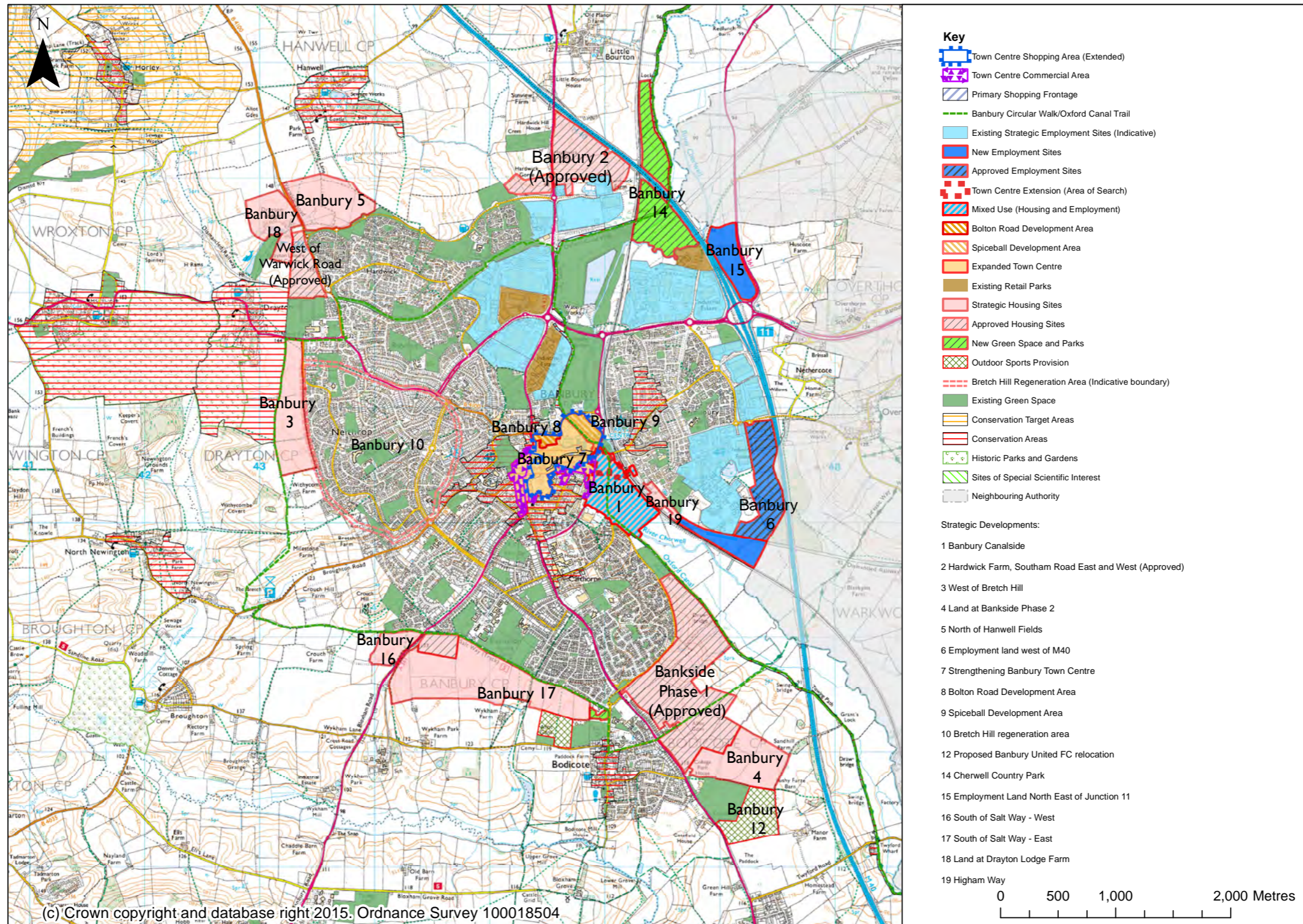


## 5.3 Key Policies Map: Banbury





5.3 Key Policies Map: Banbury









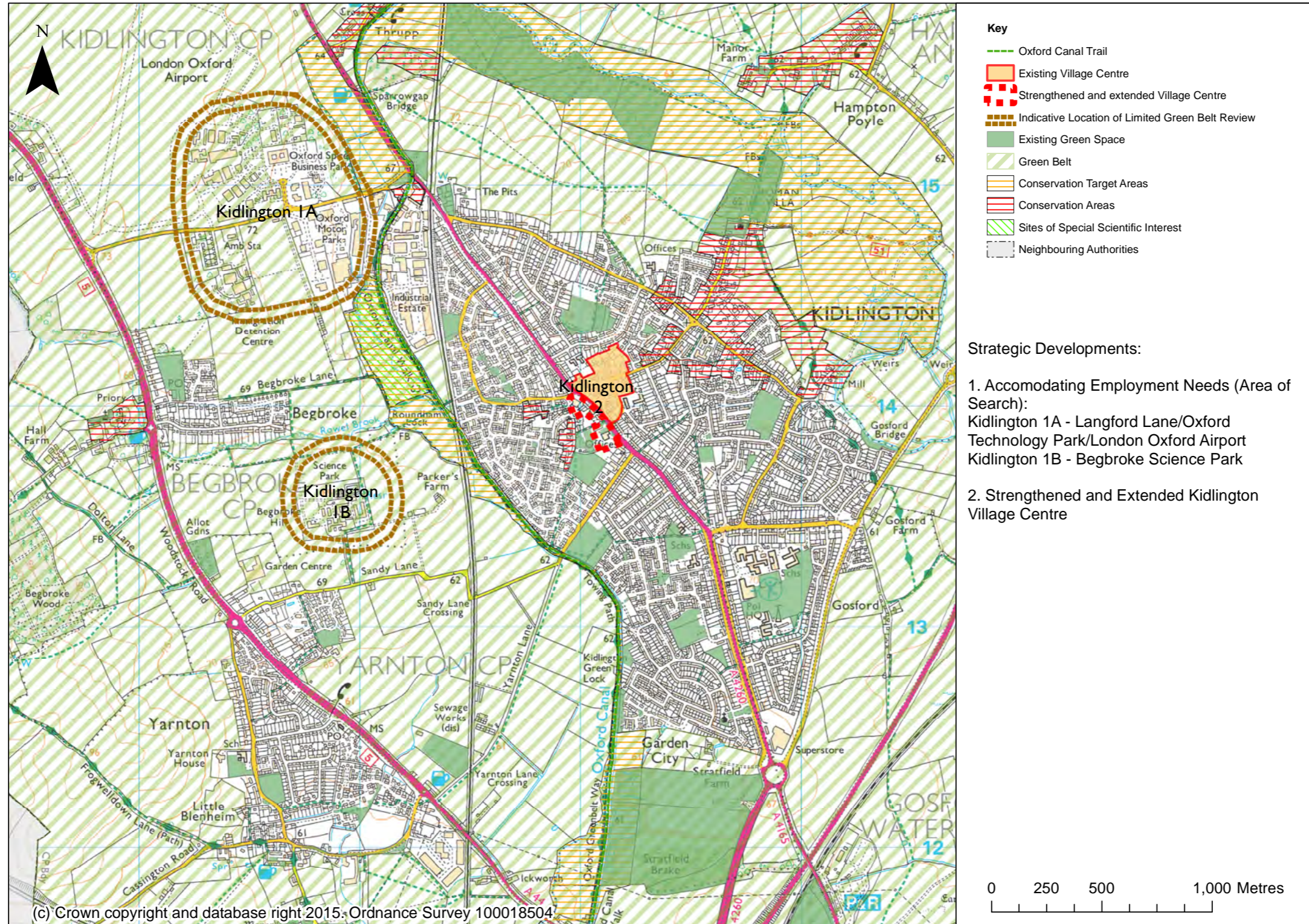
## 5.4 Key Policies Map: Kidlington

5.4 Key Policies Map: Kidlington

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5.4 Key Policies Map: Kidlington



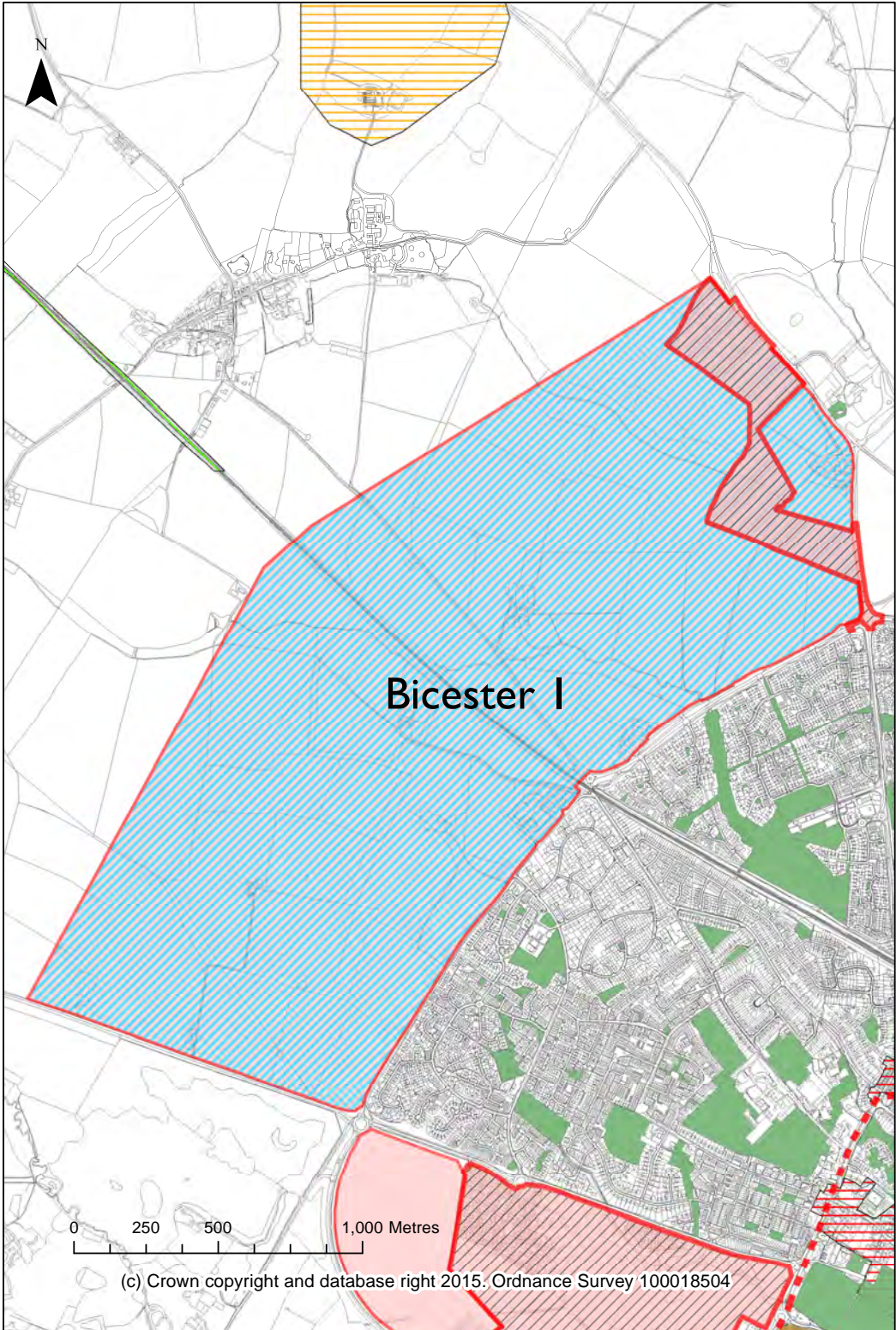




## **Bicester Inset Maps**

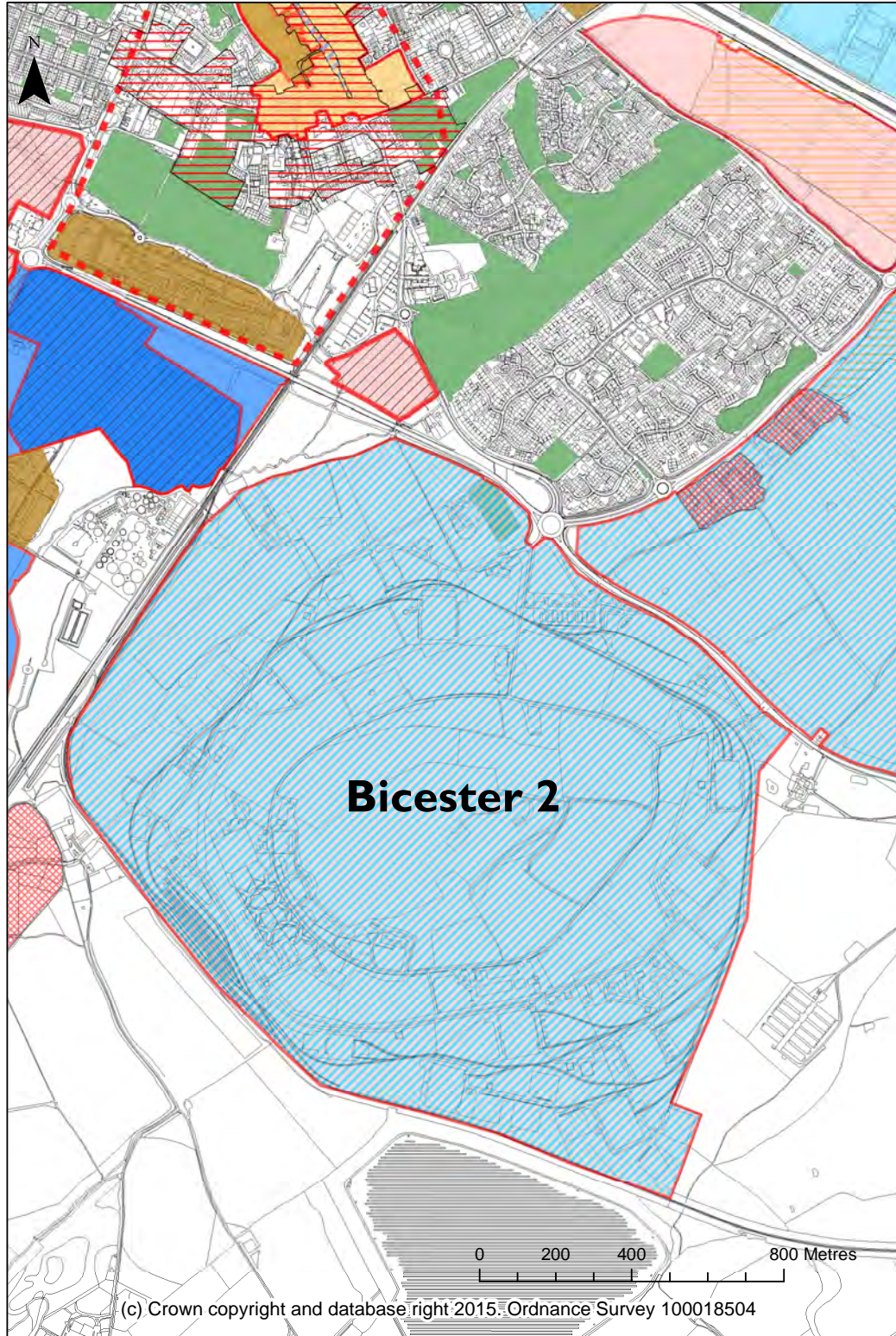


**Policy Bicester I: North West Bicester Eco-Town**



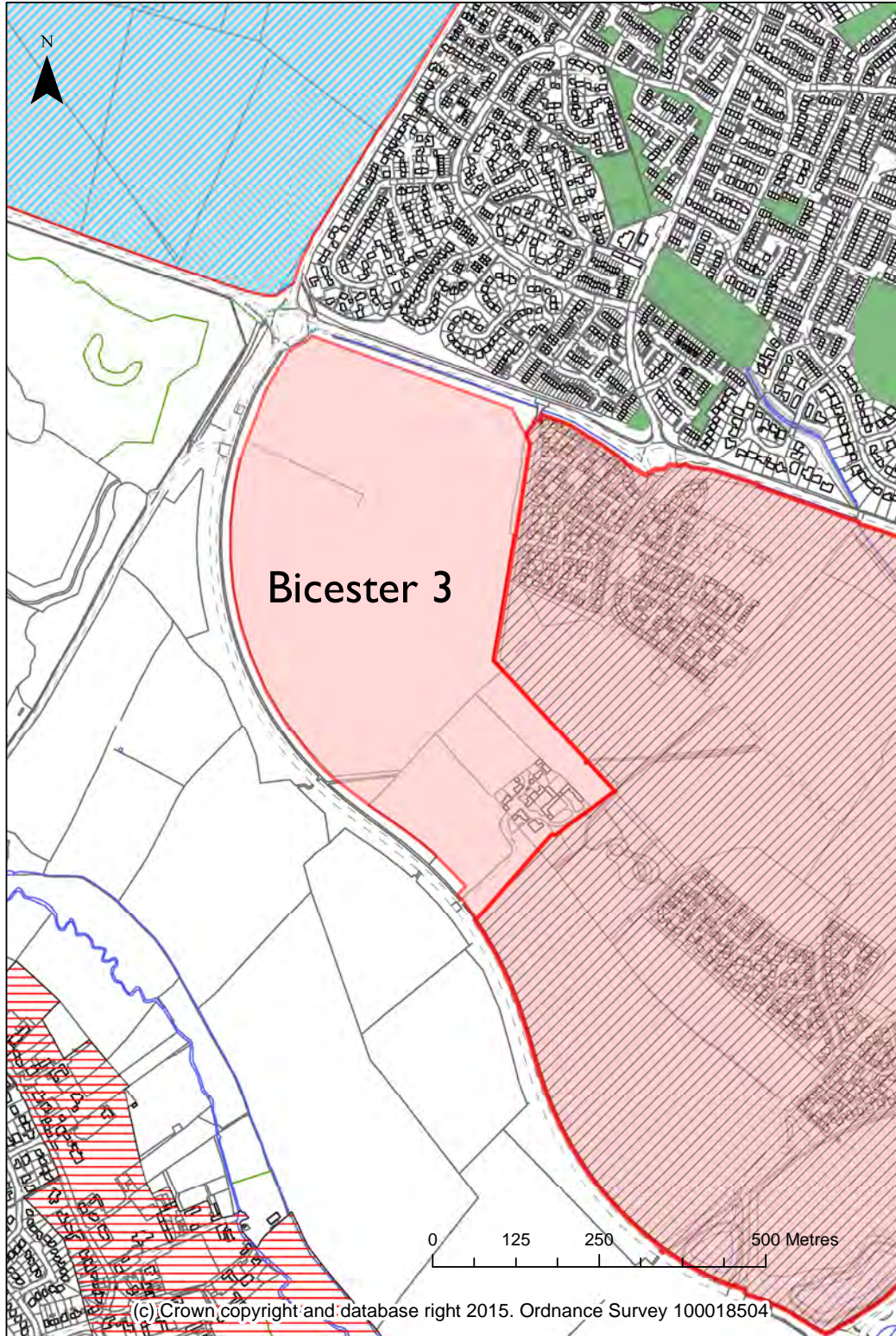


**Policy Bicester 2: Graven Hill**



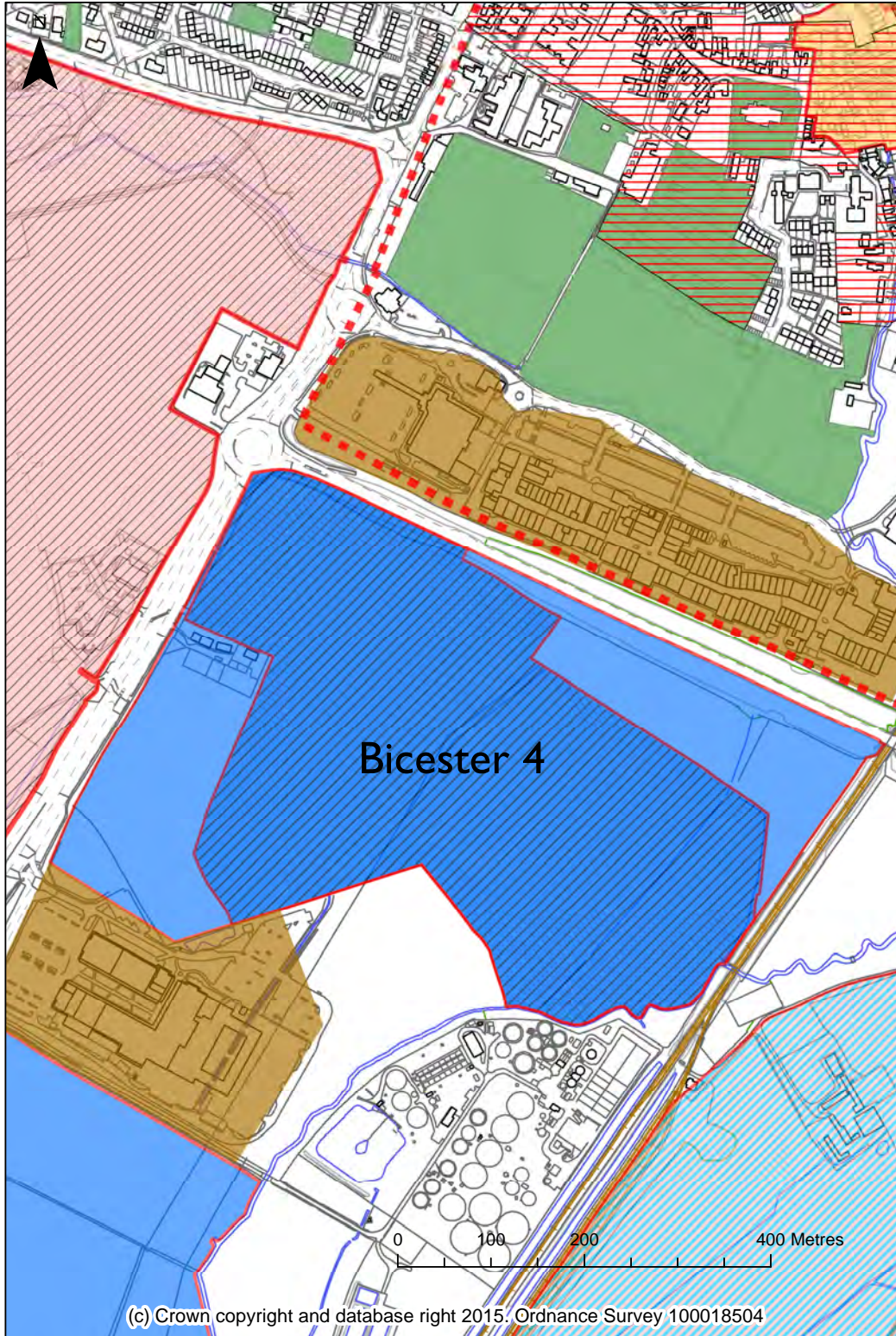


**Policy Bicester 3: South West Bicester Phase 2**



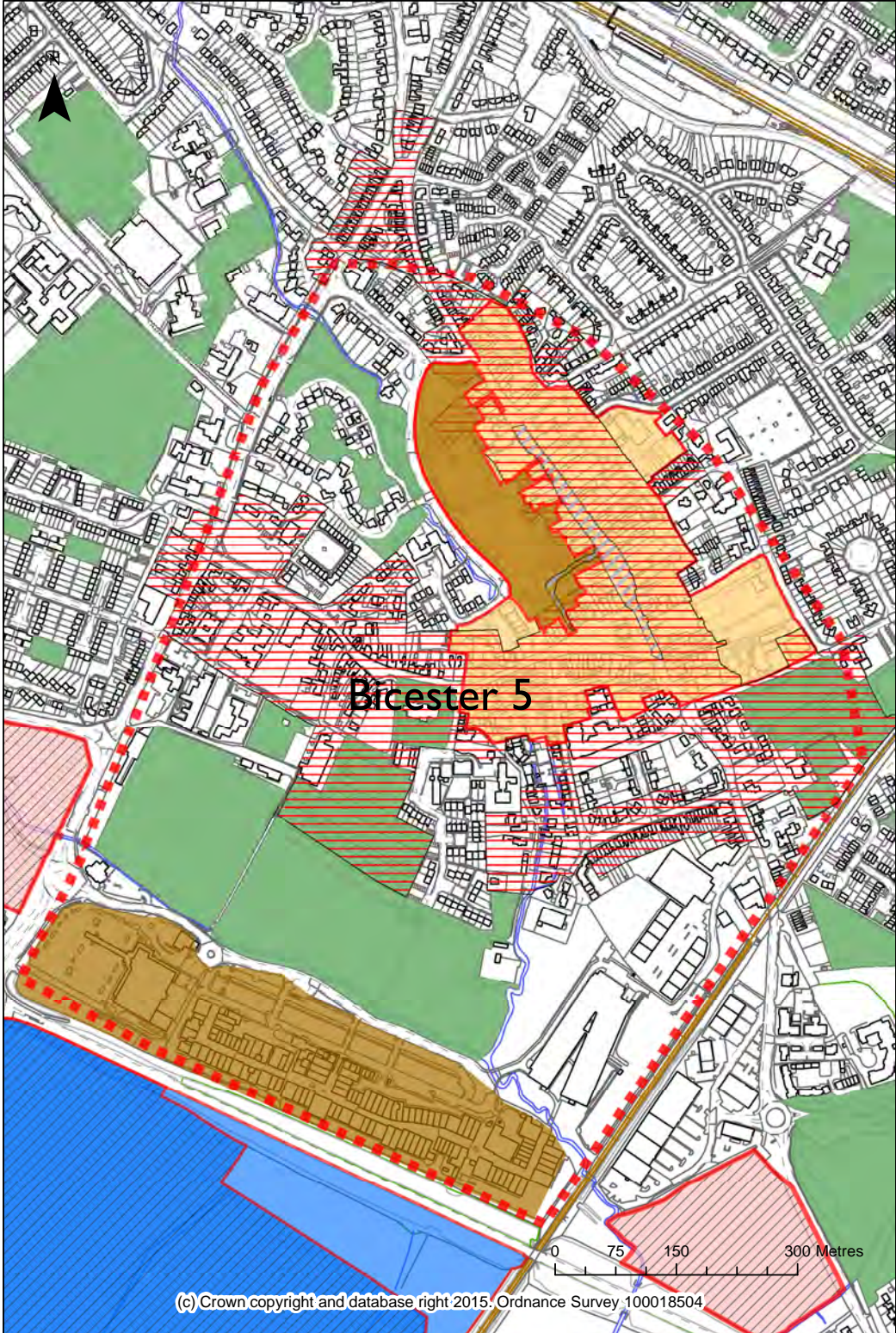


**Policy Bicester 4: Bicester Business Park**



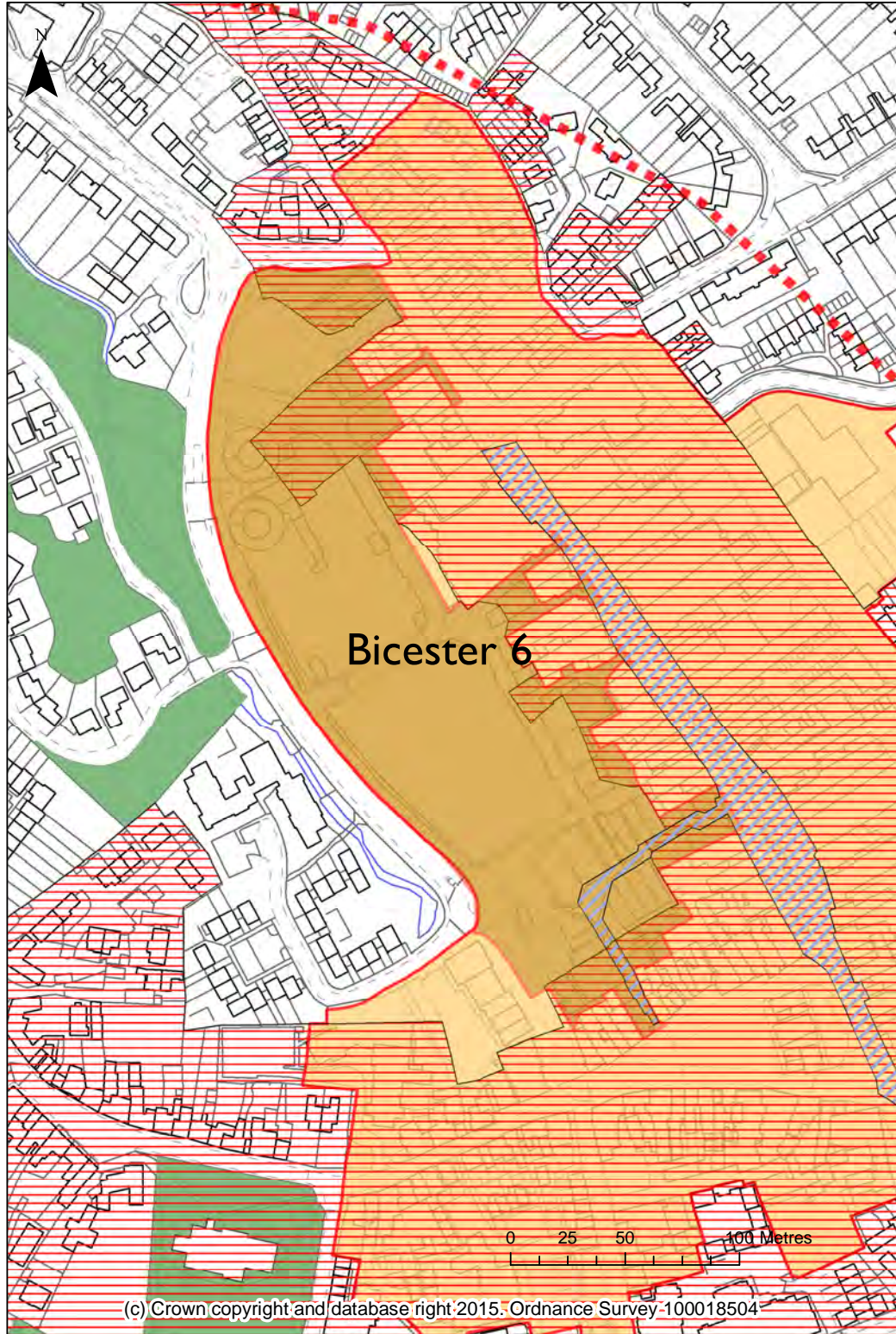


Policy Bicester 5: Strengthening Bicester Town Centre



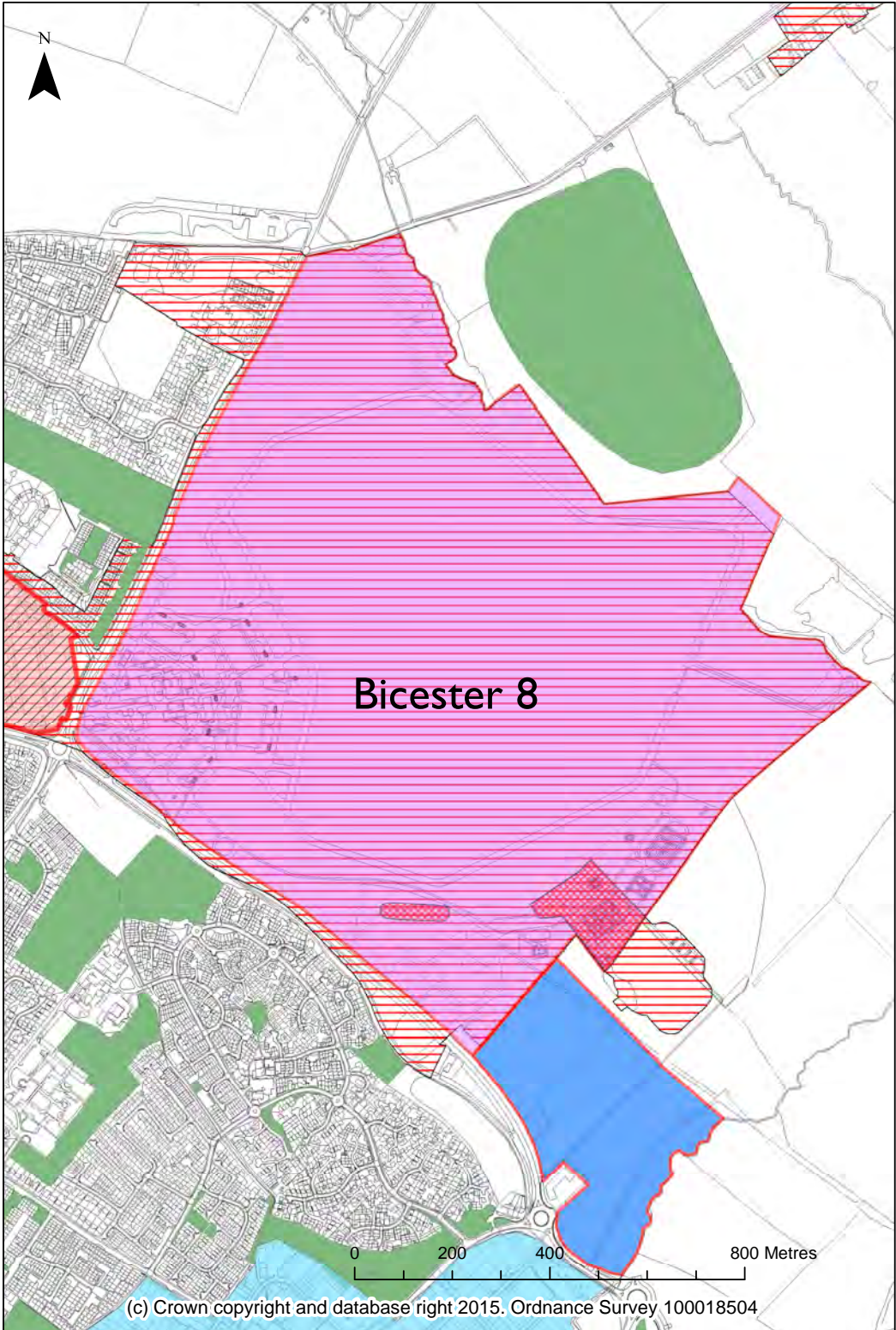


**Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2**



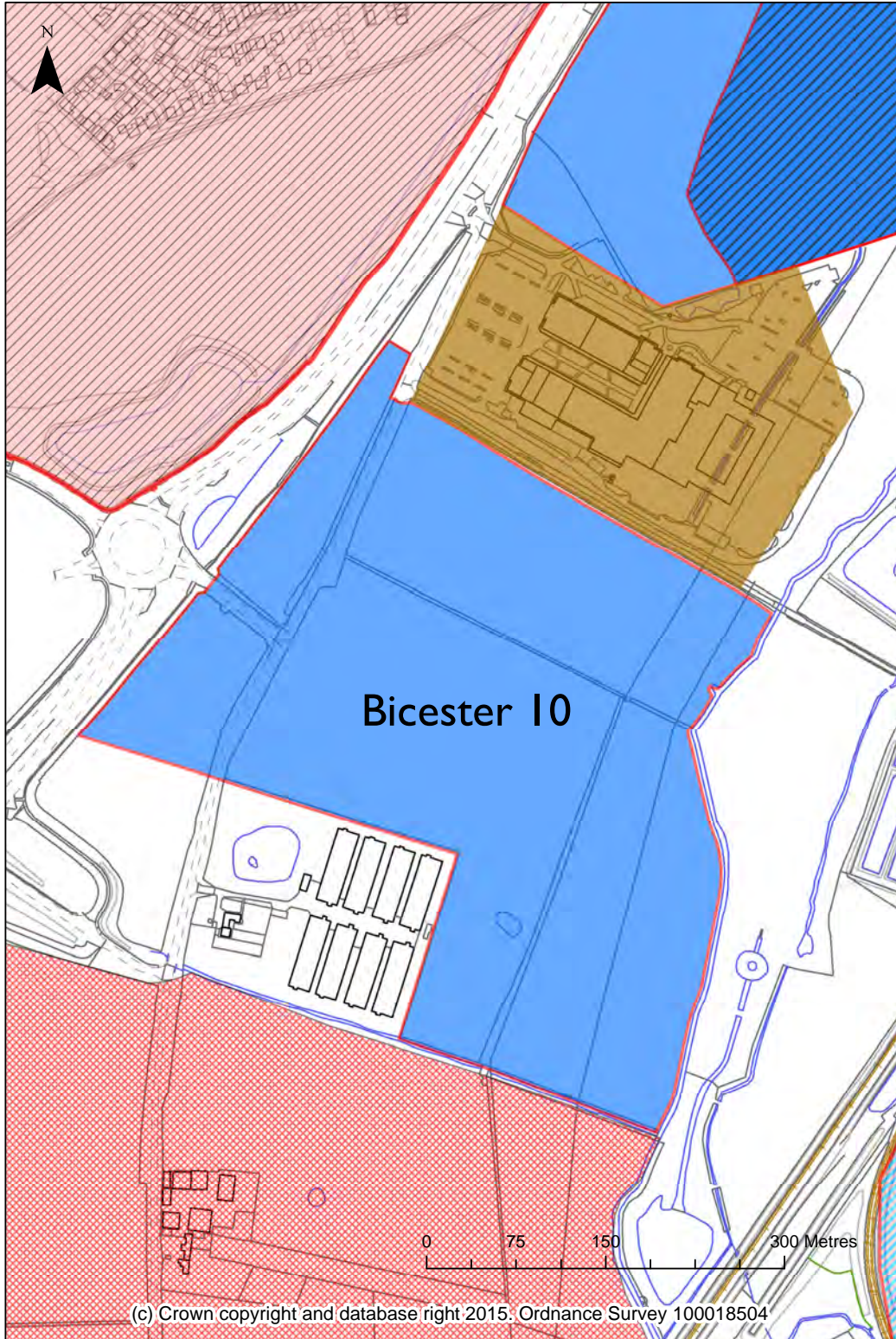


**Policy Bicester 8: Former RAF Bicester**



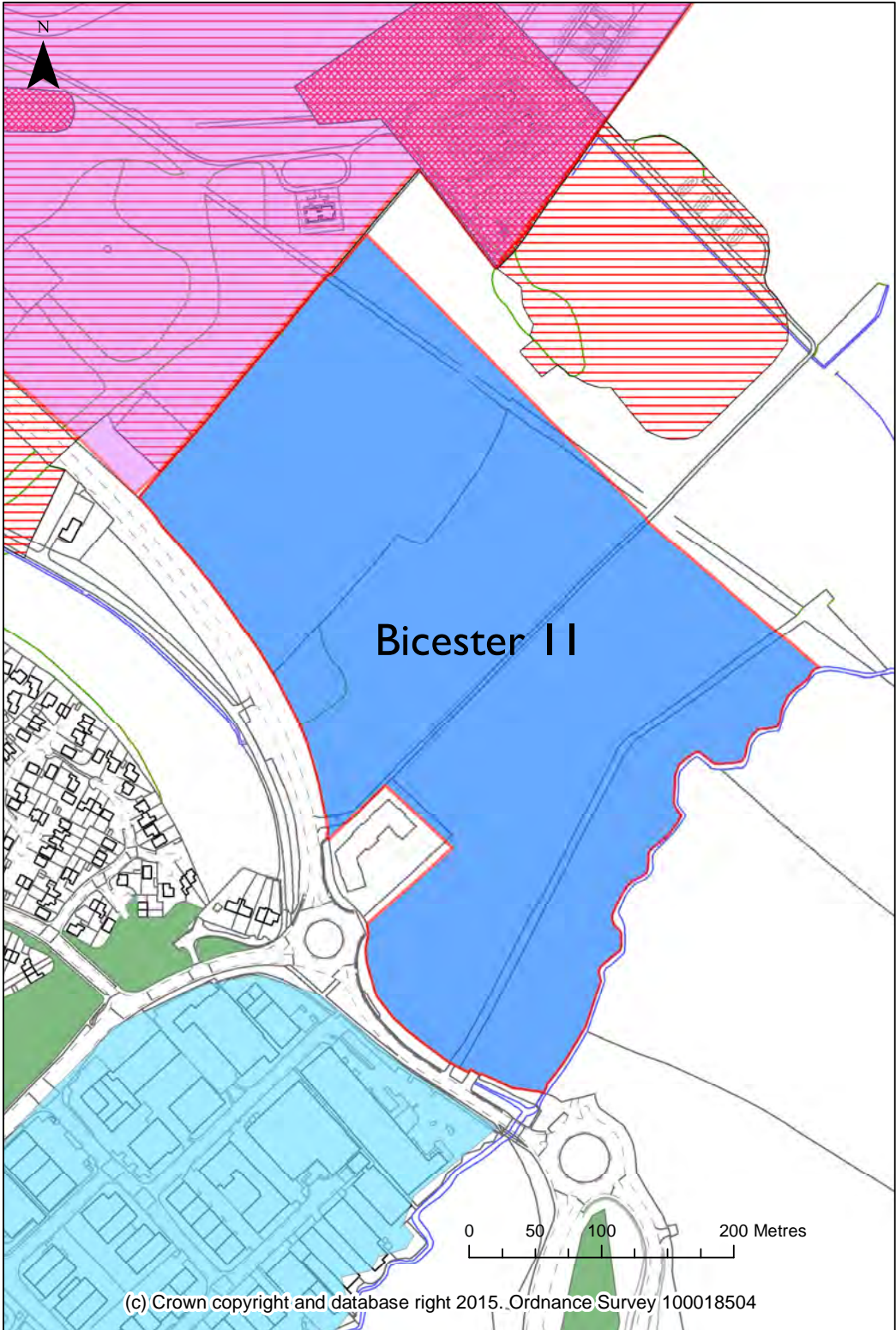


**Policy Bicester 10: Bicester Gateway**



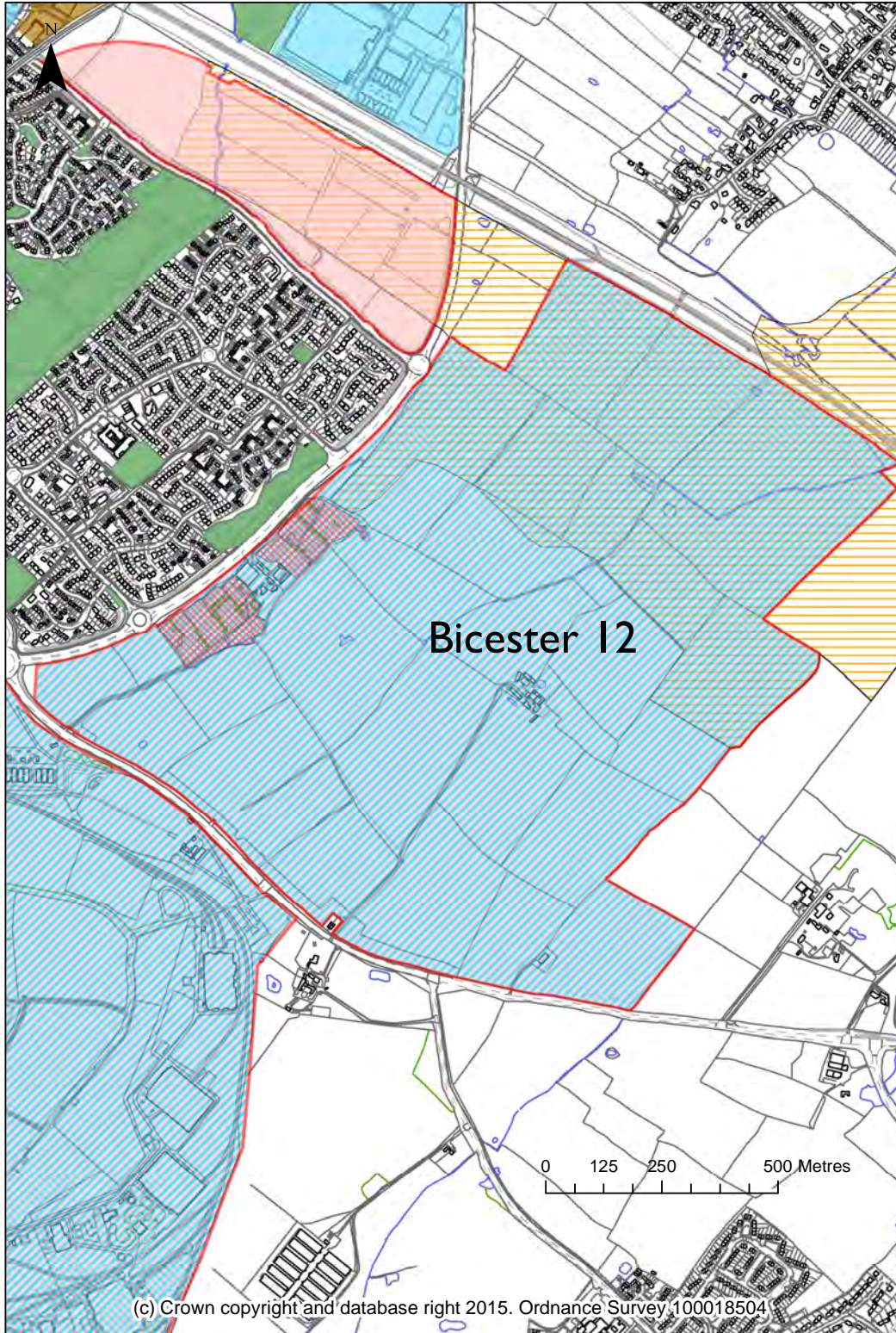


**Policy Bicester II: Employment Land at North East Bicester**



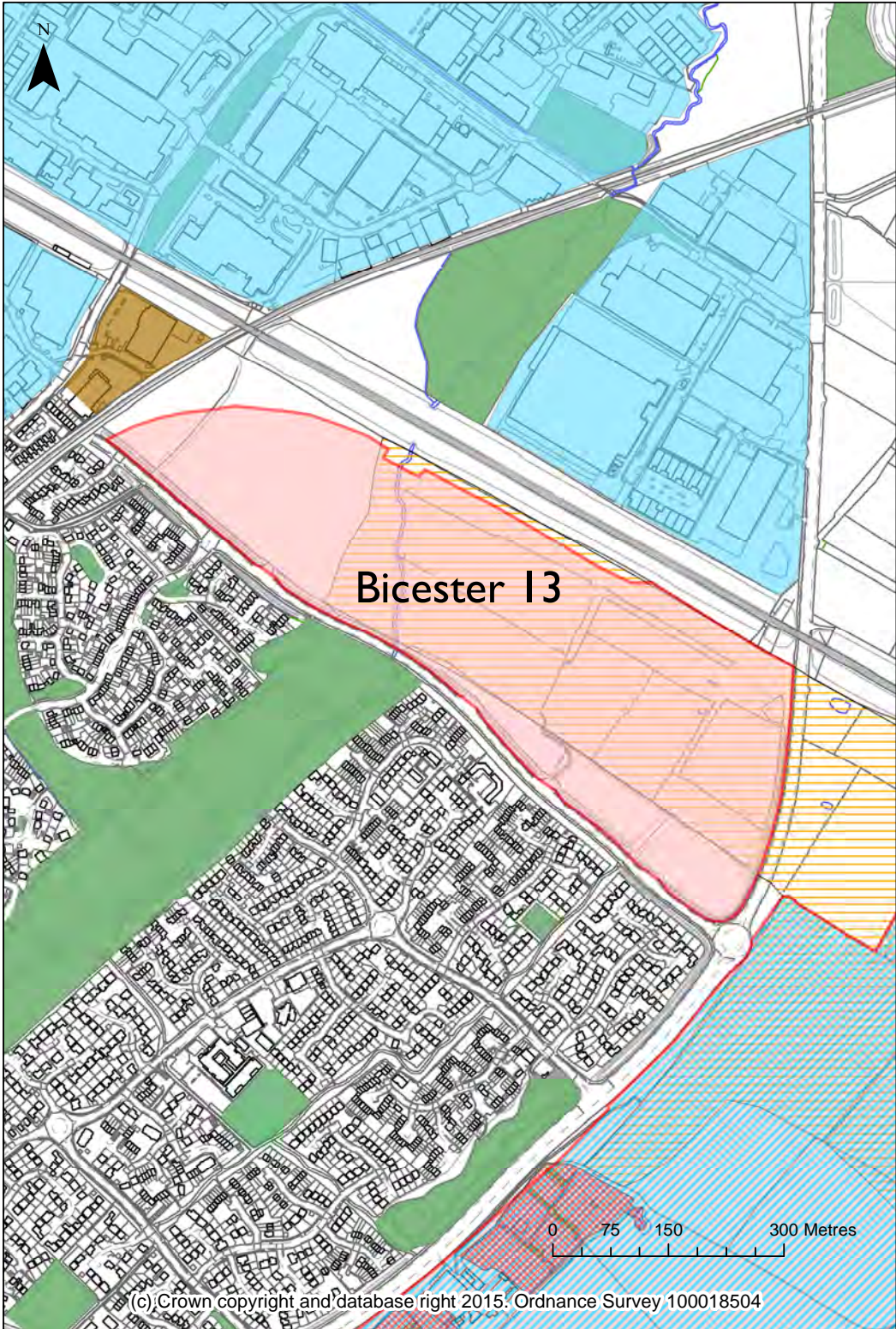


**Policy Bicester 12: South East Bicester**





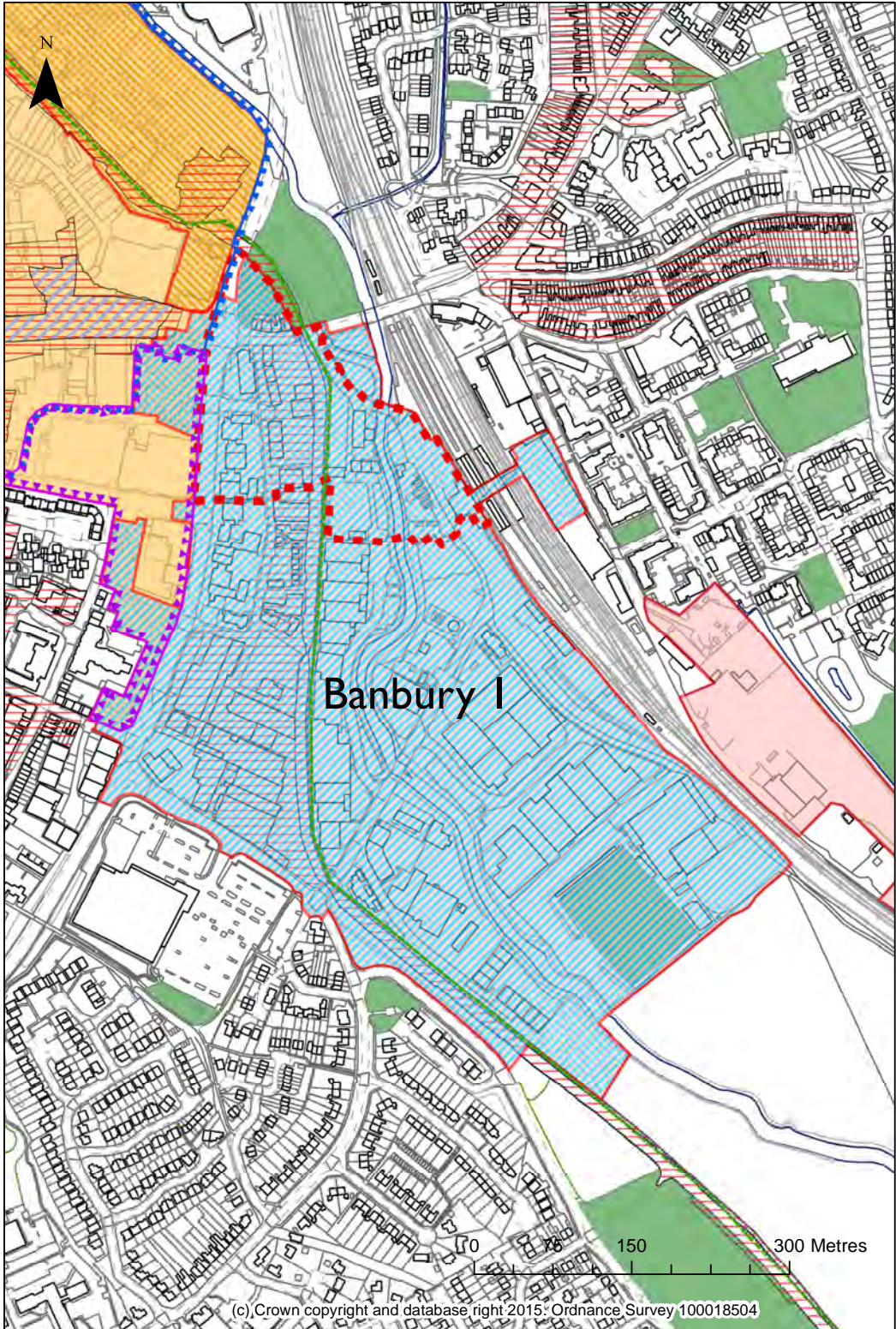
Policy Bicester 13: Gavray Drive



## Banbury Inset Maps

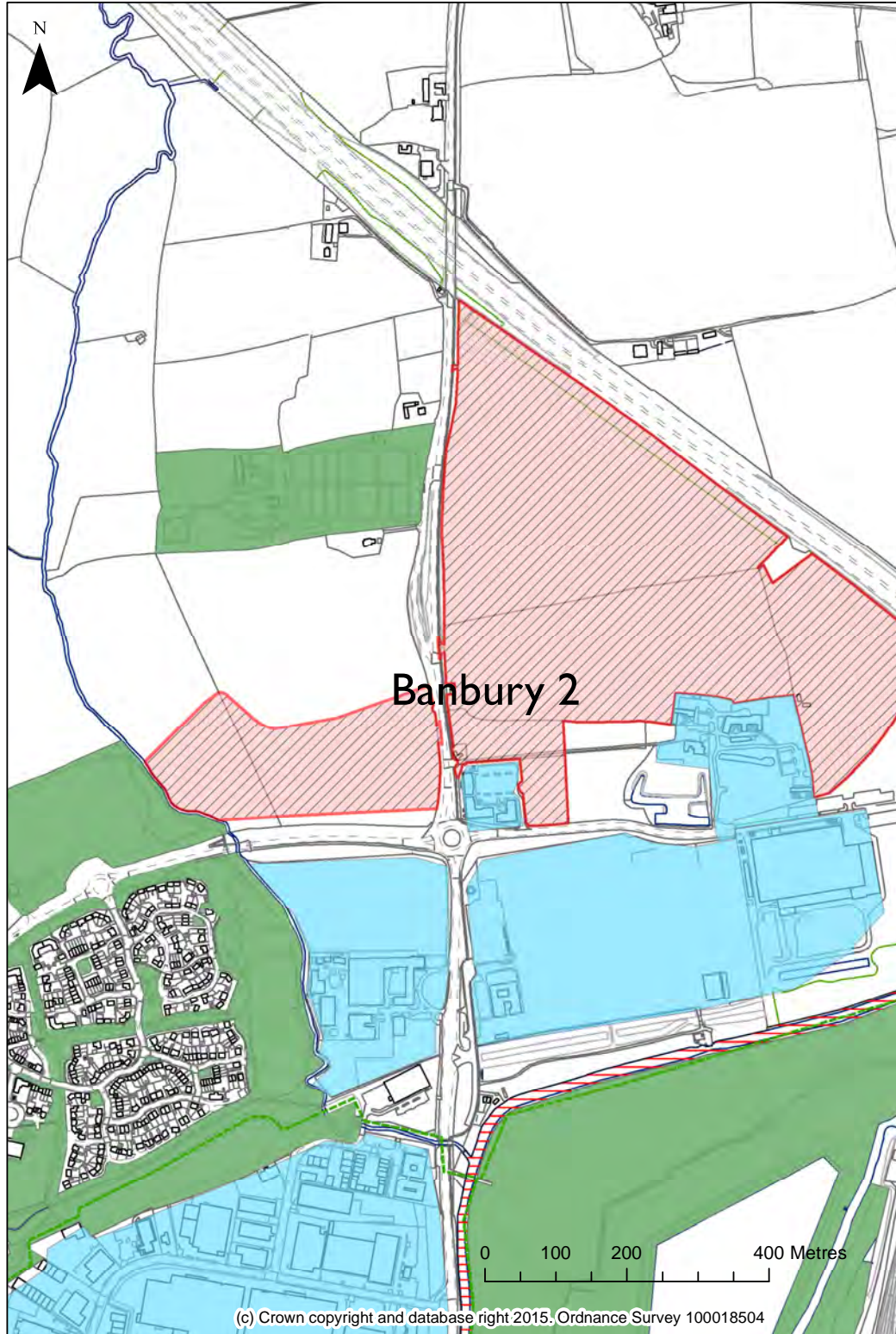


Policy Banbury I: Banbury Canalside



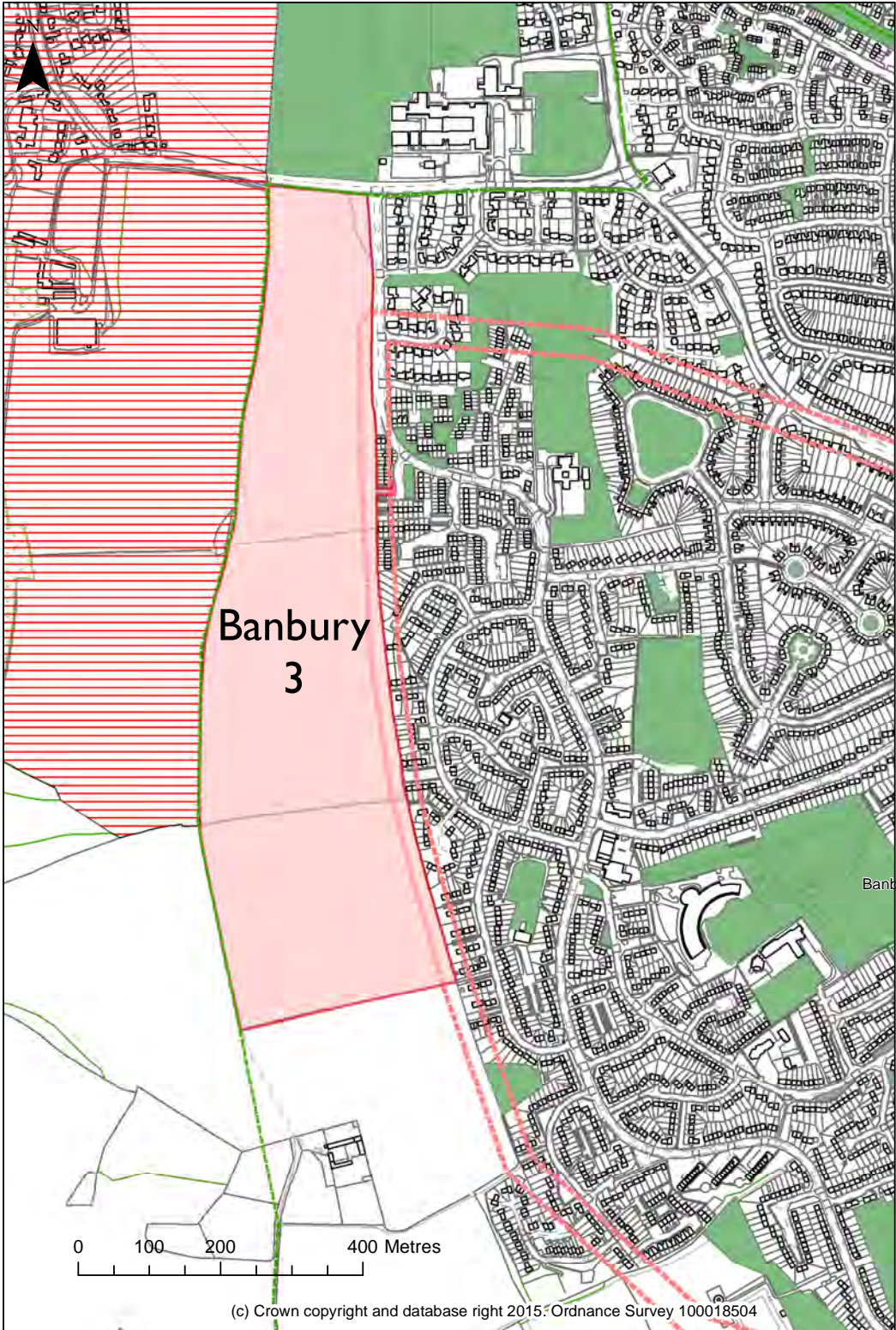


**Policy Banbury 2: Hardwick Farm, Southam Road (East and West)**



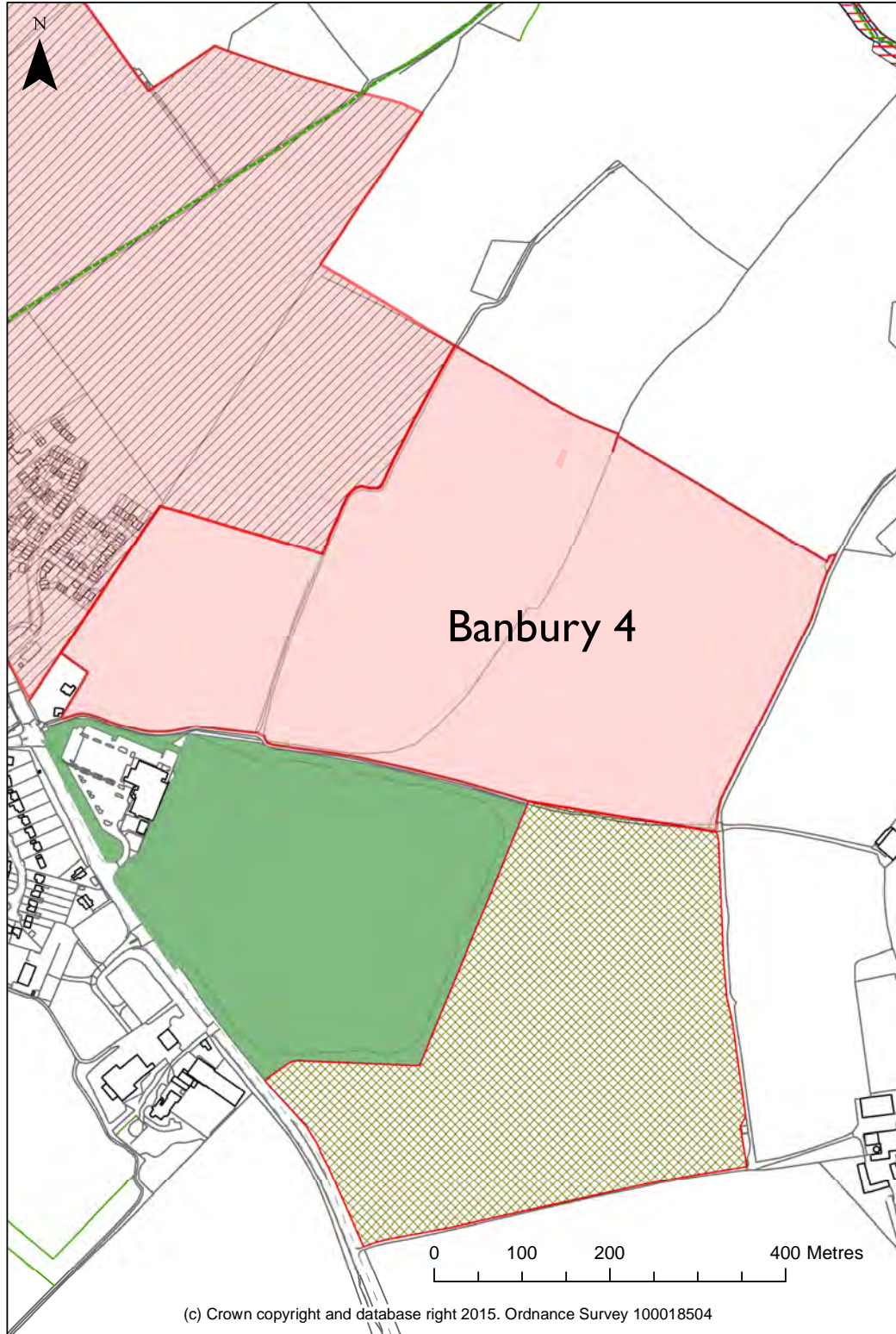


Policy Banbury 3: West of Bretch Hill

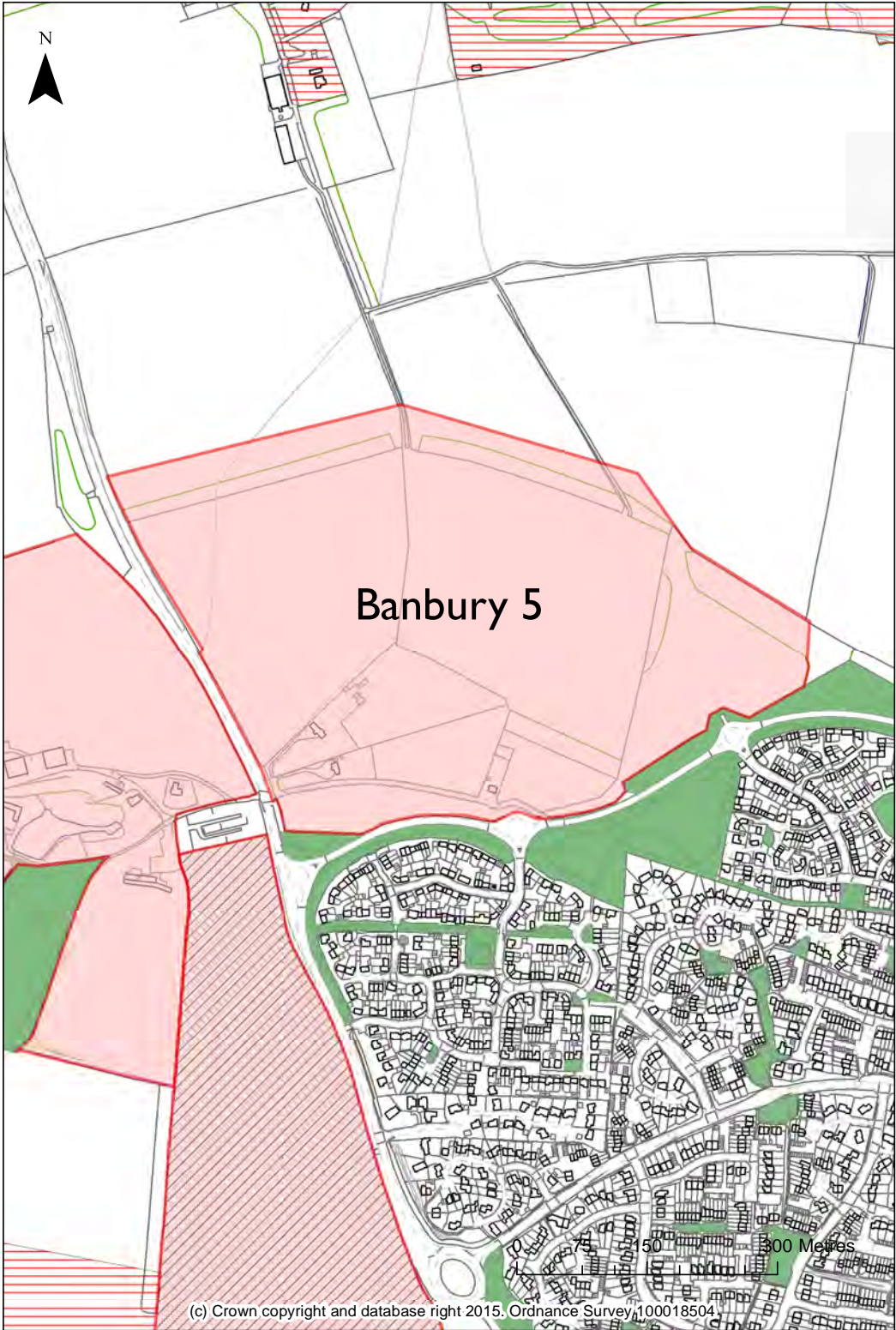




**Policy Banbury 4: Bankside Phase 2**

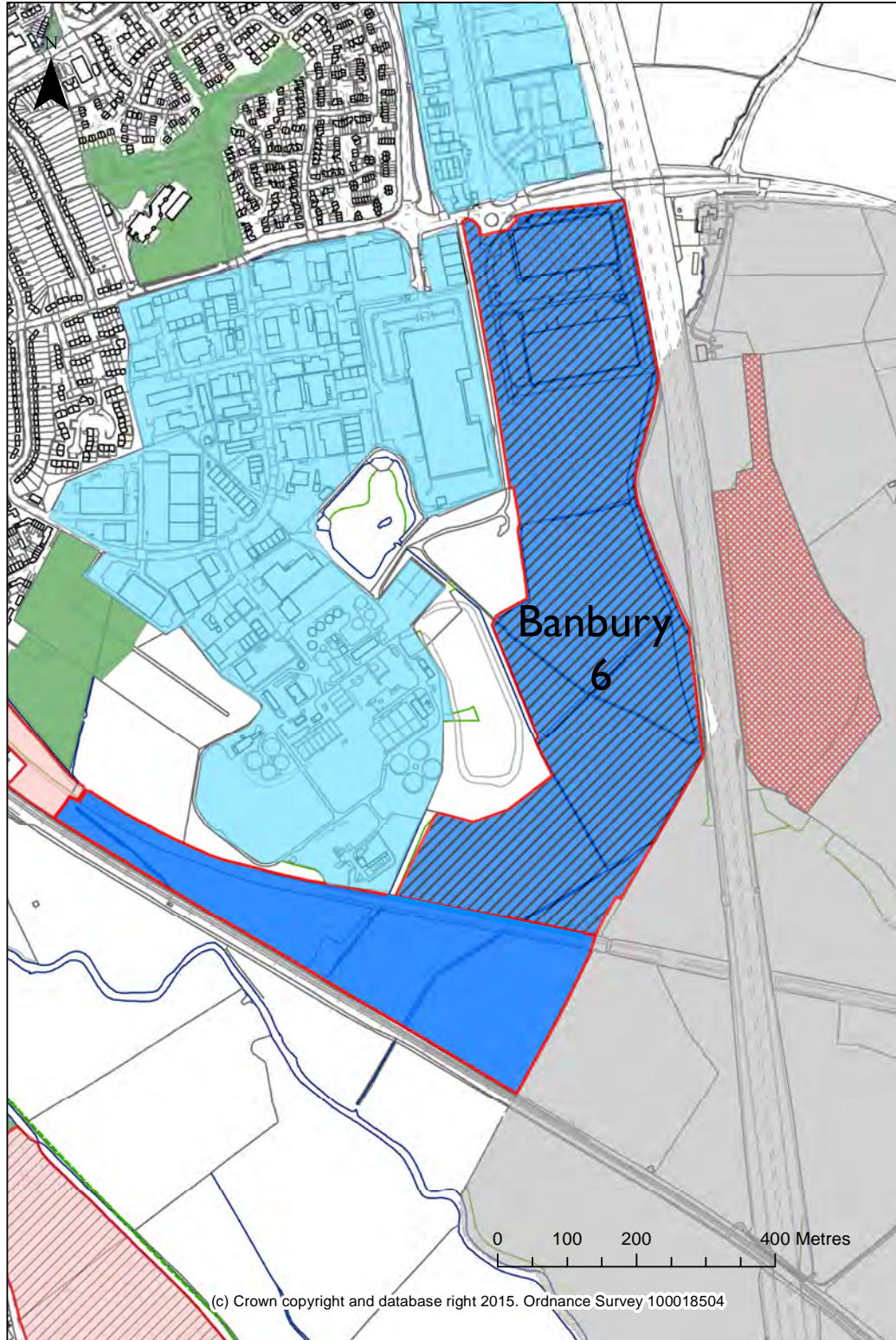


Policy Banbury 5: North of Hanwell Fields



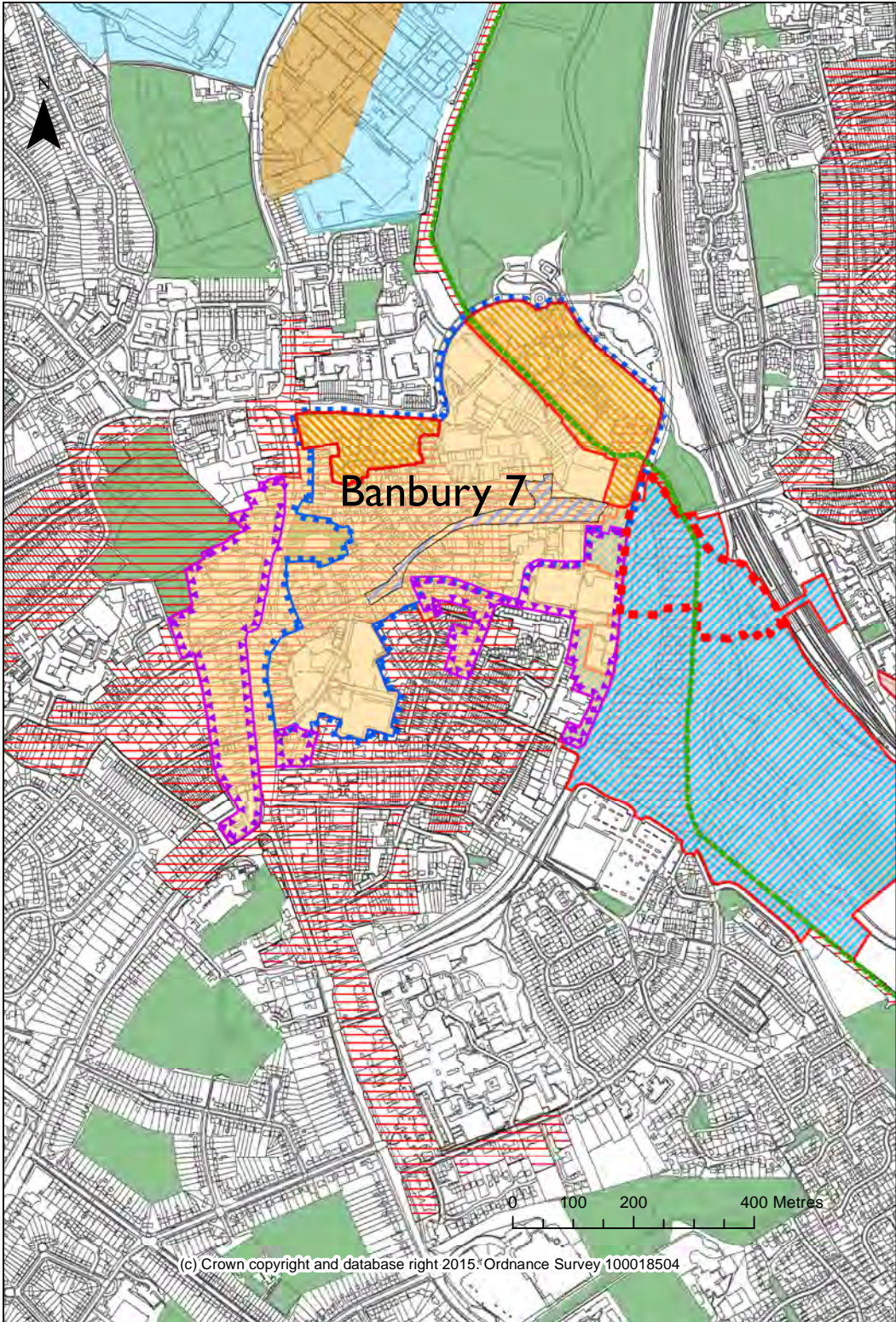


**Policy Banbury 6: Employment Land West of M40**



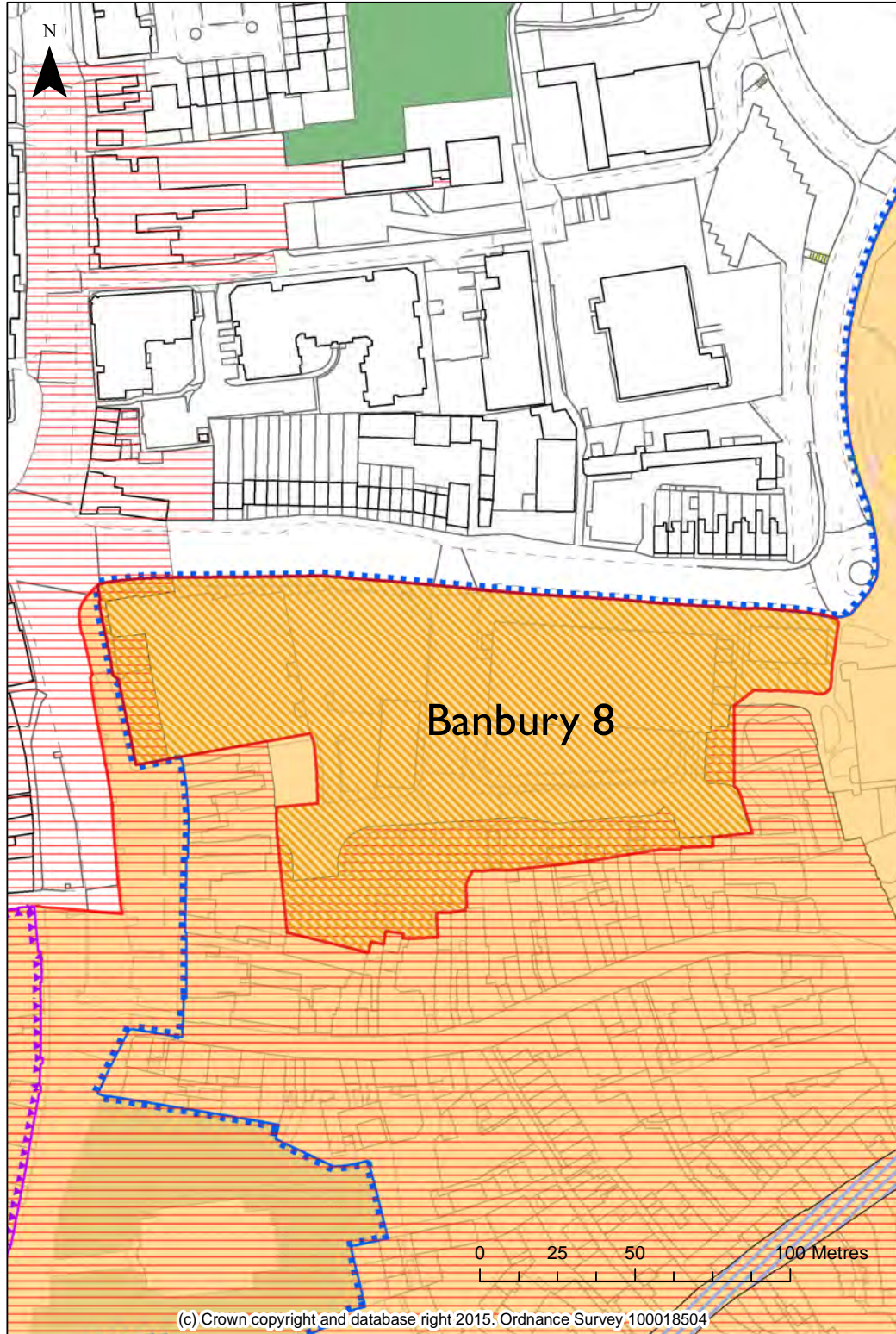


Picture 1 Policy Banbury 7: Strengthening Banbury Town Centre



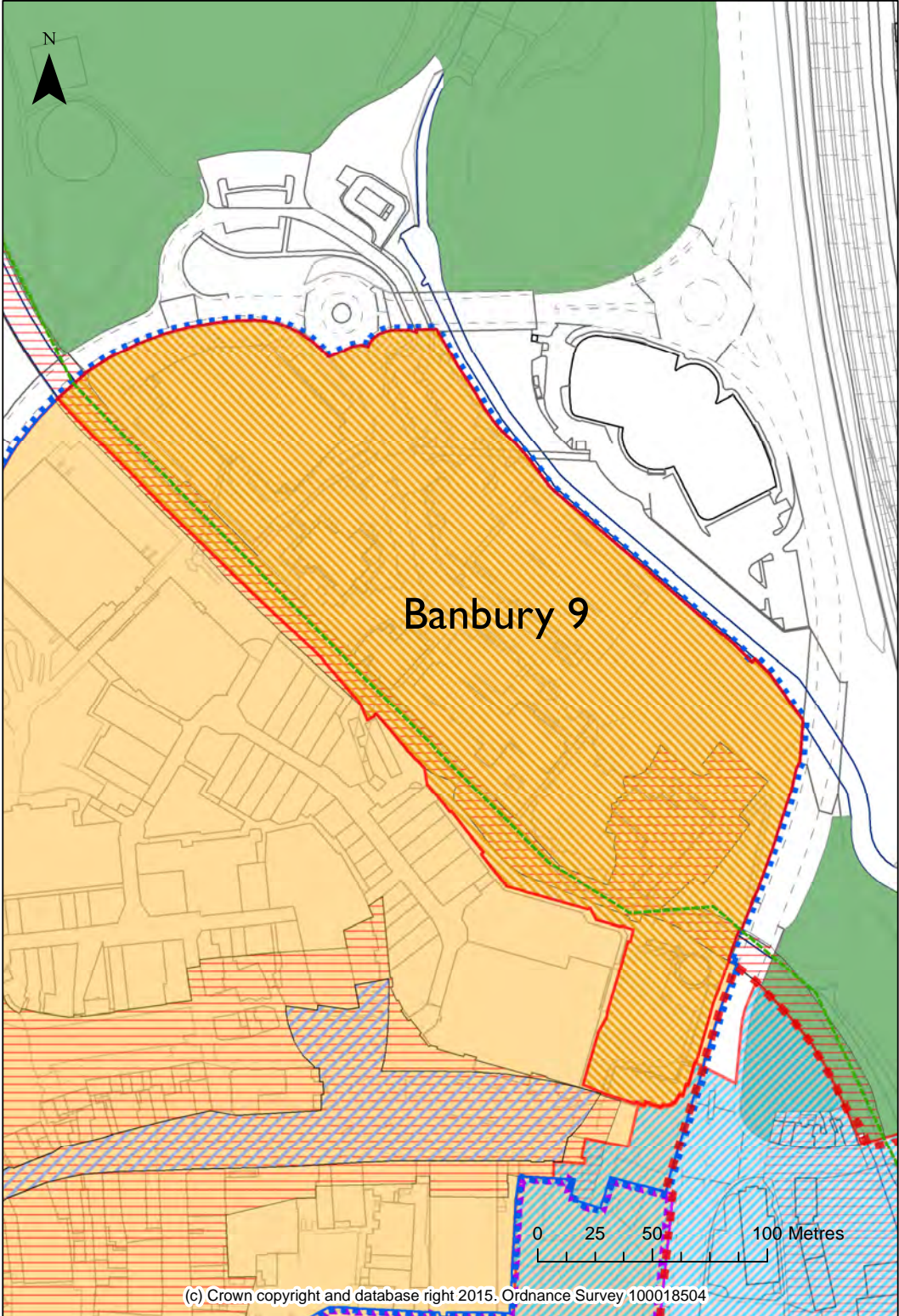


**Policy Banbury 8: Bolton Road Development Area**



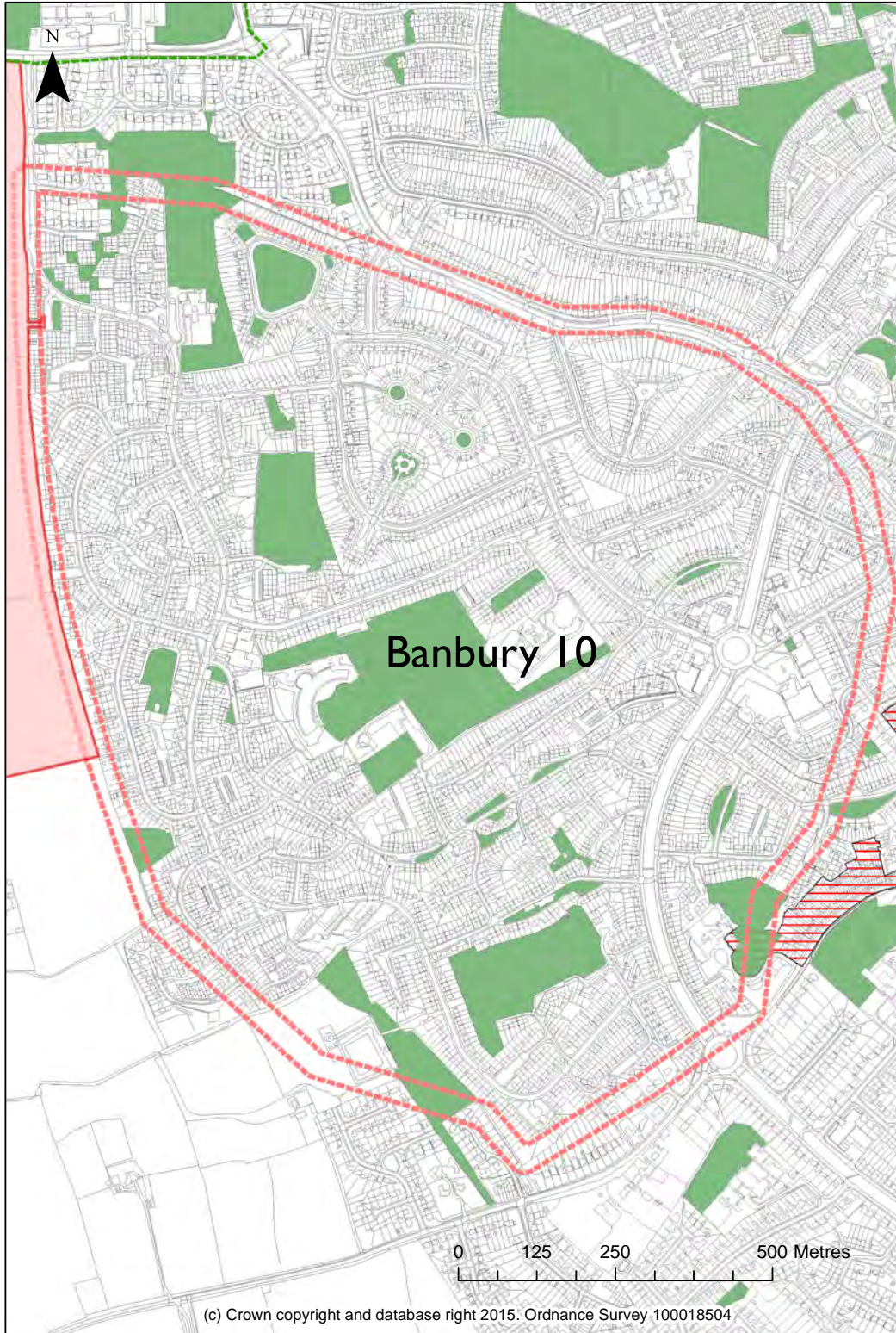


Policy Banbury 9: Spiceball Development Area

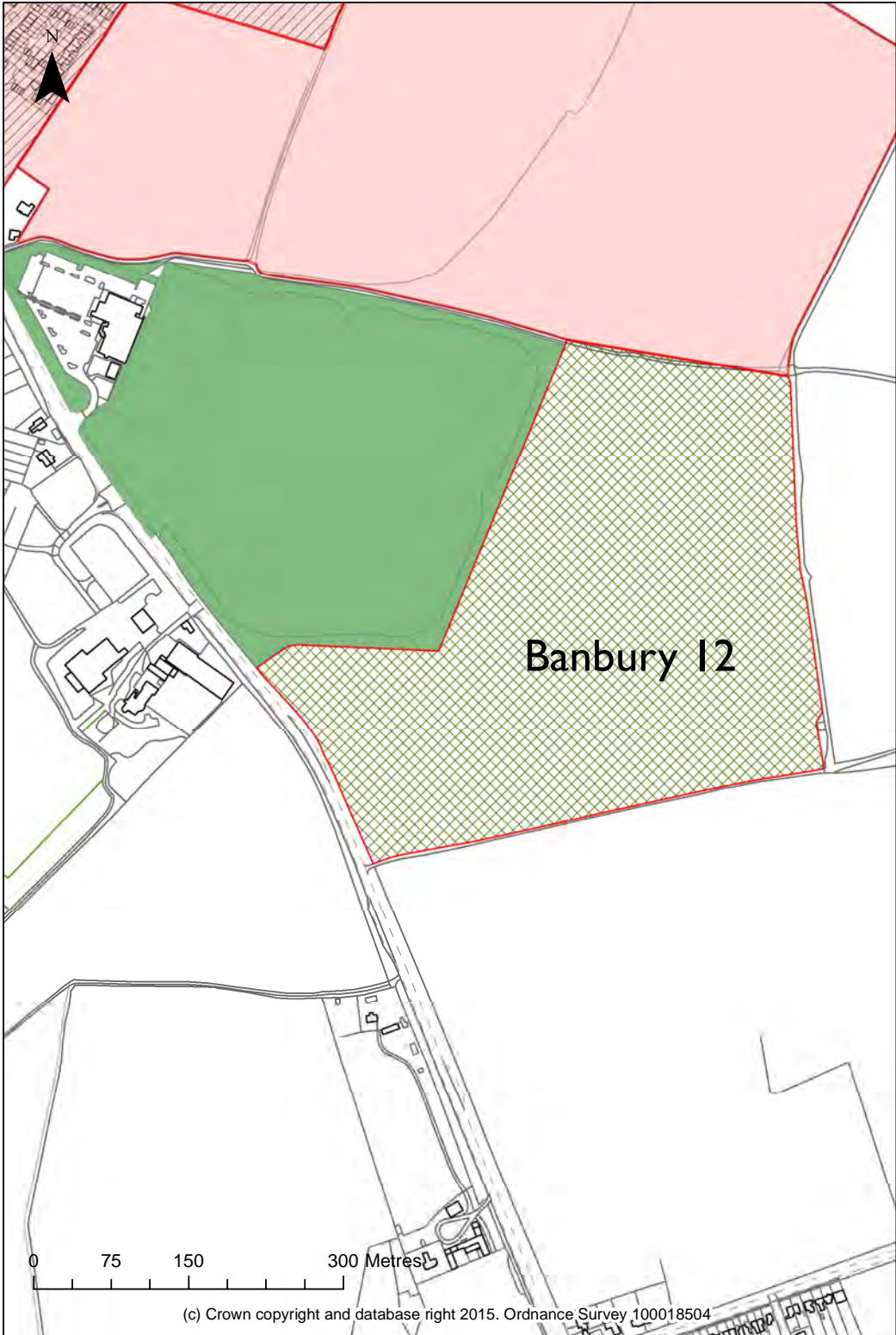




**Policy Banbury 10: Bretch Hill Regeneration Area**

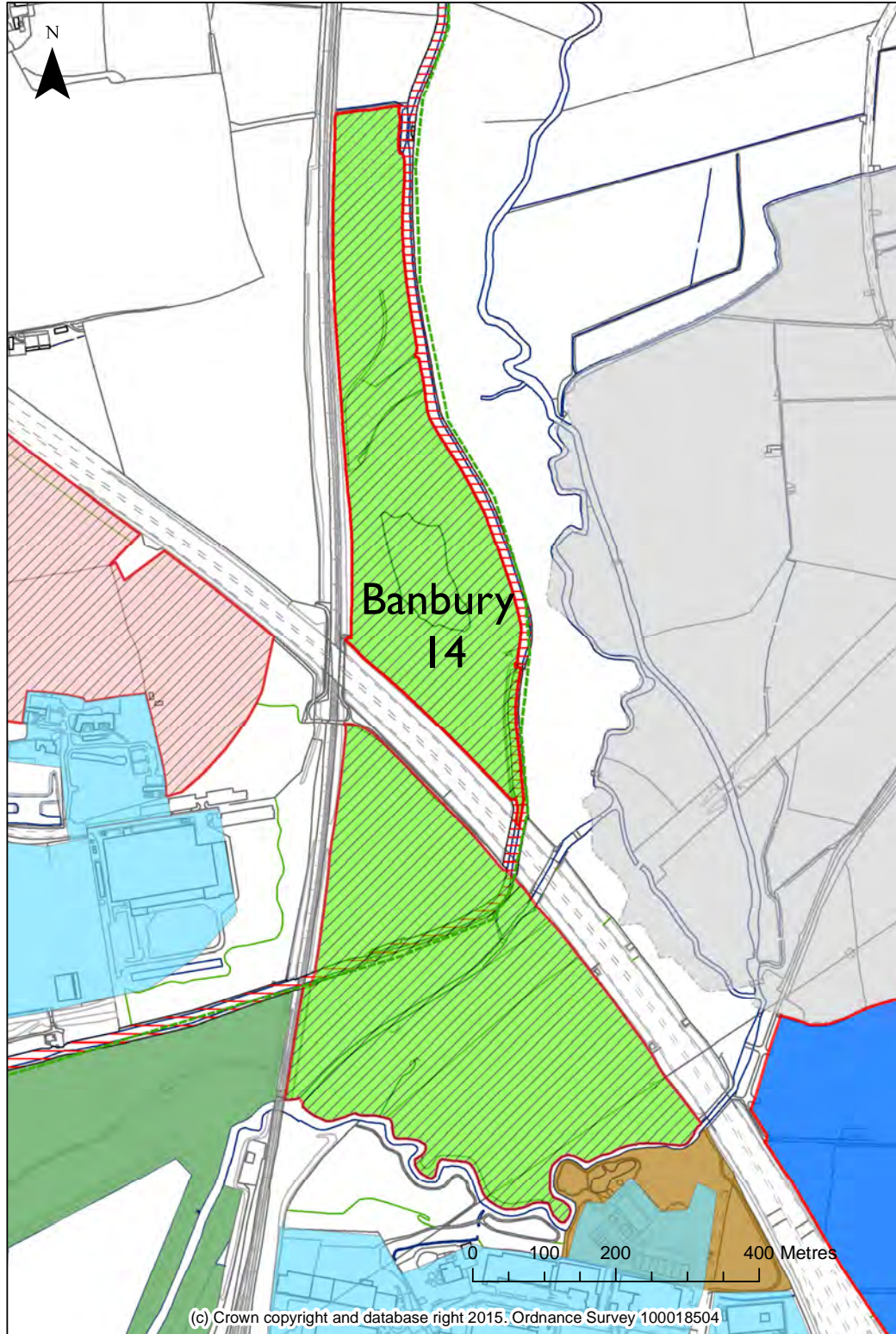


**Policy Banbury 12: Land for the Relocation of Banbury United FC**



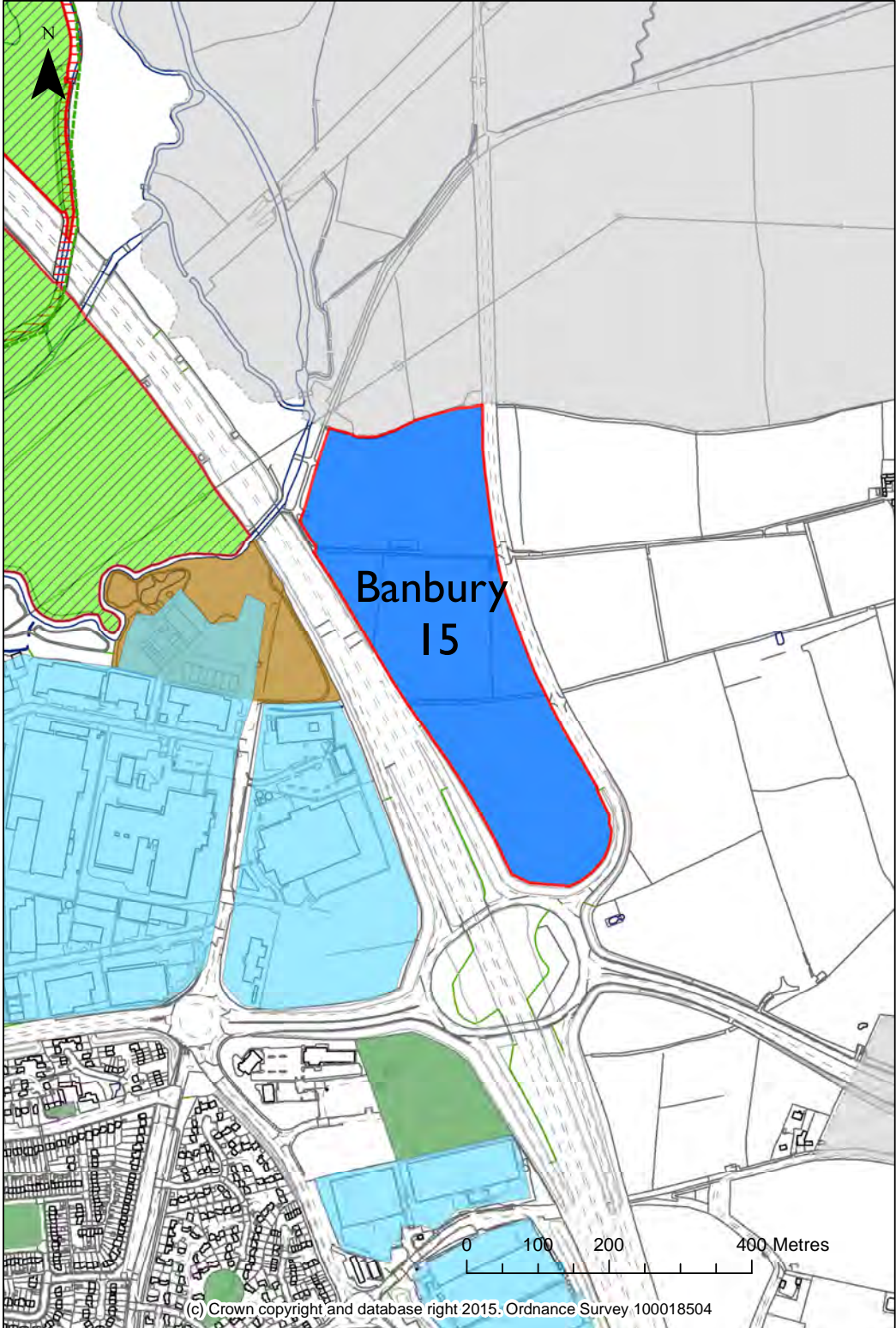


**Policy Banbury 14: Cherwell Country Park**

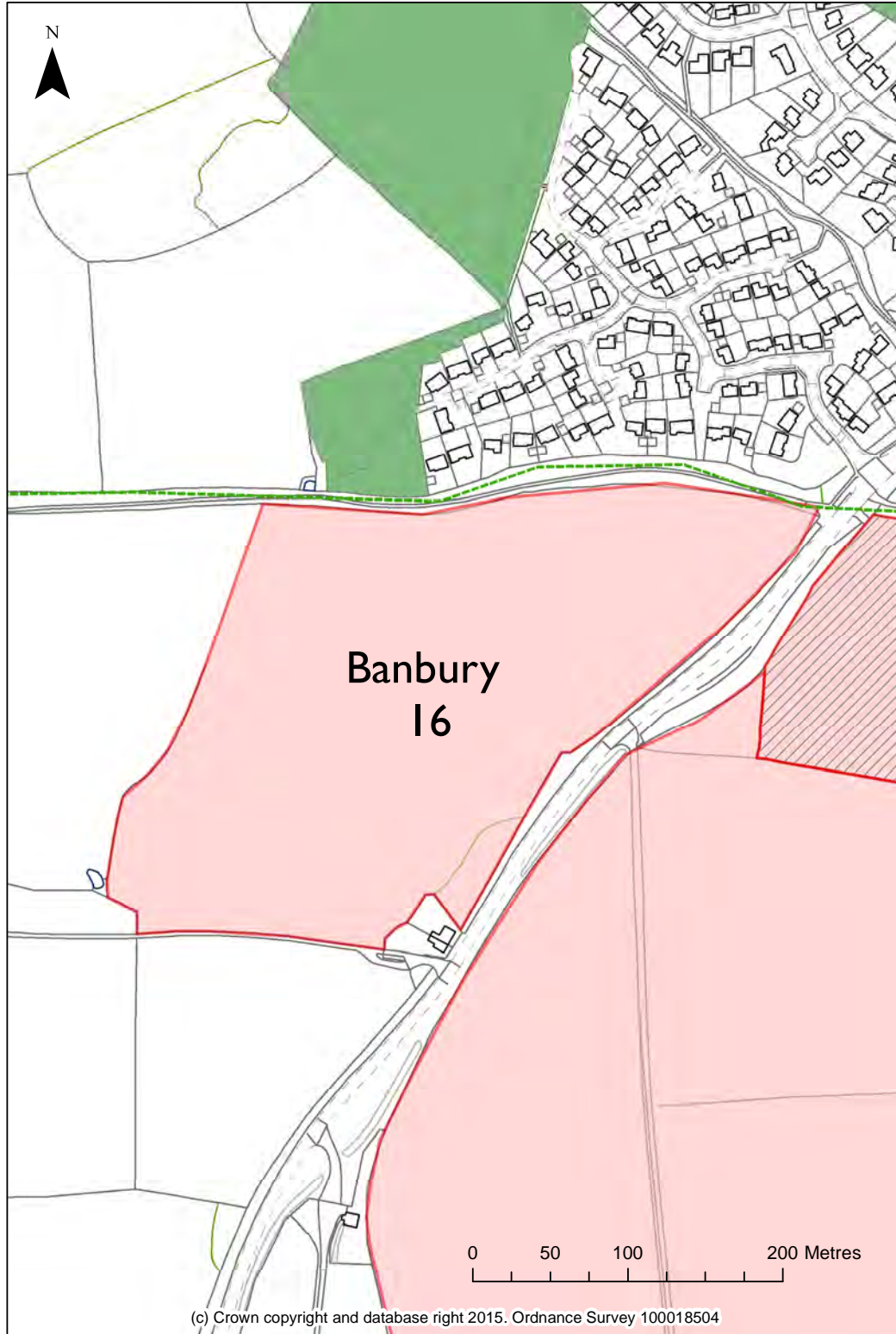




**Policy Banbury 15: Employment Land North East of Junction 11**

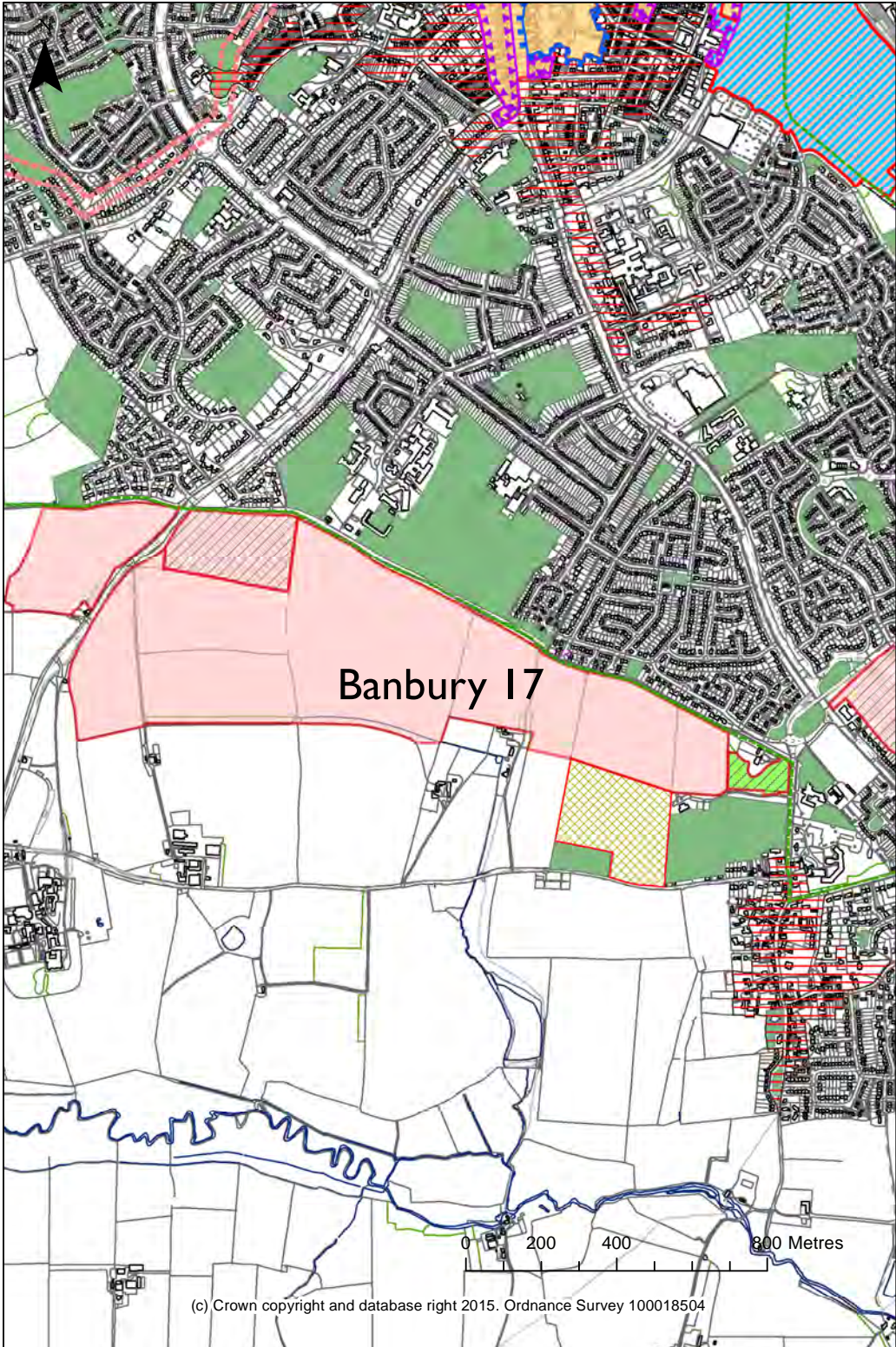


**Policy Banbury I6: South of Salt Way - West**

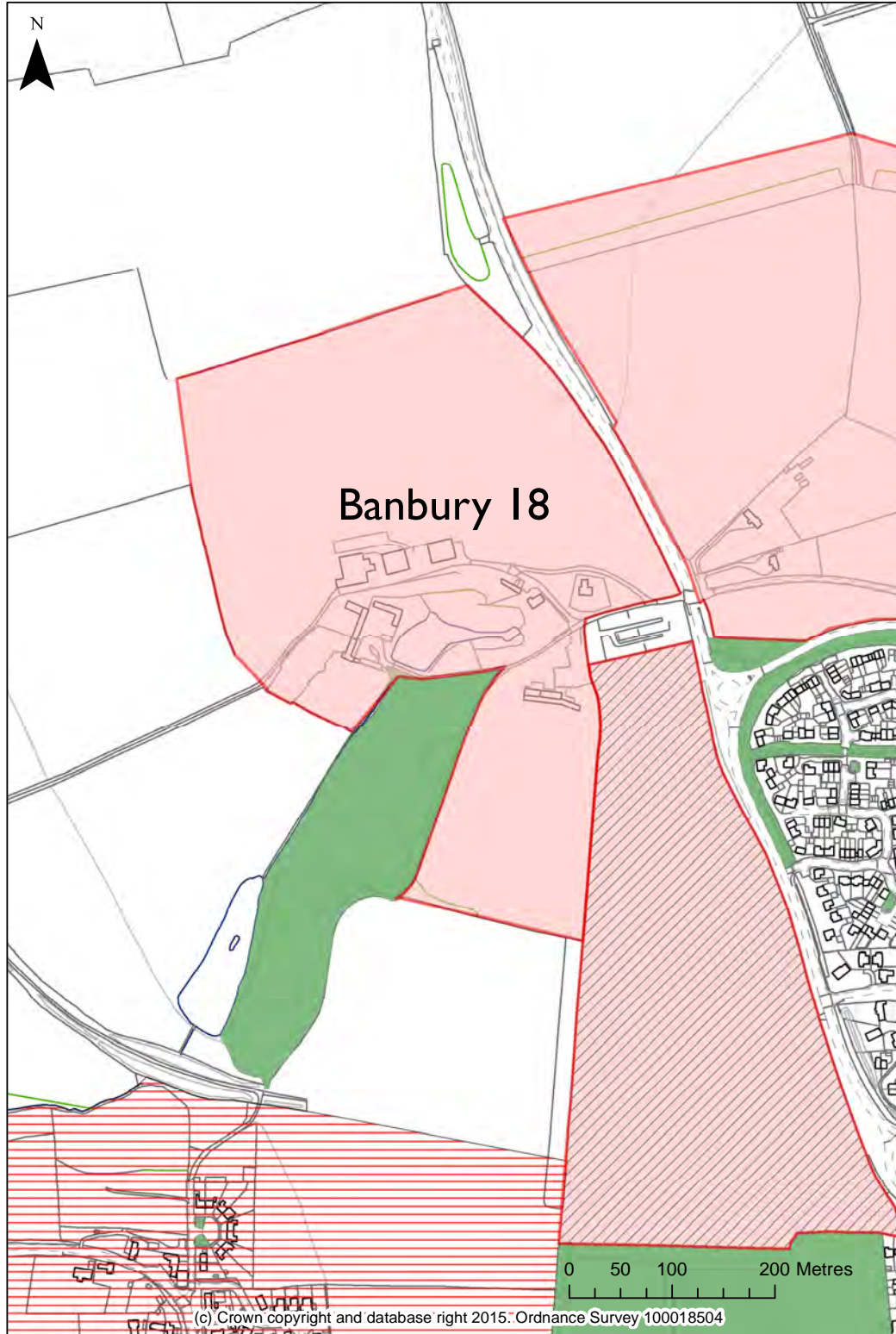




Policy Banbury 17: South of Salt Way - East

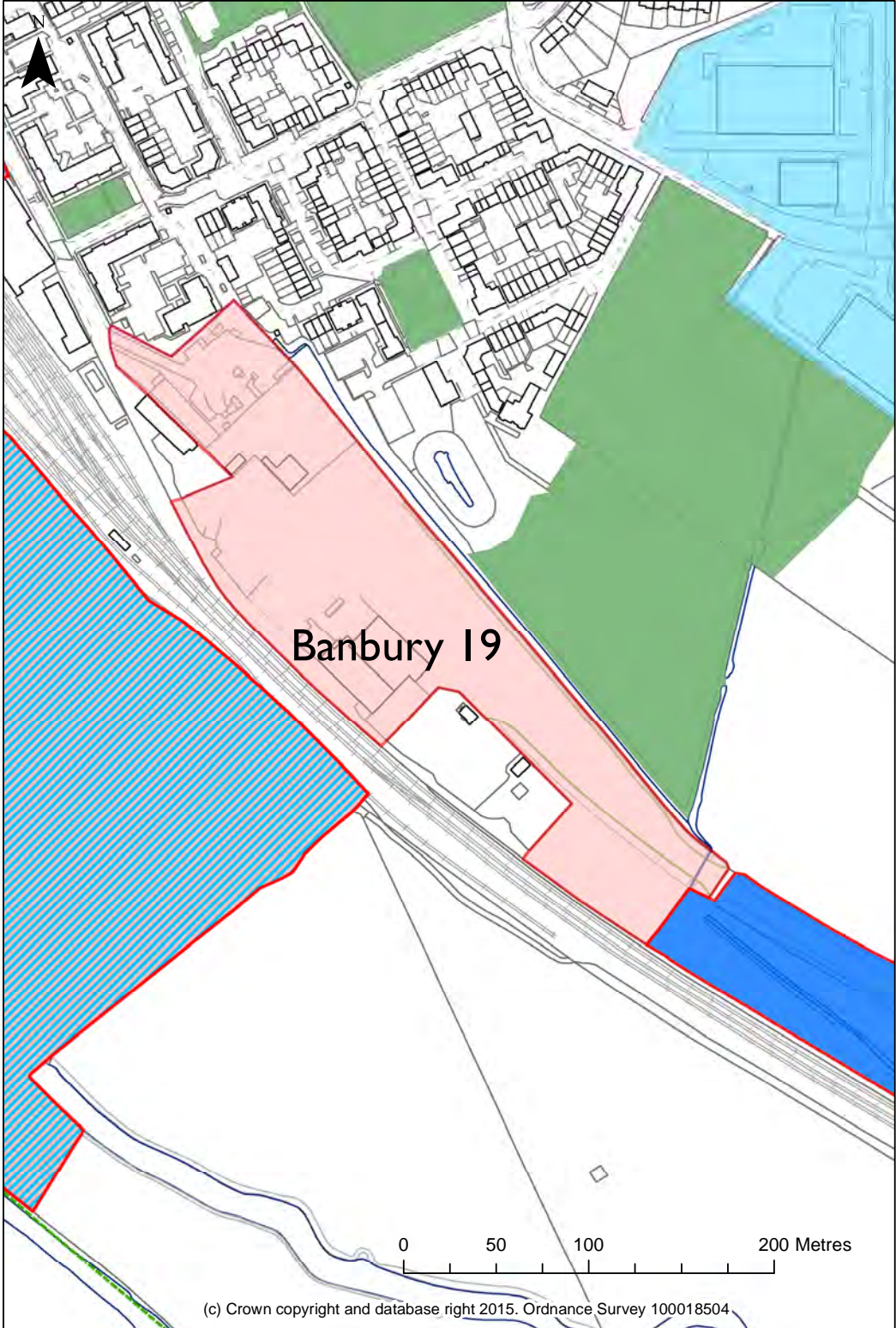


**Policy Banbury I8: Land at Drayton Lodge Farm**





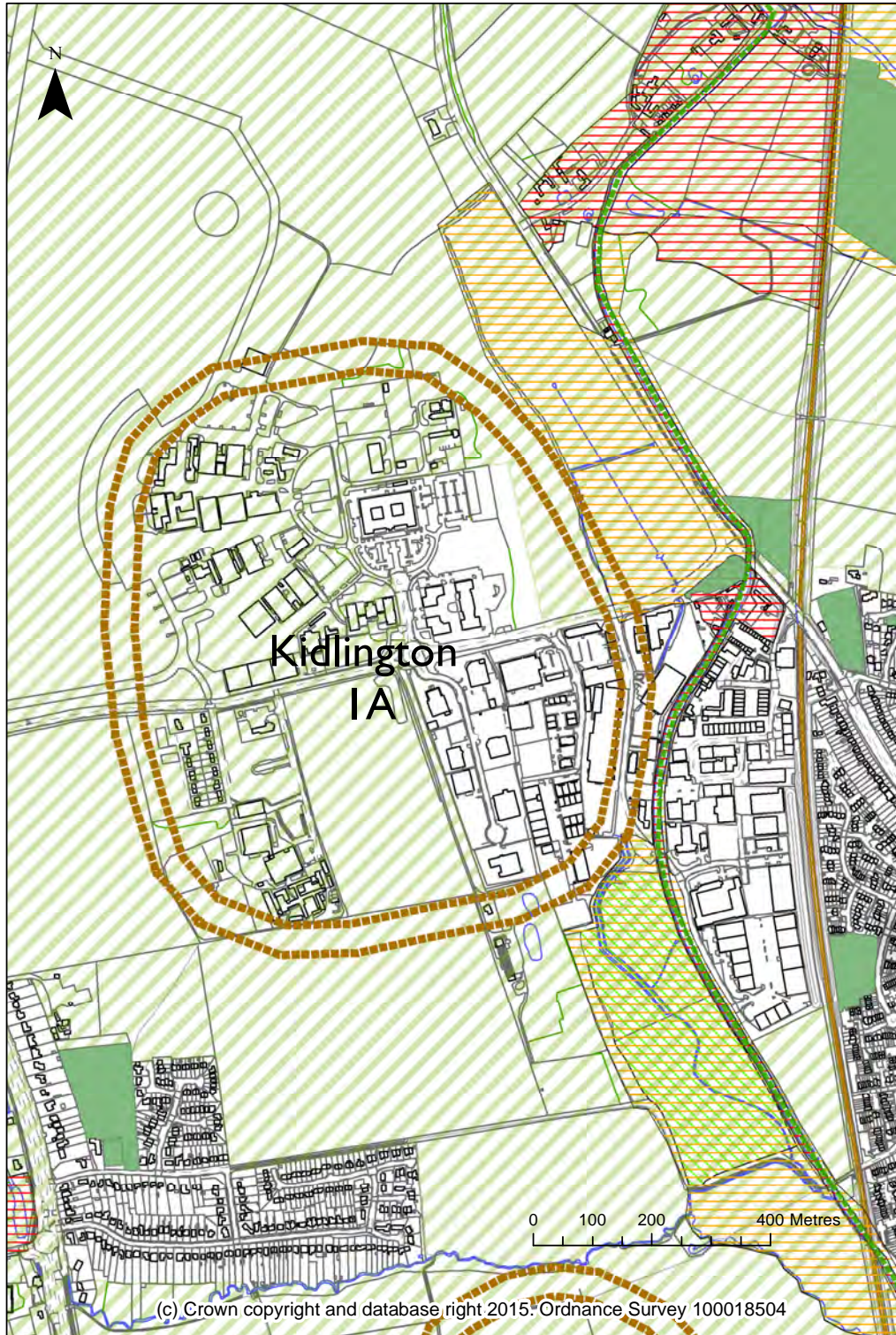
Policy Banbury 19: Land at Higham Way



## Kidlington Inset Maps

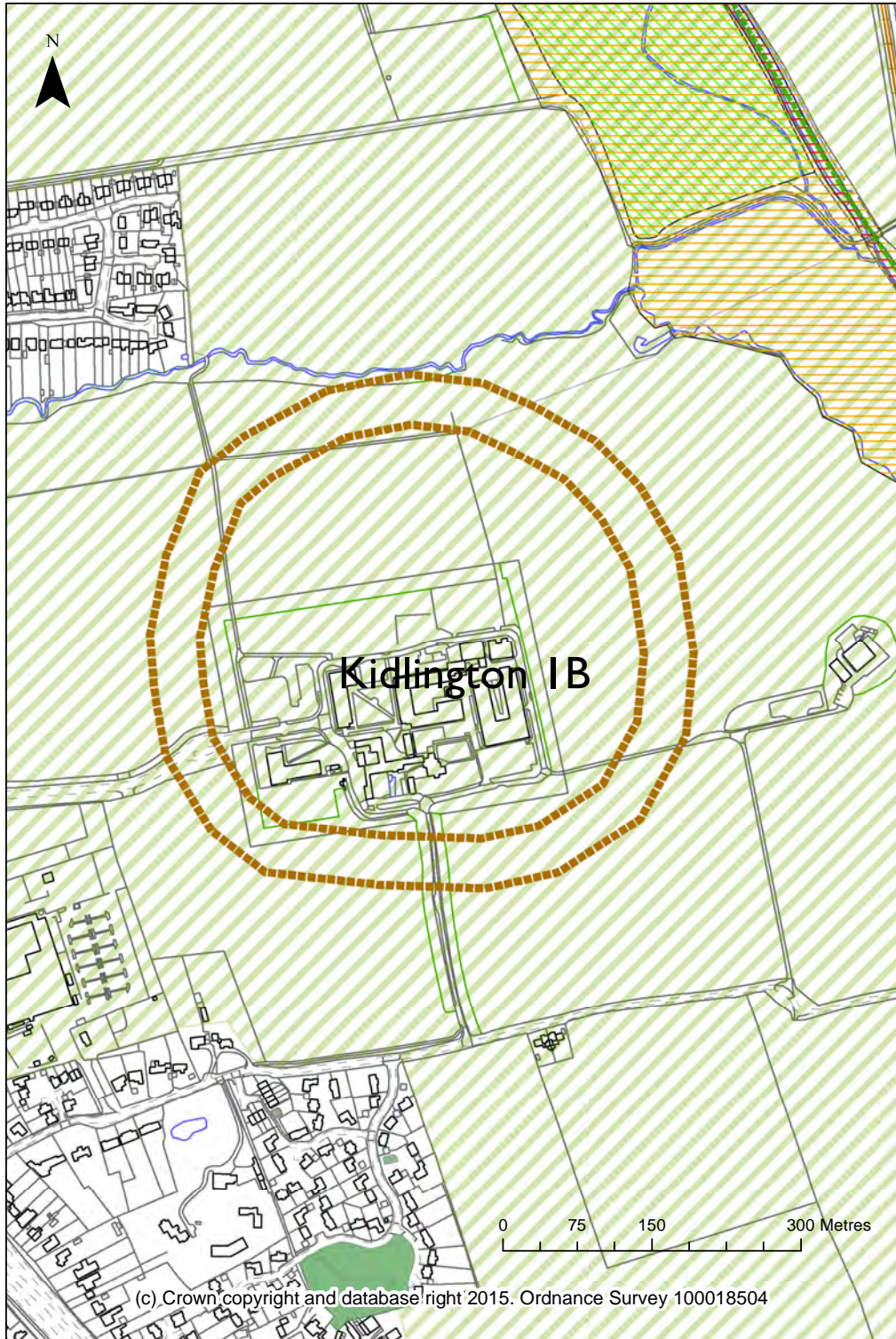


**Policy Kidlington IA: Accommodating High Value Employment Needs - Langford Lane/Oxford Technology Park/London Oxford Airport**



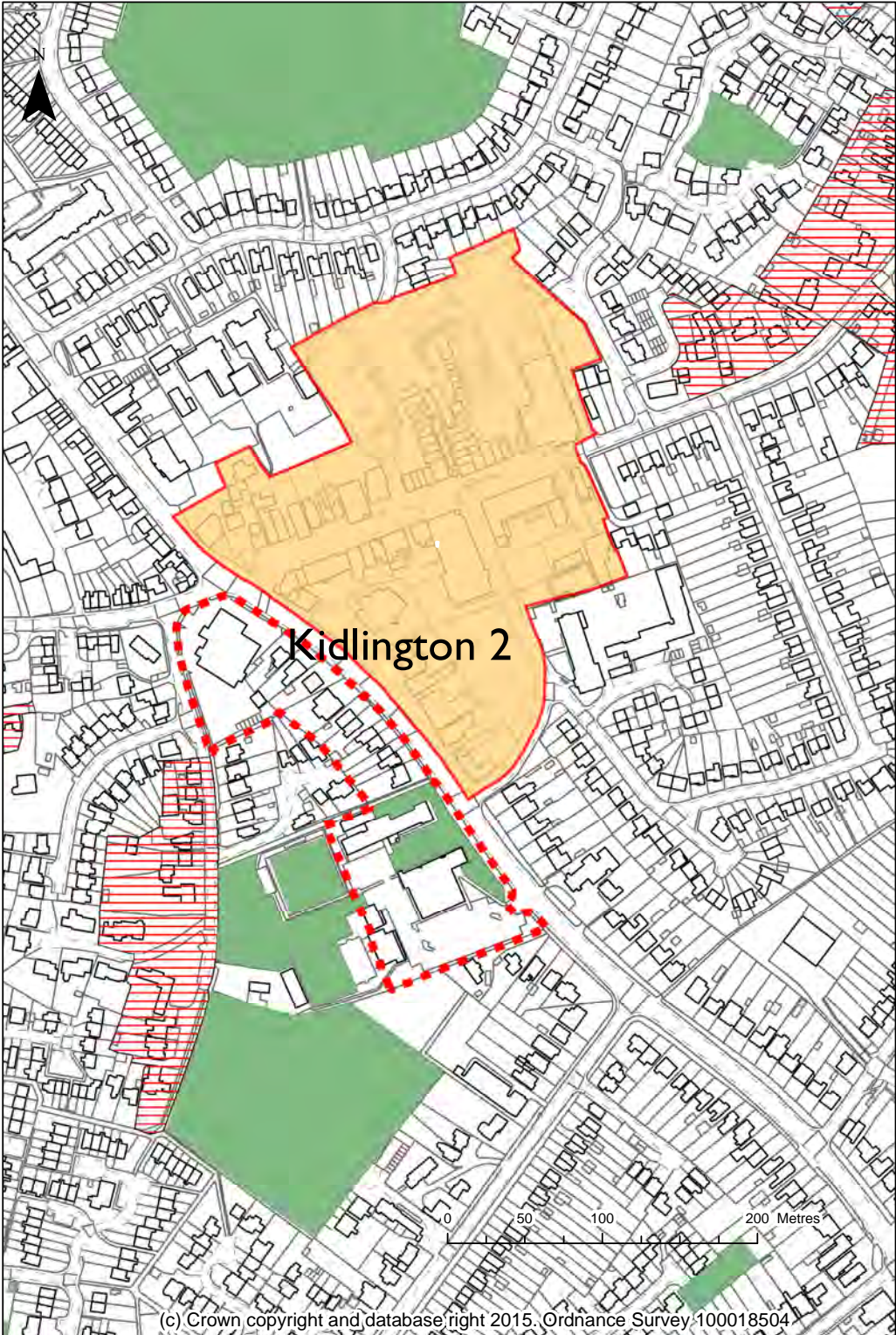


**Policy Kidlington IB: Accommodating High Value Employment Needs - Begbroke Science Park**





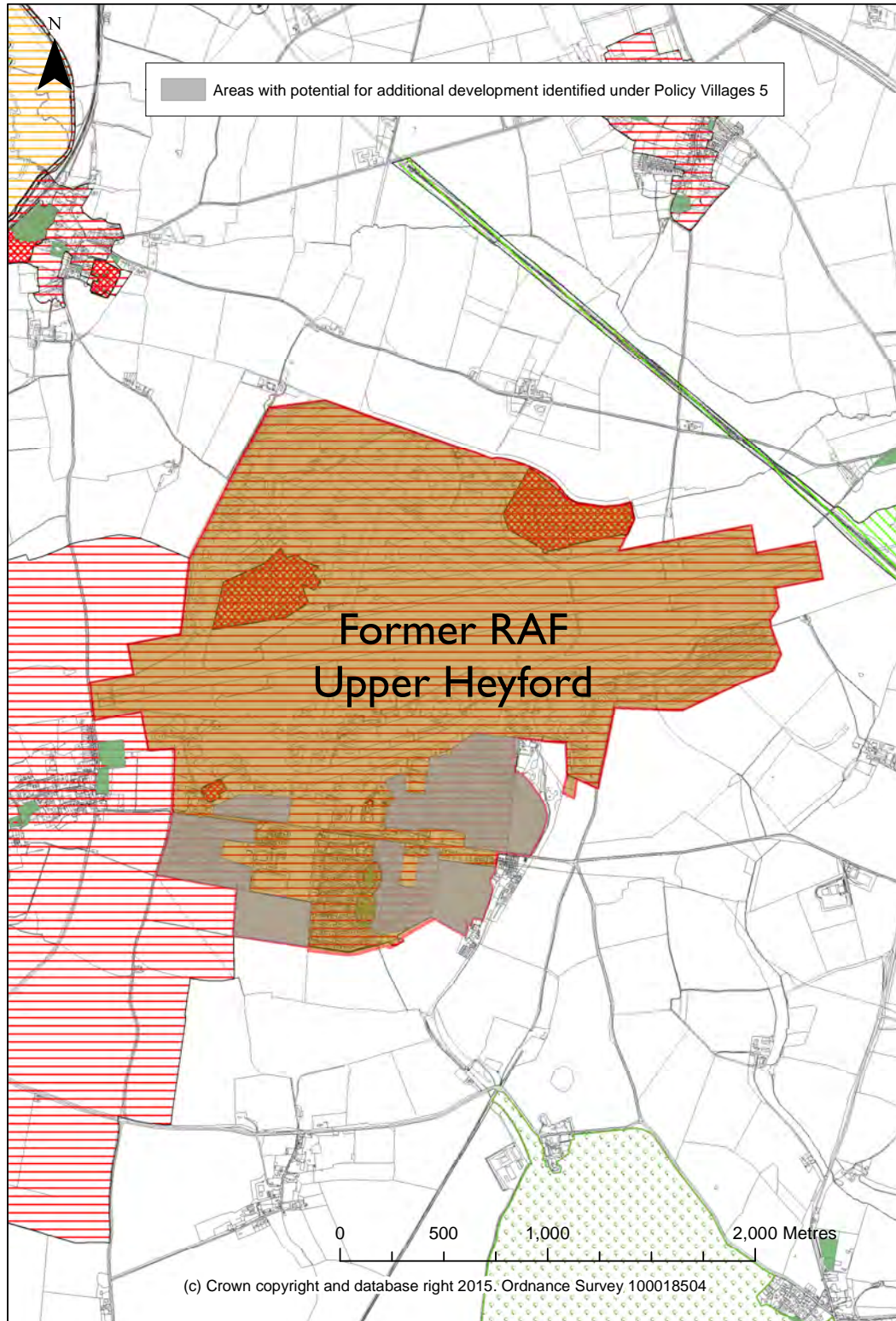
**Policy Kidlington 2: Strengthening Kidlington Village Centre**



## **Our Village and Rural Areas Inset Maps**



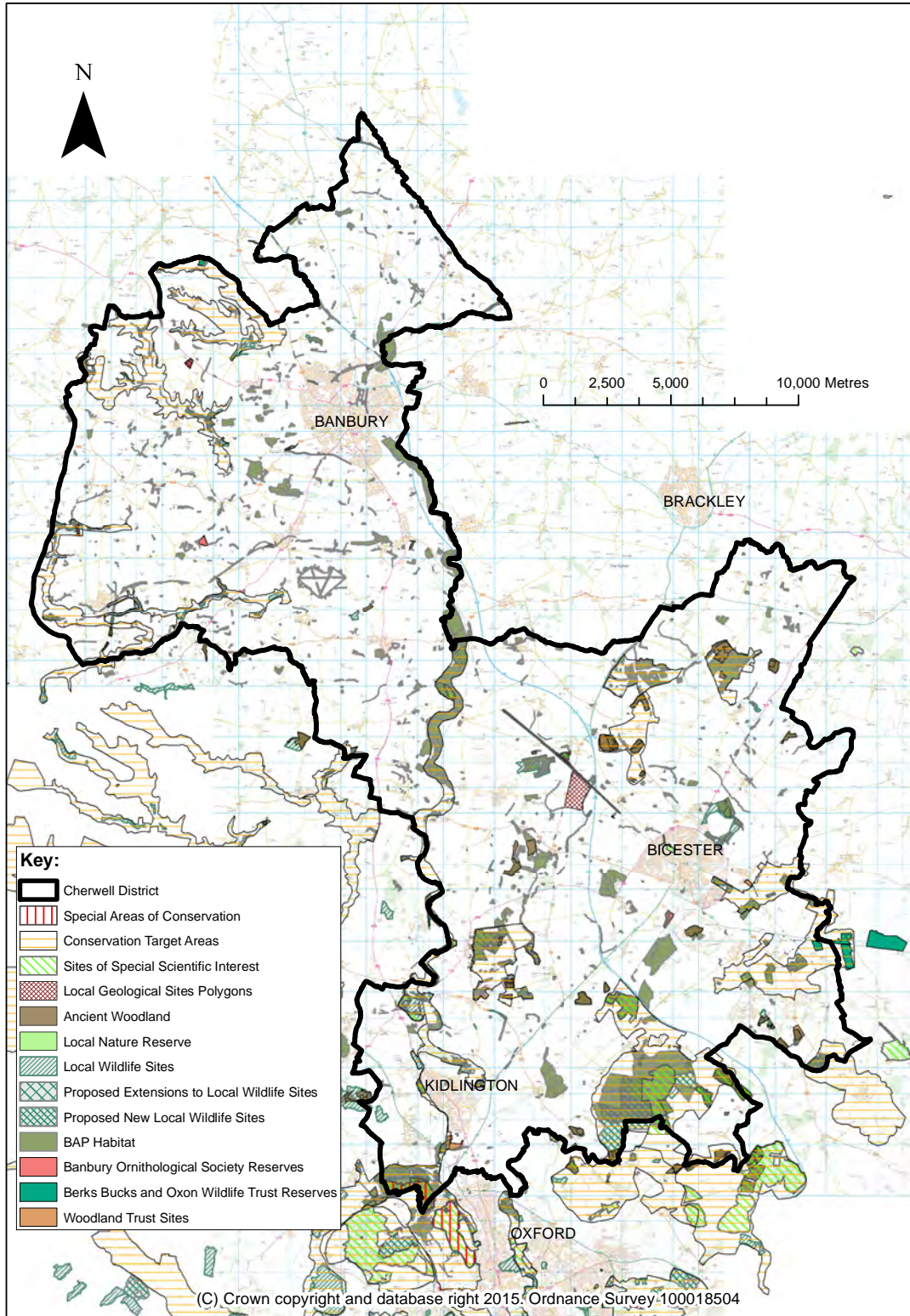
**Policy Villages 5 - Former RAF Upper Heyford**



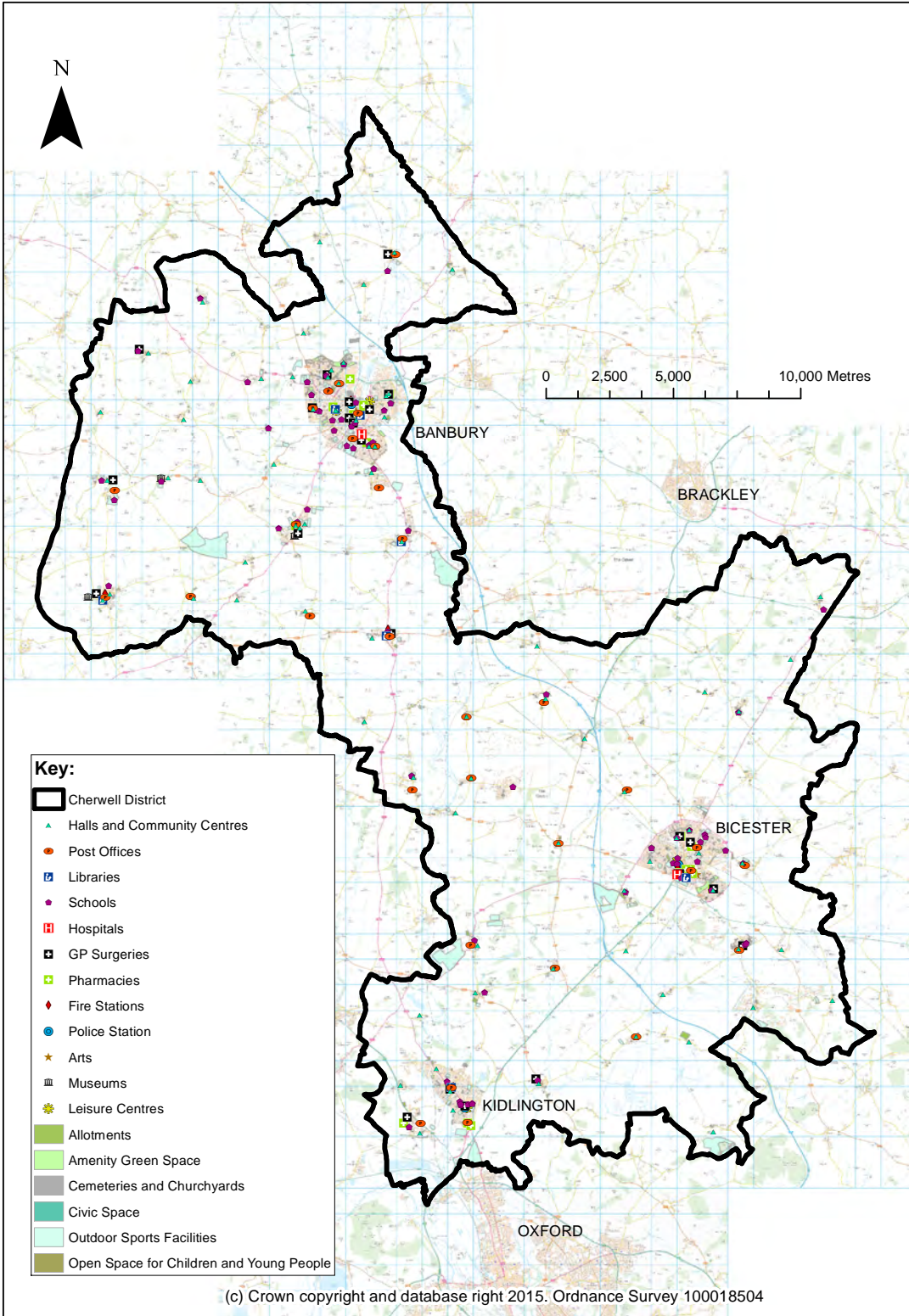
# Thematic Maps



Theme Map - Biodiversity

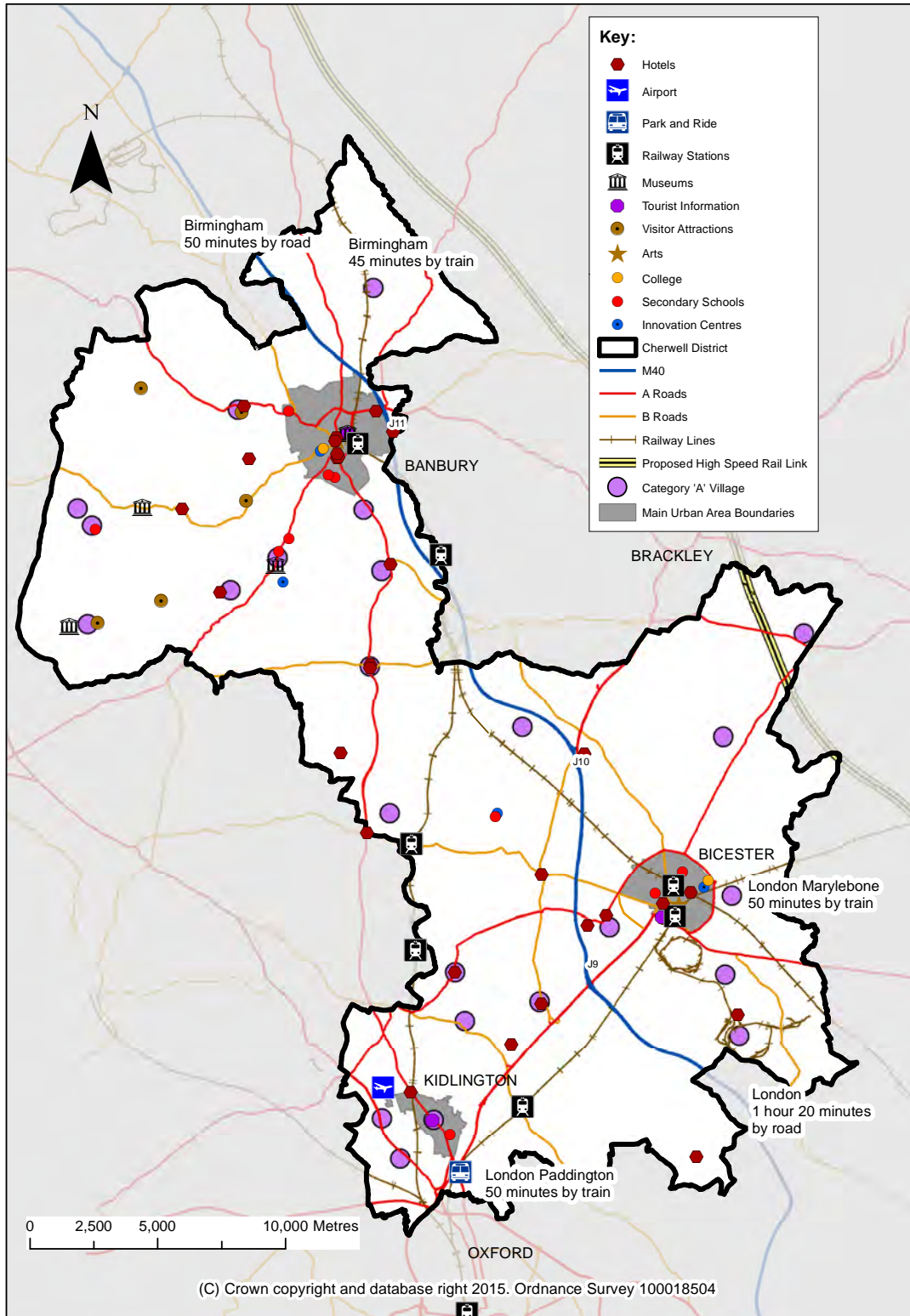


Theme Map - Community Facilities

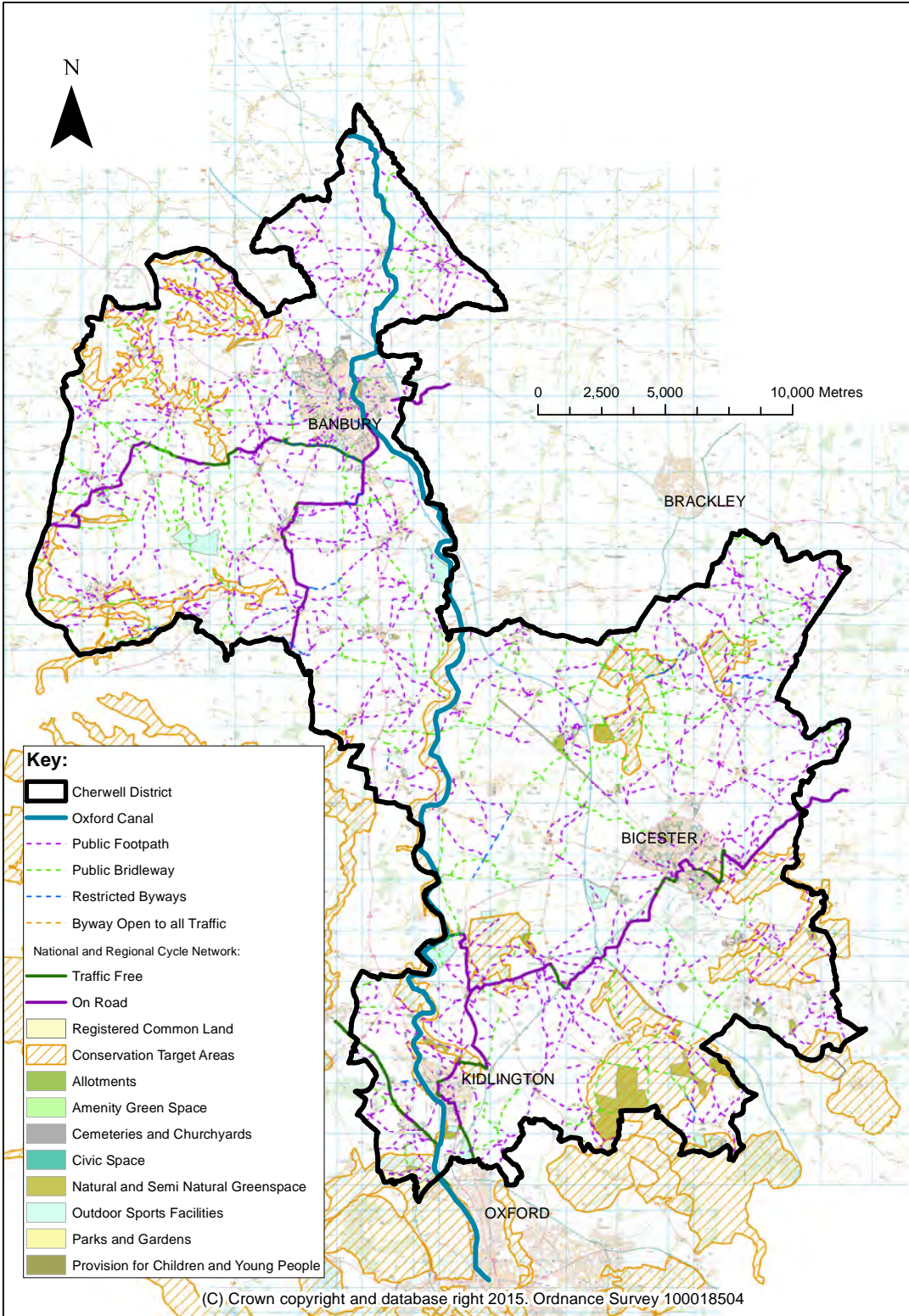




Theme Map - Economy

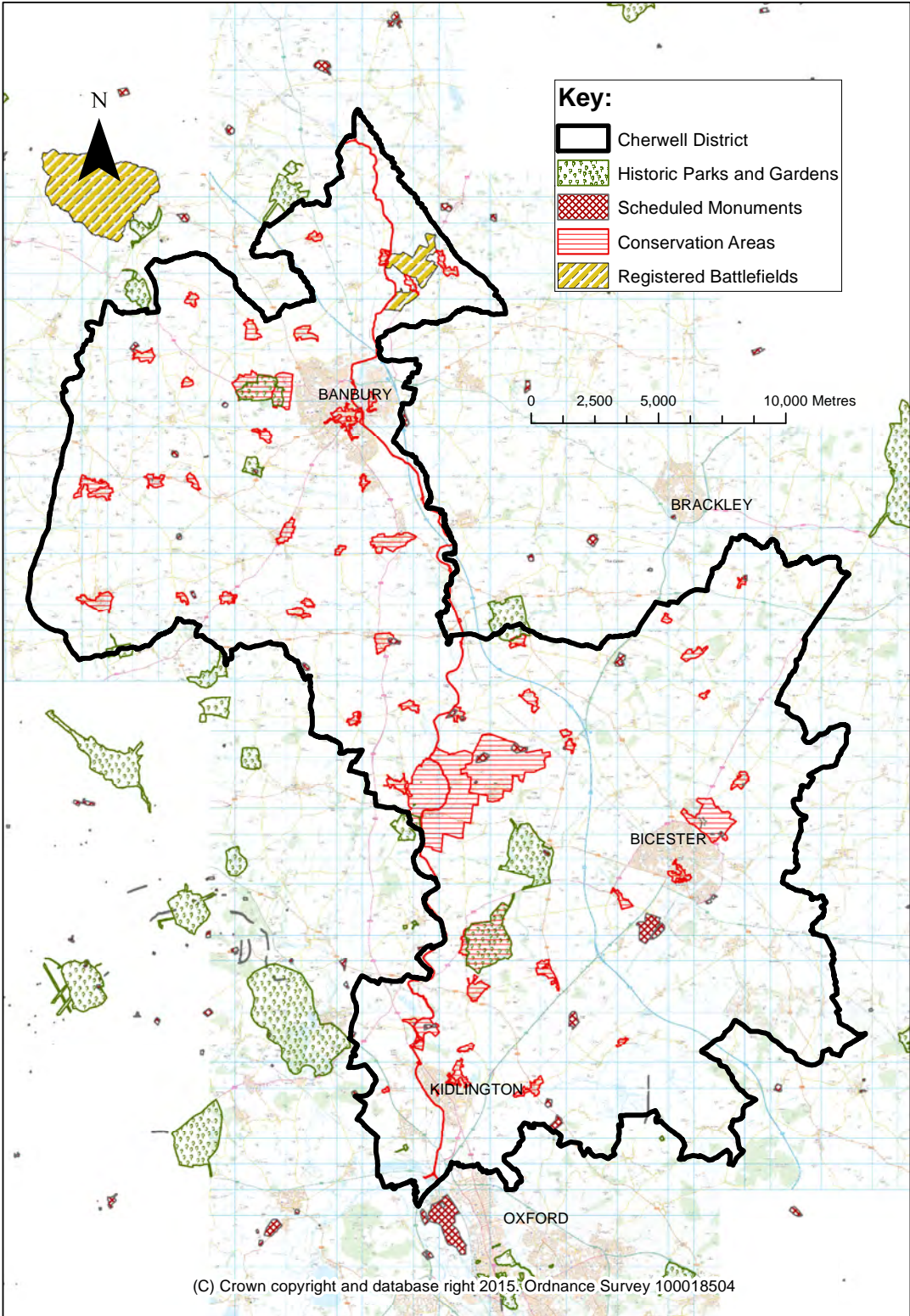


Theme Map - Green Infrastructure

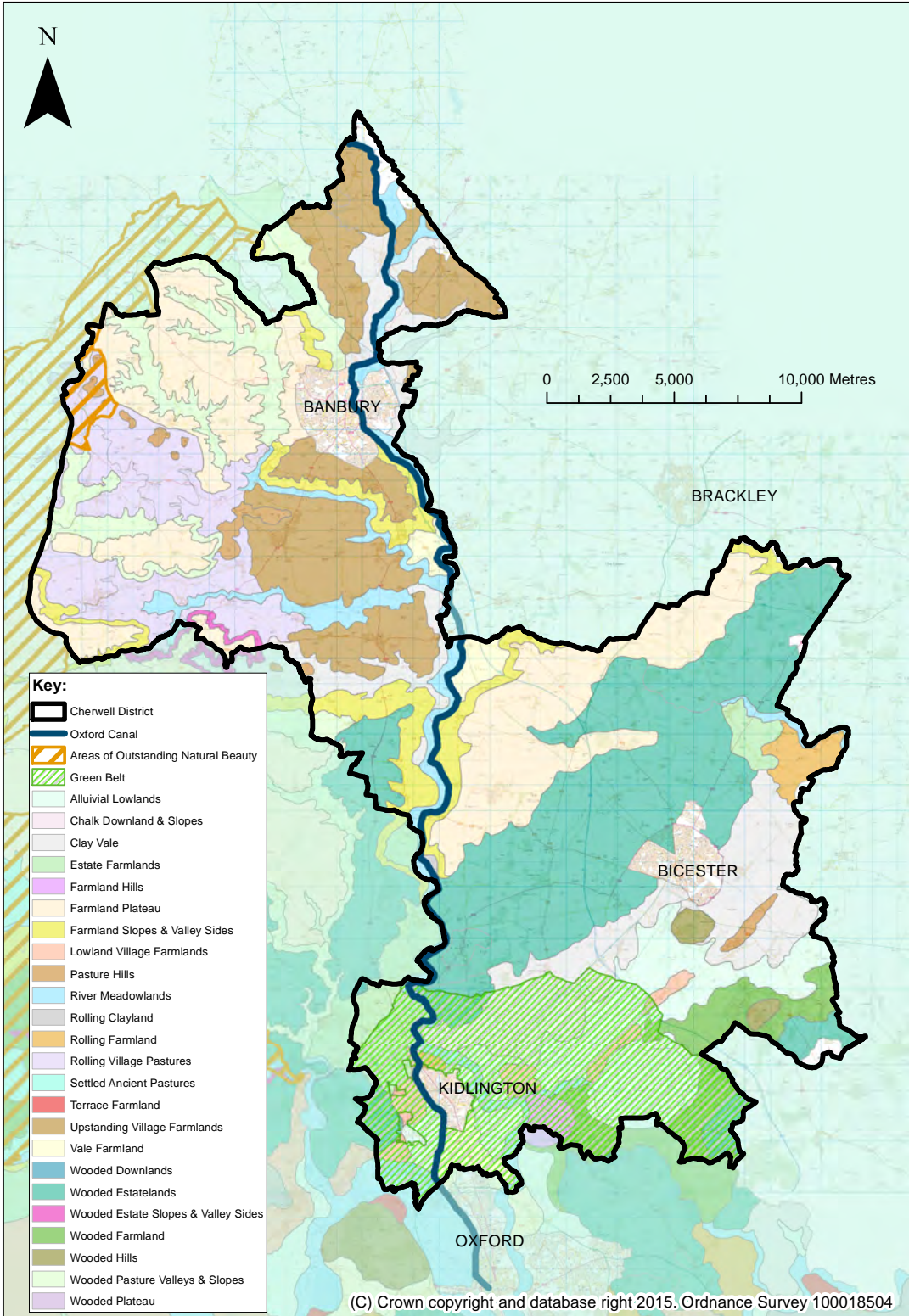




Theme Map - Historic Environment

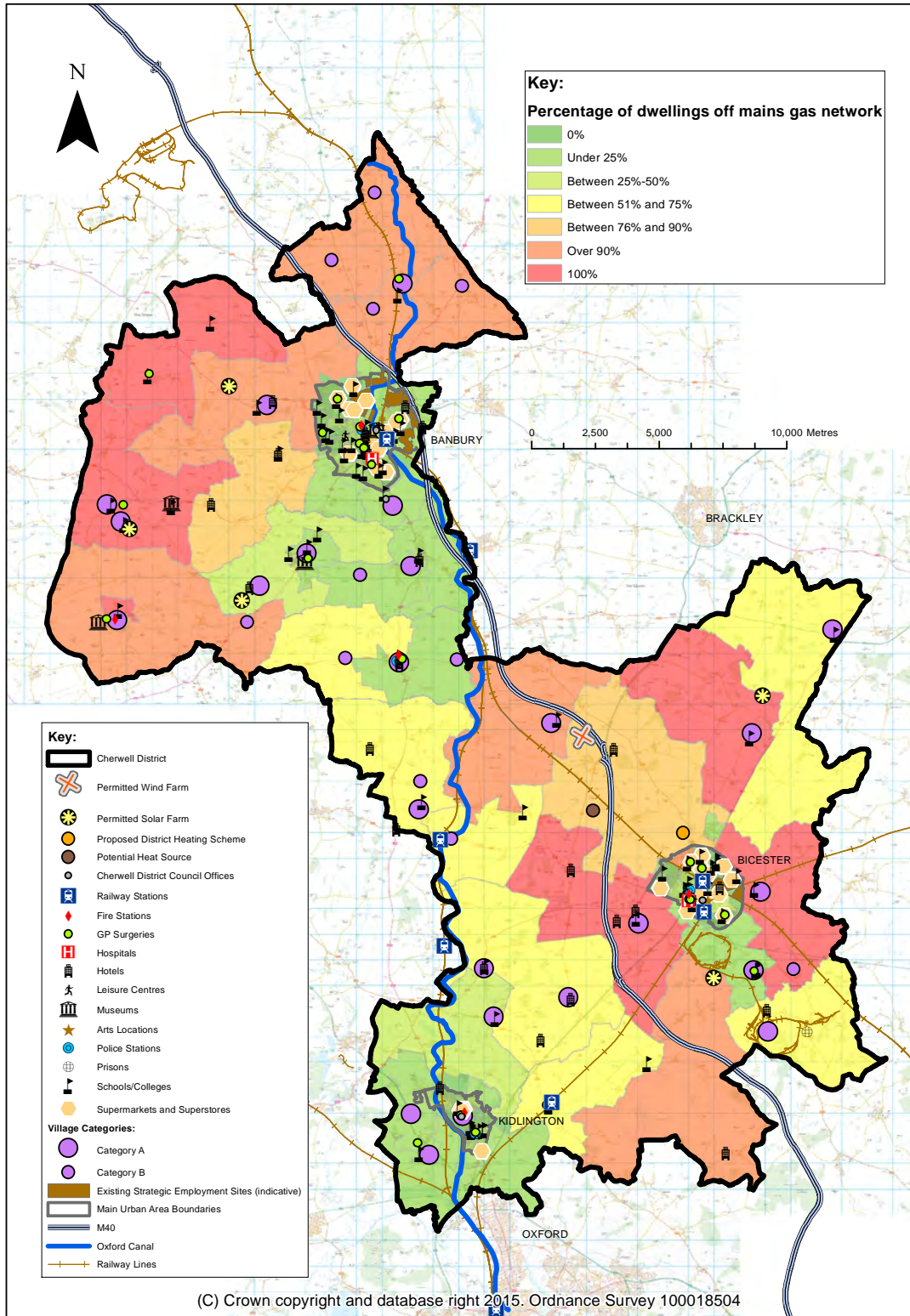


Theme Map - Landscape

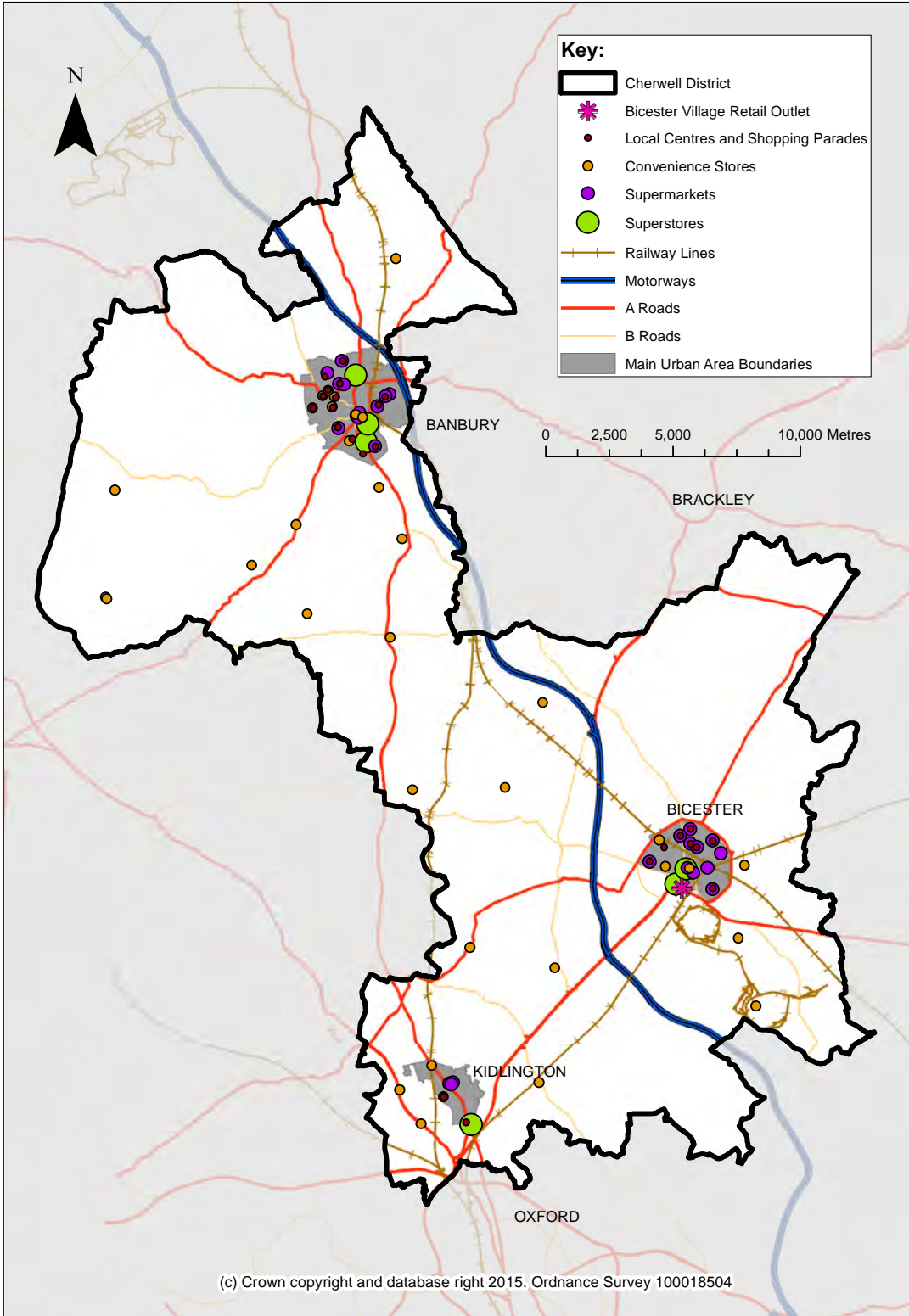




Theme Map - Renewable & Low Carbon Energy



Theme Map - Retail







## Appendix 6 Monitoring Framework

The tables below set out the monitoring framework referred to in Section E. The tables list the indicators and targets that will be used to measure the effectiveness of the Local Plan policies. Reporting arrangements and delivery mechanisms are presented in

Section E. This monitoring framework will be used alongside the Sustainability Appraisal monitoring framework, as set out in the SA Report, which sets out the indicators required to monitor the 'significant effects' of the plan's policies.

### A Strategy for Development in Cherwell

Policy Reference	Policy Title	Local Plan Indicators	Target
PSD I	Presumption in favour of Sustainable Development	Monitoring of PSD I is undertaken by Sustainability Indicators	Monitoring of PSD I is undertaken by Sustainability Indicators

### Policies for Development in Cherwell

#### Theme One: Policies for Developing a Sustainable Local Economy

Policy Reference	Policy Title	Local Plan Indicators	Target
SLE I	Employment Development	Employment commitments and completions on allocated employment land per sub area (Banbury, Bicester, Kidlington, Rural Areas)	100% take up of allocations by the end of the plan period
SLE I	Employment Development	Employment commitments and completions on non-allocated employment land per sub area (Banbury, Bicester, Kidlington, Rural Areas)	Yearly increase in employment use class commitments and completions

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
SLE 1	Employment Development	Completions resulting in a loss of employment use to non employment use per sub area (Banbury, Bicester, Kidlington, Rural Areas)	No overall net loss of employment land
SLE 2	Securing Dynamic Town Centres	Town centre use (including use classes A1 -A5, B1a, D2) completions within and outside of each of the town centres	No net loss of town centre use floor space within town centres
SLE 2	Securing Dynamic Town Centres	No. of retail impact assessments submitted with planning applications	100% of applications over the thresholds set out in Policy SLE2
SLE 3	Supporting Tourism Growth	Completed tourism developments (including D use class uses, Sui Generis uses)	An annual increase in completed tourism developments over the plan period
SLE 3	Supporting Tourism Growth	Number of visitors to tourist attractions in the District	An annual increase over the plan period
SLE 3	Supporting Tourism Growth	Number of visitors to tourist attractions in the District	An annual increase over the plan period
SLE 4	Improved Transport and Connections	Completed transport improvement schemes	Timely provision of transport infrastructure in accordance with strategic site delivery and as set out in the IDP
SLE 4	Improved Transport and Connections	Developer contributions to transport infrastructure	To meet development needs, as set out in the IDP
SLE 5	High Speed Rail 2 – London to Birmingham	Level of Council involvement with the proposed High Speed Rail Link	Respond to all relevant Government consultations on HS2  Respond to all planning applications relating to HS2.

## Theme Two: Policies for Building Sustainable Communities

Policy Reference	Policy Title	Local Plan Indicators	Target
BSC 1	District Wide Housing distribution	Housing commitments and completions per sub area (Banbury, Bicester, Kidlington, rural areas)	As set out in Policy BSC1
BSC 2	The Effective and Efficient Use of Land	% of residential completions on previously developed land	As set out in Policy BSC2
BSC 2	The Effective and Efficient Use of Land	Net housing density of completions	As set out in Policy BSC2
BSC 3	Affordable Housing	Net affordable housing completions/acquisitions per tenure	As set out in Policy BSC3
BSC 3	Affordable Housing	No. of self-build completions	An annual increase in the number of self-build completions
BSC 4	Housing Mix	Number of completed dwellings per number of bedrooms	As set out in Policy BSC4
BSC 4	Housing Mix	Number of 'extra care' completions	As set out in Policy BSC4
BSC 5	Area Renewal	Completed development per type in the 'area of renewal'	Improvements in levels of deprivation in the District
BSC 5	Area Renewal	The 'Brighter Futures in Banbury' Performance Measures Package Reports	Positive trends across all the Programme's indicators
BSC 6	Travelling Communities	Completed/Lost Gypsy & Traveller Plots/Travelling Showpeople Pitches, by location (location criteria as set out in Policy BSC6)	Provision for new pitches to meet identified shortfall as set out in Policy BSC6



<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
BSC 7	Meeting Education Needs	Completed education infrastructure	Timely provision of education infrastructure in accordance with strategic site delivery and as set out in the IDP
BSC 7	Meeting Education Needs	Developer contributions to education infrastructure	To meet development needs, as set out in the IDP
BSC 8	Securing Health and Well Being	Completed health care infrastructure	Timely provision of health infrastructure in accordance with strategic site delivery and as set out in the IDP
BSC 8	Securing Health and Well Being	Developer contributions to health care infrastructure	To meet development needs, as set out in the IDP
BSC 8	Securing Health and Well Being	Completions at Bicester Community Hospital	Replacement of Bicester Community Hospital within the plan period
BSC 9	Public Services and Utilities	Completed public services/utilities infrastructure	Timely provision of public services/utilities infrastructure in accordance with strategic site delivery and as set out in the IDP
BSC 9	Public Services and Utilities	Developer contributions to public services/utilities	To meet development needs, as set out in the IDP
BSC 10	Open Space, Outdoor Sport & Recreation Provision	Amount, type and location of open space/sport/recreation facilities	No net loss of open space/outdoor sport/recreation sites
BSC 10	Open Space, Outdoor Sport & Recreation Provision	Areas deficient in recreation provision by type and amount	Annual improvements over the plan period
BSC 10	Open Space, Outdoor Sport & Recreation Provision	Completed built development on (former) sites of open space, outdoor sport and recreation	No net loss of open space/outdoor sport/recreation sites

Policy Reference	Policy Title	Local Plan Indicators	Target
BSC 10	Open Space, Outdoor Sport & Recreation Provision	Open spaces in the District meeting quality standards	A yearly improvement in the quality of sites/facilities
BSC 11	Local Standards of Provision - Outdoor Recreation	Developer contributions to open space/sport/recreation facilities per typology	As set out in policy BSC11
BSC 12	Indoor Sport, Recreation and Community Facilities	Developer contributions to open space/sport/recreation facilities per typology	As set out in policy BSC12
BSC 12	Indoor Sport, Recreation and Community Facilities	Completed community facilities infrastructure	As set out in policy BSC12

### Theme Three: Policies for Ensuring Sustainable Development

Policy Reference	Policy Title	Local Plan Indicators	Target
ESD 1	Mitigating and Adapting to Climate Change	Carbon emissions in the District per capita	Reductions over the plan period
ESD 1	Mitigating and Adapting to Climate Change	Permissions granted contrary to Environment Agency advice on Flood Risk grounds	No permissions granted contrary to EA advice on flood risk grounds
ESD 1	Mitigating and Adapting to Climate Change	Access to services and facilities by public transport, walking and cycling	Improvement over the plan period, linked to Oxfordshire LAA target (National Indicator 175)
ESD 2	Energy Hierarchy	Number of Energy Statements submitted	As set out in Policy ESD2 i.e. required for all major applications

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
ESD 3	Sustainable Construction	% of new dwellings completed achieving water use below 110 litres/person/day	As set out in Policy ESD3
ESD 3	Sustainable Construction	Completed non residential development achieving BREEAM Very Good, BREEAM Excellent	As set out in Policy ESD3
ESD 4	Decentralised Energy Systems	Number of District Heating Feasibility Assessments submitted	As set out in Policy ESD4 i.e. required for all applications for 100 dwellings or more
ESD 4	Decentralised Energy Systems	Number of permitted District heating schemes in the District	Increase over the plan period
ESD 5	Renewable Energy	Permitted renewable energy capacity per type	Increase over the plan period
ESD 6	Sustainable Flood Risk Management	Permissions granted contrary to Environment Agency advice on flood risk grounds	No permissions granted contrary to EA advice on flood risk grounds
ESD 6	Sustainable Flood Risk Management	Flood Risk Assessments received for development proposals within Flood Zones 2 & 3, within 1 ha of Flood Zone 1, or 9m of any watercourse	As set out in Policy ESD6 i.e. required for all proposals meeting the locational criteria
ESD 7	Sustainable Drainage Systems (SuDS)	Completed SuDS schemes in the District	Annual increase over the plan period
ESD 8	Water Resources	Number of permissions granted contrary to Environment Agency advice on water quality grounds	No permissions granted contrary to EA advice on water quality grounds
ESD 9	Protection of the Oxford Meadows SAC	Number of permissions granted contrary to consultee (Environment Agency, BBOWT, CDC/OCC etc) advice on water quality grounds within the SAC catchment	No permissions granted contrary to consultee (EA, BBOWT, CDC/OCC etc) advice on water quality grounds within the SAC catchment

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Total LWS/LGS area	A net gain in total areas of biodiversity importance in the District
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Changes in priority habitats by number & type	An annual increase over the plan period
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Changes in priority species by number & type	A net gain in priority species by number and type
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Ecological condition of SSSIs	100% of SSSI units in favourable or unfavourable recovering condition
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Distribution and status of farmland birds	A yearly increase in the District index of farmland bird presence
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Distribution and status of water voles	A yearly increase in the presence of water voles
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Permissions granted contrary to tree officer advice	No permissions granted contrary to tree officer advice
ESD 10	Protection and Enhancement of	Permissions granted contrary to biodiversity consultee advice	No permissions granted contrary to



<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
	Biodiversity and the Natural Environment		biodiversity consultee advice
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Number of Ecological Surveys submitted with applications	Ecological Surveys to accompany all planning applications which may affect a site, habitat or species of known or potential ecological value
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Local Sites in Positive Conservation Management	A net gain in Local Sites in Positive Conservation Management
ESD 11	Conservation Target Areas	Total amount of Natural Environment and Rural Communities (NERC) Act s41 Habitats of Principal Importance within active Conservation Target Areas (CTAs)	A net gain of relevant NERC Act Habitats in active CTAs within the District
ESD 11	Conservation Target Areas	Permissions granted in Conservation Target Areas contrary to biodiversity consultee advice	No permissions granted in Conservation Target Areas contrary to biodiversity consultee advice
ESD 12	Cotswolds AONB	Built development permitted in the AONB	No major development in AONB
ESD 12	Cotswolds AONB	Permissions granted contrary to the advice of the AONB Management Board	No permissions granted contrary to the advice of the AONB Management Board
ESD 13	Local Landscape Protection and Enhancement	Number and location of urban fringe restoration/improvement schemes completed	An annual increase over the plan period

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
ESD 13	Local Landscape Protection and Enhancement	Permissions granted contrary to Landscape Officer advice	No permissions granted contrary to Landscape Officer advice
ESD 14	Oxford Green Belt	Completed development (per type) in the Green Belt	All development in Green Belt to comply with Policy ESD14
ESD15	The Character of the Built Environment	Permissions granted contrary to the advice of English Heritage/consultee advice on heritage grounds	All development impacting on non designated/designated heritage assets to comply with ESD15
ESD15	The Character of the Built Environment	Permissions granted contrary to design consultee advice on design grounds	No permissions granted contrary to design consultee advice on design grounds
ESD15	The Character of the Built Environment	% of permitted and completed developments with Design and Access Statements (that address the criteria of policy ESD15).	All new developments to complete a Design and Access Statement
ESD15	The Character of the Built Environment	Number of new (and reviews of) conservation area appraisals	Review 6 Conservation Areas annually
ESD16	The Oxford Canal	Completed transport/recreation/leisure/tourism uses within 1km of the Oxford Canal	Increase over the plan period
ESD16	The Oxford Canal	Permissions granted contrary to consultee advice on heritage grounds	No permissions granted contrary to consultee advice on heritage grounds
ESD17	Green Infrastructure	Completed green infrastructure schemes	A net gain in green infrastructure provision over the plan period

Policy Reference	Policy Title	Local Plan Indicators	Target
ESD17	Green Infrastructure	Developer contributions to green infrastructure	To meet development needs and as identified in IDP/Green Infrastructure Strategy

## Policies for Cherwell’s Places

### Bicester

Policy Reference	Policy Title	Local Plan Indicators	Target
Bicester 1	North West Bicester Eco-Town	Housing, infrastructure, employment completions at North West Bicester	As set out in policy Bicester 1 (and agreed masterplan/detailed planning documents)
Bicester 1	North West Bicester Eco-Town	Environmental standards of completed development at NW Bicester	As set out in policy Bicester 1
Bicester 1	North West Bicester Eco-Town	Embodied impacts of construction to be monitored, managed and minimised	As set out in policy Bicester 1
Bicester 1	North West Bicester Eco-Town	Sustainability metrics to be agreed and monitored	As set out in policy Bicester 1
Bicester 2	Graven Hill	Housing, infrastructure, and employment completions at Graven Hill	As set out in policy Bicester 2 (and agreed masterplan/detailed planning documents)
Bicester 3	South West Bicester Phase 2	Housing and infrastructure completions at South West Bicester Phase 2	As set out in policy Bicester 3 (and agreed masterplan/detailed planning documents)

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Bicester 4	Bicester Business Park	Completed employment development at Bicester Business Park	As set out in policy Bicester 4 (and agreed masterplan/detailed planning documents)
Bicester 5	Strengthening Bicester Town Centre	Permitted residential development at ground floor level in Bicester Town Centre	No residential floorspace permitted at ground floor level
Bicester 5	Strengthening Bicester Town Centre	Town centre vacancies	No increase in vacancy rates over the plan period
Bicester 5	Strengthening Bicester Town Centre	Diversity of uses	Maintain or improve the balance of uses within the town centre over the plan period
Bicester 5	Strengthening Bicester Town Centre	Completed town centre uses (including use classes A1-A5, B1a, D2) within and outside of Bicester Town Centre	No net loss of town centre use floorspace within Bicester Town Centre
Bicester 6	Bure Place Town Centre Redevelopment Phase 2	Completions (plot level) at Bicester Town Centre Phase 1 & 2	Development to accord with Policy BIC6 and agreed masterplan/detailed planning documents for the site
Bicester 7	Meeting the Need for Open Space, Sport & Recreation	Urban edge park schemes in Bicester	An annual increase in such schemes over the plan period
Bicester 7	Meeting the Need for Open Space, Sport & Recreation	Community woodland provision in Bicester	An annual increase in provision over the plan period
Bicester 7	Meeting the Need for Open Space, Sport & Recreation	Type of permitted/completed development at Stratton Audley Quarry	In accordance with a planning consent
Bicester 8	Former RAF Bicester	Completed development at former RAF Bicester	Development to accord with any agreed



<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
			masterplan/detailed planning documents
Bicester 9	Burial Site Provision in Bicester	Developer contributions for Burial Site in Bicester	To meet needs and as set out in IDP
Bicester 10	Bicester Gateway	Employment and infrastructure completions at Bicester Gateway site	As set out in Policy Bicester 10 (and agreed masterplan/detailed planning documents)
Bicester 11	Employment Land at North East Bicester	Employment and infrastructure completions at Employment Land at North East Bicester	As set out in Policy Bicester 11 (and agreed masterplan/detailed planning documents)
Bicester 12	South East Bicester	Employment, housing and infrastructure completions at South East Bicester	As set out in Policy Bicester 12 (and agreed masterplan/detailed planning documents)
Bicester 13	Gavray Drive	Housing and infrastructure completions at Gavray Drive	As set out in policy Bicester 13 (and agreed masterplan/detailed planning documents)

## Banbury

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Banbury 1	Banbury Canalside	Employment, housing and infrastructure completions at Canalside	As set out in Policy Banbury 1 and Canalside SPD (i.e. masterplan/detailed planning documents)
Banbury 1	Banbury Canalside	Progress on completing the Canalside Supplementary Planning Document	As set out in an up to date Local Development Scheme

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Banbury 2	Hardwick Farm, Southam Road (East and West)	Housing and infrastructure completions at Southam Road	As set out in Policy Banbury 2 (and agreed masterplan/detailed planning documents)
Banbury 3	West of Bretch Hill	Employment, housing and infrastructure completions at West of Bretch Hill	As set out in Policy Banbury 3 (and agreed masterplan/detailed planning documents)
Banbury 4	Bankside Phase 2	Housing and infrastructure completions at Bankside Phase 2	As set out in Policy Banbury 4 (and agreed masterplan/detailed planning documents)
Banbury 5	Land North of Hanwell Fields	Housing and infrastructure completions at Land North of Hanwell Fields	As set out in Policy Banbury 5 (and agreed masterplan/detailed planning documents)
Banbury 6	Employment Land West of the M40	Employment and infrastructure completions at Land West of the M40	As set out in policy Banbury 6 (and agreed masterplan/detailed planning documents)
Banbury 7	Strengthening Banbury Town Centre	Permitted residential development at ground floor level in Banbury Town Centre	No residential floorspace permitted at ground floor level
Banbury 7	Strengthening Banbury Town Centre	Town centre vacancies	No increase in vacancy rates over the plan period
Banbury 7	Strengthening Banbury Town Centre	Diversity of uses	Maintain or improve the balance of uses over the plan period
Banbury 7	Strengthening Banbury Town Centre	Completed town centre uses (including use classes A1-A5, B1a, D2) within and outside of Banbury Town Centre	No net loss of town centre use floorspace within Banbury Town Centre

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Banbury 8	Bolton Road Development Area	Housing, Retail and Leisure Completions on the Bolton Road site	In accordance with Policy Banbury 8 and the Masterplan/detailed planning documents for the site
Banbury 9	Spiceball Development Area	Completions at the Spiceball Development Area	In accordance with Policy Banbury 9 and the Masterplan/detailed planning documents for the site
Banbury 10	Bretch Hill Regeneration Area	Completed development in the Bretch Hill Regeneration Area by type	Increase over the plan period
Banbury 11	Meeting the Need for Open Space, Sport & Recreation	Completed open space/sport/recreation facility provision within Banbury	As set out in Policy BSC10 and BSC11
Banbury 12	Meeting the Need for Open Space, Sport & Recreation	Completions at the relocation site for Banbury United FC	As set out in policy Banbury 12, to be achieved over the plan period
Banbury 13	Burial Site Provision in Banbury	Developer contributions for Burial Site in Banbury	To meet needs and as set out in the IDP
Banbury 14	Cherwell Country Park	Progress on delivering the Cherwell Country Park	As set out in Policy Banbury 11
Banbury 15	Employment Land North East of Junction 11	Employment and infrastructure completions at Employment Land North East of Junction 11	As set out in policy Banbury 15 (and agreed masterplan/detailed planning documents)
Banbury 16	Land South of Salt Way: West	Housing and infrastructure completions at Land at South of Salt Way: West	As set out in policy Banbury 16 (and agreed masterplan/detailed planning documents)
Banbury 17	Land South of Salt Way: East	Housing and infrastructure completions at Land at South of Salt Way: East	As set out in policy Banbury 17 (and agreed masterplan/detailed planning documents)

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Banbury 18	Land at Drayton Lodge Farm:	Housing and infrastructure completions at Land at Drayton Lodge Farm	As set out in policy Banbury 18 (and agreed masterplan/detailed planning documents)
Banbury 19	Land at Higham Way	Housing and infrastructure completions at Land at Higham Way	As set out in policy Banbury 19 (and agreed masterplan/detailed planning documents)

## Kidlington

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Kidlington 1	Accommodating High Value Employment Needs	Employment completions in Kidlington (at a. Langford Lane/London-Oxford Airport and b. Begbroke Science Park)	An annual increase over the plan period
Kidlington 1	Accommodating High Value Employment Needs	Completed employment development on Green Belt land in Kidlington beyond review areas	To accord with Policy ESD14
Kidlington 2	Strengthening Kidlington Village Centre	Permitted residential development at ground floor level in Kidlington Village Centre	No residential floorspace permitted at ground floor level
Kidlington 2	Strengthening Kidlington Village Centre	Village centre vacancies	No increase in vacancy rates over the plan period
Kidlington 2	Strengthening Kidlington Village Centre	Diversity of uses	Maintain or improve the balance of uses within the town centre over the plan period



<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Kidlington 2	Strengthening Kidlington Village Centre	Completed town centre uses (including use classes A1-A5, B1a, D2) within and outside of Kidlington Village Centre	No net loss of town centre use floorspace within Kidlington Village Centre

## Our Villages and Rural Areas

<b>Policy Reference</b>	<b>Policy Title</b>	<b>Local Plan Indicators</b>	<b>Target</b>
Villages 1	Village Categorisation	Completed development per village category and size of scheme (number of dwellings)	As set out in policy Villages 1
Villages 2	Distributing Growth Across the Rural Areas	Land allocations made in the rural areas	As set out in policy Villages 2 and to be set out in the Local Plan Part 2.
Villages 2	Distributing Growth Across the Rural Areas	Completions on allocated sites in rural areas	100% take up of allocations over the plan period
Villages 2	Distributing Growth Across the Rural Areas	Completions on non-allocated sites in rural areas	As set out in the criteria in policy Villages 1 and 2
Villages 3	Rural Exception Sites	Completions on rural exception sites	To meet needs as per Policy Villages 3
Villages 4	Meeting the Need for Open Space, Sport & Recreation	Developer contributions to open space/sport/recreation facilities in the rural areas	As set out in policy BSC11 and BSC12 and the Infrastructure Delivery Plan
Villages 4	Meeting the Need for Open Space, Sport & Recreation	Open space/sport/recreation facilities created in the rural areas	As set out in policy Villages 4, BSC11, BSC12 and the Infrastructure Delivery Plan
Villages 5	Former RAF Upper Heyford	Housing, employment and infrastructure completions	As set out in policy Villages 5, and agreed

Policy Reference	Policy Title	Local Plan Indicators	Target
		at Former RAF Upper Heyford	masterplan/detailed planning documents

## The Infrastructure Delivery Plan

Policy Reference	Policy Title	Local Plan Indicators	Target
INF 1	Infrastructure	Projects provided to date in the Infrastructure Delivery Plan	Key infrastructure to be delivered in accordance with the Infrastructure Delivery Plan

## Duty to Cooperate

Reference	Title	Local Plan Indicators	Target
DTC 1	Duty to cooperate – Partial Review of the Cherwell Local Plan Part 1	Meet milestones for Partial Review of the Cherwell Local Plan Part 1 as set out in the Local Development Scheme (Nov 2014)	Adoption of a Partial Review of the Cherwell Local Plan 2011-31 Part 1 addressing wider unmet need within the housing market area within 2 years of Local Plan Part 1 adoption.



## Appendix 7 List of Replaced and Retained Saved Policies

Policy Number	Description	Replaced or Retained	Replacement Policy	Does this Affect the Adopted Proposals Map 1996?
<b>Saved Policies of the Cherwell Local Plan 1996</b>				
GB1	Development in the Green Belt	replaced	ESD 14	Yes
GB2	Outdoor Recreation in the Green Belt	retained	-	
GB3	Major Development Sites in the Green Belt	retained	-	
HI	Allocation of sites for housing	replaced	BSC 1 Bicester 1 Bicester 2 Bicester 3 Bicester 12 Bicester 13 Banbury 1 Banbury 2 Banbury 3 Banbury 4 Banbury 5 Banbury 8 Banbury 16	Yes (except BSC1 and Villages 2)



## Appendix 7 List of Replaced and Retained Saved Policies

Policy Number	Description	Replaced or Retained	Replacement Policy	Does this Affect the Adopted Proposals Map 1996?
			Banbury 17 Banbury 18 Banbury 19 Villages 2 Villages 5	
H4	Housing schemes for the elderly and disabled	replaced	BSC 4	No
H5	Affordable Housing	replaced	BSC 3	No
H6	Rural Exception Sites	replaced	Villages 3	No
H12	Housing in the rural areas	replaced	Villages 1 Villages 2 Villages 3	No
H13	Residential development in category 1 settlements	replaced	Villages 1	No
H14	Residential development in category 2 settlements	replaced	Villages 1	No
H15	Residential development in category 3 settlements	replaced	Villages 1	No
H16	White land at Yarnton	retained	-	
H17	Replacement dwellings	retained	-	
H18	New dwellings in the countryside	retained	-	

Appendix 7 List of Replaced and Retained Saved Policies

Policy Number	Description	Replaced or Retained	Replacement Policy	Does this Affect the Adopted Proposals Map 1996?
H19	Conversion of buildings in the countryside	retained	-	
H20	Conversion of farmstead buildings	retained	-	
H21	Conversion of buildings in settlements	retained	-	
H23	Residential Caravans	retained	-	
H25	Sites for travelling showpeople	replaced	BSC6	No
H26	Residential canal moorings	retained	-	
EMPI	Allocation of sites for employment generating development	part replaced  sites replaced at Bicester, Banbury and Kidlington  Rural sites retained	SLE 1  Bicester 1 Bicester 2 Bicester 4 Bicester 10 Bicester 11 Bicester 12 Banbury 1 Banbury 6 Banbury 15 Kidlington 1 Villages 5	Yes

## Appendix 7 List of Replaced and Retained Saved Policies

Policy Number	Description	Replaced or Retained	Replacement Policy	Does this Affect the Adopted Proposals Map 1996?
EMP3	Employment generating development at Kidlington, Yarnton and Begbroke (East)	replaced	SLE1	No
EMP4	Employment generating development in the rural areas	replaced	SLE1	No
S2	Proposals for retail development in the shopping centre and town centre, Banbury	replaced	SLE 2 Banbury 7	Yes
S3	Primary shopping frontages, Banbury	replaced	Banbury 7	Yes
S8	Redevelopment of land north of Bridge Street and east of the inner relief road, Banbury for recreational or cultural use	replaced	Banbury 1	Yes
S9	Change of use of residential buildings in Banbury town centre	replaced	Banbury 7	Yes
S10	Development in Banbury commercial areas	replaced	Banbury 7	Yes
S12	Development proposals in Bicester town centre	replaced	SLE 2 Bicester 5	Yes
S13	Primary shopping frontages, Bicester	replaced	Bicester 5	Yes
S15	Redevelopment of land at Franklin's Yard, Bicester	replaced	Bicester 6	Yes
S21	Development in Kidlington shopping centre	replaced	SLE 2 Kidlington 2	Yes
S22	Provision of rear servicing, Kidlington	retained	-	

## Appendix 7 List of Replaced and Retained Saved Policies

<b>Policy Number</b>	<b>Description</b>	<b>Replaced or Retained</b>	<b>Replacement Policy</b>	<b>Does this Affect the Adopted Proposals Map 1996?</b>
S25	Retail development in the rural areas	replaced	SLE2	No
S26	Small scale ancillary retail outlets in the rural areas	retained	-	
S27	Garden centres in the rural areas	retained	-	
S28	Proposals for small shops and extensions to existing shops outside Banbury, Bicester and Kidlington shopping centres	retained	-	
S29	Loss of existing village services	retained	-	
TR1	Transportation funding	retained	-	
TR7	Development attracting traffic on minor roads	retained	-	
TR8	Commercial facilities for the motorist	retained	-	
TR10	Heavy Goods vehicles	retained	-	
TR11	Oxford Canal	retained	-	
TR14	Formation of new accesses to the inner relief road and Hennef Way, Banbury	retained	-	
TR16	Access Improvements in the vicinity of Banbury Railway Station	retained	-	
TR20	Reservation of land for road schemes at Bicester	replaced	SLE 4	Yes
TR22	Reservation of land for road schemes in the countryside	retained	-	
R1	Allocation of land for recreation use	part replaced	Bicester 13	Yes



## Appendix 7 List of Replaced and Retained Saved Policies

<b>Policy Number</b>	<b>Description</b>	<b>Replaced or Retained</b>	<b>Replacement Policy</b>	<b>Does this Affect the Adopted Proposals Map 1996?</b>
R5	Use of redundant railway lines and disused quarries for recreation purposes	retained	-	
R7	Protection and enhancement of the recreational roles of the Oxford Canal and River Cherwell	replaced	ESD 16	No
R9	Facilities for canal users	replaced	ESD 16	No
R12	Provision of public open space in association with new residential development	replaced	BSC 11	No
R14	Reservation of land for community buildings in association with housing developments at Hanwell Fields, Banbury and Slade Farm, Bicester	replaced	BSC 12	No
T2	Proposals for hotels, motels, guest houses and restaurants within settlements	retained	-	
T3	Land reserved for hotel and associated tourist or leisure based development, in vicinity of junction 11 of the M40, Banbury	retained	-	
T5	Proposals for new hotels, motels, guesthouses and restaurants in the countryside	retained	-	
T7	Conversion of buildings beyond settlements to self-catering holiday accommodation	retained	-	
AG2	Construction of farm buildings	retained	-	
AG3	Siting of new or extension to existing intensive livestock and poultry units	retained	-	

## Appendix 7 List of Replaced and Retained Saved Policies

<b>Policy Number</b>	<b>Description</b>	<b>Replaced or Retained</b>	<b>Replacement Policy</b>	<b>Does this Affect the Adopted Proposals Map 1996?</b>
AG4	Waste disposal from intensive livestock and poultry units	retained	-	
AG5	Development involving horses	retained	-	
C1	Protection of sites of nature conservation value	replaced	ESD 10	Yes
C2	Development affecting protected species	replaced	ESD 10 ESD 11	No
C4	Creation of new habitats	replaced	ESD 10	No
C5	Protection of ecological value and rural character of specified features of value in the District	retained	-	
C6	Development proposals adjacent to the River Thames	retained	-	
C7	Landscape conservation	replaced	ESD 13	No
C8	Sporadic development in the open countryside	retained	-	
C9	Scale of development compatible with a rural location	replaced	ESD 13	No
C10	Historic landscapes, parks and gardens and historic battlefields	replaced	ESD 13 ESD 15	Yes
C11	Protection of the vista and setting of Rousham Park	retained	-	
C12	Development in the Cotswold Area of Outstanding Natural Beauty	replaced	ESD 12	Yes
C13	Areas of High Landscape Value	replaced	ESD 13	Yes

## Appendix 7 List of Replaced and Retained Saved Policies

<b>Policy Number</b>	<b>Description</b>	<b>Replaced or Retained</b>	<b>Replacement Policy</b>	<b>Does this Affect the Adopted Proposals Map 1996?</b>
C14	Countryside Management Projects	retained	-	
C15	Prevention of coalescence of settlements	retained	-	
C17	Enhancement of the urban fringe through tree and woodland planting	replaced	ESD 13	Yes
C18	Development proposals affecting a listed building	retained	-	
C21	Proposals for re-use of a listed building	retained	-	
C23	Retention of features contributing to character or appearance of a conservation area	retained	-	
C25	Development affecting the site or setting of a schedule ancient monument	retained	-	
C27	Development in villages to respect historic settlement pattern	replaced	ESD 15	No
C28	Layout, design and external appearance of new development	retained	-	
C29	Appearance of development adjacent to the Oxford Canal	retained	-	
C30	Design Control	retained	-	
C31	Compatibility of proposals in residential areas	retained	-	
C32	Provision of facilities for disabled people	retained	-	
C33	Protection of important gaps of undeveloped land	retained	-	

## Appendix 7 List of Replaced and Retained Saved Policies

<b>Policy Number</b>	<b>Description</b>	<b>Replaced or Retained</b>	<b>Replacement Policy</b>	<b>Does this Affect the Adopted Proposals Map 1996?</b>
C34	Protection of views of St Mary's Church, Banbury	retained	-	
C38	Satellite dishes in conservation areas and on listed buildings	retained	-	
C39	Telecommunication masts and structures	retained	-	
ENV1	Development likely to cause detrimental levels of pollution	retained	-	
ENV2	Redevelopment of sites causing serious detriment to local amenity	retained	-	
ENV6	Development at Oxford Airport, Kidlington likely to increase noise nuisance	retained	-	
ENV7	Development affecting water quality	replaced	ESD 8	No
ENV10	Development proposals likely to damage or be at risk from hazardous installations	retained	-	
ENV11	Proposals for installations handling hazardous substances	retained	-	
ENV12	Development on contaminated land	retained	-	
OA2	Protection of land at Yarnton Road Recreation ground, Kidlington for a new primary school	retained	-	
GB1	Saved Policy of the Central Oxfordshire Local Plan (Cherwell) 1992 - Development in the Green Belt	replaced	ESD 14	Yes



## Appendix 7 List of Replaced and Retained Saved Policies

<b>Policy Number</b>	<b>Description</b>	<b>Replaced or Retained</b>	<b>Replacement Policy</b>	<b>Does this Affect the Adopted Proposals Map 1996?</b>
H2	Saved Policy of the Oxfordshire Structure Plan 2005 - Upper Heyford	replaced	Villages 5	Yes

**Appendix 8 Infrastructure  
Delivery Plan (IDP)**

**Please see separate document**



## **Appendix 12**

### **Cherwell Local Plan 1996**



# *Cherwell* *Local Plan*



**NOVEMBER**  
**1996**

Following a legal challenge to the adoption of the Cherwell Local Plan, the High Court has ordered that the first line of paragraph 1.15 of the reasoned justification to Policy GB3 and Policy R6 and paragraph 6.45 of its reasoned justification in its entirety and the Proposals Map insofar as it affects the objection site (Shipton on Cherwell Quarry) be quashed.

CHERWELL LOCAL PLAN

ADOPTED 6TH NOVEMBER 1996

# CHERWELL LOCAL PLAN

## CONTENTS

### WRITTEN STATEMENT

INTRODUCTION	PAGE NO
- Background to the preparation of the Plan	1
- Functions of the Plan	1
- The Structure Plan context	2
- Format of the Plan	2
- Summary of the main proposals	2
<b>CHAPTER</b>	
<b>1. THE OXFORD GREEN BELT</b>	
- Introduction	5
- Background	5
- Development in the Green Belt	6
<b>2. HOUSING</b>	
- Introduction	11
- Overall provision for housing	11
- Affordable Housing	13
- BANBURY	16
- BICESTER	18
- KIDLINGTON, YARNTON AND BEGBROKE (EAST)	20
- RURAL SETTLEMENTS	22
- The Category - 1 Settlements	23
- The Category - 2 Settlements	24
- The Category - 3 Settlements	25
- HOUSING IN THE GREEN BELT	26
- WHITE LAND	26
- GENERAL HOUSING POLICIES	26
- New dwellings in the countryside	27
- Conversion of buildings in the countryside	28
- Conversion of buildings within settlements	29
- Subdivision of existing dwellings	29
- Residential caravans	30
- Caravan sites for gypsies	30
- Travelling showpeople	31
- Residential canal moorings	32



### **3. EMPLOYMENT**

- Introduction	33
- Overall provision for employment generating development	33
- BANBURY	34
- BICESTER	36
- KIDLINGTON, YARNTON AND BEGBROKE (EAST)	39
- Science Parks	41
- THE RURAL AREAS	41
- Development on existing sites	42
- Conversions of existing buildings	42
- Minor extensions to sites within settlements	43
- General considerations	43
- GENERAL EMPLOYMENT POLICIES	44
- Working from home	44

### **4. TOWN CENTRES AND LOCAL SHOPPING**

- Introduction	45
- Structure Plan background	45
- Trends in retailing in recent years	45
- Pedestrianisation	46
- BANBURY	46
- Shopping	46
- Recent developments	46
- Redevelopment of land to the north of Bridge Street	47
- Maintenance of a compact central shopping area	47
- Pedestrianisation and traffic management in Banbury town centre	48
- Control of major retail development outside the town centre	48
- New local shopping centre	49
- Commercial development in the town centre	49
- Redevelopment sites	49
- Changes of use	50
- Development proposals in the commercial areas	51
- BICESTER	51
- Recent developments	51
- Future provision for major new food superstores or retail warehouses	52
- The town centre	52
- Sites in the town centre with redevelopment potential	53
- Pedestrianisation and traffic management in Bicester town centre	54
- Areas adjoining the town centre	54
- Local centres	55
- KIDLINGTON, YARNTON AND BEGBROKE (EAST)	55
- Kidlington Shopping Centre	56
- Shops	56
- Offices and other commercial uses	56
- Pedestrianisation and environmental improvements	57
- Open-air market	57
- Superstores and retail warehouses	58
- COUNTRYSIDE AND RURAL SETTLEMENTS	58
- GENERAL SHOPPING POLICIES	59
- Local shops	59
- Hot food establishments	59

## 5. TRANSPORTATION

- Introduction	61
- Transportation funding	62
- Traffic management and highway safety	63
- Public transport	64
- Parking and servicing provision	65
- Minor roads	66
- Commercial facilities for the motorist	66
- Road hierarchy in residential areas	67
- Heavy goods vehicles	67
- Oxford Canal	68
- BANBURY	68
- Recent road construction	68
- Access improvements in the vicinity of the railway station	71
- Improved links between Grimsbury and the town centre for pedestrians and cyclists	72
- Off-street servicing in the town centre	72
- Car parking in the town centre	73
- Bus station	74
- Lorry parking	74
- BICESTER	74
- Roads	74
- Car parking	76
- KIDLINGTON, YARNTON AND BEGBROKE (EAST)	77
- Roads	77
- Public transport	77
- Cyclists	78
- THE COUNTRYSIDE	78
- Roads	78

## 6. RECREATION AND COMMUNITY FACILITIES

- Introduction	81
- Assessment of need	81
- BANBURY	82
- Formal open space provision	82
- Informal open space provision	83
- Open-air swimming pool	83
- The sports centre	83
- Allotments	84
- BICESTER	84
- Formal open space provision	84
- Informal open space provision	84
- The sports centre	85
- Allotments	85
- KIDLINGTON AND GOSFORD	86
- THE COUNTRYSIDE	86
- Golf courses, golf driving ranges and associated buildings	87
- Rights of way and access to the countryside	88
- Shipton on Cherwell quarry	89
- The Oxford Canal & River Cherwell	89
- GENERAL RECREATION POLICIES	90

-	School playing fields/grounds	91
-	Community facilities	92
-	BANBURY AND BICESTER	92
-	RURAL SETTLEMENTS	92
<b>7.</b>	<b>TOURISM</b>	
-	Introduction	95
-	Hotels, motels, guest houses and restaurants	95
-	BANBURY	96
-	BICESTER	97
-	THE COUNTRYSIDE	98
-	Self-catering accommodation	99
-	Camping and caravan sites	99
<b>8.</b>	<b>AGRICULTURE AND RELATED DEVELOPMENT</b>	
-	Introduction	101
-	New dwellings for agricultural workers	102
-	The construction of farm buildings	102
-	Development involving horses	103
<b>9.</b>	<b>RURAL CONSERVATION, URBAN CONSERVATION AND DESIGN</b>	
-	Introduction	105
-	Nature conservation	105
-	Landscape conservation	107
-	Historic landscapes, parks and gardens and historic battlefields	108
-	Area of Outstanding Natural Beauty	111
-	Areas of High Landscape Value	112
-	Trees and landscaping	112
-	The urban fringe	113
-	Historic buildings	114
-	Conservation Areas	116
-	Archaeological areas	117
-	Design considerations	119
-	Conversion of buildings	123
-	Advertisements	123
-	Telecommunications	124
<b>10.</b>	<b>ENVIRONMENTAL PROTECTION</b>	
-	Introduction	127
-	Pollution control	127
-	Noise	128
-	Water quality	130
-	Flood defence	130
-	Hazardous Installations	131
-	Contaminated land	132

- Minerals and Waste Disposal	132
-------------------------------	-----

**11. DEVELOPMENT BY OTHER AUTHORITIES**

- Education	133
- BANBURY	133
- BICESTER	133
- KIDLINGTON AND YARNTON	134
- Health	134
- Libraries	135
- Crown land	135

**APPENDICES**

A. Oxfordshire Structure Plan policies	137
B. Vehicle Parking Standards	157
C. Current list of Conservation Areas	161
D. Archaeological Sites	163
E. Committed housing sites	165
F. Summary of housing provisions in the Plan	169
G. The Council's Economic Development Policy	171
H. Major Commercial Development Sites (April 1992)	173
I. Sites of Special Scientific Interest	174

**PROPOSALS MAP AND INSET MAPS**

<b>PROPOSALS MAP</b>	Loose in wallet
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This covers the whole of administrative area of Cherwell District.  
Some parts of the District are shown on Inset Maps as follows:

**INSET MAP NUMBER**

1 Banbury	Loose in wallet
2 & 5 Bicester and Bicester Town Centre	Loose in wallet
3 Kidlington, Yarnton and Begbroke (east)	Loose in wallet
4 Banbury Town Centre	Loose in wallet

The following Inset Maps are bound at the end of the written statement

6 Kidlington Centre
7 Bodicote
8 Adderbury
9 Ambrosden
10 Balscote
11 Barford St John
12 Barford St Michael
13 Bletchington



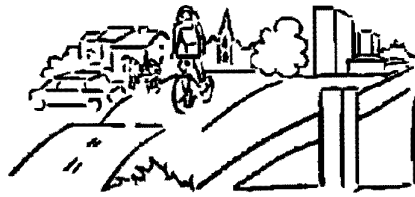
14	Bloxham
15	Bloxham
16	Broughton
17	Charlton-on-Otmoor
18	Chesterton
19	Claydon
20	Clifton
21	Cottisford
22	Cropredy
23	Deddington
24	Drayton and Wroxton
25	Finnere
26	Fringford
27	Fritwell
28	Hanwell
29	Hethe
30	Hook Norton
31	Hook Norton
32	Horley
33	Hornton
34	Istip
35	Juniper Hill
36	Kirdlington
37	Launton
38	Milton
39	Mixbury
40	Murcott
41	North Aston
42	North Newington
43	Shipton-on-Cherwell, Hampton Gay and Thrupp
44	Sibford Ferris
45	Sibford Gower and Burdrop
46	Somerton
47	Souldern
48	South Newington
49	Steeple Aston
50	Stratton Audley
51	Swalcliffe
52	Swerford Park
53	Tadmarton
54	Upper Heyford and Lower Heyford
55	Wardington
56	Wigginton
57	Williamscot
58	Wroxton
59	Weston on the Green

**OTHER MAPS (not part of Proposals Map)**

**MAP A The Major Historic Parks and Gardens within the District**

**MAP B Part of RAF Upper Heyford within the setting of Rousham Park**

# *Cherwell Local Plan*



## **INTRODUCTION**

### **BACKGROUND TO THE PREPARATION OF THE PLAN**

The Cherwell Local Plan (henceforth referred to as the Plan) is a local plan prepared by Cherwell District Council under the provisions of the Town & Country Planning Act, 1990 as amended by the Planning & Compensation Act, 1991. This new legislation requires that all district councils produce a single local plan covering their whole administrative area.

This Plan covers the period up to 2001. Together with the approved Oxfordshire Structure Plan, it forms the Development Plan for the whole of the Cherwell District. It replaces all of the local plans previously in force in the District.

The Council wished to secure the participation of the public, local organisations, companies, public bodies and government departments in the decision making process and to that end wide consultation and publicity was given to a draft of the Plan when it was published in February 1992.

All representations received in response to the publication of the draft Plan were carefully considered by the Council and a number of changes were made as a consequence. The Plan was placed on deposit between 15 January and 26 February 1993. A public local inquiry to hear objections and representations on the Plan was held between 16 November 1993 and 12 April 1994. Following the receipt of the Inspector's Report the Council published its proposed modifications on 14th July, 1995. Further proposed modifications were published on 28th March, 1996.

### **FUNCTIONS OF THE PLAN**

The main functions of the Plan are:

- i) to develop the policy and general proposals of the approved Oxfordshire Structure Plan and to relate them to precise areas of land;
- ii) to provide a detailed basis for development control throughout the District;
- iii) to provide a detailed basis for co-ordinating the development and other use of land in the District; and
- iv) to bring local and detailed planning issues before the public.

## **THE STRUCTURE PLAN CONTEXT**

The framework for planning in Oxfordshire is provided by the Structure Plan for Oxfordshire.

On 24 January 1992 the Secretary of State for the Environment approved the "Alterations (No 4)" to the Structure Plan. The approved Alterations became operative on 14 February 1992 and relate to the period to 2001. All references in this Local Plan to the "Structure Plan" include "Alteration No 4" as approved by the Secretary of State.

The general strategy of the Structure Plan, to which this local plan conforms, seeks "to protect the environment, character and agricultural resources of the County by restraining the overall level of development. The Country Towns of Banbury, Bicester, Didcot and Witney will be the preferred locations for new development. Elsewhere in the County, development, and consequent expansion of population, will be limited".

The strategy is one that has been pursued since the approval of the first Structure Plan for Oxfordshire in 1979. It seeks to protect the special character of Oxford, a heritage city of international importance by restraining its propensity for growth and to promote the surrounding 'Country Towns' as the preferred locations for new housing and employment generating development. Similarly, the rural areas of the County are to be protected by limiting new development.

The construction of the new M40 motorway extension through Cherwell District has reduced traffic congestion in a number of settlements by removing through traffic. At the Examination in Public, the question of whether the motorway should be regarded as a corridor for growth as well as a corridor for movement was the subject of debate. In his modifications to the submitted Alterations to the Structure Plan, the Secretary of State confirmed that, "with the exception of the country towns of Banbury and Bicester, the M40 in Oxfordshire passes through an area of environmental restraint and policies apply accordingly".

## **FORMAT OF THE PLAN**

The Plan comprises the Proposals Map, including insets and this written statement. The Proposals Map identifies all the proposals in the Written Statement, indicating sites for development and those areas to which specific development control policies will be applied. The written statement describes the policies and proposals and sets out the reasoned justification for them. Policies and proposals are distinguished from the rest of the text by the use of capital letters in bold type.

## **SUMMARY OF THE MAIN PROPOSALS**

This Plan is structured by topic heading and discusses first the Oxford Green Belt which is of fundamental importance to the general strategy in seeking to restrain the growth of Oxford and protect its countryside setting. The boundaries of the Green Belt in Cherwell District proposed in this Plan are the same as those which have been defined in the Council's Central Oxfordshire Local Plan and which were finally

confirmed by the adoption of that plan in December 1992.

Chapter two of the Plan explains how the Council is intending to ensure that sufficient land will be available to the house building industry to provide the number of houses intended by the Structure Plan in the period to 2001. The proposals are discussed under the four policy area headings defined by the Structure Plan ie (i) Banbury, (ii) Bicester, (iii) Kidlington, Yarnton and Begbroke (East) and (iv) the Rural Settlements.

The Plan proposes large new sites for housing development north of Hardwick Estate, Banbury and at Slade Farm, Bicester. Both proposals will be required to provide associated community facilities and major highway improvements.

The proposals for new employment generating development set out in Chapter three identify new sites north of the existing Alcan works at Banbury and at Bicester Airfield. The latter envisages a comprehensive development including the diversion of the A421 and the provision of public recreation facilities extending to over 80 hectares (200 acres). (Chapters 5 and 6).

Chapter four sets out the Council's proposed policies for the main shopping centres in the District. To strengthen the role of Banbury's town centre, a major new shopping development is proposed between Bridge Street and the Oxford Canal. In the three centres of Banbury, Bicester and Kidlington the Council is intending to continue to promote improvements to the shopping environment during the period of the plan.



## CHAPTER ONE

### THE OXFORD GREEN BELT

#### INTRODUCTION

- 1.1 The Oxford Green Belt plays an important part in the general strategy set out in the Oxfordshire Structure Plan, in restraining development around the City of Oxford to protect its character and its setting.

#### BACKGROUND

- 1.2 The conservation of Oxford's heritage, which is of international importance, has been recognised in planning policy since the war. The achievement of that objective for the benefit of future generations cannot be realised without strict restraint of the development pressures which threaten to damage the character of the City through increased scale of 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 and nearby settlements and the maintenance of the character of the intervening countryside.
- 1.3 In 1958, against a background of growing concern that a continued unrestrained growth of Oxford would irrevocably damage its unique character and setting, proposals for a Green Belt were submitted for the approval of the then Minister of Housing and Local Government. The outer Green Belt boundary was approved by the Secretary of State in 1975. The Central Oxfordshire Local Plan (Cherwell) defined new inner boundaries of the Green Belt which were confirmed when the Plan was adopted in December 1992.
- 1.4 The most recent Central Government advice on Green Belts is set out in the Department of the Environment's revised Planning Policy Guidance Note (PPG2) published in January 1995. This reaffirms that the essential characteristic of a Green Belt is its permanence, and its protection must be maintained as far as can be seen ahead, and that detailed Green Belt boundaries defined in adopted local plans should be altered only exceptionally. Due regard was given to this advice in defining the inner boundaries of the Green Belt in the Central Oxfordshire Local Plan and it is not proposed to amend the Green Belt boundaries in this local plan.
- 1.5 PPG2 lists five purposes of green belts generally. These are to:
- (i) check the unrestricted sprawl of large built-up areas;
  - (ii) prevent neighbouring towns from merging into one another;
  - (iii) assist in safeguarding the countryside from encroachment;
  - (iv) preserve the setting and special character of historic towns; and
  - (v) assist urban regeneration, by encouraging the recycling of derelict and other urban land.
- 1.6 In addition PPG2 states that Green Belts have a positive role to play in fulfilling the following objectives

- (i) to provide opportunities for access to the open countryside for the urban population;
- (ii) to provide opportunities for outdoor sport and outdoor recreation near urban areas;
- (iii) to retain attractive landscapes and enhance landscapes near to where people live;
- (iv) to improve damaged and derelict land around towns;
- (v) to secure nature conservation interest; and
- (vi) to retain land in agricultural, forestry and related uses.

## DEVELOPMENT IN THE GREEN BELT

1.7 Policy EN5 of the Oxfordshire Structure Plan sets out the main purposes of the Oxford Green Belt and proposes severe restriction of development within it. The essence of this policy is incorporated in Policy GB1 below.

**GB1 THERE WILL BE A GREEN BELT AROUND THE BUILT UP AREA OF OXFORD, APPROXIMATELY 6.4-9.6 Km (4-6 miles) WIDE, WHERE DEVELOPMENT WILL BE SEVERELY RESTRICTED. THE PURPOSES OF THE GREEN BELT ARE TO:**

- (i) PROTECT THE SPECIAL CHARACTER OF OXFORD AND ITS LANDSCAPE SETTING,
- (ii) CHECK THE GROWTH OF OXFORD AND PREVENT RIBBON DEVELOPMENT AND URBAN SPRAWL, AND
- (iii) PREVENT THE COALESCENCE OF SETTLEMENTS.

INSIDE THE GREEN BELT, APPROVAL WILL NOT BE GIVEN, EXCEPT IN VERY SPECIAL CIRCUMSTANCES, FOR DEVELOPMENT OTHER THAN FOR AGRICULTURE, FORESTRY, RECREATION, CEMETERIES, OR FOR OTHER USES OF LAND WHICH PRESERVE THE OPENNESS OF THE GREEN BELT AND DO NOT CONFLICT WITH THE PURPOSES OF INCLUDING LAND IN IT. RESIDENTIAL INFILLING OR OTHER APPROPRIATE DEVELOPMENT IN SETTLEMENTS IN THE GREEN BELT MAY BE PERMITTED PROVIDED IT DOES NOT CONFLICT WITH THE PURPOSES OF THE GREEN BELT OR ITS OPEN AND RURAL CHARACTER. SOME SETTLEMENTS WITHIN THE GREEN BELT WILL NOT BE COVERED BY GREEN BELT POLICIES IN ORDER TO ALLOW LIMITED EXPANSION.

CARE WILL BE TAKEN TO ENSURE THAT THE VISUAL AMENITIES OF THE GREEN BELT ARE NOT INJURED BY DEVELOPMENT WITHIN, OR CONSPICUOUS FROM, THE GREEN BELT WHICH, ALTHOUGH NOT PREJUDICIAL TO ITS MAIN PURPOSE, MIGHT BE INAPPROPRIATE BY REASON OF SITING, MATERIALS OR DESIGN.

1.8 All development proposals in the Green Belt will be considered against Policy GB1 above. There is in the Green Belt a general presumption against inappropriate development, and development other than that mentioned in policy GB1 and that which meets the criteria set out in policy GB3 below will not normally be permitted. Proposals for low cost housing schemes

will be considered against policy H6. In addition there are a number of general policies relating to the control of development in the countryside in this Plan, which will be applicable to the Green Belt.

1.9 The settlements of Begbroke (west), Bletchington, Charlton on Otmoor, Fencott and Murcott, Gosford and Water Eaton, Hampton Gay and Poyle, Horton-cum-Studley, Islip, Noke, Oddington, Shipton on Cherwell and Thrupp, and part of Weston on the Green are washed over by the Green Belt. Within those settlements, the erection of new dwellings will be restricted to infilling, defined as the development of a small gap in an otherwise built-up frontage suitable for the erection of one or two dwellings. The decision to limit the erection of new dwellings to infill sites is based in part on the strict restraint of housing development in Central Oxfordshire as a whole, and the green belt in particular, intended by the Structure Plan. The only exceptions to this are likely to be schemes to meet a local housing need which comply with policy H6 (Chapter Two).

**GB2 THE CHANGE OF USE OF LAND WITHIN THE GREEN BELT FOR OUTDOOR RECREATION PURPOSES WILL NORMALLY BE PERMITTED PROVIDED:**

- (i) THERE IS NO OVERRIDING AGRICULTURAL OBJECTION;
- (ii) THE VISUAL IMPACT ON THE RURAL LANDSCAPE IS NOT UNDULY HARMFUL;
- (iii) THERE IS NO CONFLICT WITH OTHER POLICIES IN THIS PLAN.

**PLANNING PERMISSION FOR NEW BUILDINGS RELATED TO SUCH USES WILL ONLY BE GRANTED IF THEY ARE SMALL IN SCALE AND IT CAN BE DEMONSTRATED THAT THEY ARE ESSENTIAL AND ANCILLARY TO THE USE OF THE LAND AND CAN BE LOCATED UNOBTRUSIVELY.**

1.10 PPG2 identifies Green Belts in having a role to play in fulfilling the objectives of providing access to the countryside for the urban population and for opportunities for outdoor sport and recreation near urban areas. Proposals for outdoor recreational facilities will be considered against policy GB2 above. Buildings for indoor sports or sports stadia will be resisted.

**GB3 PROPOSALS FOR THE COMPLETE OR PARTIAL REDEVELOPMENT OF A SITE IDENTIFIED IN THIS PLAN AS A MAJOR DEVELOPED SITE IN THE GREEN BELT WILL NOT BE CONSIDERED INAPPROPRIATE DEVELOPMENT PROVIDED IT WOULD:**

- (i) HAVE NO GREATER IMPACT THAN THE EXISTING DEVELOPMENT ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND IN IT, AND WHERE POSSIBLE HAVE LESS;
- (ii) CONTRIBUTE TO THE ACHIEVEMENT OF THE OBJECTIVES FOR THE USE OF LAND IN GREEN BELTS;
- (iii) NOT EXCEED THE HEIGHT OF EXISTING BUILDINGS;

AND

(iv) NOT OCCUPY A LARGER AREA OF THE SITE THAN THE EXISTING BUILDINGS (UNLESS THIS WOULD ACHIEVE A REDUCTION IN HEIGHT WHICH WOULD BENEFIT VISUAL AMENITY).

1.11 This policy is included in response to Government advice in PPG2, which recognises that the complete or partial redevelopment of major developed sites in the Green Belt may offer the opportunity for environmental improvement without adding to their impact on the openness of the Green Belt and the purposes of including land within it. Where this is the case, redevelopment of an identified site need not be inappropriate development, subject to the above criteria being met.

1.12 In considering redevelopment proposals, the relevant area for clause (iv) of policy GB3 is the aggregate ground floor area of the existing buildings (the 'footprint'), excluding temporary buildings, open spaces with direct external access between wings of a building and areas of hardstanding. The character and dispersal of proposed redevelopment will also be important considerations.

1.13 Any proposals for partial redevelopment of the site should be put forward in the context of comprehensive, long term plans for the site as a whole, as advised in PPG2.

1.14 Redevelopment proposals will need to comply with other relevant policies in the plan including those covering environmental and transportation issues. In considering proposals the Council will assess the impact of the physical mass and scale of activity compared to the previous operational use. The special character of Oxford and its landscape setting which the Green Belt seeks to protect, is partially dependant on the level of activity, in that growth generates more traffic and leads to pressures for additional development.

1.15 Two major sites have been identified within the Plan area as follows:

(i) Oxford Airport, Kidlington

Oxford Airport is a major land use and employer in the area. The site includes the built up part of the airport (which comprises a number of hangars, administrative buildings and buildings used in connection with the air training school and aircraft maintenance) and the runways.

(ii) Thames Water Utilities Depot, Kidlington

The Thames Water Utilities depot comprises a number of buildings and areas of open storage, and is contiguous with the Oxford Airport site.

1.16 In addition to the major sites identified in paragraph 1.15, there are a number of other existing developed sites in the Green Belt. PPG2 makes it clear that development on such sites would be inappropriate unless very special circumstances can be demonstrated by the applicant. In considering development proposals at these sites the Council will need to be satisfied that the harm by reason of inappropriateness and any other harm is clearly outweighed by other considerations. Proposals should be essential for the operational needs of an operator whose value and importance are recognised and should normally improve the contribution of the site to the purposes of the Green Belt.



GB4 PROPOSALS FOR THE EXTENSION OR ALTERATION OF EXISTING DWELLINGS IN THE GREEN BELT WILL BE RESISTED IF BY REASON OF THEIR DESIGN OR SIZE THEY WOULD RESULT IN AN UNREASONABLY CONSPICUOUS INTRUSION IN THE LANDSCAPE.

1.17 The substantial enlargement of an existing dwelling can in some circumstances result in an unacceptable visual intrusion, to the detriment of the appearance of the Green Belt, and the Council will resist such proposals.

GB5 PROPOSALS FOR THE CONVERSION OF A BUILDING WHOSE FORM, BULK AND GENERAL DESIGN IS IN KEEPING WITH ITS SURROUNDINGS WILL BE FAVOURABLY CONSIDERED PROVIDED:

(i) THE BUILDING IS OF PERMANENT AND SUBSTANTIAL CONSTRUCTION, AND IS CAPABLE OF CONVERSION WITHOUT MAJOR OR COMPLETE RECONSTRUCTION;

(ii) IT WOULD NOT HAVE A MATERIALLY GREATER IMPACT THAN THE PRESENT USE ON THE OPENNESS OF THE GREEN BELT AND THE PURPOSES OF INCLUDING LAND WITHIN IT;

(iii) THE PROPOSAL MEETS THE REQUIREMENTS OF THE OTHER POLICIES IN THE PLAN.

1.18 PPG2 states that the re-use of buildings in the Green Belt is not inappropriate development subject to certain criteria being met. The conversion of a building can avoid it being left vacant and falling into disrepair, and can assist in the diversification of the rural economy.

1.19 The Council will, in dealing with proposals of this kind, have regard to the extent to which any extension or activities outside the building such as storage and parking would be necessary and the extent to which that would be harmful to the purpose of the Green Belt or its appearance and open character. Proposals which conflict with Green Belt objectives will be resisted.

## CHAPTER TWO

### HOUSING

#### INTRODUCTION

2.1 This chapter sets out the policies relating to housing which the Council intends to include in the Local Plan. The principal objective is to ensure that the opportunity is created for additional housing to be provided, commensurate with the growth of population and the change in the number of households anticipated by the Structure Plan, during the period to 2001.

2.2 The plan makes no distinction between public sector and private sector housing. The size and location of public sector housing provision is a matter for continuing assessment and review in the context of the Council housing investment programmes.

#### OVERALL PROVISION FOR HOUSING

2.3 The Structure Plan states that in the period from the 1st April 1986 to the 31st March 2001 land will be released to enable 12400 new dwellings to be built in Cherwell District. This total included dwellings with planning permission on the 1st April 1986 and an estimate of the number that could be built on land which had already been allocated in local plans but which did not, at that time, have planning permission.

2.4 The number of new dwellings completed since the 1st April 1986 stood at 5466 on the 1st April 1993 leaving a further 6934 new dwellings to be provided by 2001. Commitments to additional new dwellings in the form of planning permissions and local plan allocations amounted to 5228. A list of the large sites (sites for 10 dwellings or more) that have planning permission is contained in appendix E. To conform to the Structure Plan this local plan must therefore decide how and where sufficient additional land will be released to enable at least 1706 further dwellings to be provided by the end of the plan period.

2.5 The allocation of specific sites for housing development in the local plan is not the only source of housing land supply. From time to time small "unforeseen" sites within towns and villages emerge, for example, through the development of open land or redevelopment and replacement of other land uses. The conversion of existing buildings, including large single dwellings, to provide multiple units of accommodation also makes a small but important addition to the housing stock.

2.6 The Structure Plan not only sets out total housing requirement but also its distribution between four policy areas, Banbury, Bicester, the Rural Areas and Central Oxfordshire. The requirement for each policy area is discussed below including the assumptions that the Council has made about the expected contribution of "unforeseen" sites (small sites up to one hectare in area in the urban areas and up to 0.4ha elsewhere) and the land that needs to be specifically allocated in each policy area in order to meet the overall Structure Plan requirement. Appendix F provides this information in tabulated form. It has been assumed that 10% of the dwellings on allocated sites without planning permission will not be completed by 2001. The Council will monitor housing commitments and will publish summary reports regularly.

**H1 RESIDENTIAL DEVELOPMENT WILL BE PERMITTED ON THE SITES SHOWN ON THE PROPOSALS MAP, SUBJECT TO THE OTHER RELEVANT POLICIES IN THE PLAN.**

2.7 The proposals map includes "inset maps" which indicate the intended boundaries of the allocated sites. In some cases, the Council will, where appropriate, seek agreement with land owners/developers and/or between land owners/developers and other statutory bodies, water and sewerage undertakers, to secure infrastructure provision, the phased release of land and an element of "affordable housing".

**H2 THE COUNCIL WILL MONITOR HOUSING COMPLETIONS AND COMMITMENTS AND MAY WITHHOLD PLANNING PERMISSION FOR HOUSING DEVELOPMENT ON LARGE SITES NOT IDENTIFIED IN THE PLAN IF THIS WOULD RESULT IN GROWTH ON A SCALE THAT WOULD NOT CONFORM GENERALLY TO THE STRUCTURE PLAN.**

2.8 Section 46 of the Town and Country Planning Act 1990 requires that the proposals in a local plan shall be in general conformity with the Structure Plan. The proposals in this plan identify areas of land which, together with the expected emergence of "unforeseen" sites, will be sufficient to meet the scale of housing provision required by the Structure Plan over the period to 2001. The release of further large sites in addition to those proposed in this plan will therefore normally be resisted unless the release of land now identified is seriously delayed for reasons outside the Council's control. The Structure Plan itself will be reviewed before 2001 and further specific sites may be allocated in the context of subsequent review of this local plan. Decisions on individual planning applications will not turn on too precise a calculation of whether the supply of identified sites exactly matches, exceeds or falls short of the five year requirement. For the purposes of this policy, the term "large sites" means sites that have an area of 1 ha or more.

**H3 THE COUNCIL WILL SEEK TO NEGOTIATE ELEMENTS OF HOUSING, ACCESSIBLE TO THE DISABLED, ON THE SITES ALLOCATED FOR RESIDENTIAL DEVELOPMENT AT HARDWICK/HANWELL FIELDS, BANBURY AND AT SLADE FARM, BICESTER.**

2.9 The Council recognises that the needs of the disabled for mobility housing are not being met adequately by the private sector. This policy is intended to secure a small but valuable contribution to the stock of mobility housing that is available in the District. These houses should be located on level ground, close to local shops and bus stops. The Council will normally seek to secure that approximately 2% of new housing will be designed as mobility housing in recognition of the fact that approximately 2% of the community suffer mobility impairments. The Council will normally seek legal agreements for the provision of these houses. Further design advice will be prepared in design briefs.

**H4 THE PROVISION OF HOUSING SCHEMES FOR THE ELDERLY AND PEOPLE WITH DISABILITIES WILL BE ENCOURAGED ON SITES WITHIN CONVENIENT REACH OF SHOPS, COMMUNITY FACILITIES AND PUBLIC TRANSPORT. PROPOSALS THAT DO NOT MEET THESE CRITERIA WILL NORMALLY BE RESISTED.**

2.10 The erection of sheltered accommodation for the elderly by the private sector and the targeting of public-sector investment towards housing for those with special needs is an important element of new housing provision. It is equally important that schemes of this kind are located where maximum independence, particularly for those with reduced mobility, can

continue to be enjoyed. Developers will be expected to discuss the suitability of a site with the registration authority before submitting a planning application.

## AFFORDABLE HOUSING

2.11 There has been increasing concern in recent years over the provision of affordable housing to meet local needs. The most recent Government advice on this issue is contained in "Planning Policy Guidance: Housing (PPG3)" and the subsequent "Draft Explanatory Note on Planning and Affordable Housing" which describe the role the planning system can play in enabling such provision to be made.

2.12 The Circular advises that where there is a demonstrable lack of affordable housing, local planning authorities may negotiate with developers to include an element of affordable housing in new developments. The following policy is included in view of this advice to encourage developers to include affordable housing within larger schemes. The policy is designed to be flexible to accommodate changes in the need for affordable housing which may occur during the plan period.

**H5 WHERE THERE IS A DEMONSTRABLE LACK OF AFFORDABLE HOUSING TO MEET LOCAL NEEDS, THE DISTRICT COUNCIL WILL NEGOTIATE WITH DEVELOPERS TO SECURE AN ELEMENT OF AFFORDABLE HOUSING IN SUBSTANTIAL NEW RESIDENTIAL DEVELOPMENT SCHEMES. THE DISTRICT COUNCIL WILL NEED TO BE SATISFIED THAT SUCH AFFORDABLE HOUSING:-**

**(i) IS ECONOMICALLY VIABLE IN TERMS OF ITS ABILITY TO MEET THE NEED IDENTIFIED**

**(ii) WILL BE AVAILABLE TO MEET LOCAL NEEDS LONG TERM THROUGH SECURE ARRANGEMENTS BEING MADE TO RESTRICT THE OCCUPANCY OF THE DEVELOPMENT**

**(iii) IS COMPATIBLE WITH THE OTHER POLICIES IN THIS PLAN.**

2.13 At the present time, there is evidence of a lack of affordable housing for local need in Cherwell District in the main urban areas and in a number of rural settlements. It is envisaged however that policy H5 will be implemented principally in the urban areas of Banbury and Bicester, where larger residential development schemes will take place. In particular, large areas of land north of Hardwick Estate, Banbury and at Slade Farm, Bicester are proposed to be allocated for residential development, a proportion of which will be encouraged through negotiation to be developed for affordable housing.

2.14 In addition, a number of unidentified sites within the District may come forward during the plan period where it would be reasonable for the authority to negotiate for the inclusion of a proportion of affordable housing. The willingness of a developer to include an element of affordable housing in such circumstances will be a material consideration in determining a planning application. However it is not envisaged that the policy would apply to sites less than 1 ha in size, as it would not be reasonable to expect a proportion of affordable housing to be provided on sites smaller than this.

2.15 Similarly, it is not intended that the policy should apply to those housing sites that were previously allocated in the Banbury Local Plan Review or the Bicester Local Plan and now have

planning permission. Many of these sites have already been acquired by developers on the basis that the sites have been allocated for general housing available on the open market.

2.16 Evidence of the need for affordable housing to be provided at Banbury, Bicester and Kidlington has been supplied by the Council's Housing Department. It is estimated that each year about 100 families who are assessed as being in severe housing need are being added to the housing waiting list. To this number can be added about 50 families each year who are accepted as homeless, making a total of 150 families each year. There are no indications that this rate will fall in future.

2.17 The supply of Housing Association developments on land provided by the Council is likely to average about 50 dwellings each year for a period of about 3 years after which the supply of land is likely to be substantially less as the Council exhausts its reserves of land and seeks to assist Housing Associations by searching for other sites on an ad hoc basis.

2.18 It follows that the need for affordable housing is likely to be approximately 100 dwellings per year in the Council's urban areas. The plan makes provision at Kidlington for local housing needs to be provided for on the site owned by the Council and referred to in Policy H9. It is estimated that at least 80 dwellings per annum would be needed at Banbury and Bicester in total and the 1991 Census shows that 200 households in Banbury and Bicester combined were sharing accommodation with other households.

2.19 The number of households on the Council's housing list in May 1995 was 778 for Banbury, 397 at Bicester and 263 at Kidlington. As people are housed from the waiting list, so the list grows again and there is no apparent end to this cycle.

2.20 Given this background the Council concludes that there is a substantial and continuing level of affordable housing need in Banbury, Bicester and Kidlington and particularly at Banbury.

2.21 Accordingly the Council will have as a target in negotiations with developers, the provision of 20% of new dwellings on sites of 1 ha and over as affordable housing at Banbury and 15% at Bicester and, should the opportunity arise, at Kidlington.

2.22 The Council recognises, however, that such needs, both in terms of the quantity and type, as well as site and market conditions are likely to differ in each location and may vary over the period covered by the plan.

2.23 It therefore, intends to conduct a full housing needs survey of the whole of the District during the summer of 1995, and to make periodical reviews, and to use the results in negotiations with developers to seek the provision of an appropriate element of affordable housing on a site by site basis.

2.24 The definition of what constitutes "affordable housing" is dependent on such factors as the local housing market, which may vary during the plan period. However affordable housing will generally be regarded as being housing, whether it be for the outright sale, rent or staircasing to full ownership, within the financial means of households that are otherwise unable to secure private sector housing for purchase or rent in prevailing economic circumstances. This is what is meant by the words "economically viable" in Policy H5(i).

2.25 The Authority will need to be satisfied of arrangements to ensure that the housing continues to meet local need in the long term. This is likely to involve management by a housing



association or charitable trust. In the case of a site in local authority ownership, this may be achieved through a local authority and private development partnership scheme.

2.26 Throughout negotiations with developers, the Council will seek to play an active part in assisting both developers and housing associations in achieving the satisfactory provision of affordable housing. The Council recognises the key role of Housing Associations in the provision of affordable housing and believes that they should be registered with the Housing Corporation so as to ensure that good standards of practice are maintained and so that they are able to receive full grant aid.

**H6 WITHIN SETTLEMENTS IN THE OXFORD GREEN BELT AND WITHIN OR IMMEDIATELY ADJACENT TO RURAL SETTLEMENTS ELSEWHERE PLANNING PERMISSION MAY BE GRANTED FOR SMALL-SCALE LOW-COST HOUSING DEVELOPMENT WHICH IS TO HELP MEET A SPECIFIC AND IDENTIFIED LOCAL HOUSING NEED WHICH CANNOT BE SATISFIED ELSEWHERE, PROVIDED THAT:**

(i) IT CAN BE DEMONSTRATED THAT THE PROPOSED DEVELOPMENT IS ECONOMICALLY VIABLE IN TERMS OF ITS ABILITY TO MEET THE NEED IDENTIFIED;

(ii) SECURE ARRANGEMENTS ARE MADE TO RESTRICT THE OCCUPANCY OF THE DEVELOPMENT TO ENSURE THAT IT CONTINUES TO MEET LOCAL NEEDS IN THE LONG TERM;

(iii) THE PROPOSAL IS COMPATIBLE WITH THE OTHER POLICIES IN THIS PLAN.

2.27 "Planning Policy Guidance: Housing (PPG3)" advises that sites which would not normally be released for housing development can exceptionally be released for low-cost schemes if the planning authority is satisfied that there is a need for such housing and that arrangements will be made to reserve it for local people. The nature and extent of local need will be assessed in consultation with the respective Parish Council and the District Council's Housing Department, taking the following factors into account:

- (a) whether the proposed occupier is on or would qualify for the Council housing waiting list;
- (b) whether the proposed occupier is currently resident within the parish and needing separate accommodation;
- (c) place of employment; (eg those who provide important local services and need to live closer to the community)
- (d) local connections/family ties with the parish;
- (e) previous periods of residence within the parish.

2.28 In some instances the area within which needs will be considered "local" may consist of more than one parish. This would enable a local need in a parish where a suitable site is not available to be accommodated in a scheme in a neighbouring parish.

2.29 Before granting planning permission for such schemes, the Council will seek a legal agreement with the landowner/developer to restrict occupancy of a development to people meeting the local-needs criteria. Any proposals must be shown to be economically viable, (see paragraph 2.24), and capable of proper management by a housing association or charitable trust to ensure long-term control over occupancy.

2.30 Schemes which result in a discounted initial purchase price only will not be considered acceptable. Cross-subsidy on mixed development on sites considered under policy H6 will not be acceptable. However proposals to cross-subsidise between general housing schemes on land allocated for housing and affordable housing on sites nearby which comply with policy H6 may be considered appropriate.

2.31 Schemes should be small-scale development reflecting the size and character of the village in which they are proposed. Whilst not wishing to discourage a limited number of housing schemes which will improve the choice of house types and tenure, the District Council also recognises the need to avoid prejudicing its other policies, and will therefore consider such schemes with extreme caution. It is recommended that any proposals are discussed with the Local Planning Authority at an early stage.

2.32 The housing provided under policy H6 will be regarded as being additional to that required by the Oxfordshire Structure Plan during the plan period and not part of the allocation.

2.32 The housing provided under policy H6 will be regarded as being additional to that required by the Oxfordshire Structure Plan during the plan period and not part of the allocation.

## BANBURY

2.33 The Structure Plan requires provision to be made for about 4400 houses to be built at Banbury in the period from 1986 to 2001. By the 1st April 1993, 2178 dwellings had been completed and a further 1587 were committed by virtue of planning permissions or land allocations in the Banbury Local Plan Review (1989) (assuming that an average of 10% of the dwellings on allocated sites without planning permission will not be completed by the year 2001). These figures imply a need to plan for about 635 further dwellings at Banbury.

2.34 It is assumed that, after allowing for dwellings that may not be completed, up to 450 dwellings will be built on the land referred to in Policy H7 by the year 2001, about 70 will be built on land at Manor Road and that the balance of the Structure Plan housing requirement (about 115 dwellings) will come from "unforeseen" small sites. Over the past decade these have provided an average of 39 dwellings per annum.

2.35 The proposals map indicates a major allocation of land for residential development north of Hardwick Estate. The decision to include this allocation in this local plan was taken in September 1991 following a period of public consultation on a number of options for the future direction of housing growth at Banbury. Copies of a assessment of the options considered together with the report on the public participation exercise is available from the Department of Development and Property Services.

**H7 PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON THE LAND ALLOCATED FOR THAT PURPOSE ON THE PROPOSALS MAP NORTH OF HARDWICK ESTATE, BANBURY WILL BE PHASED SO THAT LAND FOR THE CONSTRUCTION OF NO MORE THAN 500 DWELLINGS IS RELEASED BEFORE 2001 UNLESS A HIGHER NUMBER CAN BE SHOWN TO BE NECESSARY IN ORDER TO MAINTAIN A FIVE YEAR SUPPLY OF LAND FOR HOUSE BUILDING.**

2.36 The phased release of the land allocated by this plan north of Hardwick Estate is necessary in order to ensure general conformity with the Structure Plan. The Council will however monitor the release of land for residential development during the plan period and will permit further land to be released in that area in the event of committed sites not coming forward for development within the timescale of the plan or the contribution from unforeseen sites being below that assumed. Also, it is probable that the Structure Plan upon which the proposals in this Local Plan are based, will be reviewed early in the plan period and may justify the release of land for more than 500 dwellings before 2001.

2.37 The net developable area of the land allocated north of Hardwick Estate is about 28.3 ha (70 acres), 1.6 ha (4 acres) of which will be reserved for a new primary school. The 28.3 ha (70 acres) is comprised in three sections, separated by open space, and avoids building on the most visible areas of land. The development will be carried out so as to protect the Area of High Landscape Value, conserve the best and most versatile agricultural land and provide new areas of open space. The site is prominently situated and substantial landscape mitigation measures will be required to avoid a long term adverse impact on the countryside and on views of the urban area from the north and east. Detailed guidance on these matters will be given in the development brief which is to be prepared for the site.

2.38 The release of this land will be conditional upon the construction of a road to link the B4100 and A423 roads and other highway improvements to accommodate the additional traffic generated by the development. Links for pedestrians and cyclists between the new development, the existing estate and the Beaumont Road Industrial Estate will also be required. An extension of Rother Road into the new development area will be required to ensure that it can be adequately accessed by bus services. The provision of a local centre and other community facilities are also required.

2.39 The phased release of this land will commence at the western end and proceed eastwards. The early connection to Rother Road will enable public transport facilities to be provided to serve the development at the earliest possible stage and the construction of the primary school is likely to be required to be available for occupation before 200 dwellings have been completed. The 500 dwellings that the Council intends should be built on this site during the Plan period are likely to be accommodated on the land between the B4100 and Hanwell Fields farmhouse. The identification of precise boundaries within which this number will be accommodated is not made to this Plan in order to retain flexibility.

2.40 A development brief will set out, inter alia, the Council's requirements for community facilities and detailed guidance on the transportation and infrastructure implications, both on and off site, of the development. In all instances the developer contributions required to provide such facilities and services will be sought in accordance with the criteria set out in DoE Circular 16/91.

2.41 The proposals for residential development at Banbury shown on the proposals map also include allocations that were made in the Banbury Local Plan Review and have already been the subject of public consultation. These sites amount to sufficient land to construct a further 460 new dwellings.

## BICESTER

2.42 The Structure Plan requires provision to be made for about 4900 houses to be built at Bicester in the period from 1986 to 2001. By the 1st April 1993, 2041 dwellings had been completed and a further 2484 were committed by virtue of planning permissions or land allocations in the Bicester Local Plan (assuming that an average of 10% of the dwellings on

allocated sites without planning permission will not be completed by the year 2011). These figures imply a need to plan for about 375 further dwellings at Bicester.

2.43 Over the past decade, an average of about 20 dwellings per annum have been provided in the town on "unforeseen" sites, ie on sites other than those allocated in the Local Plan, with an area of up to 1 ha. On the assumption that the emergence of unforeseen sites will continue at the same rate over the plan period, there will remain a shortfall of at least 215 dwellings unless further site specific allocations are made in the Local Plan. This figure excludes any contribution as a consequence of the development of school playing fields for the reason explained in para 2.46 below. It also excludes any contribution from other sites in excess of 1 ha in size in accordance with government advice in Planning Policy Guidance 3 annex B.

2.44 The proposals map indicates a major allocation of land for residential development in a segment to the north west of the town centre bounded by the Banbury Road, the Bicester to Banbury Railway Line and Lords Lane. This area is known as Slade Farm. In its reasoned justification for the Alterations to the Structure Plan which were submitted for the Secretary of State's approval in 1990, the County Council stated that the additional housing provision envisaged for Bicester "could be provided in the north west of the town and could provide for the expansion of the town beyond 2001. However, the release of this land during the plan period may not be necessary if other potential sites within the town are developed". Further, the Inspector who conducted the public inquiry into objections to the Bicester Local Plan remarked in his report following the inquiry that "if additional housing is required in the longer term .... Slade Farm merits close investigation".

2.45 The potential of sites within the town to provide sufficient opportunity to meet the 215 "shortfall" identified above has been considered during the preparation of this Plan. Oxfordshire County Council are known to be reviewing the provision of school playing fields in the town and have identified a number of areas which were regarded as being surplus to education requirements and which the County Council considers suitable for housing development.

2.46 The release of school playing fields for development is a contentious issue, particularly when considered against the background of a shortfall in sports pitches for general community use. The Council will therefore normally resist the loss of open spaces of this kind, which could be made available for use by the wider community through a joint user agreement between the County Council and the District Council, until an adequate supply of playing fields in Banbury and Bicester is secured (see policy R13 in the recreation and community facilities chapter). No allowance has been made at this stage therefore, for a contribution by school playing fields towards the overall housing requirement to 2001. After allowing for dwellings that may not be completed, it is assumed that up to 270 houses will be built on the land referred to in Policy H8 by the year 2001 which will meet the shortfall of at least 215 dwellings identified above.

**H8 PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT ON THE LAND ALLOCATED FOR THAT PURPOSE ON THE PROPOSALS MAP AT SLADE FARM, BICESTER WILL BE PHASED SO THAT LAND FOR THE CONSTRUCTION OF NO MORE THAN 300 DWELLINGS IS RELEASED BEFORE 2001 UNLESS A HIGHER NUMBER CAN BE SHOWN TO BE NECESSARY IN ORDER TO SATISFY THE PROVISIONS FOR BICESTER IN THE OXFORDSHIRE STRUCTURE PLAN.**

2.47 The phased release of land allocated by this plan at Slade Farm is necessary in order to ensure general conformity with the Structure Plan. The Government require local planning authorities to maintain a 5 year supply of land for house building in accordance with structure and local plan policies, (PPG3). The Council will therefore monitor the release of land for residential development during the plan period and will permit further land to be released in that

area in the event of other sites allocated in this plan at Bicester not coming forward for development within the time scale of the plan or being seriously delayed. Also, it is probable that the Structure Plan upon which the proposals in this local plan are based, will be reviewed early in the plan period and may justify the release of land for more than 300 dwellings on the Slade Farm site before 2001.

2.48 The total area of the Slade Farm site is approximately 58.3 ha (144 acres) and this is clearly considerably in excess of the area required to be released before 2001. Policy H8 makes provision for the development of about 12.9 ha (32 acres) in the southern corner of the site of which about 8.9 ha (22 acres) will be housing land and the balance will be a balancing pond, open space, a sports field, and a primary school and associated playing fields/open space. It is intended that development should commence in the southern portion of the site with access to Banbury Road. The identification of the precise boundaries of the land within which 300 dwellings will be accommodated is not made in this Plan in order to retain flexibility. The development of the site will nevertheless need to be planned comprehensively and will require investment in major drainage infrastructure, including a balancing pond to attenuate storm water flows and investment in off site highway improvements which would need to be funded in total by the owners/developers. In particular, the highway improvements would need to ensure that most of the traffic generated by the Slade Farm site as a whole is distributed around the edge of the town, rather than through the centre, by taking access from Lords Lane and details of those improvements will be included in the development brief referred to below. Reference should therefore be made to policies S20, R14 and OA3 and paragraph 11.5 in the Plan. Off-site highway improvements will be sought in accordance with Policy TR1 and Circular 16/91.

2.49 The Council has prepared a development brief for the new residential development at Slade Farm to assist in bringing the land forward for development and to provide guidance for intending developers. The development brief will set out the transportation implications for developing this site. In particular the Council will expect the developer to follow the design principles in Department of the Environment revised Design Bulletin 32 "Residential Roads and Footpaths" (which seeks to promote walking, cycling and the use of public transport as the dominant means of travel) and is likely to seek contributions to various off-site highway improvements. The County Council will be specifying and justifying those improvements, and levels of developer contribution, in accordance with policy TR1 and the criteria in DOE Circular 16/91. The brief will have regard to preserving and enhancing the natural beauty of the site, and in particular the small valley that runs through it, protecting trees and wildlife habitats, and ensuring that the potential of this area for recreation (including walking) is fully realised. Considerably more than the minimum of 10% of the site area will be required to achieve this. The brief will also incorporate a requirement that an archaeological field evaluation is carried out prior to the determination of formal proposals for the site in accordance with Policy C26.

2.50 The land allocated in this plan at Bicester for residential development also includes those sites that are already allocated for residential development in the Bicester Local Plan but which have not come forward for development and do not yet have planning permission. These sites are located in the south east development area and should their release not take place in the early years of the period covered by this plan, then further land will be released at the Slade Farm site in order to maintain a five year land supply for the house building industry. An archaeological field evaluation will be required for these sites also. Development briefs have been prepared for the South East Bicester development area.

## KIDLINGTON, YARNTON AND BEGBROKE (EAST)



2.51 The built-up areas of Kidlington, Yarnton and Begbroke (to the east of the A44) lie in the midst of the Oxford Green Belt but are excluded from it. These areas are not covered by Green Belt policies, to allow for limited expansion in accordance with Structure Plan policy EN5.

2.52 It is the intention of the Structure Plan that provision will be made for 10,100 new dwellings to be built in Central Oxfordshire during the period from 1986 to 2001, and 800 of these will be in the Cherwell part. Cherwell's part of the Central Oxfordshire policy area comprises the parishes of Begbroke, Bletchingdon, Charlton-on-Otmoor, Fencott and Murcott, Gosford and Water Eaton, Hampton Gay and Poyle, Horton-cum-Studley, Islip, Kidlington, Noke, Oddington, Shipton on Cherwell and Thrupp, and Yarnton. Apart from the built up areas of Kidlington, Yarnton and Begbroke (east), the Structure Plan policy area therefore consists of small villages and open countryside, the majority of which lies within the Oxford Green Belt where opportunities for additional development will be severely limited.

2.53 By 1st April 1993, 489 houses had been completed and a further 227 either had planning permission or were allocated in the Central Oxfordshire Local Plan. None of these permissions/allocations are subject to phasing conditions. Therefore completions and commitments together amount to 716, leaving 84 dwellings to be accommodated in the plan period to meet the Structure Plan requirement.

2.54 In the past, despite policies of restraint, more land has been released for housing development in Central Oxfordshire than has been necessary to meet the Structure Plan requirement. The Structure Plan intends that the allocation to 2001 will be met without the loss of important open land within the built up area or the release of Green Belt land.

2.55 In Cherwell's part of Central Oxfordshire, past development trends indicate that the Structure Plan requirement to 2001 can be met by "unforeseen" sites continuing to come forward for development. Over the last decade, an average of 24 dwellings per annum have been provided by unforeseen sites in the policy area. Pressures for new housing development must be restrained to comply with the strategy for the Central Oxfordshire policy area. For these reasons no proposals to identify sites for housebuilding, apart from one site at Kidlington which will be reserved for demonstrable special local housing needs eg sheltered accommodation for the elderly, have been made.

**H9 PLANNING PERMISSION FOR RESIDENTIAL DEVELOPMENT WITHIN THE BUILT-UP LIMITS OF KIDLINGTON, YARNTON AND BEGBROKE (EAST) WILL ONLY BE GRANTED FOR:**

(i) PROPOSALS FOR SPECIAL LOCAL HOUSING NEEDS ON THE LAND SHOWN ON THE PROPOSALS MAP AT THE SOUTHERN EDGE OF KIDLINGTON

(ii) PROPOSALS FOR MINOR DEVELOPMENT IN ACCORDANCE WITH POLICY H10

(iii) THE SUBDIVISION OF EXISTING DWELLINGS IN ACCORDANCE WITH POLICY H22

(iv) THE CONVERSION OF SUITABLE BUILDINGS IN ACCORDANCE WITH POLICY H21

2.56 The site referred to in policy H9 is owned by the Council and consists partly of land that has been used to extend the rear gardens of some of the houses in Lock Crescent and South

Avenue. The remainder is land that is generally unused and overgrown, some of the gardens have been extended much further than others, and consequently the boundary between the gardens and the unused land is very irregular.

2.57 The site was originally allocated in the Central Oxfordshire Local Plan (Cherwell). It is not proposed that the site may be used for speculative housing. In the period covered by this Plan (ie up to 2001) it is intended that the site may be used exceptionally for proposals that meet special local housing needs that cannot be met elsewhere in the Kidlington area. This could include warden-supervised schemes for the elderly, residential-care homes or nursing homes, and housing for the disabled. The Council will prepare a development brief for this area which will include guidance on such matters as traffic, access, drainage, open space, landscaping and protecting the amenity of the area. Any proposed scheme must include the retention of the pond and be able to demonstrate that it will not interfere with its integrity.

**H10 PROPOSALS FOR MINOR DEVELOPMENT ON SMALL SITES WITHIN THE BUILT-UP LIMITS OF KIDLINGTON, YARNTON AND BEGBROKE (EAST) WILL NORMALLY BE PERMITTED PROVIDED THAT:**

(i) THE PROPOSAL IS COMPATIBLE WITH EXISTING DEVELOPMENT IN ITS VICINITY IN TERMS OF SCALE, DENSITY AND DESIGN;

(ii) THE PROPOSAL WOULD NOT BE UNREASONABLY DETRIMENTAL TO THE AMENITIES OF ADJACENT PROPERTY BY REASON OF OVERLOOKING AND OVERSHADOWING;

(iii) THE PROPOSAL WOULD NOT BE DETRIMENTAL TO THE SETTING OF A LISTED BUILDING OR THE CHARACTER OR APPEARANCE OF A CONSERVATION AREA, OR BE CONSPICUOUS FROM AND INJURIOUS TO THE GREEN BELT BY REASON OF SITING, MATERIALS OR DESIGN;

(iv) THE REQUIREMENTS OF OTHER POLICIES IN THE PLAN ARE MET.

2.58 The scope for new residential development in Kidlington, Yarnton and Begbroke (east) is limited. It is possible that suitable sites will emerge through redevelopment, and such proposals might be particularly worthy of support if a site is situated within a predominantly residential area. It is expected that each development approved under Policy H10 will generally provide only a limited number of dwellings and that this will have the effect of spreading the modest housing allocation in the Structure Plan over a number of years. It is recognised that occasionally sites may come forward on somewhat larger sites where there is potential for rather more dwellings to be provided than is envisaged in the policy. Such proposals will not be ruled out provided they otherwise comply with the policy and provided they would not rapidly exhaust the housing allocation in the first part of the plan period.

2.59 The Council considers that opportunities for development sites outlined above are rare. If over a period of time this is shown not to be the case and a number of redevelopment sites come to the fore, the Council will seek to protect the restraint strategy of the Central Oxfordshire Policy Area which would otherwise be undermined.

## RURAL SETTLEMENTS

2.60 The Structure Plan requires provision to be made for about 2300 houses to be built in the rural areas of Cherwell during the period from 1986 to 2001. Policy RUR2 in the Structure Plan

also requires development to be phased so that provision is made for 1650 new dwellings in the first ten years of the plan period and 650 dwellings in the period from 1996 to 2001. By the 1st April 1993, 758 dwellings had been completed and a further 930 were committed by virtue of planning permissions or land allocations in the Rural Areas Local Plan (adopted 1991) (assuming that an average of 10% of the dwellings on allocated sites without planning permission will not be completed by the year 2001). These figures imply a need to plan for about 610 further dwellings in the rural areas.

2.61 The larger proportion of new dwellings in the rural areas have, over the past decade, been constructed on "unforeseen" sites and this is expected to continue in the current plan period. The emergence of unforeseen sites at a rate which will enable the construction industry to provide the additional 610 dwellings referred to above during the plan period is likely on the basis of past trends (an average of 87 dwellings per annum on sites of less than 0.4 ha). However, the contribution by unforeseen sites is very difficult to predict and the Council is therefore proposing to make site specific allocations as shown on the proposals map at Adderbury, Fritwell, Sibford Ferris and Steeple Aston in addition to those already proposed at Bloxham, Bodicote and Cropredy which were first identified in the Rural Areas Local Plan. Where necessary the Council will prepare development briefs to provide guidance for intending developers of these sites and will require archaeological field evaluations to be carried out in accordance with Policy C26 at the sites at Adderbury House, Fritwell and Steeple Aston.

With regard to new development at Fritwell, Anglian Water Services have advised that the existing foul sewerage system within the village is at its capacity. As such, necessary improvements/uprating of the system are required before further development can be connected to the Fritwell public sewers. Developers are therefore advised to contact Anglian Water Services Ltd prior to the submission of a planning application for housing development within the village.

**H11 PERMISSION WILL ONLY BE GRANTED FOR RESIDENTIAL DEVELOPMENT ON THE SITE SHOWN ON THE PROPOSALS MAP AT ADDERBURY HOUSE, ADDERBURY IF ADEQUATE PROVISION HAS BEEN MADE TO SECURE THE RESTORATION OF ITS LISTED BUILDINGS AND THEIR SETTINGS.**

2.62 The Council's decision to allocate land for development within the grounds of Adderbury House is founded in large part on the expectation that the new development will enable the restoration and beneficial use of the listed buildings and their setting. To this end, the Council will wish to ensure that no new residential unit erected within the grounds is occupied until the repair and restoration of the listed buildings has been satisfactorily completed. In addition, the Council has prepared a development brief to provide guidance for intending developers of the site which, inter alia, identifies those parts of the site which will remain free from development and require an archaeological field evaluation to be carried out in accordance with Policy C26.

**H12 NEW HOUSING IN THE RURAL AREAS OF THE DISTRICT WILL BE PERMITTED WITHIN EXISTING SETTLEMENTS IN ACCORDANCE WITH POLICIES H13, H14 AND H15. SCHEMES WHICH MEET A SPECIFIC AND IDENTIFIED LOCAL HOUSING NEED WILL BE PERMITTED IN ACCORDANCE WITH POLICIES H5 AND H6.**

2.63 Structure Plan policies RUR3 and RUR4 seek to direct most development in the rural areas to settlements where a reasonable range of services and facilities exist or can be provided, to ensure that people in new houses have easy access to services and community facilities and in turn help to maintain such services and facilities. Development in other settlements will normally be restricted.

2.64 The Rural Areas Local Plan identified three categories of settlement with the intention that most development should take place within those with the greatest number of facilities and services. Such a policy had been in operation in Cherwell District since 1976 and although it has been re-examined in the course of the preparation of this plan, it is proposed to retain it for the reasons that it has provided a sound and well tested basis for development control.

## THE CATEGORY-1 SETTLEMENTS

H13 RESIDENTIAL DEVELOPMENT WITHIN THE VILLAGES OF ADDERBURY, AMBROSDEN, BLOXHAM, BODICOTE, CHESTERTON, CROPREDY, DEDDINGTON, FINMERE, FRINGFORD, FRITWELL, HOOK NORTON, KIRTLINGTON, LAUNTON, MOLLINGTON, STEEPLE ASTON, SHENINGTON, SIBFORD GOWER AND SIBFORD FERRIS WILL BE RESTRICTED TO:-

(i) INFILLING;

(ii) MINOR DEVELOPMENT COMPRISING SMALL GROUPS OF DWELLINGS ON SITES WITHIN THE BUILT-UP AREA OF THE SETTLEMENT;

(iii) THE CONVERSION OF NON-RESIDENTIAL BUILDINGS IN ACCORDANCE WITH POLICY H21.

IN EACH INSTANCE DEVELOPMENT PROPOSALS WILL BE SUBJECT TO THE OTHER POLICIES IN THE PLAN.

2.65 The category-1 settlements are so classified because their physical characteristics and the range of services within them enable them to accommodate some limited extra housing growth.

2.66 Structure Plan policy RUR 3 requires that most housing development should take place within settlements where a reasonable range of services and community facilities exist. This should usually include a primary school, a sub-post office and a food shop. The District Council considers the existence of a primary school to be particularly important when the suitability of a settlement for further housing growth is determined.

2.67 Infilling will be regarded as being the development of a small gap in an otherwise continuous built-up frontage suitable for one or two dwellings. Policies H13 (i) and H13 (ii) should not be regarded as creating a presumption in favour of the filling of every small space within the category-1 settlements. Many spaces within them are important to their character and should remain undeveloped. Proposals within conservation areas will also be considered against Policy C22. The interpretation of 'minor development' will have regard to the size of the village, the general location of the site within the settlement structure, and the need to maintain a five-year supply of building land and to conform generally to Structure Plan policy RUR2.

## THE CATEGORY-2 SETTLEMENTS

H14 WITHIN THE VILLAGES OF ARDLEY, ARNCOTT, BALSCOTE, BARFORD ST. MICHAEL, BLACKTHORN, BUCKNELL, CLIFTON, CLAYDON, DRAYTON, DUNS TEW, EPWELL, FEWCOTT, GREAT BOURTON, HANWELL, HEMPTON, HETHE, HORLEY, HORNTON, LITTLE BOURTON, LOWER HEYFORD, MERTON, MIDDLETON STONEY, MILCOMBE, MIXBURY, NORTH NEWINGTON, PIDDINGTON, SHUTFORD, SOMERTON, SOULDERN, SOUTH NEWINGTON, STOKE LYNE, STRATTON AUDLEY,

SWALCLIFFE, UPPER HEYFORD, UPPER TADMARTON, WARDINGTON, WENDLEBURY, WESTON ON THE GREEN, WIGGINTON, WROXTON, NEW RESIDENTIAL DEVELOPMENT WILL BE RESTRICTED TO:-

(i) CONVERSIONS WHICH ACCORD WITH POLICY H21 AND

(ii) INFILLING

(iii) OTHER SMALL SCALE DEVELOPMENT THAT CAN BE SHOWN TO SECURE SIGNIFICANT ENVIRONMENTAL IMPROVEMENT WITHIN THE SETTLEMENT.

IN ALL INSTANCES DEVELOPMENT PROPOSALS WILL BE SUBJECT TO THE OTHER POLICIES IN THE PLAN.

2.68 The category-2 settlements are generally the smaller villages with a lesser range of services available. Some potential still exists within them for limited residential growth but, in order to accord with Structure Plan policies RUR3 and RUR4, it will be restricted to infilling (defined as a small gap in an otherwise continuous built up frontage suitable for one or two dwellings) and the conversion of suitable non-residential buildings.

2.69 Policy H14 will permit the construction of houses in small gaps in a village street. When environmentally acceptable such gaps may be filled by the construction of a single house or by the construction of two smaller units.

2.70 Many spaces in village streets are important to their character and cannot be filled without detriment to their environmental quality. Such gaps may afford views out into the landscape or help to impart a spacious rural atmosphere to the settlement. This is particularly important in a loose-knit settlement pattern where the spaces may be as important as the buildings. The character of such settlements can be rapidly eroded by infilling. The environmental policies will be used to protect important gaps in the village street. There may however be occasions where the environment of the settlement might be significantly improved by small scale development which does not strictly comply with H14 (i) or (ii) and such schemes will be considered favourably subject to their compliance with other relevant policies in the Plan.

### THE CATEGORY-3 SETTLEMENTS

H15 WITHIN THE CATEGORY-3 SETTLEMENTS NEW RESIDENTIAL DEVELOPMENT WILL BE RESTRICTED TO:-

(i) THE CONVERSION OF NON-RESIDENTIAL BUILDINGS IN ACCORDANCE WITH POLICY H21, OR

(ii) A NEW DWELLING WHEN AN ESSENTIAL NEED FOR AGRICULTURE OR OTHER EXISTING UNDERTAKING CAN BE ESTABLISHED.

IN BOTH INSTANCES DEVELOPMENT PROPOSALS WILL BE SUBJECT TO THE OTHER POLICIES IN THE PLAN.

2.71 The category-3 settlements are either hamlets which are so small that they should not be subjected to any significant future growth, or villages whose location, character and settlement



pattern makes further infill development undesirable. This category includes all settlements not named in policies H13 and H14.

2.72 Most new housing development in the category-3 settlements will be provided by the conversion of suitable non-residential buildings to dwellings. New-build will be permitted when an essential need can be proven. In most cases these will be likely to be in association with agricultural undertakings.

## HOUSING IN THE GREEN BELT

2.73 The erection of new dwellings in settlements in the Green Belt will be limited to those which comply with Policy GB1. For the purposes of this plan, infilling is defined as the development of a small gap in an otherwise built-up frontage and suitable for the erection of one or two dwellings only. All proposals will be considered against transport and environmental policies in this plan.

## WHITE LAND

**H16 DURING THE PERIOD OF THIS PLAN THE COUNCIL WILL RESIST PROPOSALS FOR THE DEVELOPMENT OF THE LAND SHOWN ON THE PROPOSALS MAP AT YARNTON AS WHITE LAND.**

2.74 This policy relates to approximately 6 ha of land indicated on the Proposals Map and situated to the north of Cassington Road at Yarnton. It forms a site which in the Council's view it is unnecessary to keep permanently free of development. It was identified as white land in the Central Oxfordshire Local Plan in response to Government's advice that it is necessary to establish boundaries for the Green Belt that will endure and so avoid the risk of encroachment on the Green Belt in order to accommodate future development. In view of the importance of restraint policies in the Central Oxfordshire Policy Area it is not intended that the site will be released during the Plan period. However the position will be reviewed, through the local-plan-making process, following future reviews of the Structure Plan which may, or may not, support its release for development.

## GENERAL HOUSING POLICIES

**H17 PROPOSALS FOR THE ONE-FOR-ONE REPLACEMENT OF AN EXISTING STATUTORILY UNFIT OR SUBSTANDARD DWELLING WILL NORMALLY BE PERMITTED PROVIDED:**

(i) **THE EXISTING BUILDING IS NOT A LISTED BUILDING CAPABLE OF RESTORATION OR SUITABLE FOR AN APPROPRIATE ALTERNATIVE AND BENEFICIAL USE;**

(ii) **IN CASES WHERE THE EXISTING BUILDING LIES OUTSIDE THE LIMITS OF AN EXISTING SETTLEMENT, THE USE OF THE BUILDING AS A DWELLING HAS NOT BEEN ABANDONED OR EXTINGUISHED AND ITS PROPOSED REPLACEMENT IS SIMILAR IN SCALE AND WITHIN THE SAME CURTILAGE;**

(iii) **THE PROPOSAL MEETS THE REQUIREMENTS OF THE OTHER POLICIES IN THE PLAN.**

2.75 The Council recognises that it will occasionally be necessary to permit the replacement of an unfit or substandard dwelling in the countryside. A strong presumption against the demolition of a listed building is embodied in planning law, and the number of instances where this might be justifiable in the plan area as a whole will be exceedingly rare. The protection of the character of the countryside will be a primary objective in all cases, and proposals for substantially larger and more conspicuous dwellings in the landscape will be resisted. Proposals for the replacement of a single dwelling by two or more new dwellings will also be resisted since their cumulative effect would threaten the fundamental objective of severely restricting new development in the countryside. Proposals for one-for-one replacement dwellings in the Green Belt will be considered under Policy H17 above.

## NEW DWELLINGS IN THE COUNTRYSIDE

H18 PLANNING PERMISSION WILL ONLY BE GRANTED FOR THE CONSTRUCTION OF NEW DWELLINGS BEYOND THE BUILT-UP LIMITS OF SETTLEMENTS OTHER THAN THOSE IDENTIFIED UNDER POLICY H1 WHEN

- (i) IT IS ESSENTIAL FOR AGRICULTURE OR OTHER EXISTING UNDERTAKINGS, OR
- (ii) THE PROPOSAL MEETS THE CRITERIA SET OUT IN POLICY H6; AND
- (iii) THE PROPOSAL WOULD NOT CONFLICT WITH OTHER POLICIES IN THIS PLAN.

2.76 Policy H18 is a continuation of past policies and reflects Central Government advice. Its intention is to ensure that the countryside is protected from sporadic development whilst, at the same time, recognising the legitimate needs of agriculture and forestry.

2.77 'Essential' will normally be interpreted as a proven necessity for a worker to live at or very close to the site of their work ie it is necessary for the proper functioning of the enterprise for a new dwelling to be occupied by a worker in connection with it. Sufficient details should be provided to enable an assessment of the size, nature and viability of the existing or proposed enterprise together with details of the number and tenure of existing dwellings related to the holding or estate. Where there is any doubt that a dwelling is required for the proper functioning of an enterprise, or where a new business is being proposed, it will be necessary to supply adequate financial information to demonstrate that the proposals are sound. In particular the Council will wish to be satisfied that such need as might exist could not be reasonably secured in a nearby settlement.

2.78 When an essential need has been proven, the Council may still resist the erection of a new dwelling if the opportunity to convert an existing redundant building in compliance with policy H19, H20 or H21 exists on the land. The erection of a new dwelling will normally be expected to be of traditional design and be closely related to existing buildings in the interest of protecting the appearance and open character of the countryside.

2.79 All planning permissions for agricultural dwellings outside the villages will contain an agricultural-occupancy condition restricting their occupation to a person or persons employed or last employed in agriculture and their immediate dependants. Such conditions will only be removed if it can clearly be demonstrated that there is no need for an agricultural worker's dwelling in the locality. The requirements of any given farm holding will be considered secondary to the needs of agriculture as a whole.

2.80 Policy H18 will also apply to locations where there are already a few scattered buildings.

#### CONVERSION OF BUILDINGS IN THE COUNTRYSIDE

H19 PROPOSALS FOR THE CONVERSION OF A RURAL BUILDING, WHOSE FORM, BULK AND GENERAL DESIGN IS IN KEEPING WITH ITS SURROUNDINGS TO A DWELLING IN A LOCATION BEYOND THE BUILT-UP LIMITS OF A SETTLEMENT WILL BE FAVOURABLY CONSIDERED PROVIDED:-

(i) THE BUILDING CAN BE CONVERTED WITHOUT MAJOR REBUILDING OR EXTENSION AND WITHOUT INAPPROPRIATE ALTERATION TO ITS FORM AND CHARACTER;

(ii) THE PROPOSAL WOULD NOT CAUSE SIGNIFICANT HARM TO THE CHARACTER OF THE COUNTRYSIDE OR THE IMMEDIATE SETTING OF THE BUILDING;

(iii) THE PROPOSAL WOULD NOT HARM THE SPECIAL CHARACTER AND INTEREST OF A BUILDING OF ARCHITECTURAL OR HISTORIC SIGNIFICANCE;

(iv) THE PROPOSAL MEETS THE REQUIREMENTS OF THE OTHER POLICIES IN THE PLAN.

2.81 It is intended that this policy should encourage the conversion not of buildings of modern construction but of traditional farm buildings whether or not they are listed as being of architectural or historic interest whose usefulness has been displaced by modern farming methods. Many of these buildings are suitable for alternative non-agricultural use but some are not. For example, a free-standing cattle shelter or hovel will not normally be regarded as worthy or suitable for conversion whereas a substantially built barn in a relatively good structural condition might well be acceptable. The Council will resist proposals that imply substantial rebuilding and are tantamount to the erection of a new dwelling in the countryside.

2.82 It is important to protect the appearance and character of the countryside for present and future generations. Residential use can bring with it characteristics which are difficult to reconcile with unspoilt countryside, including caravans, sheds, greenhouses and swimming pools, which are often exempt from planning control. The Council will, therefore, carefully assess individual proposals in terms of the visual impact they would have on the landscape within which they are situated. In many cases it will be possible to mitigate visual intrusion by appropriate indigenous tree planting and the definition of a curtilage for the building in a manner appropriate to its setting, e.g. natural stone walls or hedging of indigenous species. In an isolated location in relatively open landscape such measures are unlikely to be effective and conversion would be resisted.

2.83 Policy H19 seeks to minimise the extent of physical changes to a building worthy of retention for architectural, historic or aesthetic reasons and for this reason, conversions of such buildings to more than a single dwelling are unlikely to be acceptable. The conversion of a barn for example, the intrinsic character of which is in most cases in its simplicity, is less likely to be satisfactorily achieved if it requires fenestration and door openings to serve two dwellings rather than one. Similarly while the conversion to a dwelling or other new uses can frequently be the key to the preservation of an historic rural building the work should not damage the fabric or character of the building for example through the subdivision of large spaces or the removal of features which contribute to the special character and interest of the building.

H20 THE COUNCIL WILL NORMALLY RESIST PROPOSALS TO CONVERT RURAL BUILDINGS TO PROVIDE TWO OR MORE DWELLINGS WITHIN A FARMSTEAD SITUATED BEYOND THE BUILT-UP LIMITS OF A SETTLEMENT UNLESS THE BUILDINGS ARE UNSUITABLE FOR CONVERSION TO AN EMPLOYMENT GENERATING USE. WHERE SUCH UNSUITABILITY IS ACCEPTED BY THE COUNCIL PROPOSALS WILL BE SUBJECT TO THE PROVISOS SET OUT IN POLICY H19 PARAGRAPHS (i) TO (iv).

2.84 This policy is intended to ensure that opportunities remain for the re-use of suitable groups of rural buildings for employment and tourist-related development in accordance with policies which seek to promote the implementation of advice from Central Government concerning the re-use of buildings in the countryside. "A farmstead" will be interpreted as a farmhouse or houses together with a range of agricultural buildings.

#### CONVERSION OF BUILDINGS WITHIN SETTLEMENTS

H21 WITHIN SETTLEMENTS THE CONVERSION OF SUITABLE BUILDINGS TO DWELLINGS WILL BE FAVOURABLY CONSIDERED UNLESS CONVERSION TO A RESIDENTIAL USE WOULD BE DETRIMENTAL TO THE SPECIAL CHARACTER AND INTEREST OF A BUILDING OF ARCHITECTURAL AND HISTORIC SIGNIFICANCE. IN ALL INSTANCES PROPOSALS WILL BE SUBJECT TO THE OTHER POLICIES IN THIS PLAN.

2.85 The Council has approved a design guide relating to the conversion of farm buildings, which is available from the Department of Development and Property Services. The aim of all successful conversion should be the retention and re-use of an interesting old building, whether or not it is listed as being of architectural or historic interest, and it is essential that conversion proposals fully respect the intrinsic character of the building.

#### SUBDIVISION OF EXISTING DWELLINGS

H22 PROPOSALS FOR THE CONVERSION OF EXISTING DWELLINGS TO PROVIDE TWO OR MORE SELF-CONTAINED UNITS OF ACCOMMODATION WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:

(i) THE PROPOSAL MUST BE COMPATIBLE WITH THE CHARACTER OF THE EXISTING RESIDENTIAL AREA, THE NATURE AND CHARACTER OF THE EXISTING STRUCTURE, AND THE PRIVACY AND AMENITIES OF ADJOINING PROPERTY;

(ii) THE EXISTING DWELLING MUST BE GENERALLY UNSUITABLE FOR OCCUPATION BY A SINGLE FAMILY, AND NO LESS THAN 111.35 SqM (1,200 SQ FT) IN FLOOR AREA;

(iii) THE PROVISION OF CAR-PARKING SPACE WITHIN THE CURTILAGE IN CONFORMITY WITH THE COUNCIL'S OFF-STREET CAR-PARKING STANDARDS MUST NORMALLY BE POSSIBLE.

2.86 The conversion of existing housing to flats or maisonettes makes a relatively small but important contribution to the housing stock. The Council may be prepared to reduce or relax the normal on-site car parking requirements in the following circumstances:

(a) when sufficient space for car parking cannot reasonably be provided within the curtilage of the property; and

(b) the proposal would not significantly worsen a local street parking problem, e.g. in the case of an existing dwelling in multiple occupation proposed to be converted to a smaller number of flats; or

(c) when public car-parking facilities exist in the vicinity; or

(d) in cases where a large single house is proposed to be converted into

(i) not more than two units of accommodation or (ii) not more than three units where each contains not more than one bedroom.

2.87 In cases where the existing building is attached to other residential property, the Council will wish to be satisfied that an acceptable degree of sound attenuation will be achieved by the existing party walls or improvements to them.

## RESIDENTIAL CARAVANS

**H23 PLANNING PERMISSION MAY BE GRANTED FOR RESIDENTIAL CARAVANS TO BE LOCATED FOR A TEMPORARY PERIOD WITHIN THE CURTILAGE OF A HOUSE OR IN CLOSE ASSOCIATION WITH AN EXISTING LAND USE PROVIDED THE DEVELOPMENT ACCORDS WITH THE OTHER POLICIES IN THE PLAN.**

2.88 Not infrequently a caravan is required for a temporary period to house a keyworker, an elderly relative or a family while they construct or renovate their own house. In such cases, provided there are no overriding planning objections on highway, amenity or servicing grounds, a planning consent may be granted on a temporary basis. Normally such consents will be of short duration and will only be granted on the clear understanding that alternative permanent accommodation is sought. Thus planning permissions will not automatically be renewed at the end of the time period.

## CARAVAN SITES FOR GYPSIES

**H24 PROPOSALS FOR THE PROVISION OF GYPSY CARAVAN SITES WILL BE CONSIDERED IN THE LIGHT OF A DEMONSTRABLE NEED AND SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

2.89 In operating this policy, the Council will interpret the term 'gypsy' in accordance with the definition in Section 16 of the Caravan Sites Act 1968. Demonstrable need will be assessed by an examination of the capacity of existing authorised sites in relation to the number of gypsies (and their caravans) residing in or regularly resorting to the District and the extent to which those sites can also cater for travellers in transit. Although The Secretary of State for the Environment has "designated" Cherwell District within the meaning of the Caravan Sites Act 1968, the Council acknowledges that the County Council is seeking to provide transit accommodation for travellers passing through the County and that the provision of such a site within the District might prove necessary.

2.90 The Council will consider proposals for gypsy sites against a number of criteria:

(1) Sites involving land classified higher than grade 3b will not normally be acceptable.



- (2) The site must be capable of being accessed safely and conveniently via an adopted public highway.
- (3) The site must be so located as to minimise the likelihood of intrusion from noise generated by traffic visiting the site or by activities on the site.
- (4) In rural areas, the site must be substantially screened by existing natural screening along the site boundaries and/or in the adjacent countryside and its development as a gypsy site must be possible without material harm to the rural landscape.
- (5) The site must be capable of development as a gypsy site without material harm to historic and/or archaeological sites or their settings.
- (6) The site must possess or be capable of being supplied with a potable drinking water supply, sanitation and refuse disposal.
- (7) The site must be located within a reasonable distance of a primary school, shops and other amenities.
- (8) The provision of gypsy sites will not normally be permitted in the Green Belt in an Area of Outstanding Natural Beauty or where it would result in damage to or the loss of a Site of Special Scientific Interest.
- (9) Proposals for the provision of gypsy sites shall be subject to other policies in the plan.

## TRAVELLING SHOWPEOPLE

### H25 PROPOSALS FOR RESIDENTIAL SITES FOR TRAVELLING SHOWPEOPLE WILL NORMALLY BE APPROVED SUBJECT TO THE OTHER POLICIES IN THE PLAN.

2.91 Although showpeople travel for most of the year, they require permanent bases for the storage of equipment and for residential purposes, particularly during the winter months. Following the advice in Circular 22/91 the Council has recognised that there is a demand for showpeople's sites within the District, principally in the Banbury and Kidlington areas. It is also recognised that showpeople are finding it very difficult to find suitable permanent sites. The Council will therefore look sympathetically on proposals to establish new sites. However, in assessing any proposal regard will be had to the potential nuisance to neighbours, the desire to avoid visual encroachment into the open countryside, and the provision of a safe and convenient vehicular access. Old farm complexes and sites with substantial natural screening are considered to be particularly appropriate. Such sites will, however, not normally be acceptable in the Green Belt.

## RESIDENTIAL CANAL MOORINGS

### H26 PROPOSALS FOR THE SITING OF PERMANENT RESIDENTIAL MOORINGS ON THE OXFORD CANAL WILL BE CONSIDERED FAVOURABLY PROVIDED THE FOLLOWING CRITERIA ARE MET:-

- (i) THE SITE IS WITHIN THE BUILT-UP LIMITS OF A SETTLEMENT;

- (ii) ADEQUATE CAR PARKING MUST BE PROVIDED;
- (iii) MOORING SHOULD BE COMPATIBLE WITH ADJACENT

LAND USES

(iv) THE NUMBER AND DENSITY OF BOATS AT ANY ONE POINT SHOULD NOT BE SO GREAT THAT IT WOULD ACT AS A BARRIER SEPARATING PEOPLE FROM THE WATERWAY OR BE DETRIMENTAL TO THE WATERWAY'S CHARACTER. MOORING WILL NOT NORMALLY BE PERMITTED ON THE TOWING PATH SIDE.

2.92 It is currently estimated by British Waterways that there are up to 40 boats moored on the Oxford Canal without their consent and also in breach of planning control. In seeking to regularise this position and in enforcing control over proposals for new moorings the Council will, in consultation with British Waterways have regard to policy H26.

## CHAPTER THREE

### EMPLOYMENT

#### INTRODUCTION

3.1 This chapter sets out the land use policies and proposals relating to employment generating development other than retail development, and town centre redevelopment which the Council intends to include in the Local Plan. The Council's policies for shopping and the central/commercial areas of the major settlements are dealt with in chapter 4.

#### OVERALL PROVISION FOR EMPLOYMENT GENERATING DEVELOPMENT

3.2 Policy E1 of the Structure Plan states that "the principal locations for the provision of land for employment generating development will be in the country towns of Banbury, Bicester, Didcot and Witney". Policy E3 states that in areas outside the country towns specified in Policy E1, the provision of land for employment generating development will normally be restrained. Proposals for firms up to about 500 square metres or for firms whose sources of supply, commercial linkages, labour supply and market make the specific location necessary for them will normally be permitted in appropriate locations. Structure Plan Policy E5 states that all proposals for employment generating development will be considered against the following criteria:

- a. The development should be of a scale and type appropriate to the site and its surroundings.
- b. The development should not harm the environment, ecology and amenities of the area.
- c. There should be no overriding transport or highway objections.
- d. The development should normally be accessible by public transport.
- e. The availability of sufficient existing or planned land for housing to meet any demand generated by the proposals.

The 1987 Structure Plan specified the amount of land to be released in the country towns. The Bicester Local Plan and the Banbury Local Plan Review identified significant areas of land for employment generating development in accordance with that Structure Plan, the greater proportion of which remains to be developed. In April 1992 a total of 136.4 ha (337 acres) of land were either allocated or had planning permission for employment generating development in the district.

3.3 The principal objective of the Council's land use planning policies and proposals is to seek the maintenance of a strong local economy and the creation of jobs sufficient to ensure full employment of the residents of the district. The role of the planning system is therefore to identify a range of opportunities to meet the diverse requirements of firms wishing to expand or to relocate to the district and to encourage the release of land allocated in the local plan through the preparation of development briefs to assist and guide intending developers. The range of

opportunities includes the change of use or conversion of existing buildings and policies on this subject are also included in this chapter.

3.4 It is also important to ensure that the proposals for employment generating development in this plan are linked to the overall scale and distribution of housing and population growth as far as possible, in order to avoid over-heating the local economy which would damage the health of business and industry through labour shortages and wage inflation.

3.5 There are difficulties in predicting the amount of land that will need to be developed to generate the number of jobs needed by the growing population of the district. It is predicted that there will be an increase in the work force of the Banbury and Bicester travel to work areas of between 7,900 and 9,700 people on the basis of the planned housing and expected population growth over the period from 1991 to 2001. A proportion of these people will be seeking part time employment. In addition, there were 4605 people unemployed in the same travel to work areas in April 1992 and the likelihood of redundancies occurring as a consequence of the run down of Ministry of Defence establishments in the District could increase that figure.

3.6 Current land allocations in local plans and schemes already granted planning permission are capable of generating between about 11,200 and 22,560 new jobs. The wide variation is explained by the uncertainty as to the type and nature of development that will take place on certain of the larger allocated sites. Fully automated warehouse development generates few jobs whereas class B1 development (offices/research and development/light industry) is capable of generating a high number of jobs on a relatively small area of land. The view is taken therefore that the current commitments, including land allocations in existing local plans, may well be sufficient to provide the necessary opportunities for employment generation during the period of the plan. There are however a small number of new sites allocated in this plan in order to improve the range of sites available and to assist the economic development initiatives being taken by the District Council.

3.7 The Council vigorously promotes economic development in the District. The main features of this, a brief description of the Council-founded Cherwell-M40 Investment Partnership and a summary of the assistance that the Council gives to businesses are contained in Appendix G.

**EMP1 EMPLOYMENT GENERATING DEVELOPMENT WILL BE PERMITTED ON THE SITES SHOWN ON THE PROPOSALS MAP, SUBJECT TO THE OTHER RELEVANT POLICIES IN THE PLAN.**

3.8 The sites referred to in Policy EMP1 are described further under the policy area headings below.

#### **BANBURY**

3.9 The Banbury Local Plan Review (May 1989) identified 55.4 ha (137 acres) of land at Banbury for employment generating development in the period up to 1996. This figure was substantially in excess of that proposed in the 1987 Structure Plan which implied the release of up to 40.5 ha (100 acres) for development in addition to commitments that existed in 1989.

3.10 The land identified in the Banbury Local Plan Review together with current commitments (April 1992) amount to some 72 ha (178 acres) of land for employment generating development. A list of the major commercial sites is included in Appendix H. The Council estimates that, when fully developed, this land is capable of generating between about 6420 and 13430 jobs depending on the type of development that takes place.

3.11 In April 1992, over 3000 people were registered as unemployed in the Banbury travel to work area. Apart from the currently unemployed, Oxfordshire County Council have estimated, on the basis of the housing growth proposals for Banbury in the Structure Plan, that the town's workforce will increase by up to 4,200 people over the period from 1991 to 2001, (travel to work area).

3.12 In May 1992 there were 59 vacant industrial/warehouse units in Banbury totalling around 52,674 SqM (567,000 sq ft) and 45 office suites offering a total of 26,291 SqM (283,000 sq ft,) revealing a substantial capacity to generate new jobs in workspace already existing.

3.13 In drawing conclusions on the figures referred to above it must be remembered that the forecasted range of the number of jobs that might be created makes no allowance for jobs in retailing and no allowance for existing firms expanding on existing sites or increasing their workforce in more buoyant economic times; for example, by introducing or extending shift working.

3.14 The figures do suggest that there is a need for caution in increasing the land allocations at Banbury at the present time. The Council will however monitor this situation closely and will release further land for employment generating development if there are clear indications that the availability of land is frustrating the creation of sufficient jobs to ensure full employment and support the level of growth intended by the Structure Plan.

3.15 The only land allocated in this plan which is additional to that identified in the Banbury Local Plan Review is situated on the north side of the town. The Council has revised the boundary of the land previously allocated to the east of the existing Alcan Aluminium Extrusion Plant to increase its attractiveness to potential developers. The Council will seek a prestige and attractive development on this site in keeping with its location adjacent to the countryside which has been designated as an area of high landscape value. In order to reduce the environmental impact on the countryside the Council will limit development on the narrow northernmost part of the site (ie to the north of the contour line shown on the Proposals Map Inset No 1) to car parking and will seek to ensure that the impact is satisfactorily mitigated by landscaping and other appropriate measures. The site is to be accessed by a new road funded in its entirety by the development to the north of the existing Alcan works and the Council will require both this road and the new development to incorporate substantial proposals for landscaping to mitigate its effect on the countryside beyond.

3.16 The Council is also proposing to allocate a site on the Southam Road frontage to the north of the Alcan works for a low rise prestige office development. This site, in common with the land to the east of the Alcan works, adjoins a deserted medieval village based on Hardwick Farm. The site of this together with allocated sites is owned by British Alcan Aluminium Plc and the Council will require the release of the land to be accompanied by a management plan for the site of and setting of the archaeological remains. Prospective developers of these sites will be requested to carry out an archaeological field evaluation in accordance with policy C26 before planning applications relating to this land are determined.

3.17 The existing farmhouse at Hardwick Farm is a grade II\* listed building and has a range of sound stone and brick barns within its curtilage. To secure the maintenance and preservation of these buildings the Council proposes to encourage their conversion and re-use for purposes compatible with their character which could include office use, residential or hotel accommodation. A development brief will be prepared for the sites allocated for employment use in the vicinity of Hardwick Farm which will provide guidance on all the matters raised in



these paragraphs and the need to ensure that the amenities of the Oxford canal corridor in this area are not adversely affected and, where possible, enhanced.

3.18 The Council will wish to safeguard the remaining areas of Hardwick Farm north of the existing and planned development and will require the proposals for the release of the allocated land to be accompanied by an agreement between the Council and the landowner to keep that land free of built development.

3.19 The Council is concerned that the appearance of the town from the M40 should be enhanced by the development and reference should be made to Policy C17.

## BICESTER

3.20 The previous Structure Plan made provision for up to 45 hectares (110 acres) of commercial land in Bicester between 1981 and 1996 and provision was made for this in the Bicester Local Plan. Between 1981 and 1991, 12.6 ha (31.2 acres) of land were developed including 3.1 ha (7.6 acres) at the Talisman Centre, London Road.

3.21 In April 1992, undeveloped local plan allocations and other sites with planning permission amounted to 43.3 ha (107 acres). A list of the major commercial sites is included in Appendix H. It includes all of the commercial land to the east of Bicester that was proposed in the Bicester Local Plan and which was yet to be developed at April 1992 (31.6 ha/78 acres) and 4.45 ha (11 acres) of land, the Charterhouse/McGregor site, adjacent to the bypass.

3.22 The Oxfordshire County Council has estimated that the amount of housing proposed for Bicester between 1991 and 2001 could increase the town's workforce by up to about 5,500 people (travel to work area). Not all of these will require jobs on newly allocated industrial land, however. Some will be jobs on sites that already exist, for instance, in Bicester's industrial areas or in the town centre. Others will be on sites beyond Bicester, in the Oxford area for example. In addition to the expected increase in workforce, the pool of unemployed labour at April 1992 in the Bicester travel to work area stood at 1,592.

3.23 The Council has estimated that current planning permissions together with land allocations in the adopted Bicester Local Plan provide the opportunity for the creation of between 2,650 and 5,520 jobs depending on the type of development that takes place.

3.24 The Council will monitor closely the development of the land currently available or already identified.

**EMP2 EMPLOYMENT GENERATING DEVELOPMENT WILL BE PERMITTED ON THE LAND SHOWN ON THE PROPOSALS MAP AT BICESTER AIRFIELD PROVIDED THAT IT ENSURES A COMPREHENSIVE APPROACH WITHIN WHICH:**

(i) NO MORE THAN 12 ha (30 ACRES) OF LAND IS RELEASED BEFORE THE YEAR 2001 (UNLESS IT CAN BE DEMONSTRATED THAT FURTHER LAND ALLOCATED THERE SHOULD BE RELEASED IN ORDER TO MEET THE REQUIREMENTS OF THE EXISTING OR PLANNED GROWTH IN THE LOCAL LABOUR FORCE) WITH DEVELOPMENT COMMENCING IN THE SOUTH OF THE ALLOCATED LAND AND PROCEEDING NORTHWARDS AND

(ii) PROVISION WILL BE MADE FOR THE RECREATION USE ON THE LAND AT THE AIRFIELD SHOWN ON THE PROPOSALS MAP AND

(iii) ROAD IMPROVEMENTS REQUIRED TO SERVE THE DEVELOPMENT, INCLUDING THE DIVERSION OF A421 ACROSS THE AIRFIELD, WILL BE PROVIDED.

(iv) THE PROPOSAL COMPLIES WITH THE OTHER POLICIES IN THE PLAN.

3.25 The take-up of land for employment generating development in Bicester has, in recent years, been slow in comparison with the provision made in the local plan. 5.1 ha (12.7 acres) were developed between 1981 and 1986 and 7.5 ha (18.5 acres) between 1986 and 1991. However, the completion of the M40 motorway and the strategic location of Bicester together with the economic development initiatives being taken by the Council are likely to stimulate demand for land.

3.26 The workforce and job estimates described earlier suggest that there could be a shortfall of employment generating land at Bicester during the plan period, particularly as much of the new employment is likely to be in the warehousing and distribution sectors which generally employ fewer people per acre than the manufacturing and business sectors.

3.27 In considering potential sites for further employment generating development, the Council took into account that Bicester airfield had a number of advantages including its location and topography. Also using land that is already developed as an airfield would be less damaging to the landscape, and agricultural and nature interests, than using other land on the edge of the town. It also had the support of the land owners, the major one being the Ministry of Defence. These factors also make it particularly suitable for recreation use (see the assessment of need in the recreation chapter). The A421 diversion across the airfield is required to serve the development and to help distribute traffic generated by the site around the edge of the town rather than through the town centre and it will also help to define the built-up edge of the town.

3.28 The Plan therefore provides for employment generating development at Bicester Airfield. In considering the amount of employment land that should be released at Bicester airfield during the plan period, account has been taken of the success that has been achieved by the Council in promoting job creation at Bicester in recent years. In view of this and the fact that there must still be some doubt as to whether further provision during the plan period will be required, it is considered appropriate that only 12.1 ha (30 acres) of land should be released at the airfield by the year 2001. It is estimated that if all the 12.1 ha (30 acres) referred to in the policy were developed in a mixed development of business, light manufacturing and warehousing around 800 jobs would be provided on the site. It is considered that this substantial provision during the plan period will assist in establishing the necessary infrastructure. All proposals at Bicester airfield will be carefully assessed against the policies in the Structure Plan and in particular Policy E5.

3.29 The Council will prepare a development brief for the site which, amongst other matters, will seek:

- the diversion of the A421 across the airfield and other local road improvements including the improvement of the Stratton Audley/A421 junction
- the funding of these road proposals by planning obligations secured in accordance with Policy TR1 and Circular 16/91
- the provision of the recreation land shown on the Proposals Map for use partly by local sports clubs and partly by the public (see also Recreation chapter).

- the provision of substantial landscaped buffers to protect the amenities of Caversfield and north Bicester
- the creation of new public rights of way across both the commercial areas and the recreation land so as to link with the existing network and provide access to the recreation land
- the examination of the suitability of existing buildings on the airfield for recreation and community use
- the phasing of the development with the employment generating development to commence in the south and to progress northwards and the provision of the recreation land at an early date.

3.30 The development of Bicester Airfield raises a number of detailed issues, such as the precise alignment of the A421 diversion and the precise location of the first phase, that will need to be resolved in the development brief and the Council intends to consult fully with all those with an interest in this area before finalising the brief.

3.31 Prospective developers of the land at Bicester Airfield will be requested to carry out an archaeological field evaluation in accordance with policy C26 before planning applications relating to the land are determined. Similar evaluations will be required in respect of land to the north of the Bicester Bypass and south of London Road and land allocated for commercial development which does not yet enjoy planning permission at south east Bicester immediately adjacent to the south side of the main railway line.

3.32 In the northern part of the South East Bicester development area, the boundary between the land proposed for recreation and business uses adjacent to the Oxford to Bletchley railway line has been defined so as to provide continuity between the adjacent recreation proposals in this area. The Council recognises that there may be proposals to construct a railway siding to cross part of this strip of recreation land in future to serve development on the adjoining land that is proposed for business use in the Plan. In considering such proposals the Council would have regard to the desirability of moving freight by railways but would wish to keep any impact on the recreation area to a minimum. The Council would allow minor rationalisations of the boundary between land proposed for recreation and business uses in the Plan associated with the provision of such a siding. In no case would the Council allow the continuity of the recreation land on either side of this railway to be seriously prejudiced by such proposals.

#### KIDLINGTON, YARNTON AND BEGBROKE (EAST)

3.33 Since 1979, the Structure Plan has sought to restrict large-scale employment-generating development in the Oxford area as part of the general strategy of promoting the four 'country towns' as the preferred locations for growth in the County. Major new commercial development in and around Oxford would simply generate further pressures for more housing and yet further commercial growth. The consequences of unrestrained growth would be to worsen traffic congestion; to increase demands for new and improved roads within the City that would be environmentally damaging to its character; and to create further pressures for encroachment into the Green Belt to the detriment of the rural setting of the City.

3.34 Within the Oxford Green Belt, employment generating development will be severely restricted and reference should be made to Chapter One for a description of the purpose of the Green Belt and the Council's policies for that area.

3.35 Kidlington, Yarnton and Begbroke (East) are excluded from the Oxford Green Belt and the Structure Plan recognises that in those villages it will be appropriate to allow for the reasonable expansion of existing businesses, for small businesses and premises for firms that can demonstrate clear links with the area and whose needs would not be adequately met by a site in one of the country towns (policy E3).

3.36 The Council has approved an application for industrial and commercial development on 18.97 acres of land south of the existing Station Fields Industrial Estate (as identified on Inset Map 3). The planning consent is subject to a Section 106 Agreement concerning landscaping and drainage of the site, and in addition a number of conditions are attached to the consent.

3.37 The development of the land is limited to classes B1 and B8 [footnote] of the Town and Country Planning (Use Classes) Order 1987 in recognition of the need to safeguard the amenities of the existing residential development to the east of the railway, the recreation value of the Oxford Canal to the west, and the importance of protecting the environment of the designated Site of Special Scientific Interest on the west side of the canal. In addition, the Council requires the land to be comprehensively landscaped to minimise the visual impact of the development.

3.38 To comply with policy E3 of the Structure Plan, development proposals for this site are restricted, by conditions, to premises for small businesses up to approximately 500 square metres and premises for firms whose sources of supply, commercial linkages, labour supply and markets make this location particularly suitable for them. This restriction does not preclude premises for science-based industries falling within class B1.

3.39 It will be necessary to provide an estate-road access to this land from Langford Lane by improving the present access road serving the premises occupied by Moss Plastics Ltd. and J.A. Pye (Oxford) Ltd. and by bridging the Oxford Canal. Access to the land via the existing Station Fields Industrial Estate for other than emergency purposes will not be permitted because a significant increase in the use of the Station Approach A4260 junction would be unacceptable on road-safety grounds.

3.40 Developers have contributed towards improvements which have been carried out along Langford Lane and its junction with the A4260. Possible improvements to the junction of Langford Lane with the A44 are discussed in the Transportation chapter.

3.41 The development of the land will require the provision of a surface-water balancing pond and off-site improvements to the satisfaction of Thames Water. Care will be taken to ensure that the hydrological conditions necessary to protect the nearby Site of Special Scientific Interest are not prejudiced by the surface-water-drainage requirements relating to the development of the land.

3.42 In January 1988 the Council approved an outline planning application for the development of 6.1 ha (15 acres) of mainly derelict land to the north of Langford Lane, Kidlington, for uses falling within Class B1 of the Town and Country Planning (Use Classes) Order 1987. A condition that had restricted occupation to science based industries concerned primarily with research and development which could show a need to be located close to research facilities in Central Oxfordshire was subsequently removed and the first phase of the development has been completed. The site has been renamed the Oxford Spires Business Park.

**EMP3 WITHIN THE BUILT-UP LIMITS OF KIDLINGTON, YARNTON AND BEGBROKE (EAST) PLANNING PERMISSION WILL NORMALLY BE GRANTED FOR EMPLOYMENT-GENERATING DEVELOPMENT PROVIDED THAT THE PROPOSAL**

(i) REPRESENTS A MODEST EXTENSION TO AN EXISTING EMPLOYMENT-GENERATING USE; OR

(ii) IS FOR NEW PREMISES TO BE OCCUPIED IN COMPLIANCE WITH STRUCTURE PLAN POLICY E3; OR

(iii) UTILISES A SUITABLE EXISTING BUILDING TO PROVIDE ACCOMMODATION FOR SMALL BUSINESSES.

ALL PROPOSALS WILL BE CONSIDERED AGAINST THE OTHER POLICIES IN THIS PLAN.

3.43 It is not the intention of this Plan to inhibit the continued prosperity of existing firms. There will be instances, however, when plans for expansion will not be acceptable because of the limitations of their existing site area when environmental and/or traffic considerations are taken into account. In some cases relocation on the Station Fields Industrial Estate site referred to above might be possible, and for others a site in one of the country towns might be appropriate. It is not anticipated that employment-generating proposals will be approved at Begbroke (East) very often but it is included to allow small extensions to proceed in suitable locations.

3.44 Apart from the Station Fields Industrial Estate site and the Oxford Spires Business Park site north of Langford Lane, both of which are referred to above, there will be limited opportunities only for new employment-generating development within the built-up limits of Kidlington and Yarnton. Proposals relating to development within the Kidlington central shopping area are discussed in Chapter 5. Elsewhere the erection of new premises is likely to be confined to land remaining to be developed on the existing Station Fields Industrial Estate or by redevelopment of existing sites already in commercial use such as the Southern Electric site in Woodstock Road, Yarnton. Care will be taken to ensure that redevelopment schemes do not harm the amenities of residential areas or perpetuate badly-sited development.

## SCIENCE PARKS

3.45 The 1987 Structure Plan included a policy (E4) to allow provision to be made in Central Oxfordshire for science based industries concerned primarily with research and development, which showed a special need to be located close to Oxford university or to other research facilities. This was in recognition of the national importance of science and technology based development. Since that time a number of proposals have been put forward by the development industry, with the result that significant provision is now being made within the Oxford area for science park development and the County Council is satisfied that no further releases of land are required for Science Park development up to 2001.

3.46 Within Cherwell, either of the sites proposed above for commercial development, ie at Station Fields Industrial Estate or at the Oxford Spires Business Park site north of Langford Lane, would be suitable for science-based research and development. In view of this background the Council considers that the identification of an additional site or sites in the Kidlington area would be unjustified. The Council will encourage science-based firms located in the Oxford area that wish to proceed to volume production to locate in one of the two country towns in the District, Banbury and Bicester, where provision has been made for such developments.

## THE RURAL AREAS



3.47 The Structure Plan establishes that the principal locations for new employment generating development in Oxfordshire will be the four country towns (policy E1) and that development in the Oxford Green Belt will be severely restrained. Policy EMP4 below relates to the remaining rural areas of the District, that is the countryside, villages and other settlements north of the Green Belt, where Structure Plan policy is to provide for the expansion of existing firms and small businesses that cannot reasonably be expected to locate in one of the country towns (policy E3) and where there are opportunities to put redundant rural buildings to economic use (policy EN9). All proposals in the Oxford Green Belt will be considered under the policies in Chapter One.

3.48 The site of the former Wroxton Ironworks is considered suitable, in principle, for small scale employment generating development that is compatible with the local road network and would improve the appearance of the site.

3.49 Government planning policy guidance (PPG7) requires local planning authorities to encourage economic activity in rural areas while continuing to protect the countryside for the sake of its beauty, wealth of natural resources and its ecological, agricultural and recreational value. Small businesses can be successfully located in rural settlements and in converted rural buildings without causing unacceptable harm and they can help promote a healthy rural economy. However, PPG7 recognises that building in the open countryside should be strictly controlled, that not all proposals to adapt buildings will be acceptable and that it is for local authorities to determine more specific policies that reflect the different types of countryside found in their areas.

3.50 Given that background, Policy EMP4 seeks to encourage economic activity in the rural areas of the district by identifying opportunities for employment generating development and in particular for small businesses.

**EMP4 IN THE RURAL AREAS, PROPOSALS FOR EMPLOYMENT GENERATING DEVELOPMENT OF THE FOLLOWING TYPES WILL NORMALLY BE PERMITTED:**

**(A) WITHIN AN EXISTING ACCEPTABLE EMPLOYMENT SITE, INCLUDING REDEVELOPMENT;**

**(B) CONVERSION OF AN EXISTING BUILDING OR GROUP OF BUILDINGS (PROVIDED THAT THE FORM, BULK AND GENERAL DESIGN OF THE BUILDINGS CONCERNED IS IN KEEPING WITH THE SURROUNDING AREA AND, IN THE CASE OF A BUILDING BEYOND THE LIMITS OF A SETTLEMENT, CAN BE CONVERTED WITHOUT MAJOR REBUILDING OR EXTENSION).**

**(C) WITHIN, OR ADJOINING SETTLEMENTS, FOR A MINOR EXTENSION TO AN EXISTING ACCEPTABLE EMPLOYMENT SITE**

**PROVIDED THAT:**

**THE PROPOSAL AND ANY ASSOCIATED EMPLOYMENT ACTIVITIES CAN BE CARRIED ON WITHOUT UNDUE DETRIMENT TO THE APPEARANCE AND CHARACTER OF THE RURAL LANDSCAPE AND WITHOUT HARMING THE AMENITIES OF SETTLEMENTS OR THE SPECIAL CHARACTER AND INTEREST OF A BUILDING OF ARCHITECTURAL OR HISTORIC SIGNIFICANCE**

**THE POLICIES OF OVERALL RESTRAINT OF GROWTH IN THE STRUCTURE PLAN ARE NOT BREACHED**

## THE PROPOSAL COMPLIES WITH THE OTHER POLICIES IN THE PLAN.

### DEVELOPMENT ON EXISTING SITES

3.51 Part A of Policy EMP 4 recognises that it will often be possible to allow redevelopment or the construction of additional buildings within the boundaries of an existing employment site both within settlements and the wider countryside and that this may provide the opportunity to improve the appearance of the site or reduce its visual impact on the landscape. In villages and other small settlements, care will need to be exercised to ensure that redevelopment does not damage either the character of the village or residential amenity. Some businesses can quickly out-grow a rural site and the Council will not permit or encourage a degree of activity or a size of building that is out-of-scale with its rural surroundings or has an urban estate-like appearance.

### CONVERSIONS OF EXISTING BUILDINGS

3.52 Part B of Policy EMP4 is intended to relate to the reuse, adaptation, and conversion of buildings both within settlements and in the countryside. It closely follows Structure Plan Policy EN9, which was approved by the Secretary of State, with modification, in February 1992.

3.53 The policy is intended to apply mainly to farm buildings of traditional construction, whether or not they are listed as being of architectural or historic interest, which are no longer suitable for agricultural use but are worthy of retention. Occasionally it may be appropriate to consider granting permission having regard to such matters as the size of the building, its position in the landscape, its proximity to residential property, the history of the building, vehicular access and the suitability of the local road network and the other policies in the plan. In assessing such proposals the Council will have regard to the need to balance the need to support the rural economy with the need to prevent the gradual erosion of the character of the countryside and the need for development to be sustainable.

3.54 The Council has approved a design guide relating to the conversion of redundant farm buildings, which is available from the Development and Property Services Department. The aim of all successful conversions should be the retention and re-use of interesting old buildings and it is essential that conversion proposals fully respect the intrinsic character of the buildings.

3.55 The Council will need to be satisfied that the nature of the future employment use is compatible with the rural environment in which it is situated and will wish to ensure that activities in yards and parking and servicing areas are well screened. The conversion of buildings, or groups of buildings, that form part of a yard that is enclosed or screened are less likely to harm the landscape, and are consequently more likely to be approved, than conversions of single buildings.

3.56 The District Council operates a scheme to provide financial assistance towards the conversion of buildings for new employment uses (see Appendix G). Further details can be obtained from the Economic Development Officer at Bodicote House.

### MINOR EXTENSIONS TO SITES WITHIN SETTLEMENTS

3.57 Minor extensions to existing sites may occasionally be permitted within settlements and this is recognised in Part C of Policy EMP4. Such opportunities are like to occur infrequently because of the constraints imposed by such matters as residential amenity, highway safety and the need to protect the character of the village from the visual damage that can be caused by highway improvements.

## GENERAL CONSIDERATIONS

3.58 Whilst wishing to encourage employment growth in suitable rural locations, the Council is mindful of the overall restraint on growth in the rural areas and, in particular, Structure Plan policy E3 which places an upper limit of 500 sq m on proposals that do not have a special local need to locate at a particular site. The Council, whilst using that figure as a guide, will have particular regard to the individual site characteristics and the nature of the proposed developments which are likely to vary considerably from case to case.

## GENERAL EMPLOYMENT POLICIES

### WORKING FROM HOME

**EMP5 PROPOSALS REQUIRING PLANNING PERMISSION FOR THE PART USE OF RESIDENTIAL PROPERTIES FOR EMPLOYMENT PURPOSES WILL BE ASSESSED IN THE LIGHT OF THE OTHER POLICIES IN THIS PLAN.**

3.59 The Council recognises that many small unobtrusive business activities may be successfully carried out from residential properties. The needs of small businesses must, however, be balanced with the need to protect the amenities presently enjoyed by the occupants of other dwellings. This balance is often difficult to achieve but will most likely be attained when the business concerned is small-scale, using little or no noisy machinery, and is located in low density housing.

## CHAPTER FOUR

### TOWN CENTRES AND LOCAL SHOPPING

#### Introduction

#### Structure Plan Background

4.1 The Structure Plan identifies Banbury and Bicester as two of four country towns in the County that will be the principal locations for major new shopping development, thereby increasing their attractiveness and assisting their development generally as counter-magnets to Oxford (policy S1). In Banbury town centre further comparison and specialised shopping is to be permitted in recognition of its role as a sub-regional centre (policies S2 and BAN5).

4.2 All proposals for new shopping facilities are to be considered against criteria set out in Structure Plan policy S4. These reflect the need to have regard to the effect of new proposals on the vitality and viability of the town centre as a whole, the need to protect areas of conservation importance, the need for access by public transport and the effect on highway and transportation considerations.

4.3 As a result of pressures for out of town shopping and the consequent threat to existing town centres, the Structure Plan contains a policy (S5) encouraging improvements to the range of town centre shops and their shopping environments.

#### Trends in retailing in recent years

4.4 In recent years, the Council has considered a large number of proposals for major new food and non-food stores in a variety of different locations at Banbury, Bicester and Kidlington. Many of these proposals related to sites outside the town centres, including land and buildings on industrial estates and beyond their built-up limits.

4.5 In 1986 and 1987 the Council employed consultants to advise it on how best to respond to such proposals. This advice was used as a basis of an interim shopping strategy for Banbury and Bicester that sought to limit the amount of retail development in the towns and to guide it to suitable locations.

4.6 The aim in both towns was to respond positively to the new retailing methods but to do so in a way that maintained a convenient and attractive town centre for all shoppers, including those without access to cars, and helped to conserve historic buildings. The same principles applied to the centre of Kidlington.

4.7 In preparing the following retail policies for each centre in the District for the period up to 2001, the Council continues to attach great importance to the need to promote and improve them as safe, convenient and attractive centres for retailing and other businesses, and in so doing it is aware that the encouragement of trade and investment is the most effective way to preserve or enhance the historic buildings in those centres.

## Pedestrianisation

4.8 Throughout this plan, the term "pedestrianisation" is used to mean the creation of areas where the pedestrian has priority over other road users at certain times. Oxfordshire County Council as Highway Authority are the executive authority for achieving the pedestrianisation aims of the District Council.

4.9 In recent years, the growth of the District's shopping centres and the motor traffic coming into them has resulted in traffic congestion, overcrowded pavements and an increase in conflicts between pedestrians and motor vehicles. Apart from the inconvenience and danger involved, these conditions make those centres less attractive places in which to shop and work. Ultimately their economic wellbeing and historic buildings will suffer unless measures are introduced to create a safer and more pleasant shopping environment by removing pedestrian/vehicle conflict.

4.10 Pedestrianisation provides the opportunity to make improvements that are of benefit to people with mobility impairments including the provision of seats, tactile surfaces for people with visual impairments, repositioning of street furniture, colour contrasting of entrances, dropped kerbs and improved sign-posting.

4.11 In designing pedestrianisation schemes, the Council will seek to ensure that bus-stops and conveniently sited setting-down and picking-up points for taxis and private cars are provided close to the pedestrianised areas. In addition the local pedestrian/cycleway network will be expected to integrate with pedestrianisation proposals.

4.12 The main features of such pedestrianisation schemes are:

- (a) the removal of all non-essential traffic, including buses and taxis,
- (b) the regulation of essential servicing to set times in the day,
- (c) the designation of a "core period" during which pedestrians have priority and no vehicles are allowed, except for exempt users,
- (d) the improvement of the appearance of the street by resurfacing it and providing new street furniture, lighting and planting.

4.13 A pedestrianisation scheme was implemented in Banbury town centre in 1991 and further schemes are planned for Bicester and Kidlington.

## BANBURY

### Shopping

#### Recent developments

4.14 The town centre is defined on the Inset to the Proposals Map. It includes not only the central shopping area but adjacent areas where there are mixed land uses including service-trades, offices and housing.

4.15 In June 1986 there was 38,553 sq m (415,000 sq ft) of retail-sales floorspace within Banbury town centre. However, since that date there have been a large number of developments in the town which have added considerably to the retail floorspace in Banbury.



4.16 In 1988 a new town-centre superstore for J. Sainsbury (4,645 sq m/50,000 sq ft gross) was opened and shortly afterwards a Tesco's superstore (5,574 sq m/60,000 sq ft gross) and a retail warehouse park (13,935sq m/150,000 sq ft gross) were opened on a site at Ruscote Avenue. B & Q and Halfords also moved to new premises on the Southam Road. In June 1993 the Council resolved to grant planning permission for a new J. Sainsbury superstore (5,517 sq m/59,390 sq ft gross) on the ground of Banbury Rugby Club. Land on the corner of Swan Close Road and the Inner Relief Road is the subject of a consent for a new retail warehouse park (approximately 7,896sq m/85,000 sq ft gross) and the Council has also resolved to grant permission for a food superstore (approximately 5,295sq m/57,000 sq ft gross) on the site. Planning permission was granted in 1993 for retail development at Swan Close Road.

4.17 Since 1986 the major new developments and commitments referred to above have increased Banbury's retail floorspace by a further 41,424sq m (445,900 sq ft gross).

Redevelopment of land to the north of Bridge Street

**S1 THE COUNCIL WILL PERMIT THE REDEVELOPMENT OF THE LAND SHOWN ON THE PROPOSALS MAP TO THE NORTH OF BRIDGE STREET AND WEST OF THE CANAL TO PROVIDE A MODERN COVERED SHOPPING CENTRE, SUBJECT TO:**

- (i) THE PROVISION OF A NEW ROAD TO LINK CASTLE STREET WITH THE INNER RELIEF ROAD IN ACCORDANCE WITH POLICY TR13;
- (ii) COMPLIANCE WITH THE OTHER POLICIES IN THIS PLAN.

4.18 At its meeting on 28th July 1994, the Council decided that it would grant planning permission for an extension of the Castle Shopping Centre and associated works, subject to conditions and provided that the related legal agreement was entered into first. The legal agreement was signed and planning permission issued on 10th May 1995.

4.19 The scheme provides a department store and other retail shops totalling 25,240sq m of retail floorspace, a cafe and restaurants, a new bus station, service areas and car and lorry parking. The scheme has been designed to capitalise on the environmental advantages of the canal side frontage. Other associated works include an improvement to Castle Street (see chapter 5), landscaping, and improvements in pedestrian access to the scheme. The developers are to contribute to the cost of related off-site transportation measures such as improved pedestrian/cycle links and bus priority measures. Subject to statutory and other procedures work is expected to start on the scheme in the spring of 1997 (ie after further detailed design work is finished and various other matters, such as highway and compulsory purchase orders, have been finalised). Practical completion is expected to occur in the spring of 1999.

Maintenance of a compact central shopping area

**S2 PROPOSALS FOR THE EXTENSION AND IMPROVEMENT OF RETAIL FACILITIES IN THE AREAS MARKED "SC" ON THE PROPOSALS MAP WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THE PLAN. ELSEWHERE IN THE TOWN CENTRE PROPOSALS FOR RETAIL DEVELOPMENT WILL NORMALLY BE RESISTED.**

4.20 There is merit in seeking to maintain a compact central shopping area for the convenience and safety of the shopping public. In applying this policy, regard will be had to the

desirability of preserving listed buildings and preserving or enhancing the Conservation Area, (see Policies in Chapter 9) and to secure servicing and parking provision in accordance with policies elsewhere in this Plan. The land and buildings between the Parsons Street frontage structures and Bolton Road will be examined in the context of the Council's desire to encourage the extension and improvement of town centre shopping facilities. The Council will not permit retail proposals with frontages onto service areas or access roads that would encourage shoppers to use such areas. Outside the 'SC' areas retail development may be permitted if it is required to serve a specific local need. For the purposes of Policy S2 the term 'retail' means uses included in classes A1, A2 or A3 of the Town and Country Planning (Use Classes) Order 1987.

**S3 WITHIN THE PRIMARY SHOPPING FRONTAGES OF THE TOWN CENTRE AS DEFINED ON THE PROPOSALS MAP, CHANGES OF USE AT GROUND-FLOOR LEVEL TO NON-RETAIL USES WILL NOT NORMALLY BE PERMITTED.**

4.21 This Policy seeks to prevent the proliferation of Banks, Building Societies and other non-retail uses at ground floor level in the primary shopping frontages. It does not seek to prevent the use of the first floor and above of premises in those areas for non-retail uses. The Council's concern is that there should not be a reduction in ground floor shopping frontage within these areas. However, the policy is not intended to prevent the relocation of existing non-retail uses within the primary shopping frontages provided no net loss of shopping frontage would result. 'Non-retail uses' means uses not included in Class A1 or A3 of Town & Country Planning (Use Classes) Order 1987. The Council intends to keep the proportion of non-retail uses under review. The policy is intended to apply to the whole of the ground floor of any premises, any part of which is in or abuts the area defined in the policy.

Pedestrianisation and traffic management in Banbury town centre

4.22 A pedestrianisation scheme was implemented in sections of High Street, Bridge Street and Broad Street in 1991. The Council in conjunction with Oxfordshire County Council as highway authority has introduced traffic calming measures to reduce traffic speeds in Parsons Street and the redevelopment scheme north of Bridge Street will provide further traffic free shopping facilities.

Control of major retail development outside the town centre

**S4 PROPOSALS FOR MAJOR OUT OF TOWN CENTRE RETAIL SCHEMES WILL NOT NORMALLY BE PERMITTED UNLESS THE FOLLOWING CRITERIA CAN BE MET:**

(i) THE PROPOSAL, TOGETHER WITH OTHER RECENT AND PROPOSED DEVELOPMENTS IN THE LOCALITY, WOULD NOT UNDERMINE THE VITALITY AND VIABILITY OF BANBURY TOWN CENTRE AS A WHOLE;

(ii) THE PROPOSAL IS EASILY ACCESSIBLE BY PUBLIC TRANSPORT;

(iii) THE PROPOSAL IS COMPATIBLE WITH THE OTHER POLICIES IN THIS PLAN.

4.23 Retailing methods are changing in response to consumer taste, economic factors and growth in car ownership. Out-of-centre retailing from large stores with large surface car parks is popular with the public, particularly for bulk purchasing of food and for bulky purchases such as

DIY goods. Banbury has seen a very rapid growth in the provision of this type of retailing (see para 4.14 - 4.16); in the last 5 years.

4.24 The Council, although not wishing to inhibit competition between types of retailing and retailers, wishes to safeguard the vitality of Banbury town centre as a whole which is important as a business, service, tourist and shopping centre. All proposals for major out-of-town centre retail schemes will therefore be required to submit a comprehensive retail impact assessment study which will assess the impact not only of the specific proposal but also its cumulative impact having regard to other recent and proposed developments in the locality. In addition, a traffic impact assessment will be required in accordance with Policy TR3. All schemes will be expected to be easily accessible by public transport.

#### New local shopping centre

**S5 PROVISION WILL BE MADE FOR A NEW LOCAL SHOPPING CENTRE ON THE LAND ALLOCATED NORTH OF HARDWICK ESTATE AT HANWELL FIELDS TO SERVE THE NEW HOUSING DEVELOPMENT AREA.**

4.25 This is a proposal to provide for local shopping and other facilities in a suitable location for the major residential development area. The Council will prepare a development brief for this area which will set out the planning requirements. However, it is considered highly desirable that these shops and associated facilities should be built before 600 houses have been erected on the estate and the Council will seek to secure this through a planning agreement.

#### Commercial development in the town centre

#### Redevelopment sites

**S6 THE LAND TO THE NORTH OF GEORGE STREET SHOWN ON THE PROPOSALS MAP IS PROPOSED FOR BUSINESS DEVELOPMENT.**

4.26 This land is the site of the former Hunt Edmunds Brewery, and was proposed for business development in the adopted local plan (para 45). The incorporation of some small-scale retail development as an extension/ upgrading of Malthouse Walk as part of a mixed business-retail scheme could be acceptable, but the provision of multi-storey car parking to serve the new development and the existing development immediately to the north in accordance with the Council's adopted car-parking standards will also be necessary.

**S7 THE COUNCIL WILL PERMIT PROPOSALS FOR THE REDEVELOPMENT OF THE AREA SHOWN ON THE PROPOSALS MAP TO THE SOUTH OF WARWICK ROAD AND WEST OF NORTH BAR FOR MIXED DEVELOPMENT, SUBJECT TO THE RETENTION AND ENHANCEMENT OF THE HISTORIC BUILDINGS ON THE NORTH BAR FRONTAGE AND COMPLIANCE WITH THE OTHER POLICIES IN THE PLAN.**

4.27 The area includes the Gilkes site (which houses a number of commercial uses), a large warehouse with access to Warwick Road and a variety of commercial premises served by North Bar Place, including a motor-vehicle-dismantler's yard. Redevelopment of this area will create an opportunity to rationalise and improve vehicular access, to provide on-site car parking and to take advantage of the potential to provide high-density residential development with views across People's Park to the west. Nos. 13, 14, 15 and 20 North Bar are listed buildings and will need to be retained, together with other historic buildings in that frontage (ie nos 17, 18 and 19 North Bar) which contribute to the character of the Banbury Town Centre Conservation Area. The Council has prepared a development brief for this site which describes in more detail the

way the Council wishes to see the site developed. Having regard to the fragmented tenure of the area, and the existence of extant planning permissions for retail, leisure, offices and commercial purposes; redevelopment may take place in sub-areas within the overall context of the brief. 'Mixed uses' may include commercial, retail, residential or any other appropriate use for the locality.

**S8 THE REDEVELOPMENT OF THE LAND SHOWN ON THE PROPOSALS MAP TO THE NORTH OF BRIDGE STREET AND EAST OF THE INNER RELIEF ROAD FOR RECREATIONAL OR CULTURAL USES WILL BE ACCEPTABLE IN PRINCIPLE.**

4.28 Schemes for the redevelopment of this land will need to be served by the new access beneath the canal overbridge provided as part of the Inner Relief Road scheme. It has limited headroom, and a development that has minimal servicing requirements will need to be secured. It has been suggested that the County Council will require a larger library and, in the longer term, more museum space. This site could fulfil one of those needs, subject to further investigation. The servicing requirements for these uses are likely to be less than those of a commercial development. Proposals for the site will be expected to contribute significantly to the improvement of the canal side environment and its potential for recreational use by users of the canal and the canal tow path in accordance with the environmental and recreational policies in the plan.

#### Changes of use

**S9 IN THOSE AREAS OF THE TOWN CENTRE OUTSIDE THOSE AREAS MARKED 'SC' AND 'C' AND THOSE IDENTIFIED FOR REDEVELOPMENT ON THE PROPOSALS MAP, PROPOSALS FOR THE CHANGE OF USE OF AN EXISTING RESIDENTIAL BUILDING TO A NON-RESIDENTIAL USE WILL NOT BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT IT WOULD NOT BE DETRIMENTAL TO THE AMENITIES OF A RESIDENTIAL AREA OR CREATE A PRECEDENT FOR THE CHANGE OF USE OF FURTHER BUILDINGS, THE CUMULATIVE EFFECT OF WHICH WOULD CHANGE THE CHARACTER OF A RESIDENTIAL AREA.**

4.29 It is not the intention of the Council to inhibit commercial enterprise. However, the pressures for the change of use of houses in the town centre to non-residential uses must be balanced against its effect, both individually and cumulatively, on the amenities of existing residents and the residential character of the area generally. The retention of existing residential uses in the town centre is considered important, particularly where these provide areas of relatively inexpensive housing. The Council will encourage residential development, including changes of use, in the Town centre (for example on the floors above shop premises) in order to retain its vitality and activity when shops/offices are closed.

#### Development proposals in the commercial areas

**S10 IN THE TOWN-CENTRE COMMERCIAL AREAS SHOWN 'C' ON THE PROPOSALS MAP, PROPOSALS FOR NON-RETAIL DEVELOPMENTS WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

4.30 The areas covered by this policy at present contain a wide variety of mainly commercial uses, many of which are suited to a town-centre location. This mixture of commercial uses is expected to continue. This recognition does not imply any commitments to accepting intensification or changes of use, proposals for which will be considered under this policy. Some of the areas covered by this policy also contain residential properties and the policy is not

intended to preclude the retention of or development for residential use provided the requirements of relevant policies in this plan can be met.

4.31 Proposals for the development or redevelopment of land within that part of the town centre commercial area which is situated immediately adjacent to the Oxford Canal will be required to positively enhance the appearance of the canal in accordance with policy R7.

## BICESTER

### RECENT DEVELOPMENTS

4.32 In recent years there have been considerable improvements to the provision of retail facilities in Bicester, both in the town centre with the Crown Walk (2,415sq m/26,000 sq ft gross) and Dean's Court (427sq m/4,600 sq ft gross) schemes, and outside the town centre with the development of the retail warehouse part at Launton Road (5,574sq m/60,000 sq ft gross) and the Tesco superstore (3,995sq m/43,000 sq ft gross) at Oxford Road.

4.33 As a consequence of these developments, the net retail floorspace in the town as a whole, which was 17,219sq m (185,350 sq ft) (net) in June 1986 had increased by 12,411sq m (133,600 sq ft) (gross) by 1991.

4.34 In July 1993, the Council resolved to grant planning permission, subject to the completion of legal agreements relating to off-side highway works, footpaths and landscaping, for the development of a factory outlet shopping scheme on land to the east of the Tesco superstore. The scheme will be the first purpose-built centre of its type in the UK selling premium brand surplus stock at discounted prices. The gross retail floorspace of the scheme is 9,847sq m (106,000 sq ft) divided into 48 individual factory outlet shopping units. Parking space is to be provided for 680 cars plus coaches.

Future provision for major new food superstores or retail warehouses

**S11 PROPOSALS FOR MAJOR OUT-OF-TOWN CENTRE RETAIL SCHEMES WILL NOT NORMALLY BE PERMITTED UNLESS THE FOLLOWING CRITERIA CAN BE MET:**

**(i) THE PROPOSAL, TOGETHER WITH OTHER RECENT AND PROPOSED DEVELOPMENTS IN THE LOCALITY, WOULD NOT UNDERMINE THE VITALITY AND VIABILITY OF BICESTER TOWN CENTRE AS A WHOLE;**

**(ii) THE PROPOSAL IS COMPATIBLE WITH THE OTHER POLICIES IN THIS PLAN.**

4.35 In order to accommodate changes in retail demand over the Plan period all proposals for major out-of-town centre retail schemes will be considered against policy S11. Each application will be required to be accompanied by a comprehensive retail impact assessment study which will assess the impact not only of the specific proposal but also its cumulative impact having regard to other recent and proposed developments in the locality together with a traffic impact assessment. All such schemes will be expected to be easily accessible by public transport.

The town centre



4.36 The shops, businesses and services in Bicester town centre are in the main of local importance, serving the town and nearby villages.

4.37 The Council has encouraged the provision of new shops in the town centre and in recent years two schemes have been completed successfully, at Crown Walk and Dean's Court. The Council's aim is for the improvement seen over recent years to continue so that Bicester town centre can continue to be a safe, convenient and attractive centre for retailing and other business, thereby indirectly helping to preserve or enhance historic buildings. As part of this improvement there is scope for new development in the town centre, provided it complements the historic core and provision is made for parking, servicing, public transport, cyclists, and the needs of pedestrians, including the disabled. The Council will not however permit retail proposals with frontages onto service areas or access roads that would encourage shoppers to use such areas.

**S12 PROPOSALS FOR NEW DEVELOPMENTS IN THE TOWN CENTRE AS DEFINED ON THE PROPOSALS MAP WILL NORMALLY BE APPROVED PROVIDED THEY DO NOT CONFLICT WITH THE OTHER POLICIES IN THE PLAN.**

**S13 WITHIN THE PRIMARY SHOPPING FRONTAGES OF THE TOWN CENTRE, AS DEFINED ON THE PROPOSALS MAP, CHANGES OF USE AT GROUND-FLOOR LEVEL TO NON-RETAIL USES WILL NOT NORMALLY BE PERMITTED.**

4.38 The above policies are intended to assist in the development and maintenance of a compact and convenient shopping centre and seeks to avoid the proliferation of Banks, Building Societies and other non-retail uses at ground-floor level in the primary shopping frontages. These policies do not seek to prevent the use of the first floor and above in those areas for non-retail uses.

4.39 The Council's concern is that in primary shopping frontages there should not be a reduction in the overall length of shop frontage. Policy S13 is not intended to prevent the relocation of existing non-retail uses within the primary frontages where no net loss of shopping frontage would result.

4.40 The "primary shopping frontages" means Sheep Street (from Bell Lane to Market Square), Market Square, and Crown Walk. 'Non-retail uses' means uses not included in Class A1 or, A3 of the Town & Country Planning (Use Classes) Order 1987. The policy is intended to apply to the whole of the ground floor of any premises, any part of which is in or abuts the area defined in the policy.

Sites in the town centre with redevelopment potential

**S14 THE LAND TO THE SOUTH OF MARKET SQUARE SHOWN ON THE PROPOSALS MAP IS PROPOSED FOR BUSINESS OR SHOPPING DEVELOPMENT, OR OTHER SUITABLE TOWN CENTRE DEVELOPMENT, SUBJECT TO THE SECURING OF THE CONSTRUCTION OF THE CHAPEL STREET TO LONDON ROAD LINK ROAD.**

4.41 This site is predominantly undeveloped land between Chapel Street and London Road. Much of the site is in the Bicester town centre conservation area and the London Road frontage to the site contains a number of buildings listed as being architectural or historic interest. The site includes land reserved for the Town Centre Link Road, part of which is required to give access to the site.

4.42 Whilst it was expected that this development will proceed in the manner described above, it is considered that other land uses appropriate to this location, including for instance retail or

residential, could provide an acceptable alternative form of development provided that the road link and the enhancement of the buildings listed as being of architectural or historic interest on the site were secured.

**S15 THE COUNCIL WILL PERMIT THE COMPREHENSIVE DEVELOPMENT OF THE AREA AT FRANKLIN'S YARD SHOWN ON THE PROPOSALS MAP FOR RETAIL AND FINANCIAL AND PROFESSIONAL SERVICES DEVELOPMENT, OR OTHER DEVELOPMENT APPROPRIATE TO A TOWN CENTRE, PROVIDED THAT SATISFACTORY PROPOSALS ARE MADE FOR CAR PARKING, BOTH FOR THE DEVELOPMENT AND TO REPLACE EXISTING PARKING SPACES, AND SERVICING, SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

4.43 The Council recognises that the Franklin's Yard area has potential for retail and financial and professional services development or other development appropriate to a town centre and has prepared a development brief to facilitate this on a comprehensive basis. A major part of the site is owned by the Council and is used as a public car park. Any redevelopment of the site will need to make provision for car parking in the area both for the scheme itself and for the replacement of the public parking spaces. If it became apparent that there was little prospect of comprehensive development the Council would be prepared to consider piecemeal development provided that it did not prejudice a satisfactory overall development of the site.

4.44 The area covered by the scheme could be extended south-eastwards into the Bure Place area to include property in Wesley Lane, possibly in a phased development.

**S16 THE LAND BETWEEN SHEEP STREET AND VICTORIA ROAD SHOWN ON THE PROPOSALS MAP IS PROPOSED FOR RESIDENTIAL, BUSINESS OR RETAIL DEVELOPMENT.**

4.45 At the time the plan was being prepared, a residential development scheme for this site was being prepared. The Council supports residential development in the town centre in suitable locations as it improves housing choice and helps to add interest and activity to the town centre after shops and businesses have closed. If the residential scheme is not pursued, it is considered that the site is suitable for a small scale business or retail development provided full provision is made for parking and servicing and pedestrian links are provided to Sheep Street and the adjacent public car park.

**S17 RETAIL, BUSINESS OR RESIDENTIAL DEVELOPMENT IS PROPOSED ON THE LAND TO THE REAR OF CHAPEL STREET AND CAUSEWAY SHOWN ON THE PROPOSALS MAP.**

4.46 Vehicular access to this site will be from Chapel Street and the Council will seek an appropriate contribution to the improvement of this street from the developer. Pedestrian links to Causeway and the town centre will be required, including the provision of a developer-funded pedestrian crossing. The Council will expect the scheme to improve rear servicing to properties in Causeway. The Council would also be prepared to consider residential development on the site to which the same principles as set out above would apply. In 1988, planning permission was granted for a sheltered housing scheme on the site.

#### **Pedestrianisation and Traffic Management in Bicester Town Centre**

4.47 The first phase of a scheme to pedestrianise parts of Bicester Town Centre were completed in 1994. The Council intends to complete a second phase for Market Square, Market Hill and Causeway, as shown on the Proposals Map after the final phase of the town centre link

road has been completed. Most of Bicester's central shopping area will have then been pedestrianised. Funding for a substantial part of this road will be generated by the development of adjacent land. No provision is made in the capital programme or list of reserve schemes.

#### Areas adjoining the town centre

**S18 THE COUNCIL WILL NOT PERMIT THE SPREAD OF COMMERCIAL DEVELOPMENT INTO THE PREDOMINANTLY RESIDENTIAL AREAS ADJOINING THE TOWN CENTRE.**

4.48 The Council's aim is for the town centre to be compact for the convenience of those using it, including people with mobility impairments and those who rely on public transport. There are pressures from commerce to spread out into areas adjoining the town centre and this can lead to problems relating to such matters as noise, traffic congestion and parking. Over a period of years this can result in a gradual deterioration in the character of an area. For these reasons, such development pressures will be resisted by the Council, particularly where the amenity of predominantly residential areas is threatened. This does not mean that the Council will always wish to refuse such proposals; in exceptional circumstances they may bring benefits, for instance, where it would be the only means of ensuring that a historic building could be given an economic use.

**S19 THE COUNCIL WILL PERMIT PROPOSALS TO REDEVELOP THE CATTLE MARKET SITE AT VICTORIA ROAD SHOWN ON THE PROPOSALS MAP PROVIDED THAT THE NEW USE IS COMPATIBLE WITH ADJOINING HOUSES AND OTHER POLICIES IN THE PLAN.**

4.49 The cattle market occupies an important site on the edge of the town centre but its small size and poor location relative to the primary road network do not help to make it competitive and it detracts from the residential amenities of the area. The operators wish to find a more suitable location for the market and the Council will encourage this. The present site is considered to be suitable, in principle, for residential, business or surface car parking purposes using the current access from Victoria Road although the highway authority have indicated that it may be necessary to install control measures, such as traffic signals, to provide a safe access to this site. The Council will seek to ensure that any redevelopment improves the amenities of the area and is compatible with the adjoining two-storey houses.

#### Local Centres

**S20 PROVISION WILL BE MADE FOR A NEW LOCAL SHOPPING CENTRE ON THE SLADE FARM HOUSING SITE.**

4.50 The provision of local shops will be required to provide for the day-to-day shopping needs of the residents of the Slade Farm housing site. The location of the new local centre has been defined in a development brief. It is considered highly desirable that these shops and associated facilities should be built before 600 houses have been built, and the Council will seek to secure this through a planning agreement.

#### **KIDLINGTON, YARNTON AND BEGBROKE (EAST)**

4.51 Kidlington's shopping provision consists of the High Street shopping centre, a number of smaller groups of local shops and a Sainsbury food superstore. The latter was opened in November 1991 at the southern end of Kidlington on the former Hartwell's garage site, Oxford Road, and serves a wider catchment area. Retail development in the Oxford Green Belt will be

severely restricted and reference should be made to Chapter One for a description of the Council's policies for that area.

## Kidlington Shopping Centre

### Shops

4.52 The shopping centre is small and compact. It contains a wide range of land uses, including shops selling food, drink and tobacco (convenience goods), non-food shops (durable goods), banks, building societies, estate agents, restaurants and offices. The largest shops are the Co-op and Tesco supermarkets.

4.53 It is primarily a local shopping centre serving the everyday needs of Kidlington and the surrounding settlements. Most people shop elsewhere, primarily at Oxford, for durable goods such as clothes and furniture.

**S21 DEVELOPMENT PROPOSALS IN THE KIDLINGTON SHOPPING CENTRE AS DEFINED ON THE PROPOSALS MAP THAT MAINTAIN AND ENHANCE THE VITALITY AND VIABILITY OF THE CENTRAL SHOPPING AREA WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

4.54 Against a background of a number of planning applications for food superstores north of Oxford and the need to assess the impact of these proposals, if approved, on the trading patterns of Kidlington shopping centre, the Council commissioned consultants in 1987 to undertake a shopping study of Kidlington and Gosford.

4.55 The consultants estimated (February 1988) that the catchment population of Kidlington centre was approximately 60,000. The trading levels of the central-area shops were much in line with what might be expected given the centre's role and the age, mix and condition of the shops.

4.56 The Council granted planning permission for a superstore at the Hartwell's Garage site on the southern edge of Kidlington. This opened in November 1991 and is likely to have a considerable economic impact on Kidlington shopping centre. For this reason, the policies in this chapter aim to support and encourage the improvement of the existing shopping centre, so far as it is possible for the Council to do so through its development-control powers and environmental-improvement schemes, so that it will continue to function as a convenient, attractive and safe shopping environment for local people.

4.57 The central shopping area has been so defined on the Proposals Map to focus development into a relatively compact and convenient area to the east of Oxford Road, and so protect the amenity of the adjoining predominantly residential areas.

### Offices and other commercial uses

4.58 In recent years property in the central area has been more valuable for office and business use than for retailing and, as a consequence, a number of office buildings have been built which have started to change the character of the centre. The opening of the food superstore on the Hartwell's Garage site is likely to increase the pressure for office development.

4.59 The Council believes that if this were allowed to continue the centre would become less attractive to shoppers and that it is essential for shopping frontages to be generally continuous and not fragmented by offices and other non-retail uses.

4.60 This policy does not mean that there is no place for new office, business or residential development in the central shopping area. However, such proposals will be carefully considered against the general aim of policy S21. This will mean that office proposals are unlikely to be approved in the main shopping frontages, and that business uses that serve the shopping public are more likely to be approved on the fringes of such areas than in the middle of them. There may be opportunities for non-retail uses above ground floors but care will be taken to ensure that proposals for such uses would not be detrimental to existing residential accommodation. Changes of use at ground floor level to non retail uses (ie those not in Classes A1 or A3 of the Town and Country Planning (Use Classes) Order 1987) will not be permitted where they would undermine the vitality and viability of the central shopping area.

**S22 REDEVELOPMENT SCHEMES WILL BE REQUIRED TO INCLUDE ADEQUATE PROVISION FOR REAR SERVICING AND WHEREVER PHYSICALLY POSSIBLE SERVICING SHOULD BE LINKED, TO RESTRICT THE NUMBER OF INDIVIDUAL ACCESSES TO HIGH STREET.**

4.61 Servicing shops from the rear has environmental and safety benefits for the shopping public and is more convenient and efficient for the shopkeeper. In particular, it can reduce the presence of large delivery vehicles in shopping streets. Rear servicing has been provided to the south side of that part of High Street lying to the west of Sterling Road. On the northern side, rear servicing has been provided to a number of properties but needs to be extended to serve the properties at the western end of High Street. Offices and businesses do not normally require such deliveries, and since the provision of rear servicing is often difficult to achieve in existing shopping centres the Council will not normally permit non-retail uses where rear servicing is already available.

4.62 There are now very few opportunities to provide additional surface car parking adjacent to the shopping centre. Land owned by the District Council adjacent to Curtis Place car park provided (when the plan was prepared) the opportunity for an intending developer to make a financial contribution to the provision of an appropriate number of additional spaces by the Council and so enable the development to proceed.

#### Pedestrianisation and environmental improvements

**S23 THE COUNCIL INTENDS TO CARRY-OUT AN ENVIRONMENTAL-IMPROVEMENT SCHEME FOR THE SHOPPING CENTRE, INCLUDING A PEDESTRIAN-PRIORITY AREA FOR THE WESTERN PART OF HIGH STREET.**

4.63 An environmental-improvement scheme for the shopping centre, especially along High Street, could involve measures to control access by vehicles, the resurfacing of pedestrian areas, the introduction of appropriate street furniture and a landscaping scheme. The aim will be to make the High Street area a more attractive, convenient and safe place in which to shop. The scheme is in the reserve list in the Council's capital programme and will be constructed when funds become available.

#### Open-air market

4.64 The open-air market uses the land on the corner of High Street and Sterling Road. The owner, the Post Office, has planning permission to redevelop this site. If an open-air market is to have a long term future in Kidlington a replacement site needs to be found for it. When the western part of the High Street is made a pedestrian-priority area, with further rear servicing provided to properties on the northern side of High Street at its western end, this would provide a



suitable location for the market. The Council will incorporate the provision of an open air market 'square' in design proposals prepared in accordance with policy S23 above.

#### Superstores and retail warehouses

**S24 PROPOSALS FOR FOOD SUPERSTORES WILL NOT BE PERMITTED IN KIDLINGTON, YARNTON OR BEGBROKE (EAST). PROPOSALS FOR NON-FOOD RETAIL WAREHOUSES WILL BE CONSIDERED AGAINST THE OTHER POLICIES IN THE PLAN.**

4.65 The Council has granted planning permission for a food superstore which will serve the Kidlington and North Oxford areas. Any further provision would have a severe adverse effect on the vitality and viability of Kidlington shopping centre as a whole and will not be allowed.

4.66 Non-food retail warehouses are popular with the shopping public and have the support of central-government policy. It is recognised that suitable sites are not normally available in central shopping areas but they can sometimes be found in other locations within the built-up area. If proposals are made for non-food retail warehouses, they will be considered against the other policies in the Plan and the Structure Plan (including Structure Plan policy S4). In particular, the sites must have good road access; buildings must not be visually intrusive; and the proposal must be compatible with other land uses in the area.

#### THE COUNTRYSIDE AND RURAL SETTLEMENTS

**S25 WITH THE EXCEPTION OF THOSE DEVELOPMENTS WHICH ACCORD WITH POLICIES S26, S27 AND S28, ALL NEW PROPOSALS FOR RETAIL DEVELOPMENT WILL GENERALLY BE RESISTED.**

**S26 PROPOSALS FOR SMALL-SCALE RETAIL OUTLETS WHICH ARE ANCILLARY TO EXISTING ACCEPTABLE LAND USES WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

**S27 PROPOSALS FOR GARDEN CENTRES WILL GENERALLY ONLY BE PERMITTED WHEN THE LOCATION IS ON THE EDGE OF A SETTLEMENT AND WILL BE SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

4.67 Retail development in the open countryside will be resisted in order to protect its character and appearance. However, with the increasing diversification of the rural economy, there is increasing pressure for outlets such as farm shops (planning permission is not required if the produce is grown on the same farm) and garden centres. It is considered that those outlets which are ancillary to existing farming enterprises or other existing acceptable land uses are generally acceptable. They are characteristically small-scale and accommodated within existing buildings.

4.68 The garden centres policy is designed to enable new garden centres to be established in suitable locations on the edge of villages where the impact on the landscape can be minimised. Sites in the open countryside are likely to be unacceptable because of the adverse impact on the character of the countryside.

4.69 Not all edge-of-village sites will necessarily be acceptable for garden centres; many will not be suitable because of the effect on residential amenity or the character of a village or its setting. The scale of the centre should therefore be appropriate to the size of the village and, for highway safety and amenity reasons, it should not draw large volumes of traffic into the village

or onto minor roads. Larger scale enterprises, that would occupy prominent industrial-type buildings and would attract large numbers of cars and lorries onto minor roads and into villages, will normally be resisted.

## GENERAL SHOPPING POLICIES

### Local shops

**S28 FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS FOR SMALL SHOPS OR EXTENSIONS TO EXISTING SHOPS REQUIRED TO SERVE LOCAL NEEDS, SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

4.70 This policy is to allow existing local shops outside the shopping centres of Banbury, Bicester and Kidlington to adapt to changing circumstances, and to allow new shops serving a small local catchment to be established in suitable locations.

4.71 The District Council will seek to assist existing shops and the establishment of new outlets by the flexible interpretation of the other policies in this Plan.

**S29 PROPOSALS THAT WILL INVOLVE THE LOSS OF EXISTING VILLAGE SERVICES WHICH SERVE THE BASIC NEEDS OF THE LOCAL COMMUNITY WILL NOT NORMALLY BE PERMITTED.**

4.72 The District Council recognises the importance of village services, particularly the local shop and pub, to the local community and will seek to resist the loss of such facilities whenever possible. However, it is also recognised that it will be difficult to resist the loss of such facilities when they are proven to be no longer financially viable in the long term.

## CHAPTER FIVE

### TRANSPORTATION

#### Introduction

5.1 The District Council is not responsible for the roads or other transport facilities within the District. The M40 and trunk roads are the responsibility of the Department of Transport. All the remaining public roads fall under the authority of Oxfordshire County Council, although the planning, design and implementation of certain traffic-management measures may, at the County Council's discretion, be delegated to the District Council. Bus services are operated by independent companies and rail transport is provided by British Rail.

5.2 The District Council has the responsibility for planning the provision of transport facilities for major new developments and for ensuring that proper regard is had to transportation policies in the administration of the development control function, including the provision of car parking spaces to its approved standards. The Council consults the appropriate authorities on transportation matters as part of the development control process.

5.3 Rising affluence and car ownership strongly suggest that the kind of road congestion commonly experienced in cities and large towns will in future become a feature of smaller towns as well unless suitable measures are taken to prevent this happening. Recent trends in transportation show that it is increasingly expensive and environmentally damaging to try to meet the needs of motorists fully and that in urban areas the construction of new roads alone is unlikely to provide a long term solution.

5.4 In response to these trends, and as a result of Alterations that were approved by the Secretary of State for the Environment in January 1992, the Oxfordshire Structure Plan now places greater emphasis on the role of public transport in transportation planning than was previously the case.

5.5 The main objectives of the policies in the Structure Plan are now:

- to encourage the provision and use of convenient, reliable and high standard public transport services and reduce the need to travel by private transport (T11)
- to locate development where it can conveniently be served by public transport (G4, T17)
- to give priority to public transport in new highway schemes (T6) and town centres (T9)
- to make provision for pedestrians, cyclists and the disabled in new highway schemes (T6), in traffic calming schemes (T8), by the provision of new pedestrian and cycling routes (T8) and to give priority to pedestrians in town centres (T9)
- to seek appropriate contributions to the cost of providing facilities, including public transport facilities, where required by development (G2, T15)

5.6 The aim in preparing the policies in this plan has been to conform generally to these Structure Plan objectives and to follow the guidance emerging in the revised Planning Policy

Guidance 13 "Transport" which has the following key aims:

- to reduce the growth in the length and number of motorised journeys
- to encourage alternative means of travel which have less environmental impact and hence
  - reduce reliance on the private car.

5.7 The Council recognises the growing importance of this issue, particularly in the case of Banbury, and supports in principle the general aims of the County Council. The policies in the plan have been prepared accordingly although, in the case of Banbury, it is considered that a comprehensive study needs to be undertaken before an integrated transportation strategy can be prepared (see the section on Banbury below).

#### Transportation Funding

**TR1 BEFORE PROPOSALS FOR DEVELOPMENT ARE PERMITTED THE COUNCIL WILL REQUIRE TO BE SATISFIED THAT NEW HIGHWAYS, HIGHWAY-IMPROVEMENT WORKS, TRAFFIC-MANAGEMENT MEASURES, ADDITIONAL PUBLIC TRANSPORT FACILITIES OR OTHER TRANSPORT MEASURES THAT WOULD BE REQUIRED AS A CONSEQUENCE OF ALLOWING THE DEVELOPMENT TO PROCEED WILL BE PROVIDED.**

5.8 The restrictions placed on public expenditure by Central Government mean that the infrastructure requirements arising from the development of land rely increasingly on private-sector funding. Government support for appropriate development funding is contained in PPG13 and Circular 16/91 and the Oxfordshire Structure Plan contains two policies (G2 and T15) which seek the provision of such funding in accordance with that advice. The Council will liaise closely with the County Council as Highway Authority to identify those highway improvements that are required as a consequence of development and to secure an appropriate level of development funding in accordance with the advice in Circular 16/91. Reference is made later in this chapter to specific transportation schemes and associated works to which this policy will apply.

5.9 The Government's Planning Policy Guidance on transport (PPG13) which was revised in March 1994 encourages local planning authorities to promote strategies to reduce the need for travel. Where highway improvements required to serve new development would themselves be likely to increase travel demand, then planning permission may be refused.

5.10 For the purposes of policy TR1 the terms 'new highways', 'highway-improvement works', and 'traffic-management measures' and 'additional public transport facilities' include the provision of new roads, the improvement of existing roads, the provision of cycle ways, footpaths, traffic controls, crossings, signing, road closures, traffic-calming measures, pedestrian-priority schemes, park and ride facilities and bus priority measures, both on-site and off-site as circumstances require.

#### Traffic Management and Highway Safety

**TR2 IN CONSIDERING PROPOSALS FOR DEVELOPMENT THE COUNCIL WILL SEEK TO MINIMISE CONFLICT BETWEEN VEHICLES AND PEDESTRIANS, CYCLISTS AND PEOPLE WITH SENSORY AND MOBILITY IMPAIRMENTS BY SECURING SEGREGATED PROVISION, CONTROLLED CROSSINGS OR OTHER MEASURES AS APPROPRIATE. PROPOSALS THAT WOULD NOT COMPLY WITH**

**ACCEPTABLE STANDARDS OF ROAD SAFETY WILL NOT BE PERMITTED. IN BANBURY, BICESTER AND KIDLINGTON THE COUNCIL WILL SEEK THE PROVISION OF CYCLEWAY/PEDESTRIAN NETWORKS.**

5.11 Traffic-management plays a vital part in improving highway safety. It also helps to reduce congestion and can improve the quality of the environment and reduce pollution. The Council will encourage traffic-management and road improvement measures by Oxfordshire County Council where they are necessary in the interests of road safety or environmental improvement. The responsibility for traffic-management normally rests with Oxfordshire County Council but the District Council will wish to play an active part in monitoring potential improvements and taking the initiative in bringing them to the attention of the County Council. It will also comment on proposals put forward by the County Council or the Department of Transport. The Council will encourage Oxfordshire County Council to design traffic management schemes so that they cause as little inconvenience as possible to road users, such as buses and cyclists, who are not intended to be deterred from using the roads affected by the schemes. The County Council will be encouraged to prepare proposals for traffic management measures that encourage the use of principal roads, in preference to other roads, by local traffic and through traffic in the interests of safety and the environment. The County Council will also be encouraged to keep under review existing schemes and bring forward proposals for their improvement or extension where this is appropriate.

5.12 Road safety is an issue of fundamental importance not only in Banbury and Bicester but also in the villages and the rural areas generally and it should take priority over other highway considerations. Oxfordshire County Council's aim is to reduce road accident casualties over the next ten years by one-third and to assist with this it has published a Road Safety Plan. Road safety standards can be improved by the Highway Authority through the management of traffic, including the employment of traffic-calming techniques to reduce speeds and to afford priority to pedestrians and cyclists. Road safety is also of fundamental importance in the design and location of new development, and the Council will liaise with the Highway Authority to ensure that all proposals meet acceptable standards.

5.13 In Banbury, Bicester and Kidlington the Council will seek the provision of a cycleway/pedestrian network and intends to consult on, and produce within the plan period, a network of routes along which measures will be encouraged to make cycling safer and more attractive. Experience shows that such routes can improve safety and are popular. They can be provided at low cost in most instances. The responsible authority for implementing these proposals will be Oxfordshire County Council, the local highway authority. The Council will seek to assist in securing the improvement of the network as part of the development control process. Occasionally, it may be appropriate for contributions to the provision of such routes to be sought by the Council from developers of land in the vicinity of the routes in accordance with Policy TR1 in the Plan.

5.14 Reference should be made to Chapter 4 (Town Centres and Local Shopping) for proposals relating to pedestrian-priority areas.

**TR3 THE COUNCIL WILL ASK FOR TRAFFIC IMPACT ASSESSMENTS TO BE PROVIDED AT THE DEVELOPER'S EXPENSE AND TO THE SATISFACTION OF THE HIGHWAY AUTHORITY, FOR ALL MAJOR DEVELOPMENT PROPOSALS.**

5.15 In order for major development proposals to be properly assessed, developers will be asked to provide a traffic impact assessment for any proposal which appears likely to have a material effect on the flow of traffic or the safety of road users so that the highway authority can be satisfied that safe and adequate arrangements for traffic that would not be detrimental to the



performance of the transport network and the local environment would be provided as part of the scheme.

## Public Transport

**TR4 THE COUNCIL WILL SEEK TO FACILITATE THE PROVISION AND OPERATION OF AN EFFECTIVE PUBLIC TRANSPORT SYSTEM AS A GENUINE ALTERNATIVE TO THE USE OF PRIVATE VEHICLES, SO FAR AS IT IS POSSIBLE TO DO SO THROUGH ITS LAND USE PLANNING POWERS.**

5.16 It is intended that the policy will be applied whenever consideration is given to development, highway, traffic management measures (which could include bus priority measures) and pedestrianisation proposals (the latter are also described in chapter 4). Development funded contributions will be sought in appropriate cases in accordance with policy TR1.

5.17 The policy is consistent with Structure Plan Policy T11 and the strategic transportation objective of encouraging the provision of an effective public transport service so as to provide an attractive alternative to the use of private vehicles.

5.18 Cars and lorries seem likely to remain the principle mode of vehicular transport within the current plan period. They are of great benefit to many people and the economy but that usefulness is greatly diminished if roads are frequently heavily congested. An effective public transport system will help to relieve that congestion and will also assist people who do not have access to private cars.

5.19 The Council wishes to encourage the improvement of railway facilities and services and to this end will promote and discuss with relevant bodies opportunities to participate in studies and schemes that will encourage further provision.

5.20 In July 1992 the Council introduced the Cherwell Villager service with the help of the Community Transport Association and the Rural Development Commission. It serves twenty villages in the northern part of the District.

## Parking and Servicing provision

**TR5 DEVELOPMENT LIKELY TO ATTRACT VEHICULAR TRAFFIC WILL NORMALLY BE REQUIRED TO:**

(i) ACCOMMODATE WITHIN THE SITE THE NECESSARY HIGHWAY-SAFETY REQUIREMENTS RELATING TO ACCESS, TURNING, SERVICING AND PARKING PROVISION; AND

(ii) INCLUDE APPROPRIATE MEASURES TO MINIMISE THE VISUAL IMPACT OF VEHICLES AND ANY PARKING AREAS.

5.21 In the interests of highway safety, development will be required to provide appropriate vehicle-parking and servicing facilities off the public highway, together with an adequate means of access to the highway. The adequacy of such an access will depend largely upon the status of the particular highway within the road network, and upon the visibility requirements of the Highway Authority. The Council will normally require development proposals to comply with the vehicle parking standards that it has adopted and which are set out in Appendix B. In the shopping/commercial centres of Banbury, Bicester and Kidlington, the policy will not apply to changes of use, where the cost of providing parking spaces may run counter to the interests of

conservation and the maintenance of the vitality and viability of those central shopping areas, or extensions that do not increase the amount of trading or office floorspace.

5.22 Parked vehicles and service areas can often look visually intrusive and unsightly. The appearance of these areas can be greatly improved by such measures as carefully designed tree and shrub planting and screen walling or fencing. Special consideration needs to be given in such schemes to vehicle security, pedestrian safety and the ability of walls etc to withstand the manoeuvring of vehicles.

**TR6 IN THE SHOPPING/COMMERCIAL CENTRES OF BANBURY AND BICESTER DEFINED ON THE PROPOSALS MAP, THE COUNCIL WILL GENERALLY BE PREPARED TO ACCEPT AN APPROPRIATE CAPITAL CONTRIBUTION BY DEVELOPERS TOWARDS THE PROVISION OF THE APPROPRIATE NUMBER OF CAR-PARKING SPACES IN LIEU OF ON-SITE PROVISION WHERE SUCH PROVISION IS NOT POSSIBLE ON SITE.**

5.23 In the town centres of Banbury and Bicester, development proposals may arise that are acceptable in the light of other policies in this Plan but cannot satisfy the approved car-parking standards. Their approval in the absence of additional car-parking provision would mean that the car-parking capacity of the town centre would not keep pace with the demand generated by new development and it is reasonable to expect that the cost of new parking provision should be borne fairly and equitably by all new traffic-generating development. Whilst the policy refers to the provision of further car parking spaces, it is likely that there will be circumstances where the Council will wish to use the funds to assist public transport, walking or cycling as an alternative to the provision of parking spaces, as envisaged by paragraph 4.10 of the Government's planning policy guidance on transport (PPG13).

5.24 The Council will generally be prepared to relax the normal requirement for on-site provision in relation to otherwise acceptable proposals provided payment is made to enable the Council to construct the requisite number of additional spaces in suitable locations as soon as practicable. In the case of Banbury, where the Council intends to review its parking strategy as part of an integrated land use and transportation study, suitable locations might be other than in the town centre, for instance as part of the provision of edge of town park and ride facilities. Such agreements could include provision to be made for payments to be returned to the developer in the event of suitable spaces not being provided within a reasonable time. The amount of the payment per space required is reviewed annually, and contributions will be sought by an agreement between the Council and the developer.

#### 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.

#### Commercial facilities for the motorist

**TR8 BEYOND THE BUILT-UP LIMITS OF SETTLEMENTS THE RELEASE OF NEW SITES FOR PETROL FILLING STATIONS AND OTHER COMMERCIAL FACILITIES FOR**

**THE MOTORIST WILL BE PERMITTED ONLY WHERE THE NEED FOR SUCH FACILITIES CAN BE CLEARLY DEMONSTRATED.**

5.26 It is considered that the existing provision of petrol filling stations, roadside restaurants and rest areas will be sufficient to meet the needs of motorists in the plan area for the foreseeable future. This conclusion takes into account the Cherwell Valley motorway service area at Ardley which will fully meet the needs of motorway travellers within the District according to the criteria in Circular 23/92. The Council will resist proposals for new petrol filling stations/service areas in the vicinity of the motorway interchange at Banbury which would prejudice the free flow of traffic to and from the motorway.

5.27 It is recognised, however, that there may occasionally be circumstances in which a need can be clearly demonstrated for further provision. Evidence of such a need could arise from regular congestion occurring at an existing facility, for instance. In considering such proposals, the Council will take into account relevant government advice such as that contained in PPG13 "Transport", Roads Circular 1/94 "Motorway Service Areas" and Circular 4/88 "The Control of Development on Trunk Roads". It will also have regard to the other policies in the plan and in particular those that seek to protect the countryside and any policy statements produced by Oxfordshire County Council on planning the provision of strategic services for the motorist in accordance with policy T19 in the Oxfordshire Structure Plan. Proposals in, or conspicuous from, the Oxford Green Belt will be considered against the policies in the Green Belt chapter of the plan.

5.28 The policy is not intended to prevent the redevelopment and improvement of existing permanent facilities within existing site boundaries, provided that such proposals comply with the environmental and transport policies in the plan. Such improvements can be of benefit to the motorist, reduce the visual impact on the countryside and may provide the opportunity to reduce the number of vehicle access points, possibly through the provision of service roads, and improve junction splays.

5.29 Reference should also be made to policy T5 in the tourism chapter in the plan which relates to the provision of hotels etc beyond the built-up limits of a settlement.

**Road hierarchy in residential areas**

**TR9 VEHICULAR ACCESS TO NEW RESIDENTIAL AREAS SHALL BE PROVIDED AS PART OF A HIERARCHICAL SYSTEM OF ROADS COMPRISING DISTRICT DISTRIBUTOR, LOCAL DISTRIBUTOR AND RESIDENTIAL ACCESS ROADS. INDIVIDUAL VEHICULAR ACCESS SHALL, WHEREVER POSSIBLE, BE TAKEN FROM RESIDENTIAL ACCESS ROADS WHICH WILL BE DESIGNED TO ENSURE LOW VEHICLE SPEEDS, SAFETY, ADEQUATE ACCESS FOR SERVICE AND EMERGENCY VEHICLES, ECONOMY IN THE USE OF LAND, AND VISUAL INTEREST. PROVISION SHALL BE MADE WHERE APPROPRIATE TO FACILITATE THE OPERATION OF PUBLIC TRANSPORT.**

5.30 The philosophy underlying a hierarchy of roads is that on roads which give access to individual dwellings the aim should be pedestrian safety and a sense of place rather than catering primarily for vehicle movements. The current advice on the operation of this policy is set out in Bulletin 32 published by the Departments of the Environment and Transport. A Design Guide for Residential Roads (currently being revised by Oxfordshire County Council), will also provide advice in future. In major new residential areas, the Council will expect provision to be made of a suitable route for public transport to pass within 400m of all dwellings and with good pedestrian routes to bus stops.

## Heavy goods vehicles

TR10 DEVELOPMENT THAT WOULD GENERATE FREQUENT HEAVY-GOODS-VEHICLE MOVEMENTS THROUGH RESIDENTIAL AREAS OR ON UNSUITABLE URBAN OR RURAL ROADS WILL NOT BE PERMITTED. THE COUNCIL WILL RESIST PROPOSALS FOR THE ESTABLISHMENT OF HEAVY-GOODS-VEHICLE OPERATING CENTRES WHERE THEY WOULD CREATE TRAFFIC PROBLEMS OR ADVERSELY AFFECT THE AMENITY OF RESIDENTIAL AREAS OR VILLAGES.

5.31 Heavy-goods-vehicles are not generally compatible with residential areas, including villages, for reasons of safety, congestion and pollution and, also, should be encouraged to use major roads as far as possible and discouraged from using unsuitable minor roads. In addition to its powers under the planning acts, the Council can make representations on environmental grounds to the relevant heavy-goods-vehicle licensing authority about the establishment of operators' centres, or extensions to existing centres. Wherever possible, heavy-goods-vehicle operating centres should not be located in residential areas, or villages, and should have good access direct to the strategic road network.

## OXFORD CANAL

TR11 PROPOSALS THAT WOULD RESULT IN THE TRANSFER OF FREIGHT TO THE OXFORD CANAL WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THIS PLAN. PROPOSALS THAT WOULD PREJUDICE THE FUTURE USE OF THE OXFORD CANAL WILL NORMALLY BE RESISTED.

5.32 The Oxford Canal is now almost entirely used for recreation purposes (see Chapter 6) but it is a valuable transportation resource and this policy encourages the transfer of freight to the canal and seeks to preserve the canal as a resource by resisting development that would prejudice its future by, for instance, the redevelopment of wharfs and industrial buildings and restricting access. This follows the advice given in "Transport" (March 1994).

5.33 In applying this policy, the Council will be careful not to prejudice its policies to protect and enhance the recreation role of the canal (policy R7) and the rural character of the countryside which the canal passes through.

## BANBURY

5.34 Notwithstanding the considerable improvements to the local road network that have been constructed in recent years, there are concerns that within 15 years traffic congestion will return to the pre-M40 and Inner Relief Road levels. The Council therefore intends, in collaboration with Oxfordshire County Council, to prepare an integrated land use and transportation strategy for the town and to seek to incorporate it in a formal review of the Plan at an early date. It is also possible that the Council might seek to implement such a strategy piecemeal if it were approved in advance of the Local Plan Review. The strategy will seek to locate development and manage traffic to achieve the efficient use of the available road space and reduce traffic congestion. Measures such as traffic calming, extending pedestrianisation, improving the cycle/footpath network, promoting public transport, parking and network management and park and ride will be examined as part of the strategy formulation.

5.35 The future transportation strategy for Banbury will be influenced not only by the redistribution and growth of traffic that is occurring as a result of the construction of the M40

and the Banbury interchange to the east of the town but also by the distribution of existing and proposed land uses.

#### Recent road construction

5.36 Major improvements to the road network in the Banbury area have been made in recent years. The final section of the M40 motorway extension from Oxford to Birmingham was opened in January 1991. This has greatly improved Banbury's road links with the rest of the country and has brought London's Heathrow airport within one hours drive. The motorway has reduced through traffic in the town, particularly heavy-goods-vehicles.

5.37 The town's connecting road to the motorway, the east-west link road (Hennef Way), has provided a second crossing of the railway. Together with the eastern distributor road and the Thorpe Way extension, it provides a ready access from the motorway to the main industrial areas to the north and east of the town.

5.38 The Inner Relief Road from Oxford Road to Hennef Way was opened in June 1991. This road provides an important link between the south of the town and the motorway link road to the north, and enables traffic to avoid the town centre and Grimsbury.

5.39 There is evidence of increasing traffic congestion at the Grimsbury motorway interchange and its approaches at peak times which is likely to worsen as traffic levels increase and the town grows in future years. It is also apparent that there are similar problems of overloading at the Wendlebury interchange at peak periods. When the motorway was being designed by the Department of Transport, the Council favoured the provision of a second motorway junction for Banbury, to the south of the town.

**TR12 THE COUNCIL WILL SEEK ON BEHALF OF OXFORDSHIRE COUNTY COUNCIL CONTRIBUTIONS FOR THE DUALLING OF HENNEF WAY IN ACCORDANCE WITH THE CRITERIA SET OUT IN CIRCULAR 16/91 "PLANNING OBLIGATIONS", FROM DEVELOPMENT THAT WILL SIGNIFICANTLY INCREASE TRAFFIC ON THAT ROAD AND WILL PRESS THE COUNTY COUNCIL TO IMPLEMENT SUCH WORKS AS SOON AS POSSIBLE.**

5.40 The east-west link road (Hennef Way) was opened in 1985. The County Council is acquiring sufficient land to enable a second carriageway to be constructed when required by traffic growth in future. The County Council is seeking 100% funding shortfall from the Department of Transport for the dualling of Hennef Way, having regard to its place in the highway network linking the Southam Road trunk road and M40 interchange. In the interim, should it be demonstrated that any new development will substantially increase the levels of traffic on Hennef Way, then a contribution towards the cost of dualling will be sought from that developer in accordance with the criteria in Annex B to Circular 16/91 Planning Obligations.

**TR13 THE COUNCIL WILL SEEK THE PROVISION OF A NEW ROAD TO LINK CASTLE STREET WITH THE INNER RELIEF ROAD. THE LAND TO BE SAFEGUARDED IS SHOWN ON THE PROPOSALS MAP. THE COUNCIL WILL SEEK TO ENSURE THAT THE DETAILED DESIGNS FOR THE NEW LINK ROAD, AND IN PARTICULAR THE BRIDGES OVER THE OXFORD CANAL AND THE RIVER CHERWELL, ARE TO A HIGH STANDARD THAT PROTECTS THE AMENITIES AND ENJOYMENT OF THE CANAL AND RIVER AND THE ADJOINING LAND.**

5.41 The provision of this road, 'the Castle Street extension' will facilitate the redevelopment of the area south of the canal and north of Bridge Street on which is proposed a major extension



of the Castle Shopping Centre (see Policy S1 in Chapter 4). Part of this site is currently occupied by the bus station.

5.42 The construction of the Castle Street extension will have to be funded by the private sector in accordance with policy TR1, i.e. in conjunction with the redevelopment of the land south of the canal and north of Bridge Street, which would not be acceptable in the absence of the relief of traffic in Bridge Street/Castle Street because of the increased traffic congestion that would otherwise occur and the prejudice to road safety that would arise.

**TR14 THE FORMATION OF NEW ACCESSES TO THE BANBURY INNER RELIEF ROAD AND TO HENNEF WAY, WITH THE EXCEPTION OF THAT REFERRED TO IN POLICY TR13, WILL NOT NORMALLY BE PERMITTED.**

5.43 The primary purpose of these roads is to relieve, as much as is possible, the town centre and its Conservation Area of locally generated traffic and traffic generated by the M40. Both their function and road safety would be prejudiced by the creation of unnecessary accesses to them.

**TR15 LAND WILL BE RESERVED FOR THE CONSTRUCTION OF A NEW ROAD ON THE OUTER PERIMETER OF THE LAND PROPOSED FOR RESIDENTIAL DEVELOPMENT NORTH OF HARDWICK ESTATE, BANBURY.**

5.44 The proposed road along the outer perimeter of the land proposed for development north of Hardwick Estate will distribute traffic onto the primary road network and away from existing residential roads. Development funding of this road will be sought in accordance with Policy TR1 in this Plan and Circular 16/91. Reference to the need for the road to serve the development proposals adjoining the Alcan works and its funding is made in the employment chapter.

5.45 The County Council will be encouraged to introduce:

(i) A weight limit in Middleton Road to exclude heavy goods vehicles other than those requiring access there

(ii) Traffic-management measures in Hightown Road and Bankside to discourage through traffic and to improve highway safety and the environment. The County Council will also be encouraged to keep under review existing schemes and bring forward proposals for their improvement or extension where this is appropriate.

5.46 The opening of Hennef Way, the M40 and the Inner Relief Road has enabled a number of traffic-management measures, such as speed humps and restrictions on heavy goods vehicles, to be introduced that encourage the use of these and other principal roads and improve highway safety and the environment in residential areas. The roads that have benefited from such measures are Longelandes Way/Highlands, Causeway/Edward Street, Springfield Avenue, Queensway/Woodgreen Avenue/Orchard Way and Bretch Hill/Prescott Avenue/The Fairway. Additional measures are being introduced to restrict the use of Hightown Road and Bankside by heavy goods vehicles that do not require local access and to prevent heavy goods vehicles using Howard Road, Avenue Road and School View as a short-cut between Middleton Road and Causeway.

5.47 Two additional schemes have been identified in the policy. The first, relating to Middleton Road in Grimsbury, is expected to be the final part of a package of measures that has been introduced to Grimsbury to discourage through traffic, particularly traffic crossing the town to and from the motorway which should now use Hennef Way and the Inner Relief Road, from

using Middleton Road and Causeway as a short-cut. Middleton Road serves a residential area which contains a number of local shops, other services and a primary school. A number of devices have already been used to slow-down traffic, to discourage the use of Middleton Road by through traffic and to generally improve safety and the quality of the environment and it is considered that the use of Middleton Road by heavy goods vehicles should be limited to those requiring access.

5.48 The second scheme relates to Hightown Road and Bankside which continue to be used by through traffic because it is often quicker to use these routes than Oxford Road and the new Inner Relief Road. Both roads serve residential areas and traffic measures are needed to substantially reduce through traffic, to slow-down local traffic and improve both safety and the environment. Oxfordshire County Council is introducing an order which will seek to restrict the use of these roads by heavy goods vehicles to those requiring local access but it is considered that further measures are required relating to other vehicles.

5.49 The success of all of these schemes will need to be monitored closely by Oxfordshire County Council and it is expected that further measures will need to be introduced in future from time to time, either in new locations or in order to improve existing schemes.

Access improvements in the vicinity of the railway station

**TR16 NEW DEVELOPMENT OR REDEVELOPMENT ON LAND SERVED BY STATION APPROACH AND MERTON STREET THAT WOULD GENERATE A SIGNIFICANT INCREASE IN TRAFFIC FLOWS WILL BE RESISTED UNLESS (i) THE COUNCIL IS SATISFIED THAT A SATISFACTORY ALTERNATIVE MEANS OF ACCESS IS OR WILL BE PROVIDED OR (ii) THE DEVELOPMENT IS REQUIRED TO MEET THE OPERATIONAL NEEDS OF BANBURY RAILWAY STATION. THE COUNCIL WILL SEEK THE IMPROVEMENT OF ACCESS TO THE STATION FOR PUBLIC TRANSPORT, CYCLISTS AND PEDESTRIANS IN SUCH PROPOSALS.**

5.50 Policy TR16 will relate to the areas of commercial development adjacent to the railway south of Bridge Street/Middleton Road which are served by inadequate private roads. A significant increase in the use of the Station Approach/Bridge Street junction would worsen congestion caused by right-turning movements and threaten the free flow of traffic on the Banbury Inner Relief Road at the Bridge Street junction. The private roads leading from Station Approach are inadequate in terms of width and alignment to accommodate a significant increase in use. An alternative access could be achieved via Tramway Road but would be unlikely to be permitted in the absence of, inter alia, improvements to the Tramway Road/Hightown Road/Swan Close Road junction and measures to prevent through traffic movements between Hightown Road/Swan Close Road and Bridge Street/ Middleton Road. Such a scheme would provide an important opportunity to improve access to the station for buses, cyclists and pedestrians, both generally and in particular between the station and the town centre where conditions for pedestrians and cyclists need to be substantially improved. The Council would seek development funding for the alternative access scheme and associated improvements in accordance with Policy TR1 in the Plan. A second possibility would be to construct a new road linking the railway station with Cherwell Street. Such a scheme would require bridging of the River Cherwell and the Oxford Canal but could only be achieved as part of a comprehensive development by the private sector. This would need to have regard to the impact on and make any necessary improvements to the local road network in accordance with Policy TR1 in the Plan (see also Policy S10).

5.51 Development involving a significant increase in the use of the private road leading south from Merton Street would result in additional traffic using Middleton Road, contrary to the

efforts of the local authorities to reduce traffic in the area since the local plan for Banbury was adopted in 1980. The private road is inadequate in terms of width and alignment for much of its length. The Council will encourage an alternative access to the area via the Thorpe Way Extension, but such a scheme would be expected to be funded in its entirety by the private sector and to incorporate measures to prevent through traffic movements between Thorpe Way and Merton Street/ Middleton Road.

Improved links between Grimsbury and the town centre for pedestrians and cyclists

**TR17 THE COUNCIL WILL SEEK THE PROVISION OF A CROSSING OF THE RAILWAY, AND ASSOCIATED CONNECTIONS ON EACH SIDE, BETWEEN GRIMSBURY AND THE TOWN CENTRE THAT SEGREGATES PEDESTRIANS AND CYCLISTS FROM MOTOR VEHICLES, AND WILL SEEK APPROPRIATE CONTRIBUTIONS FOR ITS PROVISION FROM THE DEVELOPERS AND/OR OWNERS OF THE LAND PROPOSED FOR HOUSING DEVELOPMENT THAT LIES ADJACENT TO THE RAILWAY AND TO THE NORTH OF THE MIDDLETON ROAD.**

5.52 The scale of development proposed in this Plan in Grimsbury and to the east of the present built-up area will generate substantial additional movements to and from the town centre. In the absence of a new facility to cross the railway, this would increase the volume of pedestrian and cycle movements across the Inner Relief Road at the Bridge Street junction, to the detriment of road safety. The new provision could involve the widening of the existing railway bridge on its northern side to form a segregated footway/cycleway, subject to a convenient and safe route being provided to the town centre through the open space to the south of Spiceball Park. Development contributions to this crossing and associated connecting works will be sought in accordance with policy TR1, in this case from the nearby housing development that is proposed in this plan.

Off-street servicing in the town centre

**TR18 OFF-STREET SERVICING WILL BE REQUIRED FOR NEW DEVELOPMENT IN THE TOWN CENTRE EXCEPT WHERE THE SCALE OF DEVELOPMENT IS SO RESTRICTED AS TO MAKE A SERVICE AREA UNNECESSARY OR IMPRACTICABLE OR WHERE THE PROVISION OF A SERVICE AREA WOULD BE DETRIMENTAL TO THE PRESERVATION OR ENHANCEMENT OF THE CONSERVATION AREA OR TO ROAD SAFETY.**

5.53 Although the concept of off-street service area provision in the town centre is supported, it is also recognised that the constraints imposed by the need to preserve historic buildings and to enhance the Conservation Area will mean that it will always be necessary to service some buildings from the highway. In the pedestrianised part of the town centre servicing is not permitted between the hours of 10:30 a.m. and 4:00 p.m.

Car parking in the town centre

5.54 The level of usage of public car parks in the town centre will be monitored and new public provision will be made, if necessary, and subject to the availability of funding.

5.55 A recent survey by the Construction Services Manager suggests that at peak times (Thursday morning and Saturday morning and afternoon) there is a surplus of between 100-150 spaces in Banbury town centre. At non-peak times Castle Gardens car park reaches about 70% occupation and the multi-storey car park 40% occupation.

5.56 It is concluded that the need to provide additional parking spaces in Banbury Town Centre at the present time is not pressing. This will provide the Council with the opportunity to pursue its investigation of an integrated land use and transportation strategy (see the earlier reference to this in this chapter) with parking policy as a central part of that study. Experience elsewhere suggests that town centre parking policy (ie the provision and pricing of spaces) is an important means of managing access to town centres by car and the Council may also wish to change its parking standards (see Policy TR5 and Appendix B) accordingly as part of an emerging integrated land use and transportation strategy.

5.57 Until such a strategy is prepared and adopted, it would be unwise to decide whether further parking spaces should be provided in the town centre and whether there should be a fundamental review of pricing and time-control policies. Provision has been made in the reserve list of capital schemes for a substantial extension of the multi-storey car park should that be an option that the Council would wish to pursue but such schemes are expensive and might not be required if the Council were to pursue a more balanced strategy in future.

5.58 Restrictions placed by Central Government on local authority capital projects mean that the Council itself is unlikely to remain the primary source of finance for public car-parking provision. The Council is likely to rely heavily on assistance from the commuted parking payments (Policy TR6). At present this is operated on the basis that parking spaces will be provided in the town centre but it is possible that, in future, such payments might need to contribute to the provision of parking spaces elsewhere, possibly as part of park and ride facilities on the edge of the town or to assist public transport, walking or cycling as envisaged by paragraph 4.10 of the Government's planning policy guidance on transport (PPG13) and developers who ask the Council to accept commuted parking payments in future should be aware of this.

5.59 Co-ordinated locational, pricing and time-control policies will be operated to ensure an adequate distribution of car parks and an appropriate mixture of short-term and longer-term parking and will be kept under review and modified as necessary. The main objectives will be to minimise operational and enforcement costs, promote pedestrian safety and convenience, provide an acceptable balance of parking provision and distribution, and maximise usage of valuable land in the town centre. Consideration will be given to the need to discourage and, where necessary, to control, town centre related parking in adjoining residential areas. In any monitoring and provision of new car parking in the town centre, provision will be made for orange badge holders in a number of conveniently located places accessible to the different areas of the town centre.

#### Bus Station

5.60 As part of the scheme to extend the Castle Shopping Centre (see Chapter 4) provision will be made to relocate the existing bus station to a conveniently located site on the northern side of the proposed Castle Street extension. The new bus station will be well co-ordinated with road, cycleway and footpath networks so as to facilitate changes from one mode of transport to another and in particular convenient links to the shopping centre will be provided for pedestrians. The design of the new bus station will make provision for the needs of people with mobility impairments including seating, good signposting and tactile surfaces for people with sensory impairments and convenient links to the new shopping centre. An overflow parking area is to be provided at the rear of the Castle Gardens car park for the day-time parking of buses that do not need to wait in the bus station. It is intended that Bridge Street will be used for picking-up and dropping-off passengers but will not be used for bus parking.

#### Lorry parking

**TR19 THE COUNCIL WILL RETAIN AN OVERNIGHT LORRY PARKING FACILITY AT CASTLE GARDENS.**

5.61 The Castle Gardens lorry park currently provides an overnight parking facility for lorries. The lorry-parking facilities that are to be provided at the Cherwell Valley motorway service area (MSA) near Ardley may reduce the need for a lorry park to be provided at Banbury. There is a risk, however that drivers living at Banbury would not use the new MSA and, if the facility at Banbury were removed, that they would park lorries in suburban streets in Banbury. The plans to extend the Castle Centre therefore make provision for the current lorry park to be retained and for it to be used during the day time as an overflow park for buses. It is intended that the need to retain the lorry park will be reviewed following the opening of the M40 Motorway Service Area near Ardley.

**BICESTER**

**Roads**

5.62 In recent years there have been considerable improvements to the road network in the Bicester area. The M40 motorway extension, which was opened in 1991, provides two junctions for Bicester, at Ardley and Wendlebury. To the south of the Wendlebury junction, the A34 has been improved to provide a dual carriageway to Oxford and Southampton. The Department of Transport has improved the two mile length of the A41 from the Wendlebury motorway junction to the southern edge of Bicester to dual carriageway standard where it links with the western end of the Bicester southern bypass which was opened in January 1991.

5.63 There have also been a number of development-funded schemes in the town. The South Farm Link Road (from Banbury Road to east of the Buckingham Road) was constructed when Wilcon developed the South Farm area (Southwold), and the roads associated with the South East Bicester development (with exception of the bridge under the Marylebone Railway line and its southern approach, the link with Skimmingdish Lane and the connection to Launton Road near the British Gas site) have been substantially completed. There have also been minor improvements to Lords Lane and Howes Lane on the western edge of the town and access has been provided to the new Tesco superstore at Oxford Road.

**TR20 LAND WILL BE RESERVED FOR THE FOLLOWING ROAD SCHEMES SHOWN ON THE PROPOSALS MAP:**

**SCHEMES WHICH OXFORDSHIRE COUNTY COUNCIL (THE LOCAL HIGHWAY AUTHORITY) REQUIRE TO SERVE DEVELOPMENT:**

- (i) COMPLETION OF THE SOUTH EAST BICESTER DEVELOPMENT ROADS
  - (ii) SKIMMINGDISH LANE IMPROVEMENT
  - (iii) LAUNTON ROAD (NORTHERN END) IMPROVEMENT
  - (iv) LORDS LANE IMPROVEMENT AND BUCKNELL ROAD RAILWAY BRIDGE IMPROVEMENT
  - (v) HOWES LANE IMPROVEMENT



(vi) TOWN CENTRE LINK ROAD (LAUNTON ROAD TO MARKET SQUARE)

(vii) PERIMETER ROAD, OXFORD ROAD HOTEL SITE

(viii) THE A421 DIVERSION/STRATTON AUDLEY TURN IMPROVEMENT

5.64 Development funding of these schemes will be sought in accordance with policy TR1 in this plan.

5.65 The South East Bicester development roads, the Skimmingdish Lane improvement and the Launton Road (northern end) improvement are brought forward from the Bicester Local Plan. They are required to serve the new development areas and distribute traffic around the edge of the town so that it need not pass through the existing town, in particular the town centre and residential areas, and the nearby villages of Launton and Caversfield. There is an urgent need for the underbridge and the eastern distributor road to be completed to enable the road network to function efficiently, reduce through traffic in Launton and enable development to proceed on the southern part of the commercial allocation that lies between the two railway lines.

5.66 The Lords Lane improvement is required to serve most of the Slade Farm development site and to encourage the distribution of traffic around the town rather than through the town centre and residential areas. Part of the scheme involves the improvement of the junctions on either side of the Bucknell Road railway bridge and the realignment of the road under the bridge. It may also be necessary for improvements to be made to the bridge itself, for instance the alignment of the bridge abutments, in order for the roads and junctions in the vicinity of the bridge to function satisfactorily.

5.67 The Howes Lane improvement is a scheme to strengthen and improve Howes Lane within the existing highway boundaries, in order to help distribute traffic around the edge of the town.

5.68 The Town Centre Link Road is a County Council scheme that has been brought forward from the Bicester Local Plan and the Bicester Informal Town Centre Map before that. The first phase of this road has been completed and this scheme will complete the road. The link road will facilitate the development of the adjoining development sites and improve the environment of Market Square (see the section on pedestrianisation in Chapter 4). The scheme lies within the Bicester Town Centre Conservation Area and the Council will pay particular regard to the design of the road, including boundary walls, lighting and landscaping, so as to minimise the environmental impact on the area and, where possible, improve it.

5.69 Reference is made to the Perimeter Road, Oxford Road Hotel Site in the section of the plan dealing with tourism. The road is required to relieve the existing road network in the Oxford Road area and hence allow access to be provided to the site from Oxford Road. Access will not be permitted to the site from the new perimeter road. The owner of the site has agreed to dedicate the land for the road and make a substantial contribution to its construction cost. The Department of Transport is in the process of dualling the section of A41 between the western end of the bypass and the Wendlebury motorway interchange.

5.70 The A421 Diversion/Stratton Audley turn improvement is required to serve the new airfield development areas in such a way that traffic that is generated by them is encouraged to use the perimeter road network around Bicester rather than make any unnecessary journeys

through the town centre and residential areas. The alignment of the perimeter airfield road and associated traffic management measures will have the effect of diverting existing A421 (Buckingham Road) through traffic around the town via the eastern peripheral road and the southern bypass. This will help to relieve traffic congestion and improve safety and the environment generally where the A421 passes through the town and particularly in Field Street, Queens Avenue, Kings End and Oxford Road. It is vital that the road through Launton village is not used as a "rat run" by through traffic and particular care will be exercised by the Council in considering designs for the junction of that road with the proposed A421 diversion and the Skimmingdish Lane improvement to ensure that this route is only attractive to local traffic that needs to go to Launton.

## Car Parking

5.71 There are approximately 920 public car parking spaces in Bicester of which 790 are in off-street car parks. These figures include the 92 spaces that were added by the Crown Walk scheme.

5.72 The Council will monitor car parking demand in Bicester town centre in order to establish its future strategy for the provision of car parks.

5.73 The Council employed consultants in 1989 to prepare a car parking strategy for Bicester town centre for the period up to 1996. They estimated that, allowing for a trade diversion to the new Tesco superstore on the edge of the town, at least 500 new spaces would be required in the town centre. No estimate was made of additional provision for the period between 1996 and 2001. On the basis of the consultants study, the Council accepted that there was a need for additional car parking facilities in the town centre.

5.74 Since that time, the question of investment in public car parking facilities in Bicester has been considered further by the Council in response to the severe restraints on public spending and because the opportunity now exists to study the actual rather than theoretical impact of the opening of the Tesco superstore on parking in the town centre. As a consequence, a further parking study has been prepared which has led the Council to conclude that (i) current parking demands are being met (ii) the current pricing policy should be reassessed with a view to making more short-term spaces available in the central car parks and (iii) the overall demand for car parking in the town centre should be reviewed in 1994. In any monitoring and provision of new car parking in the town centre, provision will be made for orange badge holders in a number of conveniently located places accessible to the different areas of the town centre.

5.75 The Council intends that the small area of open land to the north of the Talisman Centre, as extended, and adjacent to Bicester South Railway Station should be reserved for future use as a car park. It is anticipated that the existing Oxford to Bicester railway service is likely to become more popular in future and this site could be required to provide additional car parking for rail users.

5.76 The Council is aware that facilities for lorry parking are to be provided when the Cherwell Valley motorway service area at Ardley opens and it believes that this provision will serve the needs of the Bicester area. The Council does not wish to encourage lorries to park in Bicester and therefore no provision is being made in the town.

## KIDLINGTON, YARNTON AND BEGBROKE (EAST)

### Roads

5.77 Following the opening of the M40 extension in January 1991, the major through route from Oxford north is now via the A34 (formerly the A43) to the north-east of Kidlington. The A44 (formerly the A34) which passes through Yarnton is identified as a county inter town route in the Structure Plan. The M40 extension has relieved the A4260 (formerly the A423) which passes through Kidlington of some long distance traffic and this road is no longer recognised as being part of the primary road network.

5.78 The Council will encourage traffic management of the former A43 Bicester Road by the County Council to reduce existing traffic speeds.

5.79 The pedestrianisation scheme in Kidlington shopping centre is discussed in the chapter on town centres and local shopping.

5.80 A study of car parking in Kidlington has been prepared for the Council by consultants. This showed that there was no shortage of spaces when the study was prepared and that there would be sufficient spaces in the period studied (ie up to 1996) provided that the Council can secure for public use any privately-owned spaces associated with the Tesco and Coop supermarkets should either of those stores close as a result of the opening of the Sainsbury superstore.

#### Public Transport

TR21 LAND USE PROPOSALS TO IMPROVE PUBLIC TRANSPORT FACILITIES BETWEEN THE KIDLINGTON AREA AND NORTH OF OXFORD, INCLUDING PROPOSALS TO PROVIDE ADDITIONAL PARK AND RIDE FACILITIES, WILL BE SYMPATHETICALLY CONSIDERED SUBJECT TO THE OTHER POLICIES IN THE PLAN.

5.81 The above policy recognises the importance that the Council attaches to improving public transport facilities in this area even though the difficulties of finding suitable sites either in the green belt or in the existing built-up areas are likely to be considerable.

5.82 The Oxford City park-and-ride bus service at Peartree Roundabout lies just outside the plan area. Oxford City Council considers that, at the current rate of demand, more parking space will be required during the plan period. It is unlikely that the Peartree Hill site can be extended by more than about 350 spaces for operational reasons, and it is likely that an additional site will be needed in the north Oxford area.

5.83 The Banbury - Oxford railway line passes through Kidlington. Although the village does not currently have a station investigations are being made by the County Council in conjunction with British Rail into the possibility of a new station being constructed. Matters such as a suitable location for the station and funding have yet to be resolved.

#### Cyclists

5.84 Cycling to work is particularly popular in Kidlington and Gosford. However, the attractiveness of cycling is diminished by the conflicts between motorists and cyclists, particularly on the major roads. The District Council is aware of the need to make safe provision for road users other than motorists, and supports the extension and improvement of the existing cycle tracks into Oxford by Oxfordshire County Council.

5.85 The County Council hopes to construct a 7.5 km cycleway between Kidlington and Oxford along the Oxford Canal. The scheme has not yet been included in its capital programme.

British Waterways is willing to consider such a scheme but is concerned about potential hazards particularly safety on the towpath, should large numbers of cyclists use the facility. The District Council will encourage the County Council and British Waterways to study the potential for such a cycle track to be provided as part of a local network which would include a connection to the route that is proposed to serve Cassington and Eynsham. If a satisfactory scheme emerges consideration could be given to including it as a formal proposal in a future review of the local plan.

## THE COUNTRYSIDE

### Roads

TR22 LAND WILL BE RESERVED FOR THE FOLLOWING ROAD SCHEMES SHOWN ON THE PROPOSALS MAP:

#### SCHEME PROPOSED BY THE DEPARTMENT OF TRANSPORT

(i) IMPROVEMENT OF THE A43 FROM THE ARDLEY M40 INTERCHANGE NORTHWARDS TO THE DISTRICT BOUNDARY NEAR THE JUNCTION WITH THE B4031 AT BARLEY MOW FARM.

#### SCHEMES PROTECTED BY OXFORDSHIRE COUNTY COUNCIL

(ii) WOODSTOCK BYPASS

(iii) B4031 IMPROVEMENTS.

5.86 The A43 improvement relates to a section of single carriageway road between the M40 junction at Ardley and existing improvements to the north in the Brackley area. It is part of the Department of Transport's continuing programme of trunk road improvements. The scheme includes a proposal to improve the junction of A43 and M40 the design of which is currently being considered by the DTp following consultation which took place during the spring of 1992. The proposal shown on the Proposals Map is therefore only diagrammatic.

5.87 Oxfordshire County Council has resolved to protect for development control purposes the line of the Woodstock bypass shown on the proposals map. The scheme is not included in the County Council's programme and the line is protected to reserve the option should circumstances change. Part of the scheme lies within the district.

5.88 Oxfordshire County Council intends to improve the B4031 in the vicinity of Finmere and Mixbury. The Finmere diversion will improve the route for through traffic and will improve safety and reduce pollution in Finmere. The scheme is intended to link with the Tingewick Bypass to the east which is to be provided by Buckinghamshire County Council. Planning permission for the scheme was granted in September 1994. The improvement at Monk's House/The Bowling Green near Mixbury is to improve a bend. The improvement will be continued further to the west by Northamptonshire County Council. The lines on the Proposals Map show the proposed routes at June 1995.

## CHAPTER SIX RECREATION AND COMMUNITY FACILITIES

### Introduction

6.1 Sport and recreation have for a long time been rightfully seen as important land uses, in recent years the more so as open land becomes increasingly under pressure for development. The Government recognised this when it published its Planning policy guidance on Sport and Recreation in 1991 (PPG17) which stresses the importance of protecting open spaces and the contribution that they can make to the natural and built heritage of an area. Open space is unlikely to revert to its previous state once it is developed and the provision of new facilities elsewhere particularly on the urban fringe is often expensive due to the 'hope value' attached to the land by owners. The acquisition of such land is therefore difficult given the constraints on local authority spending.

6.2 The Council has also recognised the importance of sport and recreation including the arts to the community. The publication, by consultants in 1990, of a recreation strategy for the Council has led to the adoption of a general recreation policy which states:

"Within the limits of its financial constraints the District Council aims to provide all its residents with as many recreational opportunities as is possible and to provide a diversity of facilities and services. In relation to sport the District Council will also seek to assist individuals and teams with promise to obtain excellence in their particular fields."

6.3 The provision of recreation facilities is a responsibility shared by County, District and Parish Councils, and private sports clubs and associations. Generally, within the rural areas the Council expects the Parish Councils to provide such facilities. However, within Banbury the District Council, through the Banbury Special Rate, funds most public facilities although there is some joint provision with Oxfordshire County Council. In Bicester, the Town Council provides the majority of facilities although there is some provision by the District Council and the County Council. The private sector makes a very important contribution to the provision of facilities throughout the District.

### Assessment of Need

6.4 The recreation strategy referred to in 6.2 above identified a number of shortfalls in leisure provision throughout the District including a demand for additional wet and dry indoor facilities. In respect of the arts the Council has identified a need for a new multi-purpose venue in Banbury with a 500-600 seating capacity. From its own experience and in liaison with Parish Councils the Council is also aware of the lack of good quality sports pitches throughout the District and it has undertaken an assessment of current pitch provision measured against the standards recommended by the National Playing Fields Association. The findings are summarised under the relevant policy areas below. However, in Banbury, where the District Council is the main provider of facilities consultants were commissioned to undertake a detailed study of demand for sports pitches in the town.

6.5 In order to ensure an adequate supply of land for recreation use the following policy is proposed.

**R1 THE SITES IDENTIFIED ON THE PROPOSALS MAP FOR RECREATION USE WILL BE RESERVED FOR THAT PURPOSE. PROPOSALS THAT CONFLICT WITH THIS USE WILL BE RESISTED.**



6.6 A more detailed description and explanation of the sites identified is given under each of the policy area headings below. In selecting these sites, the Council intends that, as far as is possible, they should be accessible to the disabled, with sealed surface paths and gradients not exceeding 1 in 20.

## BANBURY

### Formal Open Space Provision

6.7 Banbury currently has approximately 33.15 ha (81.9 acres) of formal open space. These include outdoor football, rugby and cricket pitches, and all weather surfaces which are generally available for public use. These facilities are provided by both the public and private sectors.

6.8 This figure will, however, rise to approximately 37.8 ha (92.36 acres) as a consequence of plans by the Banbury Rugby Club to relocate and expand its facilities on a new site to the south of the town. The Council is nevertheless aware of a general shortage of sports pitch facilities and for this reason it instructed consultants to undertake a study of demand for outdoor playing pitches in Banbury in order to determine the nature of the shortfall. The methodology used to assess this demand was based on the Sports Council methodology in the "Playing Pitch Strategy". The consultants published their findings in May 1993.

6.9 The conclusion of the report was that there was clearly a shortage of football pitches in Banbury. There is a need for at least 8 further good quality pitches to cater for demand up to 1999 with all pitches being able to accommodate a minimum of two games per week. They should not be used for other informal recreation pursuits.

6.10 The report also found that there was also a requirement for an additional artificial turf pitch to cater for the demand from hockey. There was adequate provision for cricket in the area in May 1993, although 2 cricket pitches would be desirable to encourage further participation. These could be provided within the area for new football pitches.

6.11 The proposed housing development to the north of Hardwick Estate will provide additional formal recreation facilities to meet the needs of the new development. The land, which is to be provided by the developer, is located to the north of the proposed link road and its location is shown on the Proposals Map. It is anticipated that this site will be suitable for the provision of at least two or three sports pitches and a synthetic turf pitch.

6.12 This small allocation will not, however, reduce the existing demand for formal recreation facilities within the town. The Council proposes therefore to undertake a detailed investigation of various sites close to the town with the objective of identifying a small number of sites for the provision of additional recreation facilities.

The areas of search will be:

- (i) land to the south of Bankside;
- (ii) land to the north of Drayton School;
- (iii) land to the north west of the Hardwick Estate adjacent to the Warwick

Road.

- (iv) land to the south of Salt Way and to the east of Bloxham Road;

### Informal Open Space Provision

6.13 In addition to formal open space there is a good distribution of approximately 49.52 ha (122.4 acres) of informal open space within the town. This equates to 1.25 ha (3.1 acres) for every 1,000 population. This open space ranges from Spiceball Country Park to small amenity spaces and children's play areas within housing estates. Due to their recreational and amenity value there is an intention to resist the loss of these open spaces (Policy R11).

6.14 New provision of informal open space will come about as a consequence of new housing developments (Policy R12) and via the actions of the Council. Within its limited budget it is continually looking for opportunities to add to the town's public open spaces. The areas with the greatest potential lie close to the River Cherwell/Oxford Canal, where land is unsuitable for development because it is liable to flood or is difficult to access.

6.15 The Council has recognised this potential and has recently been party to a study of the canal corridor conducted on behalf of the British Waterways Board and local authorities. It is expected that this study will lead to the establishment of a long distance footpath in the form of a linear park along the length of the canal corridor. (Policy R8).

6.16 In addition it has recently created a walk around the Banbury Reservoir which links in to the Banbury Fringe Circular Walk. A public car park has been provided at the northern end of Spiceball Park for use in association with this area.

### Open-Air Swimming Pool

6.17 The Council has recently prepared a scheme in partnership with the private sector to develop the open-air swimming-pool site in Park Road providing an enhanced pool area, an indoor bowls centre together with improved facilities at Woodgreen Hall. Construction work on the project commenced in 1993.

### The Sports Centre

6.18 The Spiceball Park Sports Centre includes two sports halls, swimming and training pools, 4 squash courts and facilities for health and fitness. The Council is in the process of improving the facilities at the Centre with phase 1, which provided an improved dry sports changing area and a health suite, completed. Phase 2 which consists of improvements to the pool and wet changing areas is scheduled to commence in 1992. Three further phases are planned but are dependent on the necessary funding being available. In these improvements, the needs of the disabled will be fully taken into account so that they can use all the facilities and can take part or spectate together with their families or friends.

### Allotments

6.19 The town will have 0.22 ha (0.55 acres) of allotments per 1,000 population in 2001, which will exceed the Thorpe Committee's recommendation of a minimum of 0.20 ha (0.5 acres) per 1000 population. The demand for allotments has fluctuated in the past, and in recent years the supply has generally exceeded demand. The use of allotments will be periodically reviewed and the redevelopment of any allotments that are productive and well used will not normally be permitted.

## BICESTER

### Formal Open Space Provision

6.20 Bicester has 17 ha (42 acres) of open space that are used for formal sports, including 3.4 ha (8.5 acres) which are privately owned by Bicester Sports Association at Oxford Road. This is 0.79 ha (1.97 acres) per thousand population which can be compared to the standard of 1.6-1.8 ha (4 to 4.5 acres) per thousand that has been advocated for many years by the National Playing Fields Association as a minimum standard and is referred to in PPG 17.

6.21 By 2001 with the projected population growth of the town the situation will have worsened. Therefore, it is proposed to allocate land on the eastern side of Bicester Airfield, as indicated on the proposals map, and so create the opportunity for the establishment of sports facilities and a country park. The provision of these facilities will be dependent upon the provision of the land in accordance with policy EMP2 but will be implemented independently of the employment generating development. It is intended that funding of the facilities will be determined by the Council, Bicester Town Council and local sporting organisations working in partnership. In the future there is the potential to extend the country park to incorporate Stratton Audley quarry once mineral extraction has ceased. Any development of the quarry will have to have regard to its partial designation as a SSSI. In accordance with Policy R1 proposals that would conflict with this will be resisted. The provision of sports pitches is also to be required of the developers of the Slade Farm housing development to meet the needs of its residents.

### Informal Open Space Provision

6.22 There are 12 ha (29.5 acres) of informal open space in the town all of which is available to the public. In addition there are four other playgrounds totalling 0.9 ha (2.2 acres). Added to the grounds at The Garth, Launton Road, there is a total of 31.52 ha (33.5 acres) of informal open space in Bicester which is 0.62 ha (1.55 acres) per thousand people.

6.23 There is generally a good distribution of open space in the town; most residential areas have some open space within a convenient walking distance. School playing fields also add to the amenities of some areas although casual access by the public is not usually permitted.

6.24 A number of proposals for public open space were made in the Bicester Local Plan and are being brought forward in this plan. These include an area of 26 ha (65 acres) of floodplain in the South East Bicester development area which will form a linear park. In the northern part, where the linear park is planned to cross the Oxford-Bletchley railway line the Council will seek to ensure the continuity of the Linear Park notwithstanding consent for the provision of a railway siding to serve the employment land to the south-east. The Bicester Local Plan makes provision for this to be extended north westwards by the addition of other new areas in the vicinity of the eastern end of Skimmingdish Lane. The park would then extend around the northern edge of the town and link with other open space being provided further to the west. It is the Council's intention that the physical and visual continuity of the linear park be maintained in this general location. The open space in the South East development will be supplemented by a further 2 ha (5 acres) that is to be provided within the housing areas. An area of 3.6 ha (9 acres) is being provided on the South Farm site as part of that housing development.

6.25 The linear park that is planned will provide the opportunity for longer walks for those living near the eastern and northern fringes of the town. Many areas also have convenient access to the adjoining countryside via the public rights of way network which the Council will seek to extend where appropriate.

6.26 Generally, it is considered that the existing provision of open space locally for informal recreation and amenity is adequate. This will be supplemented by the open space to be provided in the new housing areas which were allocated for development in the Bicester Local Plan. The open space that is proposed elsewhere in this plan at Slade Farm will bring the total provision up to 69 ha (170 acres), or 2.29 ha (5.68 acres) per thousand population in 2001.

#### The Sports Centre

6.27 The Consultant's study referred to in paragraph 6.2 above recommended that Bicester should be the priority location for new sports centre investment because of its projected population growth. The Bicester and Ploughley Sports Centre in Queen's Avenue includes two sports/activity halls, swimming pool and facilities for squash, and health and fitness. There are also two small outdoor pitches with synthetic surfaces. The Council has provided a new activity hall, creche and snooker/meeting room and intends to consider providing a new teaching pool and associated improvements and a first-floor extension when funds become available possibly for indoor bowls. In these improvements, the needs of the disabled will be fully taken into account so that they can use all the facilities and can take part or spectate together with their families or friends.

6.28 Any development proposals at the Sports Centre will need to be compatible with adjoining land uses and in particular residential property. The Council will have particular regard to the need to limit the impact of noise, traffic and floodlighting.

#### Allotments

6.29 In recent years, with demand for allotments low, the provision in Bicester has fallen considerably as the Council has granted planning permission for residential development for private and public sector housing on allotment sites in the town. The current provision stands at 5.9 ha 14.6 acres which is 0.27 ha (0.68 acres) per thousand population (1991). If there were no changes to this provision, the figure would be 0.19ha (0.49 acres) per thousand in 2001. This compares with the recommendation of the Thorpe Committee that a minimum of 0.20 ha (0.5 acres) of permanent allotments should be provided per thousand population and that further provision should be at the discretion of local authorities.

6.30 Previous plans for Bicester have made provision for allotments on 2.43 ha (6 acres) of land adjacent to Skimmingdish Lane. This is now proposed for open space use but could be considered for allotment use in future if the demand increases again.

#### KIDLINGTON AND GOSFORD

6.31 Kidlington and Gosford Sports Centre is funded jointly by the District Council and Oxfordshire County Council. The centre has a sports hall and swimming pool, fitness room and squash courts, together with an outdoor artificial turf pitch. This is the major indoor recreational facility in the Kidlington area. The Council intends to extend the Sports Centre subject to the availability of the necessary funding during the plan period.

6.32 It has long been recognised that there is a shortfall of playing fields and other recreational land in Kidlington. There are approximately 14.2 ha (35 acres) of public playing fields in the area; a provision of 0.92 ha (2.29 acres) per thousand population, compared to the standard of 1.7-1.8 ha (4 to 4.5 acres) per thousand referred to in PPG 17. Furthermore, many of the facilities suffer as a result of over-use.

6.33 Kidlington and Gosford and Water Eaton Parish Councils are seeking to improve the situation by providing additional outdoor facilities commensurate with the demand identified following studies undertaken by the Parish Councils with assistance from the District Council. The Parish Councils have obtained outline planning consent for recreational use of land adjacent to the old Bicester Road south of Beagles Close, in the vicinity of Gosford Farm. The District Council supports the Parish Councils' initiative and will assist them in the implementation of these proposals.

6.34 The Parish Councils' proposals include some provision for additional allotments. The demand for allotments fluctuates over time, and where demand increases the District Council will support the provision of more allotments; this is likely to be in the Green Belt. Any new development proposed on allotment land will be considered having regard to the present demand, the proposed use and other policies in the plan.

## THE COUNTRYSIDE

6.35 Over 80% of the population visit the countryside for recreational or sporting purposes at least once a year. Informal recreation, including walking is the most popular activity. The characteristics of the countryside which attract visitors include natural beauty, landscape diversity and conservation value, and natural features and land/water/air resources which can be used for sport.

6.36 The following policies recognise the fact that the quality of the countryside is its greatest asset in attracting visitors therefore it is important that it is protected whilst at the same time providing for the needs of the local community, local economy and visitors to the area.

**R2 PROPOSALS FOR NEW SPORTING AND RECREATION FACILITIES IN THE COUNTRYSIDE WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

6.37 Many sports and pastimes require considerable amounts of land or require to be sited some distance away from dwellings in order to operate. Such activities cannot always be expected to be located in towns, and there are many rural and urban fringe sites which may be suitable. However, it is essential that the establishment of such activities is not detrimental to the rural environment, and therefore the environmental policies in this Plan will be applied when considering proposals for new recreational uses.

### Golf Courses, Golf Driving Ranges and Associated Buildings

**R3 PROPOSALS FOR NEW GOLF COURSES WILL GENERALLY BE PERMITTED PROVIDED THE FOLLOWING CRITERIA ARE MET:**

(i) THERE ARE NO SIGNIFICANT LANDSCAPE OR NATURE CONSERVATION OBJECTIONS;

(ii) A SATISFACTORY MEANS OF ACCESS CAN BE ACHIEVED;

(iii) THE NATURAL BEAUTY OF AN AREA OF OUTSTANDING NATURAL BEAUTY IS NOT DAMAGED;

(iv) THE SETTING OR APPEARANCE OF A LISTED BUILDING, ARCHAEOLOGICAL SITE OR HISTORIC PARKLAND OR GARDEN IS NOT



ADVERSELY AFFECTED;

(v) THE PROPOSAL DOES NOT INVOLVE A SIGNIFICANT LOSS OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND. THIS IS DEFINED AS BEING GRADES 1, 2 AND 3A IN THE MINISTRY OF AGRICULTURE, FISHERIES AND FOOD'S AGRICULTURAL LAND CLASSIFICATION SYSTEM.

ALL PROPOSALS WILL BE SUBJECT TO THE OTHER POLICIES IN THE PLAN.

6.38 The perceived demand for golf courses has increased greatly in recent years with an attendant increase in planning applications for new courses. Since 1988 approximately 10 new courses have been granted planning permission in the District although to date only one is under construction. Most applications for courses particularly if only a modest clubhouse to serve the immediate needs of golfers is proposed will generally be acceptable provided the quality of nature conservation and the landscape would not be materially prejudiced and there are no highway or agricultural objections. There will be a presumption in favour of retaining existing vegetation and landscape features in order to preserve as far as possible the visual character of the countryside and the indigenous wildlife of the site. The enhancement of landscape and wildlife habitats will be encouraged.

6.39 Where a golf course is proposed in a particularly sensitive location e.g. within an AONB, adjacent to a site of archaeological or ecological interest or within an historic parkland or garden the Council may request the submission of an archaeological and/or environmental assessment. Where a public right of way passes over a proposed golf course site developers are advised to refer to Oxfordshire County Council's guidelines for the accommodation of rights of way.

6.40 Proposals for hotels and other facilities associated with golf courses will be considered against policy T5(i) in this plan.

6.41 Applications for golf driving ranges will have to be carefully considered having regard to policy R3 and the harmful impact that they can potentially have on the character and appearance of the landscape. Of particular concern is the impact of floodlights required to light the range. Therefore, sites that are conspicuous in the landscape and/or are visible over long distances will not normally be considered appropriate for such a use. Even where the Council is minded to accept a proposal it will require substantial screen planting to mitigate the visual impact of the driving range on the landscape.

6.42 Except on hilly or undulating terrain, it will be possible for golf course designers to plan the layout of golf courses so that they can be used by people with mobility impairments. This will particularly be the case for par 3 courses and driving ranges. In such cases, the Council will encourage the design of the courses so that they can be used by the disabled.

Rights of Way and Access to the Countryside

R4 THE COUNCIL WILL SAFEGUARD THE EXISTING PUBLIC-RIGHTS-OF-WAY NETWORK. DEVELOPMENT OVER PUBLIC FOOTPATHS WILL NOT NORMALLY BE PERMITTED.

6.43 The Council will safeguard the existing rights of way network throughout the District. However, in exceptional circumstances where a satisfactory alternative is proposed the Council may be prepared to accept a diversion. As well as safeguarding existing rights of way the District Council will promote improved access to the countryside for recreation in accordance with a "Strategy for Action" which is to be prepared in association with Oxfordshire County

Council and the Countryside Commission. The strategy will seek to strike the necessary balance between improving access, protecting the countryside and wildlife, and avoiding conflict with the interests of agriculture and of those who live and work in the rural areas. The Council offers grant assistance to Parish Councils and landowners seeking to improve access to the countryside by the provision of pocket parks, circular walks, access for the disabled etc. Information on these grants can be obtained from the Council's Leisure Services Department.

**R5 THE COUNCIL WILL SUPPORT PROPOSALS FOR USE OF REDUNDANT RAILWAY LINES WHICH IT IS NO LONGER FEASIBLE TO REOPEN FOR PASSENGER OR FREIGHT USE AND DISUSED QUARRIES FOR RECREATION PURPOSES. ALTERNATIVE PROPOSALS WHICH WOULD PRECLUDE SUCH USE WILL BE RESISTED.**

6.44 The County Council is investigating the possibility of using redundant railway lines as long-distance footpaths. The location of the sites referred to in policy R5 and general guidelines for their future use will be included within the "Strategy for Action". In assessing any proposal regard will be had to protecting sites of scientific or nature conservation importance.

Shipton on Cherwell quarry

**R6 THE COUNCIL WILL PERMIT PROPOSALS FOR THE RESTORATION AND USE OF SHIPTON-ON-CHERWELL QUARRY FOR OUTDOOR RECREATION PROVIDED:**

(i) THE DEVELOPMENT WOULD NOT RESULT IN DAMAGE TO, OR LOSS OF A SITE OF SPECIAL SCIENTIFIC INTEREST.

(ii) THE DEVELOPMENT MEETS THE REQUIREMENTS OF THE OTHER RELEVANT POLICIES IN THE PLAN.

6.45 Whereas it is expected that most outdoor sports will be accommodated on land currently in agricultural use, the worked area of Shipton on Cherwell quarry, now disused, offers potential for outdoor recreation pursuits. Alternative uses for the worked area that might be appropriate to the Green Belt location could include water-related pursuits and camping and caravanning, subject to the consideration of formal proposals against the other policies in this Plan. A large part of the site has been notified under Section 28 of the Wildlife and Countryside Act 1981 as a Site of Special Scientific Interest (SSSI). The quarry is also identified as a County Wildlife Site on the County Alert Maps. Development proposals will therefore be considered against Policy C1, although it is recognised that if the current practise of keeping the water levels in the quarry artificially low through pumping were to cease, some sites of nature conservation interest may be lost. The Council expects any proposal for recreation use to incorporate proposals for the removal of the existing buildings and plant and an improved access to the site.

The Oxford Canal & River Cherwell

6.46 The Oxford Canal and River Cherwell are now almost entirely used for recreation purposes, and are attractive to walkers, anglers, and naturalists. The canal is a major attraction for boat users, being the second most popular stretch of canal in the country.

**R7 THROUGH THE CONTROL OF DEVELOPMENT THE COUNCIL WILL SEEK TO PROTECT AND ENHANCE THE RECREATION ROLES OF THE OXFORD CANAL AND RIVER CHERWELL.**

**R8 THE COUNCIL WILL SEEK THE CREATION OF A LONG DISTANCE WATERWAYS TRAIL BASED ON THE CANAL TOWPATH.**

6.47 In 1990 a partnership of local authorities and the British Waterways Board was formed to commission a survey and analysis of the Oxford Canal with the object of creating a long distance "Waterways Trail" based on the canal towpath, which would link ultimately between Oxford City and Coventry.

6.48 The proposed "Waterways Trail" will link with other existing rights-of-way to provide opportunities for long, medium and short distance walks of regional and local interest. The project is also expected to offer other opportunities for recreational provision and tourism promotion. For example, the commissioned report identified an opportunity for creating a linear park for informal recreation within the Cherwell Valley based on the Oxford Canal and River Cherwell corridor. The Council will seek to ensure that sections of the waterways trail will be constructed with the needs of the disabled in mind. These sections should, preferably, be located within and immediately adjacent to the urban areas of Banbury and Kidlington.

**R9 WITH THE EXCEPTION OF APPROPRIATELY SITED SMALL CAR PARKS AND PICNIC AREAS, NEW FACILITIES FOR CANAL USERS WILL NORMALLY ONLY BE PERMITTED WHEN THEY ARE LOCATED WITHIN OR IMMEDIATELY ADJACENT TO SETTLEMENTS.**

6.49 Policy R9 seeks to prevent the proliferation of facilities outside settlements in order to protect the open countryside. Proposals for small car parks, picnic areas or other similar facilities outside settlements will be considered against the environmental and transport policies in the Plan.

#### **GENERAL RECREATION POLICIES**

**R10 PROPOSALS FOR NEW OR EXTENDED SPORTING AND RECREATION FACILITIES WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

**R11 DEVELOPMENT PROPOSALS THAT WILL RESULT IN THE LOSS OF SITES USED FOR SPORT AND RECREATION WITHIN THE BUILT-UP LIMITS OF SETTLEMENTS WILL NOT NORMALLY BE PERMITTED. EXCEPTIONS WILL ONLY BE PERMITTED IF:**

(i) THE PROPOSAL WILL NOT RESULT IN THE LOSS OF AN IMPORTANT SPACE WITHIN THE SETTLEMENT STRUCTURE OR THE AMENITIES OF THE SURROUNDING AREA;

(ii) THE COUNCIL IS SATISFIED THAT A SUITABLE ALTERNATIVE SITE IS TO BE PROVIDED WITHIN AN AGREED TIME PERIOD;

(iii) THE TRANSPORTATION AND ENVIRONMENTAL POLICIES IN THIS PLAN CAN BE MET.

(iv) THE PROPOSAL MEETS THE REQUIREMENTS OF THE OTHER POLICIES IN THE PLAN.

6.50 Policies R10 and R11 seek to maintain an adequate provision of outdoor recreation

facilities within the plan area for both formal and informal pastimes. In order to meet the identified shortfall in formal open space provision, particularly at Bicester and Kidlington/Gosford, the Council will encourage and support proposals both for formal and informal open space provision on sites that meet the requirements of the other policies in the Plan. Alternative uses for recreational sites will only be permitted in exceptional circumstances. The accessibility of sites to users will be one of the considerations in determining whether a proposed alternative site is suitable. Recreational land is under increasing pressure for redevelopment and there will often be a strong objection to redevelopment because of the contribution the site makes to the amenity of the surrounding area. When assessing such proposals the Council will also wish to be satisfied that a suitable alternative site for recreation will be provided to maintain an adequate provision of recreation facilities for the settlement concerned. When assessing water-related recreation activities regard will be had to the requirements of Policy ENV7.

6.51 The Council recognises that the use of private land for recreation purposes can be terminated without its consent. Reversion to agricultural use is permitted development, but such sites are more likely to be located on the periphery of a settlement than within its built-up limits.

**R12 THE DISTRICT COUNCIL WILL NORMALLY REQUIRE IN CONNECTION WITH ALL NEW HOUSING DEVELOPMENTS THE MINIMUM PROVISION OF 2.43 HECTARES (6 ACRES) OF PUBLIC OPEN SPACE PER 1,000 POPULATION.**

6.52 The on-site open space requirement can be broken down into the following component parts:

- (i) Amenity open space: 0.4-0.5 ha (1-1.25 acres).
- (ii) Children's playspace: 0.2-0.3 ha (0.5-0.75 acres).
- (iii) Sports grounds: 1.6-1.8 ha (4-4.5 acres).

Generally, the Council will require the open space to be provided within the development area and will not allow the provision to be made up of fragmented areas that are of little recreational use and which are expensive to maintain.

6.53 The Council does however recognise that it may not always be reasonable or appropriate to require on-site provision for all new housing developments particularly where a very small number of new dwellings is proposed. The Council will therefore apply this policy flexibly assessing each proposal on its merits. Particular regard will be had to the type of housing proposed i.e. family housing is likely to give rise to a greater demand for recreation facilities than that for the elderly, and the level and quality of the existing recreation facilities in the locality. Where the Council considers that a development does generate a demand for recreation facilities it may consider it more appropriate to seek a financial contribution from developers towards the improvement of facilities in the locality in accordance with the guidelines set out in Circular 16/91.

6.54 It is important that provision is made for children to gather and play in safety. Provision in the larger open spaces, where surveillance is practicable, and away from major roads, will generally be sought. Provision of appropriately equipped children's play areas, where surveillance is practicable, and away from major roads, will generally be sought. The Council will seek appropriate contributions from developers towards the maintenance of these play areas in accordance with the guidelines set out in Circular 16/91.

## School Playing Fields/Grounds

R13 IN LOCATIONS WHERE THERE IS A SHORTAGE OF OPEN SPACE GENERALLY THE COUNCIL WILL RESIST PROPOSALS FOR THE REDEVELOPMENT OF SCHOOL PLAYING FIELDS EXCEPT WHERE:

(i) SPORTS AND RECREATION FACILITIES CAN BEST BE RETAINED AND ENHANCED THROUGH THE REDEVELOPMENT OF A SMALL PART OF THE SITE; OR

(ii) ALTERNATIVE PROVISION OF EQUIVALENT COMMUNITY BENEFIT IS MADE AVAILABLE IN THE LOCALITY.

ALL PROPOSALS WILL BE SUBJECT TO THE OTHER POLICIES IN THE PLAN.

6.55 In recent years, school playing fields and grounds have come increasingly under pressure for development as education authorities due to financial restraints, critically examine their assets in order to realise monies to reinvest in education. The Government is concerned that such disposals are only made when proper regard has been given to long term requirements and the potential for their use by the wider community. Such considerations are also the concern of the Council; particularly as there is a recognised shortfall in open space provision in the three main urban centres of the District; school playing fields often make a valuable contribution to visual amenity and may be used formally and informally by the public for recreation. Their development can erode the quality of the environment in a locality and once developed they are unlikely to be returned to open space use. The Council also recognises that the dual use of educational establishments can assist in the provision of sports and recreation facilities and will support and encourage shared use whenever practicable.

## Community Facilities

### BANBURY AND BICESTER

R14 WITHIN THE AREAS ALLOCATED FOR HOUSING DEVELOPMENT NORTH OF HARDWICK ESTATE, BANBURY AND SLADE FARM, BICESTER, LAND WILL BE RESERVED FOR COMMUNITY BUILDINGS WHICH WILL INCLUDE A PLACE OF WORSHIP.

6.56 The new housing areas in Banbury and Bicester will require the provision of local centres to serve the needs of the local population. The local centres will consist of shops, a community hall, doctors surgery, primary school, a place of worship and possibly a public house.

6.57 The provision of shops (Chapter 4), doctors surgeries (Chapter 11) and schools (Chapter 11) are considered elsewhere in the Plan. Community halls have been secured at the developer's expense by planning agreements at South East Bicester and South Farm and it is the Council's intention to secure a community hall for Slade Farm and land north of Hardwick Estate in the same way. The timing of construction will be determined by the rate of development of the land for housing.

6.58 To provide the opportunity for the provision of a place of worship the developers of Slade Farm and the land north of Hardwick Estate will be required to set aside approximately 0.2 ha (0.5 acres) of land in the vicinity of the local centre.

## Rural Settlements



**R15 PROPOSALS FOR VILLAGE HALLS, SPORTS FIELDS, ALLOTMENTS AND OTHER LOCAL FACILITIES WILL NORMALLY BE PERMITTED SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

6.59 Land and buildings available for use by the whole community are an essential part of the social life of the village and it is important that such facilities are maintained and that, when required, new facilities are provided. The District Council will consider proposals to provide new facilities required by the local community and proposals to extend existing such facilities in the light of policy R15.

6.60 Opportunities may also exist for the reuse of redundant buildings for community uses and in considering such proposals the Council will apply the criteria set out in policies elsewhere in this plan which relate to the change of use and conversion of redundant buildings. The other policies in this Plan may be relaxed to facilitate the provision of such community facilities.

6.61 The District Council operates a scheme to provide financial assistance towards the provision of village halls. Further details of the scheme may be obtained from the District Treasurer at Bodicote House.

## CHAPTER SEVEN TOURISM

### Introduction

7.1 Tourism is one of Britain's fastest-growing industries. It makes an important contribution to the national and local economy and creates a considerable amount of employment. Many tourists visit the District on leisure trips with the primary attractions being Banbury and the picturesque villages. However, most leisure time visitors are just passing through the area between more traditional visitor attractions e.g. Oxford, Blenheim Palace, Stratford Upon Avon and Warwick Castle.

7.2 The District also attracts a large number of business visitors and it is expected that the new M40 extension will increase the number of such visitors to the area, particularly Banbury and Bicester. The motorway also provides an opportunity to increase the number of leisure visits. The Council wishes to encourage this growth while protecting and enhancing the area's environmental resources. This is reflected within its current Tourism Strategy which contains general policy "to promote the District for tourism to maximise economic and social benefits, whilst minimising environmental disbenefits". The Strategy advocates the achievement of this goal by improving tourism information provision and marketing. The Council is now proposing to review this strategy with the Cherwell Valley Waterways Corridor and the District's rural character as the major promotional features.

7.3 The Structure Plan also recognises the importance of tourism to the local and national economy but is concerned about the pressures that can be created on the transport system, housing stock and the environment. It advocates that new tourist-related developments should concentrate on promoting the inherent qualities and heritage of the County rather than the construction of purpose built leisure complexes. The following general policy is an interpretation of Structure Plan policy E4.

**T1 PROPOSALS WHICH SEEK TO PROVIDE NEW OR IMPROVED FACILITIES FOR TOURISTS AND TO IMPROVE THE ATTRACTIVENESS OF THE AREA FOR TOURISM GENERALLY WILL BE ENCOURAGED SUBJECT TO THEIR COMPATIBILITY WITH THE OTHER POLICIES IN THIS PLAN.**

### Hotels, Motels, Guest Houses and Restaurants

7.4 The Regional Tourist Board has identified a need for more accommodation for visitors to Oxford in the future and a particular need for good-quality hotels. At the same time it has recognised the difficulties and conflicts that arise as a consequence of the additional traffic generated by a growth in tourism.

7.5 Whether further new hotels are provided within Oxford is a matter for Oxford City Council. Proposals for hotels or motels in the Green Belt will conflict with green belt policy. The extension of the M40 motorway northwards to Birmingham and other road improvements in the area are likely to stimulate a demand for hotel and conference facilities, and the Council expects proposals for new hotels to come forward at Banbury and Bicester, (Policies T3 and T4) within easy reach of the M40, that will help to meet demand generated by Oxford and by the improvement of communications in the area.

**T2 WITHIN THE BUILT UP LIMITS OF A SETTLEMENT THE PROVISION OF NEW HOTELS, MOTELS, GUEST HOUSES AND RESTAURANTS WILL GENERALLY BE APPROVED SUBJECT TO THE OTHER POLICIES IN THE PLAN.**

7.6 The Council considers that the provision of new hotel, motel, guest houses and restaurants within settlements is acceptable provided that the nature of the proposed development is compatible with the size and character of the settlement and there are no adverse environmental or transportation affects resulting from the proposal. Therefore large establishments will generally be unacceptable in the smaller villages. Part M of the Building Regulations requires that 1 in 20 guest rooms in new hotels must be fully accessible to people with disabilities.

7.7 The Council considers that planning permission is not required for the use of one or two bedrooms of a private dwelling for bed and breakfast purposes, provided the number of bedrooms used does not exceed 50% of the dwelling's total.

## BANBURY

**T3 THE LAND SHOWN ON THE PROPOSALS MAP IN THE VICINITY OF JUNCTION 11 OF THE M40 WILL BE RESERVED FOR HOTEL AND ASSOCIATED TOURIST OR LEISURE-BASED DEVELOPMENT.**

7.8 This site has been allocated for hotel and associated tourist or leisure-based development since 1989 when the draft Banbury Local Plan Review was published. The Council still considers that there is a need for new hotel provision at Banbury. This should be located where hotel buildings can be easily found by those visiting the town, and this means a site should be available close to the M40 junction. If left to compete with other commercial development it is less likely that an hotel would be provided in the locality, indeed there have already been pressures for commercial development on this site. The foregoing policy therefore serves to avoid uncertainty as to where hotel development will be permitted and is subject to the other policies in the Plan. It is envisaged that not all of the site will be required for an hotel, thereby providing an opportunity for leisure-based development, such as a multi-screen cinema or a ten-pin bowling hall. There is an increasing demand for such facilities in these locations, convenient to a large catchment population, and the market is likely to be attracted to the potential of adjacent hotel and leisure-based sites. Banbury XX Cricket Club's pitch will remain undeveloped.

7.9 It is not the Council's intention however that policy T3 should preclude the consideration and promotion of other possibilities within the urban area for hotel and leisure based development. The Council will encourage Thames Water Utilities Plc to carry out further investigations into the feasibility of hotel and leisure development on the site of the existing Banbury Waterworks building and depot and adjacent land. Similarly, the Council itself will examine the potential for indoor leisure development by or in partnership with the private sector at the northern end of Spiceball Country Park. These studies will include a full technical appraisal of the means that might be available to ensure that the development of these sites, which lie in the recorded flood plain, do not flood or increase the risk of flooding elsewhere.

7.10 The Council will delete policy T3 by way of formal modification to this plan if, during the course of the Plan period, the construction of new hotels has commenced in Banbury which when completed could be regarded as having precluded the likelihood of market demand for a hotel on the site identified by Policy T3.

7.11 The development of petrol filling stations and other associated motorist service facilities in conjunction with hotel proposals in the vicinity of junction 11 and Hennef Way will be resisted in accordance with policy TR8 and paragraph 5.26 of this plan.

## BICESTER

**T4 THE SITE SHOWN ON THE PROPOSALS MAP ON THE CORNER OF THE OXFORD ROAD AND MIDDLETON STONEY ROAD IS CONSIDERED SUITABLE FOR HOTEL AND ASSOCIATED TOURISM, RECREATION OR LEISURE-BASED DEVELOPMENT SUBJECT TO THE CONSTRUCTION OF THE NECESSARY PERIMETER ROAD SHOWN ON THE PROPOSALS MAP.**

7.12 The Council has recognised for some time that the growth of Bicester and the opening of the M40 extension has generated a need for further hotel development and is aware of the support for this provision in the Regional Tourist Board's tourism strategy published in 1989.

7.13 A local plan type consultation was undertaken in 1990 about a number of alternative sites on the southern edge of Bicester. After carefully considering the responses, the Council favoured the area at the corner of Oxford Road and Middleton Stoney Road. The selection of this site will minimise the visual impact of the development on the countryside and the owner has agreed in writing to dedicate the land for, and make a substantial financial contribution towards the construction cost of, the necessary perimeter road.

7.14 In considering proposals on the site, the Council will pay particular attention to securing substantial landscaping, to reduce the visual impact on the countryside, and the conservation, as far as is possible, of the important natural habitat in the northern most part of the site.

7.15 At the time this Plan was prepared, it was considered possible that the Bicester Village Factory Outlet scheme might generate significantly greater volumes of traffic in future than had been forecast at the time of the planning application. If this proves to be the case, Oxfordshire County Council as the local highway authority might seek improvements to the access arrangements to the Bicester Village scheme and to the local road network. This would conceivably mean that the County Council would favour an alignment of the hotel site perimeter road that would connect with the bypass, rather than the Tesco, roundabout. It is for that reason that the perimeter road is marked on the Proposals Map with a line of dots. If the Council needed to consider such an alternative alignment of the perimeter road, it would have regard to amongst other matters, the need to protect the character of the countryside and contain the physical expansion of Bicester and the need to minimise any adverse impact on the site and the operation of the roadside services on the western side of Oxford Road.

## 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.

**Self-Catering Accommodation**

**T6 PROPOSALS FOR SELF-CATERING HOLIDAY ACCOMMODATION WITHIN THE LIMITS OF EXISTING SETTLEMENTS WILL BE CONSIDERED IN THE LIGHT OF THE OTHER POLICIES IN THIS PLAN.**

**T7 PROPOSALS FOR THE CONVERSION OF A SUITABLE BUILDING BEYOND THE LIMITS OF A SETTLEMENT TO SELF-CATERING HOLIDAY ACCOMMODATION WILL BE FAVOURABLY CONSIDERED PROVIDED:-**

**(i) THE BUILDING IS WORTHY OF RETENTION FOR ITS INHERENT DESIGN QUALITY AND CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF THE COUNTRYSIDE AND THE PROPOSAL WOULD NOT SIGNIFICANTLY HARM THE CHARACTER AND INTEGRITY OF SUCH A BUILDING; AND**

**(ii) THE BUILDING IS CAPABLE OF CONVERSION TO SUCH USE WITHOUT MAJOR REBUILDING OR EXTENSION; AND**

**(iii) THE PROPOSAL WOULD NOT CAUSE SIGNIFICANT HARM TO THE CHARACTER OF THE COUNTRYSIDE OR THE IMMEDIATE SETTING OF THE**



BUILDING; AND

(iv) THE OCCUPANCY OF THE ACCOMMODATION CREATED IS RESTRICTED TO HOLIDAYMAKERS;

(v) THE PROPOSAL COMPLIES WITH THE OTHER POLICIES IN THE PLAN.

7.19 Self-catering holiday accommodation has become increasingly popular in recent years and the Tourism Strategy for the Thames & Chilterns published by the Regional Tourist Board in 1989 identifies a need for well-designed, small self-catering accommodation, particularly in areas close to the Cotswolds. The Council will encourage the provision of further accommodation, particularly when this would result in the re-use of a building which is worthy of retention. The Council will seek to restrict the occupancy of such accommodation to holidaymakers, by means of either planning conditions or Section 106 agreements.

#### Camping and Caravan Sites

T8 CAMPING AND TOURING-CARAVAN SITES WILL NORMALLY BE PERMITTED ON SUITABLE SITES FREE FROM TRANSPORT OR ENVIRONMENTAL OBJECTIONS.

7.20 The District Council accepts that there is considerable demand for camping and caravan sites but is determined that they should be located unobtrusively. They should be located in positions where they will not impinge upon the rural landscape, nor affect the setting of ancient monuments or listed buildings nor prejudice the appearance of a conservation area. This will be best achieved by the provision of well screened small sites.

## CHAPTER EIGHT AGRICULTURE AND RELATED DEVELOPMENT

### Introduction

8.1 Despite changes in agricultural policies and practises in recent years, agriculture is still recognised as being important nationally, with Government advice contained in P.P.G.7 stressing the need for the maintenance of an efficient and flexible agricultural industry. However due to surpluses the Government has introduced the Set-Aside scheme, whereby agricultural land is being taken out of production for the first time this century. This is a temporary measure only and the protection of the best and most versatile land is to be continued.

8.2 Falling agricultural incomes and declining employment opportunities in the industry has led to the promotion of new initiatives in rural areas which are no longer agricultural based. Diversification of the rural economy in order to provide wider and more varied employment opportunities, whilst protecting and improving the countryside, is to be encouraged, and many farmers are investigating alternative uses for their land.

**AG1 WITHIN THE DISTRICT, DEVELOPMENT PROPOSALS ON AGRICULTURAL LAND WILL BE ASSESSED BY THE FOLLOWING CRITERIA:**

- (i) THE NEED TO PROTECT THE COUNTRYSIDE;
- (ii) THE NEED TO PROTECT THE BEST AND MOST VERSATILE LAND;
- (iii) THE NEED TO CONTROL THE RATE AT WHICH LAND IS TAKEN UP FOR DEVELOPMENT;
- (iv) THE NEED TO PROMOTE AND DIVERSIFY EMPLOYMENT OPPORTUNITIES AND RECREATIONAL FACILITIES WHILST ENSURING NO VISUAL DETRIMENT TO THE LANDSCAPE;
- (v) THE NEED TO AVOID A CONFLICT BETWEEN ESTABLISHED AGRICULTURAL INTERESTS AND OTHER LAND USES.

8.3 Development proposals on agricultural land will be assessed against policy AG1, which encompasses the objectives set out in Government guidance. Other policies contained in the Plan may also be of relevance in considering agriculture and related development proposals; in particular policies in Chapter Three dealing with employment in the rural areas, policy S26 in Chapter Four (farm shops) and various recreation policies contained in Chapter Six. Proposals for agricultural development in the Green Belt will be considered against the policies in Chapter One.

8.4 The best and most versatile land will be taken as Grades 1, 2 and 3a according to the Ministry of Agriculture, Fisheries and Food's land classification for England and Wales. This land has special importance and considerable weight will be given to the need to protect such land from development.

### New Dwellings for Agricultural Workers

8.5 The criteria that need to be met before planning permission is granted for a new agricultural worker's dwelling in the open countryside are set out in the housing chapter (Policy H18 and paragraphs 2.76 - 2.80).

## The Construction of Farm Buildings

**AG2 FARM BUILDINGS AND ASSOCIATED STRUCTURES REQUIRING PLANNING PERMISSION SHOULD NORMALLY BE SO SITED THAT THEY DO NOT INTRUDE INTO THE LANDSCAPE OR INTO RESIDENTIAL AREAS. WHERE APPROPRIATE A LANDSCAPING SCHEME SHOULD BE INCLUDED AS PART OF THE PLANNING APPLICATION AND MATERIALS OF CONSTRUCTION SHOULD BE CHOSEN SO THAT THE DEVELOPMENT FITS SYMPATHETICALLY INTO ITS RURAL SETTING.**

8.6 Recent changes in legislation have introduced significant amendments to agricultural permitted development rights. Whilst some agricultural development does not require planning permission, most new buildings and engineering works, including alterations to existing buildings, are controlled by the planning system. On holdings of 5 hectares (12.3 acres) or more, legislation now requires a developer who proposes to erect a building or to significantly extend or alter a building, or form or alter a private way, to first apply to the Local Planning Authority for a determination as to whether the prior approval of the Authority will be required, notwithstanding permitted development rights. Those proposing such a development are advised to contact the Council's planning section in order to ascertain whether such an application is required.

8.7 Where planning permission is required for a development the form, siting and construction materials should be selected in order to minimise its impact upon the landscape. Where appropriate conditions will be attached to planning permissions to require the submission and implementation of a landscaping scheme and to control construction materials. Further guidance on when the Authority will expect to receive an application under the prior approval system and advice on the siting and design of farm buildings is contained in the Council's supplementary planning guidance entitled "Planning advice for farmers - siting and design of farm buildings".

**AG3 IN THE INTERESTS OF THE AVOIDANCE OF POLLUTION, NEW INTENSIVE LIVESTOCK AND POULTRY UNITS OR EXTENSIONS TO EXISTING UNITS THAT REQUIRE PLANNING PERMISSION WILL BE RESISTED WHERE THEY WOULD HAVE A MATERIALLY DETRIMENTAL EFFECT ON NEARBY SETTLEMENTS OR DWELLINGS DUE TO SMELL.**

8.8 Intensive livestock and poultry units have considerable potential for environmental pollution. The major problem is caused by smell, which results from the exhaust ventilation of the buildings and the production of large amounts of waste. In order to lessen this problem proposals will normally be expected to follow the MAFF Code of Good Agricultural Practice for the protection of air. Wherever possible intensive livestock units should be located away from existing settlements. Local topographical conditions and prevailing wind directions will be considered to be particularly relevant when individual proposals are assessed. Similarly, proposals for new dwellings and other buildings normally occupied by people in close proximity to existing intensive livestock or poultry units will not be granted if it is considered that an unacceptable standard of amenity would result.

8.9 When an existing livestock or poultry unit has given rise to environmental problems, extension to it will be resisted unless the proposal forms part of a comprehensive package which will reduce the overall level of pollution.

**AG4 SUCH PROPOSALS FOR NEW INTENSIVE LIVESTOCK OR POULTRY UNITS OR EXTENSIONS TO EXISTING UNITS AS MAY BE PERMITTED IN THE PLAN AREA WILL BE REQUIRED TO INCLUDE SUITABLE PROVISION FOR WASTE DISPOSAL.**

8.10 When inadequate provision is made for waste disposal, there is a serious risk of smell problems or pollution to watercourses and ponds. The Council will seek to control the location and method of waste disposal as part of any permission granted for a new unit or an extension to an existing unit. In submitting a proposal for a new livestock or poultry unit, the applicant should be able to demonstrate that the facilities for waste disposal comply with the M.A.F.F Code of Good Agricultural Practice for the Protection of Water.

8.11 Policies AG3 and AG4 will apply to all proposals requiring planning permission which involve the rearing of birds or animals where there is little or no interdependence between the birds or animals and the land upon which the buildings are situated or proposed to be situated.

#### Development Involving Horses

8.12 Horse related development for recreational or commercial purposes is becoming increasingly popular. The Department of the Environment PPG7 contains advice on such development, which can provide new opportunities for employment in rural areas and an alternative use for agricultural land.

**AG5 PROPOSALS FOR HORSE RELATED DEVELOPMENT WILL NORMALLY BE PERMITTED PROVIDED:**

(i) THE PROPOSAL WOULD NOT HAVE AN ADVERSE EFFECT ON THE CHARACTER AND APPEARANCE OF THE COUNTRYSIDE;

(ii) THE PROPOSAL WOULD NOT BE DETRIMENTAL TO THE AMENITY OF NEIGHBOURING PROPERTIES;

(iii) THE PROPOSAL COMPLIES WITH THE OTHER POLICIES IN THE PLAN.

8.13 The use of land for grazing horses generally does not require planning permission, and buildings used for keeping horses for agricultural purposes benefit from agricultural permitted development rights.

## CHAPTER NINE RURAL CONSERVATION, URBAN CONSERVATION AND DESIGN

### Introduction

9.1 This Chapter together with Chapter Ten: Environmental Protection, contain a range of environmental policies. The policies in this chapter seek to protect, and where appropriate enhance the character, amenities and heritage of the District, and cover the issues of rural and urban conservation, and design considerations in new development.

### Nature Conservation

**C1 THE COUNCIL WILL SEEK TO PROMOTE THE INTERESTS OF NATURE CONSERVATION. DEVELOPMENT WHICH WOULD RESULT IN DAMAGE TO OR LOSS OF SITES OF SPECIAL SCIENTIFIC INTEREST OR OTHER AREAS OF DESIGNATED WILDLIFE OR SCIENTIFIC IMPORTANCE WILL NOT NORMALLY BE PERMITTED. FURTHERMORE, THE COUNCIL WILL SEEK TO ENSURE THE PROTECTION OF SITES OF LOCAL NATURE CONSERVATION VALUE. THE POTENTIAL ADVERSE AFFECT OF DEVELOPMENT ON SUCH SITES WILL BE A MATERIAL CONSIDERATION IN DETERMINING PLANNING APPLICATIONS.**

9.2 Government advice contained in PPG9 'Nature Conservation' published October 1994 stresses the importance of taking nature conservation into account in considering land use proposals. Adequate protection and enhancement should be given to sites of national and local nature conservation interest, and due regard should be paid to the conservation of other land and the provision of new habitats. There are many sites within the plan area designated as Sites of Special Scientific Interest (S.S.S.I's) or of importance to nature conservation. Policy C1 is intended to protect them from development.

9.3 Sites recognised as important to nature conservation will include nature reserves, semi-natural ancient broadleaved woodlands and ancient hedgerows, wild-flora grasslands, marshes and areas of open water. A Nature Conservation Strategy for Oxfordshire was published in May 1993 and as part of the strategy 'alert' maps have been prepared to indicate all of the known sites of nature conservation value.

9.4 The Council provides grant aid for pond reinstatement and improvements, and for tree planting and willow pollarding. Details of these schemes and of the current list and boundaries of the S.S.S.I's may be obtained from the Leisure Services Department at Bodicote House. A list of the SSSI's and their grid reference is contained in Appendix I and the boundaries of the S.S.S.I's are shown on the Proposals Map.

**C2 DEVELOPMENT WHICH WOULD ADVERSELY AFFECT ANY SPECIES PROTECTED BY SCHEDULE 1, SCHEDULE 5 AND SCHEDULE 8 OF THE 1981 WILDLIFE AND COUNTRYSIDE ACT, AND BY THE E.C. HABITATS DIRECTIVE 1992 WILL NOT NORMALLY BE PERMITTED.**

9.5 In addition to habitats of importance to nature conservation there are a number of plant and animal species protected by the Wildlife and Countryside Act and the E.C. Habitats Directive 1992. Policy C2 seeks to protect them from development which would result in their loss or damage.

9.6 The Council will seek to protect sites of nature conservation value by entering into management agreements with landowners. The Council also has the power to designate local



nature reserves on land which they own or manage. Local nature reserves have the benefit of providing recreational and educational potential as well as playing a protective role.

**C3 WHERE APPROPRIATE, PROPOSALS FOR INTERPRETATIVE FACILITIES AND SCHEMES THAT PROVIDE OR INCREASE ACCESS TO WILDLIFE AND GEOLOGICAL SITES WILL NORMALLY BE PERMITTED.**

9.7 It is important that opportunities are provided for people to enjoy and learn about wildlife. Nature conservation sites in private or Council ownership may be appropriate for furthering such opportunities through controlled access and the provision of interpretative facilities.

**C4 THE COUNCIL WILL SEEK TO PROMOTE THE CREATION OF NEW HABITATS. IN URBAN AREAS THE COUNCIL WILL PROMOTE THE INTERESTS OF NATURE CONSERVATION WITHIN THE CONTEXT OF NEW DEVELOPMENT AND WILL ESTABLISH OR ASSIST WITH THE ESTABLISHMENT OF ECOLOGICAL AND NATURE CONSERVATION AREAS, WHERE SUCH AREAS WOULD FURTHER THE OPPORTUNITY FOR ENVIRONMENTAL EDUCATION AND PASSIVE RECREATION AND WOULD NOT CONFLICT WITH OTHER POLICIES IN THE PLAN.**

**C5 THE COUNCIL WILL SEEK TO PROTECT THE ECOLOGICAL VALUE AND RURAL CHARACTER OF THE FOLLOWING THROUGH THE CONTROL OF DEVELOPMENT:**

(i) THE OXFORD CANAL AND RIVER CHERWELL;

(ii) THE FLOOD PLAIN OF THE RIVER CHERWELL;

(iii) SALT WAY, BANBURY;

(iv) THE MINERAL-RAILWAY FOOTPATH ROUTE AND GEOLOGICAL SITE OF SPECIAL SCIENTIFIC INTEREST, BANBURY;

(v) THE URBAN WOODLANDS TO THE SOUTH OF ST. LOUIS MEADOW, AT GRIMSBURY GREEN AND TO THE NORTH OF GRIMSBURY RESERVOIR, BANBURY;

(vi) OTMOOR AND THE FLOOD PLAIN OF THE RIVER RAY;

9.8 Apart from the need to protect green areas, trees and rural landscapes for their own sake, the ecology of these areas is an important resource which should be protected, and where appropriate managed, to create and maintain further opportunities for environmental education and passive recreation in accordance with the advice in D.O.E. Circular 27/87 "Nature Conservation". The use of native species in landscaping schemes for new development will be encouraged, as this can assist in the creation of new habitats.

9.9 M.A.F.F. designated the Upper Thames Tributaries as an Environmentally Sensitive Area (ESA) in March 1994. This scheme will be supported through the implementation of Policy C5 and other policies in the plan.

**C6 DEVELOPMENT ADJACENT TO THE RIVER THAMES WILL NORMALLY BE RESISTED.**

9.10 A short stretch of the River Thames is within the District, much of it bounded by an S.S.S.I. This area is also within the Oxford Green Belt. Development within that part of the Thames Valley within the District will not normally be permitted. The Thames Path National Trail follows the southern bank of the river along this stretch, just outside the District.

#### Landscape Conservation

**C7 DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IF IT WOULD CAUSE DEMONSTRABLE HARM TO THE TOPOGRAPHY AND CHARACTER OF THE LANDSCAPE.**

9.11 The present character and appearance of the countryside has evolved over many hundreds of years. Despite changes caused by modern farming techniques, this appearance is still greatly valued. If this character is to be retained and enhanced it will be necessary to ensure that tight control is exercised over all development proposals in the countryside. This is reaffirmed by recent Central Government advice (PPG 7) which advises that the countryside should be protected for its own sake. The Council will therefore require development to take account of changes in level or slope, not protrude above prominent ridges or skylines, not detract from important views and not expand out of any valley or depression which confines present development.

**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.

**C9 BEYOND THE EXISTING AND PLANNED LIMITS OF THE TOWNS OF BANBURY AND BICESTER DEVELOPMENT OF A TYPE, SIZE OR SCALE THAT IS INCOMPATIBLE WITH A RURAL LOCATION WILL NORMALLY BE RESISTED.**

9.14 Policy C9 interprets the general intentions of Structure Plan Policy G1 which seeks to direct development to the country towns and limit the level of development elsewhere in order to protect the environment, character and agricultural resources of the rural areas.

#### Historic Landscapes, Parks AND Gardens AND HISTORIC BATTLEFIELDS

**C10 DEVELOPMENT WHICH WOULD HAVE A DETRIMENTAL EFFECT UPON THE CHARACTER AND APPEARANCE OF HISTORIC LANDSCAPES, PARKS AND GARDENS AND BATTLEFIELDS AND THEIR SETTINGS WILL NORMALLY BE RESISTED.**

9.15 The Council will seek to protect and encourage the sensitive restoration of historic parks and of gardens of special historic interest. They contribute significantly towards the special

character and identity of the District. They often form the setting of listed buildings or other buildings of architectural or historic interest and may illustrate aspects of the history of landscape architecture or garden design. Such sites may have historical associations with people or events, be important in landscape terms and be of wildlife and recreational value.

9.16 English Heritage has compiled a non Statutory Register of parks and gardens of special historic interest in England, to assist local authorities and developers in safeguarding them when planning for new development. Within the District there are currently 17 historic landscapes, parks and gardens which have been identified as of special historic interest. Five of these are included in the English Heritage Register: the grounds of Broughton Castle, Kirtlington Park, Swerford Park, Wroxton Abbey and Yarnton Manor. The remaining 12 sites have been identified as being of local interest. Further sites may be added following further study and research.

9.17 The identification of historic landscapes, parks and gardens and battlefields is in its infancy. The English Heritage Register of historic landscapes, parks and gardens came into being in 1983 and coverage is not yet complete. Whilst the five registered sites are of particular importance, there may be other local sites worthy of inclusion on the Register, and following further study and research additional sites may therefore be added. Exclusion of sites from this Plan or the English Heritage Register should not imply that a historic landscape, park or garden is not of interest. A similar register of Historic Battlefields was published by English Heritage in 1995, and currently contains one site from this District; Cropredy.

9.18 The major sites of interest are indicated in the Plan by Symbol on Map A. The boundaries of the sites currently included in the English Heritage Register are defined on the Proposals Map. The Council's available resources preclude the definition of boundaries for sites of local interest at this stage. It is intended that they are researched and identified during the Plan period and made available as supplementary information as required.

9.19 PPG15 advises that although there are no additional statutory controls the effect of a proposed development on a Registered site or its setting is a material consideration in the determination of a planning application. The Register of Historic Battlefield Sites will similarly need to be taken into account.

9.20 Information regarding the identification and boundaries of a landscape, park or garden may be obtained from the County Sites and Monuments Record and the English Heritage Register of Parks and Gardens. Where such sites are contained on the County Sites and Monuments Record, archaeological policies C24, C25 and C26 will apply, in accordance with PPG16, when considering planning applications which affect historic landscapes, parks, gardens and their settings.

9.21 The County Archaeological Officer, the Inspector of Historic Parks and Gardens at English Heritage and the Conservation Officer of the Garden History Society are available to give expert advice on proposals affecting known or potential historic landscapes, parks and gardens and historic battlefields.

**C11 THE VISTA AND SETTING OF ROUSHAM PARK WILL BE PROTECTED BY THE STRICT CONTROL OF NEW BUILDINGS AND STRUCTURES WITHIN THE CONSERVATION AREA SHOWN ON THE PROPOSALS MAP TO ENSURE THAT THEY ARE NOT VISUALLY PROMINENT FROM THE PARK. PROPOSALS FOR THE CHANGE OF USE OF AGRICULTURAL LAND WILL NEED TO DEMONSTRATE THAT CAREFUL CONSIDERATION HAS BEEN GIVEN TO ENSURE THE VISUAL INTEGRITY OF THE PARK.**

9.22 Rousham was remodelled in the mid-eighteenth century by the English landscape gardener William Kent who not only redesigned the gardens immediately adjacent to the Jacobean Manorhouse, which is in West Oxfordshire, but also created a complete landscape in the Cherwell Valley to the north and east of the house. It is classified Grade I (of exceptional interest) in the English Heritage Register of Parks and Gardens of Special Historic Interest in England.

9.23 In July, 1991 the Council designated a Rousham Conservation Area (reviewed May 1996) which contains buildings and planting of particular importance to the Park. Part of the setting of Rousham Park is within the perimeter of R.A.F. Upper Heyford (see Map B). The District Council will seek to persuade the Ministry of Defence to respect the character of the landscape when preparing development proposals.

#### Area of Outstanding Natural Beauty

**C12 WITHIN THAT PART OF THE COTSWOLDS AREA OF OUTSTANDING NATURAL BEAUTY THAT IS WITHIN THE DISTRICT THE COUNCIL WILL GIVE HIGH PRIORITY TO THE PROTECTION AND ENHANCEMENT OF THE BEAUTY OF THE AREA. PARTICULAR CARE WILL NEED TO BE TAKEN IN THE SITING, SCALE AND DESIGN OF ANY NEW DEVELOPMENT AND PROPOSALS WHICH WOULD DAMAGE THE BEAUTY OF THE AREA WILL BE RESISTED.**

9.24 In December 1990 the Secretary of State confirmed an extension to the Cotswolds Area of Outstanding Natural Beauty (A.O.N.B.) to include a small part of the District around the village of Epwell. The primary objective of an A.O.N.B. is the conservation of its natural beauty, and within that part of the A.O.N.B. lying in Cherwell District the Council will employ restrictive planning policies in order to protect and enhance it. The range of Permitted Development rights is restricted on land within an A.O.N.B., affecting development within the curtilage of a dwellinghouse, development by Statutory Undertakers and others as specified in the Town and Country Planning (General Permitted Development) Order 1995. The Council is represented on the Cotswold A.O.N.B. Joint Advisory Committee, which s to achieve a consistent approach to planning and countryside management throughout the A.O.N.B. and publishes occasional planning guidance.

#### Areas of High Landscape Value

9.25 In addition to the A.O.N.B. (a designation of national recognition), there are other areas of land within the District which are recognised as being of particular environmental quality, and in accordance with Structure Plan advice have been designated as Areas of High Landscape Value. They are:-

1. The Ironstone Downs
2. The Cherwell Valley
3. The Thames Valley
4. North Ploughley
5. Muswell Hill
6. Otmoor

**C13 THE IRONSTONE DOWNS, THE CHERWELL VALLEY, THE THAMES VALLEY, NORTH PLOUGHLEY, MUSWELL HILL AND OTMOOR ARE DESIGNATED AREAS OF**

## HIGH LANDSCAPE VALUE WITHIN WHICH THE COUNCIL WILL SEEK TO CONSERVE AND ENHANCE THE ENVIRONMENT.

9.26 As with development within the A.O.N.B., careful control of the scale and type of development will be required to protect the character of the Areas of High Landscape Value, and particular attention will need to be paid to siting and design. Permitted Development rights are not affected by Area of High Landscape Value designation.

9.27 In defining the boundaries of the Areas of High Landscape Value due regard has been paid to the Countryside Commission document CCD18, which establishes criteria for designating such areas. The basis of the designation of the Areas of High Landscape Value contained in the Plan is also broadly consistent with that taken by other Districts in Oxfordshire, but may differ from the approach taken by other neighbouring authorities in identifying areas of local landscape importance.

### Trees and Landscaping

**C14 IN EXERCISING ITS DEVELOPMENT CONTROL FUNCTIONS THE COUNCIL WILL NORMALLY ACCEPT OPPORTUNITIES FOR COUNTRYSIDE MANAGEMENT PROJECTS WHERE**

(i) ALL IMPORTANT TREES, WOODLAND AND HEDGEROWS ARE RETAINED,

(ii) THE ECOLOGICAL VALUE OF THE SITE WILL NOT BE REDUCED; AND

(iii) NEW TREE AND HEDGEROW PLANTING USING SPECIES NATIVE TO THE AREA IS PROVIDED.

9.28 The Council recognises the important contribution that trees make to the attractiveness of the rural landscape. It co-operates with the Countryside Commission in promoting landscape conservation and gives grants for schemes involving tree planting, woodland management, willow pollarding and pond restoration. The Council will continue to protect by means of a tree preservation order any tree or group of trees which is under threat and considered to be of high amenity value. Further details of these grant schemes can be obtained from the Leisure Services Department at Bodicote House.

9.29 The importance of hedgerows has recently been recognised by the Government, which has issued proposals on their protection. The proposals have yet to be confirmed, but are likely to involve a notification procedure for those wishing to remove or reduce hedgerows to enable local authorities to register those of value and secure their retention. Hedgerow management grants may also become available from the Government to encourage maintenance and positive management of hedgerows.

**C15 THE COUNCIL WILL PREVENT THE COALESCENCE OF SETTLEMENTS BY RESISTING DEVELOPMENT IN AREAS OF OPEN LAND, WHICH ARE IMPORTANT IN DISTINGUISHING THEM.**

9.30 Each town or village has its own separate identity, and it is important that development on areas of open land between them is restricted to prevent their coalescence. Some gaps are more vulnerable than others; rural communities may feel particularly threatened where they are in close proximity to urban areas eg Banbury and Bodicote, Banbury and Drayton, Banbury and



Hanwell, Bicester and Chesterton, Bicester and Launton, Bicester and Wendlebury. In addition there are villages which are separated by small stretches of open land which need to be preserved to maintain the villages' identity eg. Alkerton and Shenington, Sibford Ferris and Sibford Gower, Barford St Michael and Barford St John, Middle Aston and Steeple Aston. Similarly the gap between Upper Heyford village and the former RAF Airbase is narrow and vulnerable and should be maintained as open land.

#### The Urban Fringe

**C16 SPORADIC DEVELOPMENT IN THE COUNTRYSIDE BEYOND THE EXISTING AND PLANNED LIMITS OF THE TOWNS OF BANBURY AND BICESTER WILL NOT NORMALLY BE PERMITTED.**

9.31 One of the purposes of the plan is to provide sites for future development at Banbury and Bicester, and to protect the adjoining countryside, which is in mainly agricultural use. Sporadic development beyond the existing or planned edge of the towns will be resisted.

**C17 THE COUNCIL WILL SEEK OPPORTUNITIES TO SECURE THE ENHANCEMENT OF THE URBAN FRINGE THROUGH TREE AND WOODLAND PLANTING ON LAND WITHIN ITS OWNERSHIP AND ON OTHER LAND BY NEGOTIATION OR IN CONNECTION WITH NEW DEVELOPMENT.**

9.32 The relationship of the towns within the District with the adjoining countryside, and the avoidance of an abrupt transition from built development to open farmland, calls for special attention to landscaping of existing and proposed development. Where new development is proposed in this plan which will extend the built up limits of a town, the Council will seek, where appropriate, broad belts of woodland planting to be implemented as part of the development to ensure the satisfactory transition between town and country.

9.33 In Banbury the major areas proposed for employment generating development have a frontage to the M40 motorway. The Council is concerned that the appearance of the town from the M40 should be enhanced by new development rather than damaged by it and for this reason no development of any kind will normally be permitted within 20 metres of the boundary between the site concerned and the motorway boundary. Such intervening spaces will be required to be landscaped to a very high standard. The design of new buildings adjacent to the M40 will also be required to be of a high standard both in terms of visual appearance and material.

9.34 In Banbury, an area of land to the north of the Daventry Road Industrial Estate is identified on the proposals map as being suitable for urban woodland. The land is in the ownership of the Council and a scheme for woodland planting will be prepared and implemented.

9.35 The Council will encourage the planting of trees on the urban fringe through its grant-aid programme, and by giving support to larger areas of planting under the Farm Woodlands Scheme (administered by MAFF and the Forestry Commission) where such planting does not conflict with other land-use policies.

#### Historic Buildings

9.36 Historic buildings include buildings of special architectural or historic interest listed by the Department of National Heritage and other buildings of lesser importance nationally, but

which are of local interest or form part of a group of buildings of value. The policies below relate to listed buildings, and other policies in the Plan are relevant to historic buildings.

9.37 Any work of alteration, extension or demolition which affects the character of a statutorily listed building requires the District Council's permission in the form of listed building consent. A listed building includes (and therefore confers statutory protection and controls to) any object or structure fixed to the building, and any object or structure within the curtilage of the building which, although not fixed to the building, forms part of the land and has done so since before 1 July 1948.

9.38 In applying policy C18 the Council will take into account Government advice on Listed Buildings contained in Planning Policy Guidance Note 'Planning and the Historic Environment'. (PPG15). This states that there should be a general presumption in favour of the preservation of a listed building, except where a convincing case can be made out, against the criteria set out in section 3 of the PPG, for alteration or demolition. This includes every possible effort having been made to continue the existing use or to find a suitable alternative use for the building.

**C18 IN DETERMINING AN APPLICATION FOR LISTED BUILDING CONSENT THE COUNCIL WILL HAVE SPECIAL REGARD TO THE DESIRABILITY OF PRESERVING THE BUILDING OR ITS SETTING OR ANY FEATURES OF SPECIAL ARCHITECTURAL OR HISTORIC INTEREST. THE COUNCIL WILL NORMALLY ONLY APPROVE INTERNAL AND EXTERNAL ALTERATIONS OR EXTENSIONS TO A LISTED BUILDING WHICH ARE MINOR AND SYMPATHETIC TO THE ARCHITECTURAL AND HISTORIC CHARACTER OF THE BUILDING.**

9.39 Listed buildings represent a finite resource and an irreplaceable asset, and it is important that this limited supply is protected and preserved.

9.40 The character of a listed building is determined by the detail of its structure as well as its appearance. Even minor internal or external alterations can lessen the value of such a building if they destroy important architectural features or are visually incongruous.

9.41 It is an important principle that disabled people have easy access to and within historic buildings. The Council will seek the provision of suitable access in accordance with other policies in the plan, where possible without compromising a building's special interest and will take into account advice from the Centre for Accessible Environments.

9.42 The Council will operate a flexible approach to structural matters as advised in PPG15 paras 3.16-3.29.

**C19 BEFORE THE DETERMINATION OF AN APPLICATION FOR THE ALTERATION, DEMOLITION OR EXTENSION OF A LISTED BUILDING APPLICANTS WILL BE REQUIRED TO PROVIDE SUFFICIENT INFORMATION TO ENABLE AN ASSESSMENT TO BE MADE OF THE LIKELY IMPACT OF THEIR PROPOSALS ON THE SPECIAL INTEREST OF THE STRUCTURE, ITS SETTING, OR SPECIAL FEATURES**

9.43 This policy is included in response to advice contained in PPG15 which encourages pre-application consultation on development proposals which would affect historic sites and structures. It is intended that the policy will apply primarily to listed buildings but it may be applicable in other instances eg buildings in conservation areas or buildings of local interest. Such early consultation should extend to English Heritage and the national amenities Societies as appropriate. Written information, photographs or drawings may be required to understand the significance of a site or structure. Where the Council is minded to grant consent, the applicant

may be required to arrange for suitable recording of features that would be destroyed in the course of works for which consent is being sought. The County Archaeologist can provide site specific guidance on standards and levels of recording as required.

9.44 PPG15 advises that where hidden features of interest are suspected or revealed during works of alteration, that applicants be made aware of the need for listed building consent for their removal. The local authority may attach an appropriate condition to any such consent to ensure the retention of features of interest, proper recording or in other cases require exploratory opening up.

**C20 SPECIAL CARE WILL BE TAKEN TO ENSURE THAT DEVELOPMENT WHICH IS SITUATED WITHIN THE SETTING OF A LISTED BUILDING RESPECTS THE ARCHITECTURAL AND HISTORIC CHARACTER OF THE BUILDING AND ITS SETTING.**

9.45 The setting of a listed building may often form an essential part of its character eg gardens or grounds laid out to complement its design or function. In the case of a group of listed buildings in a settlement, the wider setting may comprise a large part of the street scene. In considering development proposals under the above policy the Council will have regard to the desirability of preserving the setting of listed buildings and will resist development which would adversely affect it.

**C21 SYMPATHETIC CONSIDERATION WILL BE GIVEN TO PROPOSALS FOR THE RE-USE OF AN UNUSED LISTED BUILDING PROVIDED THE USE IS COMPATIBLE WITH ITS CHARACTER, ARCHITECTURAL INTEGRITY AND SETTING AND DOES NOT CONFLICT WITH OTHER POLICIES IN THIS PLAN. IN EXCEPTIONAL CIRCUMSTANCES OTHER POLICIES MAY BE SET ASIDE IN ORDER TO SECURE THE RETENTION AND RE-USE OF SUCH A BUILDING.**

9.46 In order to secure the retention, restoration and future maintenance of a listed building it is sometimes necessary to find a new use for it. In exceptional circumstances it may be possible to set aside other policies in this Plan in order to secure the retention and economic re-use of such a building. However, exceptions will only be considered where there are no other reasonable means of achieving this objective and where the change of use would not involve substantial alterations to the fabric or setting of the listed building. The structural limitations of an historic building should be respected. The gutting and reconstruction of interiors, with the preservation of facades alone will not normally be considered acceptable in proposals for the re-use of a listed building.

#### Conservation Areas

9.47 Under S.69 of the Planning (Listed Buildings and Conservation Areas) Act 1990, Local authorities have a duty to designate as conservation areas "any areas of special architectural or historic interest the character or appearance of which it is desirable to preserve or enhance." This Council has designated a number of conservation areas which are listed in Appendix C. Under S.69 of the Act local authorities also have a duty to review existing conservation areas. A number of the conservation areas in this District have been reviewed, as indicated in appendix C.

9.48 The Council will from time to time propose new, or review existing conservation areas. In assessing whether an area is of special architectural or historic interest worthy of designation, the Council will take into account the following:

- (i) its topography and historical development

- (ii) archaeological significance and potential
- (iii) prevalent building materials
- (iv) character and function of spaces
- (v) quality and relationship of buildings in the area, and trees and other green features
- (vi) unlisted buildings which make a positive contribution to the special interest of an area

The Council will seek to establish consistent local standards to ensure only those areas of sufficient quality are designated as conservation areas.

9.49 The designation of a conservation area confers controls over demolition, strengthened controls over minor development and the protection of trees. Within conservation areas the following policies will apply:

**C22 IN A CONSERVATION AREA PLANNING CONTROL WILL BE EXERCISED, TO ENSURE INTER ALIA, THAT THE CHARACTER OR APPEARANCE OF THE AREA SO DESIGNATED IS PRESERVED OR ENHANCED.**

**C23 THERE WILL BE A PRESUMPTION IN FAVOUR OF RETAINING BUILDINGS, WALLS, TREES OR OTHER FEATURES WHICH MAKE A POSITIVE CONTRIBUTION TO THE CHARACTER OR APPEARANCE OF A CONSERVATION AREA.**

9.50 Section 72 of the Planning (Listed Buildings and Conservation Areas) Act, 1990 requires special attention to be given to the preservation or enhancement of designated conservation areas. Proposals for new development will only be acceptable if they assist in the achievement of that objective. So that applications for permission for new development in a conservation area can be properly assessed the Council will normally expect the submission of detailed drawings sufficient to indicate the position, scale, size and massing of new building works and the extent of any demolition or tree felling and the Council may wish to provide design guidance in appropriate cases. It is a defence to prove that works are required to protect public safety and in such exceptional circumstances relevant sections of the Planning (Listed Buildings and Conservation Areas) Act 1990 will apply (sections 55, 56, 59 and 74 etc).

9.51 PPG15 states that the general presumption should be in favour of retaining buildings which make a positive contribution to the character or appearance of a conservation area. The Secretary of State expects that proposals to demolish such buildings should be assessed against the same criteria as proposals to demolish listed buildings, referred to above. 'Other features' referred to in Policy C23 above will include such items as street furniture.

9.52 Existing conservation areas in the District are listed in appendix C, and the boundaries are indicated on the proposals map. The conservation areas have distinct visual characteristics and it is important that these are recognised when proposals for new development are formulated. Formality or informality of building line, the methods of boundary enclosure, homogeneity of building materials, local architectural styles and building practice, the importance of undeveloped space within the settlement structure, and the setting of existing buildings, are some of the matters that should be taken into account.

9.53 The Council has a duty to formulate and publish proposals for the preservation and enhancement of conservation areas. PPG15 advises of the importance of a clear assessment and definition of an area's special interest, the identification of negative factors and opportunity sites and the means by which objectives of preservation and enhancement can be met, and contains a number of cross references to other documents which provide further guidance. As resources permit the Council is carrying out character appraisals for each conservation area, and where possible proposals for the preservation or enhancement of conservation areas will be formulated, in consultation with the public.

#### Archaeological Areas

9.54 The District contains many monuments and sites of archaeological or historic interest which, particularly within the wider historic landscape, contribute towards the special character and identity of the District. The archaeological resource has great social, economic, cultural and educational value for the community.

**C24 WHERE APPROPRIATE, THE COUNCIL WILL FAVOURABLY CONSIDER DEVELOPMENT PROPOSALS THAT PROMOTE THE EDUCATIONAL, RECREATIONAL AND TOURIST POTENTIAL OF ARCHAEOLOGICAL SITES AND MONUMENTS.**

9.55 PPG 16 advises of the importance of the identification, preservation and enhancement of sites of archaeological interest and their settings. Policy C24 will apply where possible to maximise public understanding and appreciation of sites and to exercise the Council's responsibility, in caring for the sites and monuments within the District.

**C25 IN CONSIDERING PROPOSALS FOR DEVELOPMENT WHICH WOULD AFFECT THE SITE OR SETTING OF A SCHEDULED ANCIENT MONUMENT, OTHER NATIONALLY IMPORTANT ARCHAEOLOGICAL SITES AND MONUMENTS OF SPECIAL LOCAL IMPORTANCE, THE COUNCIL WILL HAVE REGARD TO THE DESIRABILITY OF MAINTAINING ITS OVERALL HISTORIC CHARACTER, INCLUDING ITS PROTECTION, ENHANCEMENT AND PRESERVATION WHERE APPROPRIATE.**

9.56 It must be acknowledged that the character and setting of an archaeological site or monument which may include historic landscapes, parks and gardens may be damaged or even destroyed by certain forms of development. In such cases policy C25 will apply.

9.57 Some ancient monuments are scheduled by the Secretary of State under the Ancient Monuments and Archaeological Areas Act 1979. The scheduled ancient monuments in this District are listed in Appendix D. In addition to planning permission granted by the District Council, the Secretary of State's consent is required in the form of scheduled monument consent for any development likely to affect the site of a scheduled ancient monument. PPG16 states that "where nationally important archaeological remains, whether scheduled or not, and their settings, are affected by proposed development there should be a presumption in favour of their physical preservation".

**C26 BEFORE DETERMINING AN APPLICATION FOR DEVELOPMENT THAT MAY AFFECT A KNOWN OR POTENTIAL SITE OF ARCHAEOLOGICAL INTEREST OR ITS SETTING, APPLICANTS WILL BE REQUIRED TO PROVIDE DETAILED INFORMATION, AND MAY BE ASKED TO PROVIDE AN ARCHAEOLOGICAL FIELD EVALUATION.**



9.58 PPG 16 encourages early pre-application consultations between developers and planning authorities. It is seen as reasonable that before determining an application, known or potentially important areas of archaeology including historic landscapes, parks gardens and their settings are properly investigated and evaluated. This assessment will usually involve a desk based study using existing information. The County Archaeological Officer should be consulted at the earliest possible stage to facilitate this process.

9.59 PPG 16 accepts the need for selectivity in the identification of nationally or locally important ancient monuments and sites for preservation. Not all important remains meriting preservation will necessarily be scheduled. An archaeological field evaluation is fundamental in establishing the extent and importance of archaeological remains. Policy C26 will be employed to enable an informed and reasonable decision to be taken. The preservation of archaeological remains in situ is preferable to preservation by excavation and recording.

9.60 An archaeological field evaluation should seek to define

- (i) the character and condition of any archaeological monuments or remains within the application site;
- (ii) the likely impact of the proposed development on such features, and
- (iii) the means of mitigating the effect of the proposed development be redesign of the proposal to achieve physical preservation; or where this is not practicable or desirable provision for archaeological recording prior to the destruction of the monument or remains.

9.61 Before determining a planning application which affects a site of archaeological importance the Council may require an agreed appropriate programme for:

- (i) archaeological preservation, before development commences, to ensure the permanent physical preservation in situ of archaeological deposits, or
- (ii) archaeological excavation, recording and publication, before development commences, where physical preservation in situ is not practical or desirable.

9.62 The District Council needs to be satisfied that the developer has made appropriate and satisfactory arrangements for (i) or (ii) above and that appropriate procedures are followed including consultation with the County Archaeological Officer and the sites and Monuments Record. Such measures for preservation or recording will be secured by agreement or by conditions attached to any planning permission granted.

9.63 The County Archaeological Officer is available to provide expert advice on proposals affecting known or potential sites and monuments of archaeological interest including historic landscapes, parks, gardens and their settings and such advice may include:

- (i) the identification of and assessment of the relative importance and value of particular sites and monuments;
- (ii) provisions for permanent preservation, enhancement or mitigation;
- (iii) provisions for investigation and recording prior to destruction.

Design Considerations

**C27 DEVELOPMENT PROPOSALS IN VILLAGES WILL BE EXPECTED TO RESPECT THEIR HISTORIC SETTLEMENT PATTERN.**

9.64 The settlement pattern of a village can be as important to its character as the buildings. Proposals which would result in the obliteration of part of an historic plan form or fail to respect the traditional settlement pattern will be considered contrary to policy and will be resisted.

9.65 Particular attention will be paid to policy C27 within the existing and proposed conservation areas where the character of the settlement is particularly sensitive to change.

**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.**

**C29 THE COUNCIL WILL SEEK TO ENSURE THAT ALL NEW BUILDINGS, EXTENSIONS AND ALTERATIONS TO EXISTING BUILDINGS ADJACENT TO THE OXFORD CANAL, ARE DESIGNED TO A HIGH STANDARD WHICH COMPLEMENTS THE TRADITIONAL CHARACTERISTICS OF THE WATERSIDE SETTING IN TERMS OF THEIR DESIGN, MATERIALS AND LANDSCAPING.**

9.66 The standard of design acceptable to the District Council will be influenced by the environmental context of the site and its surroundings, and the nature, size and prominence of the development proposed. Design considerations will, when appropriate, include the siting, layout, size, scale, architectural style, building materials, means of enclosure and landscaping of new buildings and associated land uses. The Council will seek to avoid discordant or badly designed development that would harm the appearance and character of the existing built environment, the Green Belt or the countryside.

9.67 In appropriate circumstances a landscaping scheme incorporating the retention of existing trees and hedgerows of amenity value will be required to be included as part of development proposals. Trees are a valuable feature of both the rural and the urban landscape. Their amenity value and screening effect can enhance the appearance of new development. Thus wherever new tree or hedge planting is considered desirable for aesthetic reasons, and can be justified by the nature or scale of the development proposed, the Council will attach appropriate conditions to a planning approval. Landscaping schemes should normally include tree and shrub planting but should also include landscape modelling and hard-surface detailing whenever necessary. General guidance for developers is given in BS. 5837:1991 - "A Guide to Trees in Relation to Construction" although developers are advised to contact the Council's Leisure Services Department for more detailed advice.

9.68 It is not the object of policy C28 to suppress innovation and creativity of design. In order to promote the creation of an interesting and attractive built environment the Council will encourage variety in design, provided that the appearance of a proposed new development is sensitive to the particular site and is in harmony with the general character of its surroundings.

**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.

C31 IN EXISTING AND PROPOSED RESIDENTIAL AREAS ANY DEVELOPMENT WHICH IS NOT COMPATIBLE WITH THE RESIDENTIAL CHARACTER OF THE AREA, OR WOULD CAUSE AN UNACCEPTABLE LEVEL OF NUISANCE OR VISUAL INTRUSION WILL NOT NORMALLY BE PERMITTED.

9.70 The Council wishes to ensure that new development, including changes of use, does not prejudice the environment of the areas concerned. The above policy seeks to prevent the introduction of incompatible non-residential uses in residential areas.

C32 IN CONSIDERING PROPOSALS FOR DEVELOPMENT THE COUNCIL WILL SUPPORT MEASURES THAT PROVIDE, IMPROVE OR EXTEND ACCESS FACILITIES FOR DISABLED PEOPLE.

9.71 A large number of people in the District have difficulty in terms of mobility and access. Disabilities often confine people to wheelchairs but there are many others who are not so confined but who still have a mobility impairment. Examples include those with heart conditions or breathing difficulties, those with hearing or sight impairments, parents with infants in pushchairs or prams, and the elderly generally. There are also those with temporary impairments including those with broken limbs and pregnant women.

9.72 The Council is committed to creating an environment with fewer potential hazards for the disabled and where equal opportunities for access exist for all sections of the population. The main statutory means of control is through Part M of the Building Regulations which applies to most new buildings and major extensions, both to the inside of those buildings and the approaches to them, and to staff as well as visitors. Housing is not yet included but the government is reviewing this (see Housing Chapter). The Council will also use its powers under other legislation, including the planning acts, to seek to provide for the needs of the disabled outside buildings, including pedestrianisation schemes (see the Chapter on Town Centres and Local Shopping). The plan contains many other references in particular chapters where the needs of the disabled are considered in more detail.

9.73 Design considerations outside buildings include the need for level access, ramps (and steps for those who find them easier), even surfaces, convenient parking, dropped kerbs, tactile crossings, the generous provision of seating, handrails etc. Good design practice will be encouraged in design briefs. The advice of the Council's Access Officer (and Oxfordshire County Council's), local access groups and local media will be sought in appropriate cases.

9.74 Trees are a valuable feature of both the rural and the urban landscape. Their amenity value and screening effect can enhance the appearance of new development. Thus wherever new tree or hedge planting is considered desirable for aesthetic reasons, and can be justified by the nature or scale of the development proposed, the Council will attach appropriate conditions to a planning approval. Landscaping schemes should normally include tree and shrub planting but should also include landscape modelling and hard-surface detailing whenever necessary. General Guidance for developers is given in BS 5837:1991- A Guide to Trees in Relation to Construction although developers are advised to contact the Council's Leisure Services Department for more detailed advice.

9.75 Landscaping is an essential component of housing development, and to be successful should be considered from the outset and should incorporate those existing trees and hedgerows which would be of amenity value to the new housing.

**C33 THE COUNCIL WILL SEEK TO RETAIN ANY UNDEVELOPED GAP OF LAND WHICH IS IMPORTANT IN PRESERVING THE CHARACTER OF A LOOSE-KNIT SETTLEMENT STRUCTURE OR IN MAINTAINING THE PROPER SETTING FOR A LISTED BUILDING OR IN PRESERVING A VIEW OR FEATURE OF RECOGNISED AMENITY OR HISTORICAL VALUE.**

9.76 Not all undeveloped land within the structure of settlements can be built on without damage to their appearance and rural character. Where the existing pattern of development is loose-knit there will often be a compelling case for it to remain so for aesthetic, environmental or historical reasons.

9.77 Proposals that would close or interrupt an important view of a historic building eg a church or other structure of historical significance, will be resisted under this policy. The Council will also have regard to the importance of maintaining the setting of a listed building and will resist infill development that would diminish its relative importance or reduce its immediate open environs to the extent that an appreciation of its architectural or historical importance is impaired.

9.78 Proposals that would close or interrupt an important vista across open countryside will also be discouraged, as will the loss of trees of amenity value or the loss of features such as boundary walls where they constitute an important element of an attractive or enclosed streetscape.

**C34 BUILDINGS WHOSE HEIGHT OR APPEARANCE WOULD SPOIL VIEWS OF ST MARY'S CHURCH, BANBURY, WILL NOT NORMALLY BE PERMITTED.**

9.79 In implementing policy C34 the Council will have regard to the physical context of the development proposed. Proposals for new buildings of obviously poor design or ostensibly out of scale with their surroundings or of incongruous materials will normally be resisted. Regard will be taken of the topography of the site, existing trees, and other features of importance. New development in accordance with the proposals in Chapter 3 on land adjacent to the M40 will be

expected to enhance the prospect of the town from the motorway and the Banbury interchange rather than detract from it.

### Conversion of Buildings

9.80 Policies relating to the conversion of buildings are contained in Chapters 2, 3 and 7. The Council has also produced a Design Guide for the conversion of farm buildings, copies of which can be purchased from the Department of Development and Property Services.

### Advertisements

**C35 AN ADVERTISEMENT WILL NORMALLY BE PERMITTED PROVIDED IT IS NOT DETRIMENTAL TO AMENITY OR PUBLIC SAFETY.**

9.81 The display of advertisements is controlled under the Town & Country Planning (Control of Advertisement) Regulations 1992 in order to protect amenity and public safety. Additional advice is given in PPG19 - Outdoor Advertisement Control.

9.82 In assessing an advertisement's impact on amenity the Council will have regard to its effect including cumulative effect on the appearance of the building or on the visual amenity of the locality. Other than appropriate tourism signs a sign should be displayed in the vicinity of the premises to which it relates. The scale and massing of existing buildings, the predominant land-use, the presence of "listed" buildings in a conservation area and any proposals for land use change in the area will be relevant considerations. Visually incongruous signs by virtue of their position, size, materials, colour or illumination will not normally be permitted.

9.83 In assessing an advertisement's impact on "public safety" the Council will have regard to its effect upon the safe use and operation on all forms of traffic or transport.

9.84 In most cases advertisement signs which are small, simple and employ traditional sign writing skills will be permitted.

**C36 IN CONSIDERING APPLICATIONS IN CONSERVATION AREAS THE COUNCIL WILL PAY SPECIAL ATTENTION TO THE DESIRABILITY OF PRESERVING OR ENHANCING THE CHARACTER OR APPEARANCE OF THE AREA.**

**C37 THE COUNCIL WILL SEEK TO SECURE THE REMOVAL OF ADVERTISEMENTS DISPLAYED WITH DEEMED CONSENT WHICH CAUSE DETRIMENT TO AMENITY OR PUBLIC SAFETY.**

9.85 The Council has powers to consider the effect of advertisements displayed on grounds of amenity and public safety only. The protection of the visual amenities of Conservation Areas and the protection of the appearance, character and setting of individual listed buildings requires firm control. Generally the Council will not permit the display of advertisements above ground-floor fascia level, internally illuminated box signs and box fascias, illuminated lettering other than 'back lit or halo' illumination, and reflective materials. The Council recognises that a sensible balance needs to be struck between the requirements of commercial competition and amenity considerations. To provide greater certainty to businesses and to ensure consistency in the exercise of control, the Council has produced an advisory document entitled "Design Guide for shopfronts and advertisements in Conservation Areas". Copies of the Design Guide can be purchased from the Department of Development and Property Services.

### TELECOMMUNICATIONS



C38 WHERE PLANNING PERMISSION IS REQUIRED, PROPOSALS FOR SATELLITE DISHES IN CONSERVATION AREAS OR ON A LISTED BUILDING WILL NOT NORMALLY BE PERMITTED WHERE SUCH APPARATUS WOULD BE VISIBLE FROM A PUBLIC HIGHWAY.

C39 THE COUNCIL WILL NORMALLY GRANT PLANNING PERMISSION FOR MASTS AND OTHER TELECOMMUNICATIONS STRUCTURES WHERE IT HAS BEEN DEMONSTRATED THAT:

(i) IT IS NOT POSSIBLE TO SHARE EXISTING FACILITIES;

(ii) IN THE CASE OF RADIO MASTS IT IS NOT POSSIBLE TO ERECT THE ANTENNA ON AN EXISTING BUILDING OR OTHER STRUCTURE; AND

(iii) IN THE AREA OF OUTSTANDING NATURAL BEAUTY AND THE AREA OF HIGH LANDSCAPE VALUE THERE IS NO SUITABLE ALTERNATIVE SITE AVAILABLE IN A LESS SENSITIVE LOCATION.

9.86 The Government's overall aim as set out in PPG8 is to balance the need and demands for maintaining and developing telecommunications systems whilst at the same time protecting the character and appearance of buildings, towns and the countryside as far as possible from unsightly telecommunications equipment.

9.87 In assessing proposals for large communications equipment the local planning authority will require details of any other related mast proposals and how the proposal is linked to the network. In addition applicants should show that they have explored the possibility of site sharing with other operators or erecting antennas on an existing building or other structure.

9.88 In all cases the Council will expect the materials, colour and design of the apparatus to be sympathetic to the character of its urban or rural context. It is particularly concerned to minimise the impact of such developments on the landscape. In addition, the Council may require new structures to have additional strength to accommodate possible future facilities.

## CHAPTER TEN ENVIRONMENTAL PROTECTION

### Introduction

10.1 The policies in this chapter seek to protect the environment and prevent pollution through the control of development. The most recent Government advice addressing the subject of planning and pollution control is contained in PPG23 which, inter alia, gives advice on the relationship between a Council's planning responsibilities and the separate statutory responsibilities exercised by local authorities and other pollution control bodies, principally under the Environmental Protection Act 1990 and the Water Resources Act 1991. Additional environmental policies are contained in Chapter Nine: Rural Conservation, Urban Conservation and Design.

10.2 One of the fundamental principles of PPG23 is that local planning authorities should not seek to duplicate the powers of the pollution control authorities but that there should be close consultation amongst all parties. The Town & Country Planning (General Development Procedure) Order, 1995 requires the Council to consult when considering certain types of application. However, there are also other developments which are likely to involve significant pollution issues on which the Council will need to obtain specialist advice in order to reach an informed planning decision.

10.3 The Council will seek information on the likely environmental impact of proposals from developers. For certain projects, the Town & Country Planning (Assessment of Environmental Effects) Regulations 1988 require an environmental assessment to be carried out before planning permission may be granted. The Regulations set out lists of projects in two Schedules. For those in Schedule 1 an EA is required in every case; for those in Schedule 2 an EA is required if the particular development proposed is likely to have significant effects on the environment by virtue of factors such as its nature, size or location. In cases where there is uncertainty over the potential impact of a development the Council will take a precautionary stance. It is the Government's intention to stimulate the exploitation and development of renewable energy sources wherever they have prospects of being economically attractive and environmentally acceptable. Oxfordshire County Council are carrying out a renewable energy study from which they intend to draw up a policy framework and develop draft Structure Plan policies. When the information from the study is received the Council intends to produce its own renewable energy sources policies.

### 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.

ENV2 WITHIN SETTLEMENTS FAVOURABLE CONSIDERATION WILL NORMALLY BE GIVEN TO THE SMALL-SCALE REDEVELOPMENT OF SITES WHOSE EXISTING USE CAUSES SERIOUS DETRIMENT TO LOCAL AMENITIES.

10.6 When the removal of an existing offensive use would result in significant environmental benefit, the Council may favourably consider proposals for the redevelopment of that site for a more suitable use.

Noise

ENV3 DEVELOPMENT SENSITIVE TO NOISE GENERATED BY ROAD TRAFFIC WILL BE:

(i) REFUSED WHERE EXTERNAL NOISE LEVELS EXCEED LAeq. 16hr = 72dB AND LAeq 8hr = 66dB BETWEEN 07:00-23:00 hrs AND 23:00-7:00 hrs RESPECTIVELY.

(ii) GENERALLY RESISTED WHERE EXTERNAL NOISE LEVELS BETWEEN 07:00-23:00 hrs AND 23:00-07:00 hrs FALL INTO THE RANGES LAeq 16hr = 63 to 72dB AND LAeq 8 hr = 57 to 66dB RESPECTIVELY.

(iii) EXPECTED TO ACHIEVE A SPECIFIED INTERNAL ACOUSTIC ENVIRONMENT WHEN THE EXTERNAL NOISE LEVELS BETWEEN 07:00-23:00 hrs AND 23:00-07:00 hrs FALL INTO THE RANGES LAeq 16 hr = 55 TO 63dB AND LAeq 8 hr = 45 to 57dB RESPECTIVELY.

ENV4 DEVELOPMENT SENSITIVE TO NOISE GENERATED BY RAIL TRAFFIC WILL BE:

(i) REFUSED WHERE EXTERNAL NOISE LEVELS EXCEED LAeq 16 hr = 74dB BETWEEN 07:00 - 23:00 HRS AND LAeq 8hr = 66dB BETWEEN 23:00 AND 07:00 hrs.

(ii) GENERALLY RESISTED WHERE EXTERNAL NOISE LEVELS BETWEEN 07:00 - 23:00 AND 23:00 - 07:00 FALL INTO THE RANGES LAeq 16 hr = 66 to 74dB AND LAeq 8 hr = 59 to 66dB RESPECTIVELY.

(iii) EXPECTED TO ACHIEVE A SPECIFIED INTERNAL ACOUSTIC ENVIRONMENT WHEN EXTERNAL NOISE LEVELS BETWEEN 07:00 - 23:00 AND 23:00 - 07:00 hrs FALL INTO THE RANGES LAeq 16 hr = 55 to 66 dB AND LAeq 8 hr = 45 to 59 dB RESPECTIVELY.

ENV5 NOTWITHSTANDING POLICIES ENV3 AND ENV4 DEVELOPMENT SENSITIVE TO VIBRATION WILL BE RESISTED IN LOCATIONS WHERE VIBRATION LEVELS ARE LIKELY TO AFFECT THE MATERIAL COMFORT OF END USERS.

10.7 Government advice contained in PPG24 'Planning and Noise' states that noise sensitive developments should be separated from major sources of noise wherever practicable. The above policies seek to ensure that noise-sensitive developments such as new dwellings are not located in positions where they will be subject to severe noise pollution. Other classes of noise-sensitive development would include nursing homes, hostels, hospitals, hotels, residential colleges and schools.

10.8 Where there is a clear need for noise sensitive development in a location satisfying the criteria described in clause (ii) of the above policies, development will be expected to achieve a constant specified internal acoustic environment, ie: the design is likely to have to incorporate acoustic mechanical ventilation.

10.9 Where individual noise events regularly exceed 82dB LAmax during the night-time period (23:00 - 07:00hrs) the criteria described in (ii) in the above policies shall apply.

10.10 The specific guidance contained in policies ENV3 and ENV4 must not be taken to mean that where noise levels are below those specified in clause (iii) of these policies, noise will not be a consideration. In these circumstances noise levels may be a material planning consideration depending on local circumstances and conditions and particularly where levels are approaching those specified in (iii) above.

**ENV6 DEVELOPMENTS AT OXFORD AIRPORT WHICH, EITHER DIRECTLY OR INDIRECTLY, WOULD BE LIKELY TO INCREASE NOISE NUISANCE WILL BE RESISTED.**

10.11 The Council has received complaints over a number of years concerning noise from aircraft activity, although the majority of complaints are made directly to the airfield. Within the powers available to it as local Planning Authority, ie through the control of development, the Council will seek to restrict development which would be likely to increase noise nuisance in the locality arising from aircraft activity. The Council recognises and supports the role of the Oxford Airport Consultative Committee of which it is a member, but the Committee does not have any formal powers available to it to control aircraft noise. It is therefore important that planning controls are used to restrict development that would result in an increase in noise nuisance from aircraft.

10.12 The powers available in the Environmental Protection Act 1990 to control statutory noise nuisance expressly exclude noise from aircraft; however the Council believes that the term 'nuisance' is both well understood as a term and, on the basis of a considerable body of case law, is capable of thorough yet flexible assessment. For these reasons the Council proposes to approach the question of noise in the same way as established and practised for statutory nuisance. In seeking to establish whether or not a nuisance exists the following factors are likely to be material:-

- (i) the number, location, duration and frequency of aircraft activities or movements.
- (ii) The noise levels and sound frequencies (Hz) associated with individual aircraft activities or movements.
- (iii) the noise levels and sound frequencies (Hz) associated with overall aircraft activities or movements.
- (iv) Seasonality of aircraft activities or movements.
- (v) The time of day at which aircraft activities or movements take place.

In order to determine whether or not any specific development is likely to increase 'noise nuisance' from aircraft, the Council will seek to assess the impact of that development in terms of the factors given above and any other material facts. Where the Council is minded to grant

planning permission for development, the use of conditions in accordance with Government advice contained in PPG24 'Planning and Noise' may be considered appropriate.

## Water Quality

**ENV7 DEVELOPMENT WHICH WILL ADVERSELY AFFECT TO A MATERIAL LEVEL, 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.**

10.13 Maintaining or enhancing the water quality of rivers, canals, lakes, ponds and other surface and underground water bodies is important for a wide range of uses. Deteriorating water quality can affect the supply of water for domestic, industrial and agricultural uses, general amenity, the provision of water based recreation, fisheries and nature conservation.

10.14 Groundwater resources are an invaluable source of water for public supply, industry and agriculture, as well as sustaining the base flows of rivers. The Council will in consultation with the National Rivers Authority and the local water authorities seek to resist development, including the redevelopment of contaminated land, which poses an unacceptable risk to surface or groundwater resources.

## Flood Defence

**ENV8 IN THE AREAS AT RISK FROM FLOODING, NEW DEVELOPMENT, THE INTENSIFICATION OF EXISTING DEVELOPMENT OR LAND RAISING WILL NOT NORMALLY BE PERMITTED. WHERE DEVELOPMENT IN SUCH AREAS IS PERMITTED, APPROPRIATE FLOOD PROTECTION AND MITIGATION MEASURES WILL GENERALLY BE REQUIRED AS PART OF THE DEVELOPMENT.**

10.15 In addition to the risk of flooding to the proposed development itself, development in such locations may increase the risk of flooding elsewhere by reducing the storage capacity of the floodplain, and/or by impeding the flow of flood water. Land raising in the floodplain (for example, as a result of landfill) may have a similar effect. Consequently, the Council will not normally permit development in such locations, while redevelopment of existing sites will only be considered where the Council, in consultation with the National Rivers Authority, is satisfied that the developer will provide appropriate mitigation measures, including flood protection. Maps indicating the areas at risk from flooding can be inspected at either the Council's or the NRA's offices.

**ENV9 NEW DEVELOPMENT GENERATING SURFACE WATER RUN-OFF OR DEVELOPMENT IN, UNDER, OVER OR ADJACENT TO A WATERCOURSE LIKELY TO RESULT IN ADVERSE IMPACTS SUCH AS AN INCREASED RISK OF FLOODING, RIVER CHANNEL INSTABILITY OR DAMAGE TO HABITATS WILL NOT NORMALLY BE PERMITTED. WHERE SUCH PROPOSALS ARE GRANTED PLANNING CONSENT, THEY MUST INCLUDE APPROPRIATE ATTENUATION AND POLLUTION CONTROL MEASURES. DEVELOPERS WILL BE EXPECTED TO COVER THE COSTS OF ASSESSING THE IMPACT AND OF ANY APPROPRIATE MITIGATION WORKS, INCLUDING LONG TERM MANAGEMENT.**

10.16 New development may result in a substantial increase in surface water run-off as permeable surfaces are replaced by impermeable surfaces such as roofs and paving. This may result in an increased risk of flooding downstream, increased pollution, silt deposition, damage to watercourse habitats and river channel instability. These effects can often be at some



considerable distance from the new development. New developments will only be permitted where the Council is satisfied that suitable measures, designed to mitigate the adverse impact of surface water run-off, are included as an integral part of the development. Where appropriate, the development should include provision for the long term management of these measures (for example, the maintenance of balancing ponds). Similarly, if development in, under, over or adjacent to watercourses is not properly controlled, an increased risk of flooding, erosion or other adverse affects can result. The discharge of surface and foul water drainage to and works in, under, over or adjacent to a watercourse or canal, require the consent of the NRA or British Waterways respectively.

#### Hazardous Installations

**ENV10 DEVELOPMENT PROPOSALS WHICH ARE LIKELY TO DAMAGE OR BE AT RISK FROM HAZARDOUS INSTALLATIONS WILL BE RESISTED.**

10.17 There are a number of high-pressure natural gas transmission pipelines within the District. Whilst they are subject to stringent controls under the Health & Safety Regulations, it is considered prudent to control the kinds of development permitted in the immediate vicinity of these and other hazardous installations.

**ENV11 PROPOSALS FOR INSTALLATIONS HANDLING HAZARDOUS SUBSTANCES WILL NOT BE PERMITTED IN CLOSE PROXIMITY TO HOUSING AND OTHER LAND USES WHICH MAY BE INCOMPATIBLE FROM THE SAFETY VIEWPOINT.**

10.18 Advice will be sought from the Health & Safety Executive concerning off-site risks to the public arising from any proposed development which would introduce hazardous substances, or of existing hazardous installations to proposed developments.

#### Contaminated Land

**ENV12 DEVELOPMENT ON LAND WHICH IS KNOWN OR SUSPECTED TO BE CONTAMINATED WILL ONLY BE PERMITTED IF:**

**(i) ADEQUATE MEASURES CAN BE TAKEN TO REMOVE ANY THREAT OF CONTAMINATION TO FUTURE OCCUPIERS OF THE SITE**

**(ii) THE DEVELOPMENT IS NOT LIKELY TO RESULT IN CONTAMINATION OF SURFACE OR UNDERGROUND WATER RESOURCES**

**(iii) THE PROPOSED USE DOES NOT CONFLICT WITH THE OTHER POLICIES IN THE PLAN.**

10.19 Proposals for the redevelopment of sites known or suspected to be contaminated will be considered against the above policy. Development on land known or suspected to be contaminated must accord with the regulations set out in Circular 21/87.

#### Minerals and Waste Disposal

10.20 Oxfordshire County Council is responsible for minerals and waste disposal planning, and the relevant structure plan policies controlling this type of development are contained in appendix A.

10.21 The minerals that are worked in Cherwell District are ironstone (Hornton and Alkerton), limestone (Ardley and Stratton Audley), soft sand (Duns Tew) and sharp sand and gravel (Yarnton). Mineral extraction has ceased at Shipton on Cherwell (Blue Circle Cement Works).

10.22 Whilst the County Council is the waste disposal authority, this Council has some responsibilities with reference to recycling. A Recycling Plan has been prepared which sets out the authority's targets, including the promotion and expansion of community based recycling centres.

## CHAPTER ELEVEN DEVELOPMENT BY OTHER AUTHORITIES

### Education

11.1 The provision of education facilities and services is not a district Council function. However, the proposals for growth at Banbury and Bicester included in this Plan will give rise to a need for additional land and buildings for educational purposes.

**OA1 LAND WILL BE RESERVED FOR NEW PRIMARY SCHOOLS INCLUDING NURSERY PROVISION WHERE APPROPRIATE ON THE LAND IDENTIFIED ON THE PROPOSALS MAP AND WITHIN THE AREA OF LAND ALLOCATED FOR HOUSING DEVELOPMENT AT SLADE FARM, BICESTER.**

### BANBURY

11.2 Land is owned by Oxfordshire County Council and reserved for the construction of a new primary school at Overthorpe Road, Grimsbury. The school will replace the existing infant and junior schools in Grimsbury and will also accommodate children from the new development planned in that area. Construction of the school is due to commence in 1992.

11.3 The proposed new residential development north of Hardwick Estate will require a new primary school, occupying approximately 1.6 ha (4 acres). In accordance with government guidance contained in Circular 16/91 since this requirement arises directly and solely from the development, the Council will expect the cost of providing the school to be met by the developers of the land. The timing of its construction will be determined by the rate of development of the land for housing. The site shown on the proposals map does not necessarily indicate where Oxfordshire County Council would wish the school to be built.

11.4 No specific provision is made in the plan for new secondary schools as it is expected that existing sites can accommodate additional provision. However, the County Council has indicated that the North Oxford Technical College may be replaced by a tertiary college during the plan period. If this occurs a greenfield site on the edge of Banbury of approximately 4-4.5 hectares (9.9-11 acres) will be required.

### BICESTER

11.5 Sites are reserved in the plan for new primary schools to serve the South East Bicester and South Farm development areas and were first identified in the Bicester Local Plan. An additional site for a primary school is proposed for the new housing development at Slade Farm occupying a site of approximately four acres. As with the site north of Hardwick Estate, since the requirement for the school arises directly and solely from the development the Council will expect the cost of providing the school to be met by the developers of the land. At the time the plan was produced, the location of the latter within the Slade Farm area had not be decided. The timing of its construction will be determined by the rate of development of the land for housing.

### KIDLINGTON & YARNTON

**OA2 PROPOSALS FOR PERMANENT DEVELOPMENT AT YARNTON ROAD RECREATION GROUND, KIDLINGTON WHICH WOULD PREJUDICE THE COUNTY COUNCIL'S INTEREST IN THE SITE FOR A PRIMARY SCHOOL WILL BE RESISTED.**

## ANY DEVELOPMENT PROPOSALS WILL BE CONSIDERED AGAINST THE REQUIREMENTS OF POLICY R11.

11.6 The County Council has identified part of the Yarnton Road recreation ground as being a suitable site for an additional primary school in North Kidlington. Work is expected to commence on site in 1993-4.

### Health

11.7 Health services for the residents of Cherwell District are provided through doctors' (GPs) surgeries, health centres, pharmacies, dental practices and opticians' practices (under the auspices of the Oxfordshire Family Health Services Authority) and hospitals and community healthcare facilities of which services for people in Oxfordshire are funded and monitored by Oxfordshire District Health Authority. Horton General Hospital is administrated by the Horton General Hospital NHS Trust.

**OA3 LAND WILL BE RESERVED FOR NEW HEALTH CENTRES WITHIN THE LAND ALLOCATED FOR HOUSING ON THE PROPOSALS MAP NORTH OF HARDWICK AT BANBURY AND AT SLADE FARM, BICESTER.**

11.8 Oxfordshire Health Authority has obtained planning permission to redevelop the Cottage Hospital site and adjoining land at Kings End, Bicester the effect of which would be to convert the existing mental health units into a new cottage hospital and provide new housing and offices on the remainder of the site.

11.9 Provision needs to be made in each of the new major housing developments for doctors' surgeries and associated health facilities to serve the local populations. The health centres for South East Bicester, South Farm, Bicester and Grimsbury, Banbury have already been secured by planning agreements. It is intended that a similar facility will be developed at Slade Farm, Bicester and north of Hardwick Estate, Banbury each with a floor area in the region of 278.7 sqm (3,000 sq.ft). In each case the location and timing of the reservation of land for these facilities would be sought through planning agreements although it is unlikely that the facilities will be provided within the Plan period.

11.10 The Oxford Regional Health Authority are proposing to site a 32 bed community hospital in the Kidlington area. The new site, when chosen, should be easily accessible by public transport.

### Libraries

11.11 The Oxfordshire County Council are investigating the possibility of relocating the Banbury library and museum to a new site within the town although such a site has not been identified. A new site for Bicester library may also be required.

### Crown Land

11.12 Government development does not require planning consent but most proposals are submitted to the Local Planning Authority for their comments in accordance with the advice given in DoE Circular 18/ 84.

11.13 Much MoD development is required for reasons of national security. However, the District Council considers that it is necessary for non-essential Government development to be sited in a manner sympathetic to its rural surroundings. The Council will therefore comment on

all Government proposals in the same way as applications for planning permission, ie in the light of the policies in this plan.

11.14 The structure plan proposes that the majority of new houses in the plan period should be built in the country towns. It is anticipated, particularly in the proposed run-down of RAF Upper Heyford, that there is adequate provision to meet the future needs of both the civilian and military population and therefore it should not be necessary to make significant extra military-housing provision within the District. However, should it prove necessary to do so such dwellings will not be considered to be part of the Structure Plan housing allocation for the District.



## APPENDIX A

### OXFORDSHIRE STRUCTURE PLAN POLICIES

#### GENERAL

- G1 THE GENERAL STRATEGY IS TO PROTECT THE ENVIRONMENT, CHARACTER AND AGRICULTURAL RESOURCES OF THE COUNTY BY RESTRAINING THE OVERALL LEVEL OF DEVELOPMENT. THE COUNTRY TOWNS OF BANBURY, BICESTER, DIDCOT AND WITNEY WILL BE THE PREFERRED LOCATIONS FOR NEW DEVELOPMENT. ELSEWHERE IN THE COUNTY, DEVELOPMENT, AND CONSEQUENT EXPANSION OF POPULATION, WILL BE LIMITED.
- G2 BEFORE PROPOSALS FOR DEVELOPMENT ARE PERMITTED THE PLANNING AUTHORITY WILL REQUIRE TO BE SATISFIED THAT THE CAPITAL WORKS DIRECTLY REQUIRED TO SERVICE THE DEVELOPMENT ARE PROVIDED OR WILL BE PROVIDED.
- G3 PLANNING PERMISSION WILL NOT NECESSARILY BE RENEWED WHERE THE PROPOSED DEVELOPMENT DOES NOT ACCORD WITH THE POLICIES AND PROPOSALS IN THIS PLAN.
- G4 NEW DEVELOPMENT WILL NORMALLY BE CONCENTRATED WHERE IT CAN BE CONVENIENTLY SERVED BY RAIL OR OTHER PUBLIC TRANSPORT, IN ORDER TO ENCOURAGE THE USE OF PUBLIC TRANSPORT AND REDUCE THE NEED TO TRAVEL BY PRIVATE TRANSPORT.

#### THE ENVIRONMENT

- EN1 THE ENVIRONMENT WILL BE PROTECTED BY RESISTING POTENTIALLY HARMFUL DEVELOPMENTS WHICH BY THEIR NATURE, SIZE, LOCATION OR CUMULATIVE EFFECTS ARE DAMAGING OR INAPPROPRIATE TO THEIR SURROUNDINGS. TREE PLANTING, ENVIRONMENTAL IMPROVEMENTS AND COUNTRYSIDE MANAGEMENT MEASURES WILL BE SOUGHT IN RESPONSE TO DEVELOPMENT PROPOSALS AND WHERE OTHERWISE APPROPRIATE TO IMPROVE THE ENVIRONMENT, PARTICULARLY ON URBAN FRINGES OR WHERE THERE IS DAMAGED, DERELICT OR UNSIGHTLY LAND. THE CREATION, BOTH WITHIN THE COUNTY AND IN COOPERATION WITH NEIGHBOURING AUTHORITIES, OF COMMUNITY FORESTS, USING APPROPRIATE NATIVE SPECIES, WILL BE ENCOURAGED.
- EN2 IMPORTANCE WILL BE GIVEN TO THE PROTECTION OF THE BEST AND MOST VERSATILE AGRICULTURAL LAND FROM IRREVERSIBLE DEVELOPMENT TAKING INTO ACCOUNT THE QUALITY AS ASSESSED BY THE MINISTRY OF AGRICULTURE, FISHERIES AND FOOD, AND THE SIZE AND NATURE OF THE HOLDING. IN RELEASING LAND FOR DEVELOPMENT THE LOCATION AND BOUNDARIES OF THE LAND MUST BE SUCH AS TO MINIMISE SEVERANCE DISRUPTION, AND POTENTIAL VANDALISM AND TRESPASS TO ADJOINING FARMLAND.

**EN3** AREAS OF IMPORTANCE FOR NATURE CONSERVATION, GEOLOGY, ARCHAEOLOGY AND HISTORICAL INTEREST AND SCENICALLY, ECOLOGICALLY OR LOCALLY IMPORTANT WOODLANDS AND FORESTRY WILL NORMALLY BE PROTECTED BY RESISTING POTENTIALLY HARMFUL DEVELOPMENTS.

**EN4** IN AREAS OF OUTSTANDING NATURAL BEAUTY HIGH PRIORITY WILL BE GIVEN TO THE PROTECTION AND ENHANCEMENT OF THE BEAUTY OF THE AREA. DEVELOPMENT WHICH WOULD BE DAMAGING TO THE BEAUTY OF THE AREA WILL BE STRONGLY RESISTED. IN OTHER AREAS OF HIGH LANDSCAPE VALUE THE LOCATION, THE SCALE AND TYPE OF DEVELOPMENT WILL BE CAREFULLY CONTROLLED TO PROTECT THE QUALITIES OF EACH AREA.

**EN5** THERE WILL BE A GREEN BELT AROUND THE BUILT UP AREA OF OXFORD, APPROXIMATELY 4-6 MILES WIDE, WHERE DEVELOPMENT WILL BE SEVERELY RESTRICTED. THE PURPOSES OF THE GREEN BELT ARE TO

1. PROTECT THE SPECIAL CHARACTER OF OXFORD AND ITS LANDSCAPE SETTING.
2. CHECK THE GROWTH OF OXFORD AND PREVENT RIBBON DEVELOPMENT AND URBAN SPRAWL, AND
3. PREVENT THE COALESCENCE OF SETTLEMENTS.

DEVELOPMENT IN THE GREEN BELT WILL GENERALLY ONLY BE PERMITTED FOR AGRICULTURE, FORESTRY, AND RECREATION. RESIDENTIAL INFILLING OR OTHER APPROPRIATE DEVELOPMENT IN SETTLEMENTS IN THE GREEN BELT MAY BE PERMITTED PROVIDED IT DOES NOT CONFLICT WITH THE PURPOSES OF THE GREEN BELT OR ITS OPEN AND RURAL CHARACTER. SOME SETTLEMENTS WITHIN THE GREEN BELT WILL NOT BE COVERED BY GREEN BELT POLICIES IN ORDER TO ALLOW LIMITED EXPANSION.

CARE WILL BE TAKEN TO ENSURE THAT THE VISUAL AMENITIES OF THE GREEN BELT ARE NOT INJURED BY DEVELOPMENT WITHIN, OR CONSPICUOUS FROM, THE GREEN BELT WHICH, ALTHOUGH NOT PREJUDICIAL TO ITS MAIN PURPOSE, MIGHT BE INAPPROPRIATE BY REASON OF SITING, MATERIALS OR DESIGN.

**EN6** THE FABRIC AND SETTINGS OF BUILDINGS AND AREAS OF AESTHETIC, HISTORIC OR ARCHITECTURAL VALUE WILL BE PRESERVED AND WHERE APPROPRIATE ENHANCED. IN CONSIDERING PROPOSALS FOR ADAPTATION OR CHANGE OF USE OF BUILDINGS OR GROUNDS OF HISTORIC IMPORTANCE ACCOUNT WILL BE TAKEN OF THE DEGREE TO WHICH THE PROPOSAL COULD BE EXPECTED TO SECURE THE FUTURE OF THE PROPERTY.

**EN7** IN THE OPEN COUNTRYSIDE, SPORADIC & RIBBON DEVELOPMENT & DEVELOPMENT IN THE VICINITY OF MOTORWAY OR MAJOR ROAD JUNCTIONS WILL NOT NORMALLY BE ALLOWED, ALTHOUGH SPECIAL

CONSIDERATION WILL BE GIVEN TO CASES OF PROVEN AGRICULTURAL FORESTRY OR OUTDOOR RECREATIONAL NEEDS OR FOR OTHER USES APPROPRIATE TO A RURAL AREA WHICH CANNOT REASONABLY BE ACCOMMODATED IN A NEARBY SETTLEMENT

- EN8 THERE WILL BE A GENERAL PRESUMPTION IN FAVOUR OF MAKING THE OPTIMUM USE OF BUILDINGS AND LAND WITHIN BUILT UP AREAS TO REDUCE THE NEED FOR "GREEN-FIELD" DEVELOPMENT SITES. DEVELOPMENT WILL NOT NORMALLY BE PERMITTED ON SITES WITHIN THE FRAMEWORK OF A SETTLEMENT WHICH ARE OF SPECIAL IMPORTANCE TO THE CHARACTER AND APPEARANCE OR AMENITIES OF THE LOCALITY.
- EN9 THE CONVERSION OF REDUNDANT BUILDINGS IN THE COUNTRYSIDE WILL NORMALLY BE PERMITTED WHERE IT WOULD NOT CAUSE UNACCEPTABLE HARM AND WHERE THE FORM, BULK AND GENERAL DESIGN OF THE BUILDINGS CONCERNED ARE IN KEEPING WITH THE SURROUNDING AREA.
- EN10 THERE WILL BE A GENERAL PRESUMPTION AGAINST ANY DEVELOPMENT WHICH WILL HAVE AN ADVERSE IMPACT ON THE WATER ENVIRONMENT, PARTICULARLY IN RELATION TO RIVERS, PONDS, WETLANDS, PUBLIC ACCESS IN RIVER CORRIDORS AND WATER RELATED RECREATION. FAVOURABLE CONSIDERATION WILL BE GIVEN TO PROPOSALS WHICH SEEK TO RESTORE AND ENHANCE THE NATURAL ELEMENTS OF THE RIVER ENVIRONMENT AND IMPROVE WATER QUALITY.
- EN11 IN AREAS AT RISK FROM FLOODING THERE WILL BE A GENERAL PRESUMPTION AGAINST NEW DEVELOPMENT OR THE INTENSIFICATION OF EXISTING DEVELOPMENT. APPROPRIATE FLOOD PROTECTION WILL GENERALLY BE REQUIRED WHERE THE REDEVELOPMENT OF EXISTING DEVELOPED AREAS IS PERMITTED IN AREAS AT RISK FROM FLOODING. PROPOSALS WHICH WOULD RESULT IN AN INCREASED FLOOD RISK IN AREAS DOWNSTREAM DUE TO ADDITIONAL SURFACE RUN OFF WILL BE RESISTED.

#### **BUSINESS AND INDUSTRY**

- E1 THE PRINCIPAL LOCATIONS FOR THE PROVISION OF LAND FOR EMPLOYMENT-GENERATING DEVELOPMENT WILL BE IN THE COUNTRY TOWNS OF BANBURY, BICESTER, DIDCOT AND WITNEY.
- E2 IN THE SMALLER TOWNS A LIMITED AMOUNT OF LAND FOR EMPLOYMENT-GENERATING DEVELOPMENT WILL BE MADE AVAILABLE IN APPROPRIATE LOCATIONS.
- E3 OUTSIDE THE AREAS SPECIFIED IN POLICIES E1 AND E2 THE PROVISION OF LAND FOR EMPLOYMENT-GENERATING DEVELOPMENT WILL NORMALLY BE RESTRAINED. PROPOSALS FOR FIRMS UP TO ABOUT 500 SQUARE METRES OR FOR FIRMS WHOSE SOURCES OF SUPPLY, COMMERCIAL LINKAGES, LABOUR SUPPLY AND MARKETS MAKE THE SPECIFIC LOCATION NECESSARY FOR THEM WILL NORMALLY BE PERMITTED IN APPROPRIATE LOCATIONS.

- E4** TOURISM PROJECTS WHICH ARE BASED ON THE CONSERVATION AND ENJOYMENT OF THE COUNTY'S INHERENT QUALITIES AND HERITAGE WILL NORMALLY BE PERMITTED, SUBJECT TO POLICY E5.
- E5** ALL PROPOSALS FOR INDUSTRY AND BUSINESS WILL BE CONSIDERED AGAINST THE FOLLOWING CRITERIA:
- a) THE DEVELOPMENT SHOULD BE OF A SCALE AND TYPE APPROPRIATE TO THE SITE AND ITS SURROUNDINGS;
  - b) THE DEVELOPMENT SHOULD NOT HARM THE ENVIRONMENT, ECOLOGY AND AMENITIES OF THE AREA;
  - c) THERE SHOULD BE NO OVERRIDING TRANSPORT OF HIGHWAY OBJECTIONS;
  - d) THE DEVELOPMENT SHOULD NORMALLY BE ACCESSIBLE BY PUBLIC TRANSPORT
  - e) THE AVAILABILITY OF SUFFICIENT EXISTING OR PLANNED LAND FOR HOUSING TO MEET ANY DEMAND GENERATED BY THE PROPOSALS.

## **HOUSING**

**H1** THE PRINCIPAL LOCATIONS FOR NEW HOUSING WILL BE IN THE COUNTRY TOWNS OF BANBURY, BICESTER, DIDCOT AND WITNEY WHERE THEY CAN BE CONVENIENTLY SERVED BY PUBLIC TRANSPORT. ELSEWHERE A POLICY OF GENERAL RESTRAINT WILL APPLY.

**H2** PROVISION WILL BE MADE FOR ABOUT 41,700 NEW DWELLINGS FROM 1 APRIL 1986 TO 31 MARCH 2001. THE TOTAL DISTRICT PROVISION WHICH IS SET OUT BELOW WILL BE DISTRIBUTED AND PHASED IN ACCORDANCE WITH THE APPROPRIATE AREA POLICIES

CHERWELL	12,400	VOWH	7,100
OXFORD CITY	5,050	W.OXON	8,100
S.OXON	9,050	TOTAL	41,700

**H3** PROVISION WILL BE MADE FOR A VARIETY OF DWELLINGS IN LOCATION, SIZE AND DENSITY ACCORDING TO LOCAL HOUSING REQUIREMENTS, TAKING INTO ACCOUNT THE CHARACTER OF THE SITE AND THE LOCALITY, THE ACHIEVEMENT OF SATISFACTORY LIVING CONDITIONS AND THE NATURE OF THE DEVELOPMENT INVOLVED. PROVISION WILL BE MADE FOR DWELLINGS TO MEET LOCAL NEEDS (SUCH AS STARTER HOMES AND LOW COST HOME OWNERSHIP OR RENTAL SCHEMES SUITABLE FOR PEOPLE NOT EASILY ABLE TO COMPETE IN THE EXISTING HOUSING MARKET).

**H4** ENCOURAGEMENT WILL BE GIVEN TO PROPOSALS WHICH MAKE EFFECTIVE USE OF THE EXISTING STOCK, AND TO THE IMPROVEMENT AND REHABILITATION OF EXISTING HOUSING AREAS.

- H5 A HIGH STANDARD OF RESIDENTIAL ENVIRONMENTS WILL BE SOUGHT THROUGH THE LOCATION, DESIGN AND LAYOUT OF NEW HOUSING AREAS, AND THE CONTROL OF NON RESIDENTIAL LAND USES IN RESIDENTIAL AREAS.
- H6 IN ADDITION TO THE PROVISION IN POLICY H2, IN PARTICULAR CIRCUMSTANCES, SMALL SITES WITHIN OR ADJOINING SETTLEMENTS WHICH WOULD NOT OTHERWISE RECEIVE PLANNING PERMISSION MAY BE RELEASED FOR LOW COST HOUSING SCHEMES PROVIDED THAT THE DEVELOPMENT IS COMPATIBLE WITH THE ENVIRONMENTAL POLICIES IN THE PLAN AND IT CAN BE DEMONSTRATED THAT:
- a) THE SCHEME, INCLUDING SELF-BUILD AND COOPERATIVE SCHEMES, WOULD MEET A SPECIFICALLY IDENTIFIED HOUSING NEED ARISING IN THE LOCAL AREA WHICH CANNOT BE MET IN ANY OTHER WAY;
  - b) THE SCHEME IS ECONOMICALLY VIABLE IN TERMS OF ITS ABILITY TO MEET THE NEED IDENTIFIED;
  - c) THERE ARE PERMANENT ARRANGEMENTS TO ENSURE THAT THE BENEFITS OF THE SCHEME WILL BE PASSED TO SUBSEQUENT OCCUPANTS. THESE MAY INVOLVE HOUSING ASSOCIATIONS OR VILLAGE TRUSTS, COVENANTS OR S106 AGREEMENTS BETWEEN THE DEVELOPER AND THE LOCAL PLANNING AUTHORITY;
  - d) THE SCHEME IS OF A SCALE AND DESIGN APPROPRIATE TO THE LOCAL AREA AND IS CAPABLE OF DEVELOPMENT WITH MINIMAL ENVIRONMENTAL IMPACT, ESPECIALLY IN AREAS OF OUTSTANDING NATURAL BEAUTY, THE GREEN BELT AND OTHER ENVIRONMENTALLY SENSITIVE AREAS.
- H7 PROVISION WILL BE MADE FOR THE DEVELOPMENT OF A LIMITED NUMBER OF RESIDENTIAL AND TRANSIT GYPSY CARAVAN SITES. IN EXCEPTIONAL CIRCUMSTANCES, PLANNING PERMISSION MAY BE GRANTED FOR A SITE IN THE GREEN BELT OR IN AN AREA OF OUTSTANDING NATURAL BEAUTY.

#### TRANSPORT

- T1 TO SEEK APPROPRIATE IMPROVEMENTS TO A NETWORK OF HIGH QUALITY ROADS WHICH WILL SERVE AS THE MAJOR THROUGH ROUTES FOR THROUGH AND LORRY TRAFFIC. THE NETWORK WILL COMPRISE: M40, A34 (FROM WENDLEBURY TO BERKSHIRE), A40 (WHEATLEY TO GLOUCESTERSHIRE A41 (WENDLEBURY TO BUCKINGHAMSHIRE), A43 (ARDLEY TO NORTHAMPTONSHIRE), A420 (OXFORD TO WILTSHIRE), THE OXFORD RING ROAD AND AN APPROPRIATE CONNECTION BETWEEN THE A34 AND A40.
- T2 THE USE OF THE A44 (FROM PEARTREE HILL TO GLOUCESTERSHIRE A418 (WHEATLEY TO BUCKINGHAMSHIRE), A422 (M40 TO NORTHAMPTONSHIRE), A423 (M40 TO WARWICKSHIRE AND FROM THE OXFORD RING ROAD TO BERKSHIRE) AND A4074 AS COUNTY INTER TOWN ROUTES WILL BE ENCOURAGED. ON THIS ROUTES



CONSIDERATION WILL BE GIVEN TO THE BUILDING OF BYPASSES FOR SETTLEMENTS WORST AFFECTED BY TRAFFIC BUT WITHOUT TRANSFERRING TRAFFIC FROM THE MAJOR THROUGH ROUTE NETWORK OR STRATEGIC ROUTES OUTSIDE THE COUNTY.

- T3 IMPROVEMENTS OTHER THAN ON MAJOR THROUGH ROUTES WILL BE RESTRICTED TO THOSE WHICH RESOLVE SEVERE ACCIDENT OR ENVIRONMENTAL PROBLEMS OR CATER FOR MINERALS TRAFFIC OR WHICH SUPPORT LAND USE POLICIES. SUCH IMPROVEMENTS SHOULD NOT RESULT IN THE TRANSFER OF TRAFFIC FROM MORE SUITABLE ROADS OR PREJUDICE POLICIES OF RESTRAINT.
- T4 THE FOLLOWING NATIONAL TRUNK ROAD SCHEMES ARE PROPOSED:
- A40 NORTH OF OXFORD IMPROVEMENT
  - A40 HEADINGTON JUNCTION IMPROVEMENT
  - A40 WITNEY BYPASS TO STURT FARM IMPROVEMENT
  - A40 WITNEY BYPASS - CASSINGTON DUALLING
  - A420 CUMNOR TO KINGSTON BAGPUIZE AND SOUTHMOOR TO SHRIVENHAM IMPROVEMENTS
  - A421 WENDLEBURY-BICESTER BYPASS IMPROVEMENT
  - A43 DUALLING BETWEEN M40 AND NORTHAMPTONSHIRE
- T5 THE FOLLOWING LOCAL AUTHORITY HIGHWAY IMPROVEMENT SCHEMES WILL HAVE THEIR LINES PROTECTED FROM DEVELOPMENT:
- BANBURY: EAST/WEST LINK ROAD STAGE II
  - BICESTER: NORTH-EASTERN AND EASTERN (PART) PERIMETER ROAD
  - BICESTER: SKIMMINGDISH LANE
  - BICESTER: LORDS LANE
  - BICESTER: HOWES LANE
  - BICESTER: LAUNTON ROAD LINK
  - BURFORD BYPASS (A361)
  - CANE END/GREEN DEAN BYPASS (A4074)
  - CARTERTON-A40 ACCESS ROAD
  - DIDCOT: MILTON HEIGHTS STAGE II
  - DIDCOT: NORTHERN PERIMETER ROAD STAGE III
  - MARCHAM BYPASS
  - OXFORD: BOTLEY ROAD IMPROVEMENTS
  - SUTTON BYPASS
  - WALLINGFORD BYPASS
  - WITNEY: COGGES LINK
  - WOODSTOCK BYPASS
- T6 IN CONSIDERING PROPOSALS FOR NEW HIGHWAY SCHEMES CONSIDERATION WILL BE GIVEN TO THE IMPACT ON THE ENVIRONMENT, THE NEEDS OF PEDESTRIANS AND CYCLISTS, AND THE NEED TO GIVE PRIORITY TO PUBLIC TRANSPORT.
- T7 THE COUNTY COUNCIL WILL TAKE MEASURES TO DISCOURAGE OR REDUCE THE USE OF UNSUITABLE ROADS BY THROUGH TRAFFIC.

- T8 MEASURES INCLUDING TRAFFIC CALMING AND COMPREHENSIVE PEDESTRIAN AND CYCLE ROUTES WILL BE INTRODUCED TO IMPROVE THE SAFETY, CONVENIENCE AND COMFORT OF RESIDENTS, PEDESTRIANS, CYCLISTS AND DISABLED PEOPLE, AND TO ENHANCE THE ENVIRONMENT, PARTICULARLY WITHIN BUILT UP AREAS.**
- T9 IN TOWN CENTRES APPROPRIATE COMPREHENSIVE LOCAL POLICIES WILL BE SOUGHT TO PROMOTE SAFETY. TO PROTECT AND IMPROVE THE ENVIRONMENT, TO GIVE PRIORITY TO PEDESTRIANS AND PUBLIC TRANSPORT AND TO MAKE SUITABLE PROVISION FOR CYCLISTS, CAR PARKING AND SERVICING.**
- T10 WITHOUT PREJUDICE TO OTHER TRANSPORT POLICIES, PRIORITY WILL BE GIVEN TO SCHEMES THAT ARE EXPECTED TO LEAD TO A SIGNIFICANT REDUCTION IN ACCIDENTS.**
- T11 THE PROVISION OF CONVENIENT, RELIABLE AND HIGH STANDARD PUBLIC TRANSPORT SERVICES WILL BE ENCOURAGED AS PART OF A STRATEGY TO GIVE PRIORITY TO PUBLIC TRANSPORT AND REDUCE THE USE OF PRIVATE VEHICLES. MEASURES INCLUDING BOTH MANAGEMENT OF EXISTING HIGHWAYS AND PROVISION OF NEW INFRASTRUCTURE FOR PUBLIC TRANSPORT WILL BE IMPLEMENTED WHERE THEY CAN BE SHOWN TO OFFER AN OVERALL BENEFIT.**
- T12 ANY ACTION WHICH WOULD PREJUDICE THE RETENTION OF EXISTING RAIL FACILITIES WHICH COULD FEASIBLY BE REOPENED TO PASSENGER OR FREIGHT USE WILL BE RESISTED.**
- T13 THE FOLLOWING PUBLIC TRANSPORT SCHEMES WILL BE INVESTIGATED AND THEIR IMPACT ON THE ENVIRONMENT EVALUATED:**
- NEW STATIONS AT KIDLINGTON, KENNINGTON AND GROVE  
SEGREGATED SERVICES BETWEEN OXFORD AND THE WITNEY AREA  
IMPROVED LINKS BETWEEN THE RAILWAY IN OXFORD, CENTRAL OXFORD AND MAIN EMPLOYMENT AREAS**
- T14 THE PROVISION OF HIGHWAYS AND OTHER TRANSPORT MEASURES WILL BE SOUGHT TO FACILITATE DEVELOPMENT IN BANBURY, BICESTER, DIDCOT AND WITNEY, AND TO SUPPORT OTHER LAND USE POLICIES.**
- T15 GENERALLY, WHERE DEVELOPMENT REQUIRES NEW ROAD BUILDING, PROVISION OF EXTRA PUBLIC TRANSPORT SERVICES, OR FACILITIES OR OTHER TRANSPORT MEASURES, AN APPROPRIATE CONTRIBUTION TO THE COST OF SUCH PROVISION WILL BE SOUGHT FROM DEVELOPERS AND/OR LANDOWNERS**
- T16 IN CONSIDERING PROPOSALS FOR DEVELOPMENT, ACCOUNT WILL BE TAKEN OF:**
- a) THE EXISTING TRANSPORT SITUATION AND TRAFFIC AND CAR PARKING MANAGEMENT MEASURES;**
  - b) THE IMPACT OF GENERATED TRAFFIC ON EXISTING SETTLEMENTS AND ROADS;**

- c) THE REQUIREMENTS OF PUBLIC TRANSPORT;
  - d) THE LIKELY RESOURCE IMPLICATIONS FOR THE HIGHWAY AUTHORITY;
  - e) ACCESS FOR PEDESTRIANS, CYCLISTS AND DISABLED PEOPLE;
  - f) ACCESS AND THE SCOPE TO DISCOURAGE UNNECESSARY USE OF PRIVATE VEHICLES
  - g) SERVICING ARRANGEMENTS AND THE IMPACT OF SERVICING TRAFFIC;
  - b) THE SAFETY OF ALL HIGH WAY USERS.
- T17 WHEREVER POSSIBLE, NEW DEVELOPMENT SHOULD BE LOCATED WHERE IT CAN CONVENIENTLY BE SERVED BY RAIL OR OTHER PUBLIC TRANSPORT SERVICES. THE USE OF RAILWAYS WILL BE ENCOURAGED ALSO BY THE SITING OF RAIL FREIGHT DEPOTS IN SUITABLE LOCATIONS AND BY OTHER MEANS.
- T18 TO ENCOURAGE LORRIES TO USE SUITABLE ROUTES AND TO RESTRICT THEM ON UNSUITABLE ROADS.
- T19 PROVISION FOR A LIMITED NUMBER OF HIGH STANDARD SERVICE FACILITIES FOR LORRIES AND OTHER ROAD USERS ON MAJOR THROUGH ROUTES WILL BE ENCOURAGED PROVIDED THAT THEY DO NOT CAUSE SERIOUS ENVIRONMENTAL NUISANCE, JEOPARDISE ROAD SAFETY OR PREJUDICE OTHER POLICIES IN THIS PLAN.

## **SHOPPING**

- S1 THE PRINCIPAL LOCATIONS FOR MAJOR NEW SHOPPING DEVELOPMENT WILL BE IN THE COUNTRY TOWNS OF BANBURY, BICESTER, DIDCOT AND WITNEY.
- S2 FURTHER SHOPPING PROVISION WILL BE PERMITTED IN THE EXISTING SHOPPING CENTRES OF BANBURY AND OXFORD TO MEET THE COMPARISON AND SPECIALISED REQUIREMENTS OF THE POPULATIONS OF THE WIDER CATCHMENT AREAS OF THESE TOWNS.
- S3 PROPOSALS FOR SHOPPING DEVELOPMENT SUFFICIENT TO MEET THE DAY TO DAY SHOPPING NEEDS OF THE LOCAL POPULATION, WITHIN OR CONVENIENT TO RESIDENTIAL AREAS IN TOWNS AND VILLAGES WILL NORMALLY BE PERMITTED.
- S4 PLANNING AUTHORITIES WILL CONSIDER PROPOSALS FOR SHOPPING DEVELOPMENT IN THE LIGHT OF THE FOLLOWING CRITERIA:
- a) THE LIKELY EFFECT OF THE PROPOSED DEVELOPMENT, TOGETHER WITH OTHER RECENT AND PROPOSED DEVELOPMENTS IN THE LOCALITY, UPON THE VITALITY AND VIABILITY OF NEARBY TOWN CENTRES AS A WHOLE;

- b) THE NEED TO PROTECT THE CHARACTER OF AREAS OF CONSERVATION IMPORTANCE;
- c) THE ACCESSIBILITY OF THE SITE BY PUBLIC TRANSPORT;
- d) THE EFFECT OF THE PROPOSAL UPON THE HIGHWAY NETWORK; PROPOSALS WHICH WOULD INCREASE DANGER AND CONGESTION ON THE HIGHWAYS OR FOR WHICH ADEQUATE ACCESS CANNOT BE PROVIDED WILL NOT NORMALLY BE PERMITTED.

S5 PROPOSALS WHICH MAINTAIN AND ENHANCE THE VIABILITY AND ATTRACTIVENESS OF EXISTING SHOPPING CENTRES THROUGH IMPROVEMENTS TO THEIR RANGE OF SHOPS AND TO THE ENVIRONMENT WITHIN SHOPPING CENTRES WILL BE FAVOURABLY CONSIDERED.

### RECREATION

- R1 TO MAKE OPTIMUM USE OF EXISTING COUNTRYSIDE RECREATION FACILITIES AND RESOURCES, INCLUDING PUBLIC RIGHTS OF WAY, BANKS OF RIVERS AND WATERWAYS, WOODLANDS AND PARKLANDS, AND SUITABLE DISUSED LAND. OPPORTUNITIES WILL BE TAKEN TO PROVIDE AND PERMISSION WILL NORMALLY BE GRANTED FOR NEW FACILITIES WHERE THIS CAN BE DONE IN ACCORDANCE WITH POLICY R3 AND WHERE THERE IS A CLEAR SHORTAGE OF SUCH FACILITIES.
- R2 TO COOPERATE WITH LANDOWNERS AND MANAGERS, VOLUNTARY BODIES, AND OTHER INTERESTED PARTIES TO RESOLVE CONFLICTS ARISING BETWEEN USERS OF THE COUNTRYSIDE AND TO IMPROVE OPPORTUNITIES FOR ACCESS TO THE COUNTRYSIDE AND TO SITES OF NATURE CONSERVATION, HISTORICAL OR ARCHAEOLOGICAL IMPORTANCE WHERE APPROPRIATE AND DESIRABLE.
- R3 PROPOSALS FOR RECREATIONAL DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IF BY THEIR NATURE THEY ARE INAPPROPRIATE TO THE LOCALITY AND LIKELY TO CAUSE SIGNIFICANT DAMAGE TO THE LANDSCAPE, THE URBAN OR RURAL AMENITY OR AGRICULTURAL, FORESTRY, NATURAL HISTORY, OR ARCHAEOLOGICAL INTERESTS OR CREATE POTENTIAL DANGER OR CONGESTION ON HIGHWAYS.
- R4 IN AREAS OF OUTSTANDING NATURAL BEAUTY THE COUNTY COUNCIL WILL SEEK TO IMPROVE OPPORTUNITIES FOR THE QUIET ENJOYMENT OF THE COUNTRYSIDE, AND, WHERE NECESSARY, TO RESOLVE CONFLICTS OF INTEREST BETWEEN USERS OF IT.
- R5 TO SECURE THE RECREATIONAL OR NATURE STUDY/CONSERVATION AFTER-USE OF MINERAL WORKINGS AND WASTE DISPOSAL SITES WHERE THERE IS NO OVERRIDING CONSTRAINT INHIBITING SUCH USE AND WHERE RESTORATION TO HIGH QUALITY AGRICULTURAL LAND OF GRADES 1, 2, AND 3a IS NOT APPROPRIATE AND TO SECURE INCREASED PUBLIC ACCESS IN APPROPRIATE CASES.
- R6 THE COUNCIL WILL SEEK TO PROMOTE RIVER VALLEY AS IMPORTANT AREAS OF OPEN LAND BY ENCOURAGING PUBLIC ACCESS AND WATER RELATED RECREATION IN APPROPRIATE LOCATIONS.

- R7** IN CONSIDERING PROPOSALS FOR DEVELOPMENT ON OR AFFECTING THE RIVER THAMES AND ITS IMMEDIATE VALLEY, TO SEEK TO PRESERVE AND WHERE APPROPRIATE ENHANCE THE PLEASANT ENVIRONMENTAL QUALITIES OF THE RIVER AND ITS VALLEY AND TO PREVENT INCREASED CONGESTION AND CONSEQUENT LOSS OF AMENITY. TO THIS END:
- a) ANY NEW RIVERSIDE RECREATIONAL DEVELOPMENT INCORPORATING SUBSTANTIAL BUILDINGS AND STRUCTURES SHOULD BE ASSOCIATED AS FAR AS POSSIBLE WITH EXISTING SETTLEMENTS, AND SHOULD BE CAPABLE OF BEING PROVIDED WITH ADEQUATE ROAD ACCESS AND PARKING AREAS. PERMISSION WILL NOT NORMALLY BE GRANTED FOR DEVELOPMENT IN THE OPEN COUNTRYSIDE WHICH COULD DAMAGE THE RURAL QUALITY OF THE RIVER AND ITS VALLEY.
  - b) THERE WILL BE PRESUMPTION AGAINST THE PROVISION OF NEW PERMANENT MOORINGS, OR NEW HIRE BASES. PROPOSALS FOR EXTENSIONS TO EXISTING HIRE BASES WILL BE CONSIDERED IN RELATION TO THEIR EFFECT ON THE CHARACTER OF THE RIVER AND ITS SURROUNDINGS, AND ANY OTHER LOCAL PLANNING INTERESTS AND THERE WILL BE A PRESUMPTION AGAINST PROPOSALS WHICH WOULD RESULT IN A SIGNIFICANT INCREASE IN RIVER TRAFFIC. OPPORTUNITIES WILL BE TAKEN WHERE APPROPRIATE AND DESIRABLE TO RELOCATE EXISTING ON-RIVER MOORINGS INTO SIDE-CHANNELS, GRAVEL WORKINGS OR BACKWATERS.
  - c) THERE WILL BE A PRESUMPTION AGAINST ADDITIONAL ORGANISED WATER SPORTS PROPOSALS WHICH WOULD RESULT IN A SIGNIFICANT INCREASE IN CONGESTION OR INSUPERABLE CONFLICTS BETWEEN RIVER USERS, OR WHICH WOULD DAMAGE THE CHARACTER OF THE RIVERS AND ITS SURROUNDINGS. WHEREVER POSSIBLE, WATER SPORTS CLUBS AND ORGANISATIONS WILL BE ENCOURAGED TO DEVELOP THROUGH EXISTING CLUBS AND PREMISES RATHER THAN THROUGH THE CREATION OF NEW ONES.
  - d) ENCOURAGEMENT WILL BE GIVEN TO PROPOSALS WHICH SEEK TO IMPROVE OPPORTUNITIES FOR ACCESS TO AND WALKING ALONG THE RIVER BY IMPROVEMENT AND COMPLETION OF THE THAMES TOWING PATH AS A CONTINUOUS ROUTE.
- R8** THE PROVISION OF RECREATION, ARTS AND COMMUNITY FACILITIES WILL BE SOUGHT IN ASSOCIATION WITH NEW DEVELOPMENT AND IN SETTLEMENTS WHERE THERE ARE DEFICIENCIES. THE COUNTY COUNCIL WILL SEEK TO PROVIDE LEISURE FACILITIES IN COOPERATION WITH INTERESTED BODIES, PARTICULARLY IN SCHOOLS WHERE THEY CAN BE USED JOINTLY WITH THE COMMUNITY.



## **WASTE DISPOSAL**

- WD1** FACILITIES WILL BE PROVIDED AND PROPOSALS ENCOURAGED WHICH INCREASE RECYCLING OF MATERIALS, LIMIT WASTE GENERATION, OR PROVIDE ENVIRONMENTALLY ACCEPTABLE ALTERNATIVES TO LANDFILL. ON LANDFILL SITES THE COUNCIL WILL ENCOURAGE SCHEMES TO USE LANDFILL GAS ENERGY SOURCES.
- WD2** TO CONTROL THE RELEASE AND LOCATION OF LANDFILL SITES IN SUCH A WAY AS TO ENSURE THAT SATISFACTORY RESTORATION IS PROGRESSIVELY ACHIEVED WITH THE LEAST POSSIBLE HARM TO THE ENVIRONMENT. PROPOSALS WILL THEREFORE BE ASSESSED AGAINST THE FOLLOWING CRITERIA:
- a) THERE IS A DEFINITE NEED FOR THE FACILITIES WHICH CANNOT BE MET BY EXISTING OR PERMITTED LANDFILL SITES.
  - b) THERE SHOULD BE NO MATERIAL DAMAGE OR DISTURBANCE TO THE ENVIRONMENT OR TO THE AMENITIES OF RESIDENTIAL AND OTHER SENSITIVE USES OR BUILDINGS, BOTH DURING AND AFTER OPERATION, BY REASON OF NOISE, DUST, VERMIN, SMELL, GAS AND OTHER POLLUTION, OR LONG TERM DAMAGE TO THE VISUAL AMENITIES.
  - c) THE PROPOSED FILLING SHOULD NOT RAISE OR IMPEDE THE FLOOD PLAIN OF RIVERS AND STREAMS OR CREATE RISK OF POLLUTION OF SURFACE OR UNDERGROUND WATER COURSES.
  - d) THE PROPOSAL WILL CAUSE NO MATERIAL DAMAGE TO ANY FEATURE OF IMPORTANCE WITHIN A SITE OF SPECIAL SCIENTIFIC INTEREST OR OTHER SITE OF NATURE CONSERVATION IMPORTANCE WHICH CANNOT BE PROTECTED BY MEASURES INCORPORATED WITHIN THE PROPOSAL.
  - e) THE PROPOSAL WILL CAUSE NO MATERIAL DAMAGE TO AN ANCIENT MONUMENT OR ARCHAEOLOGICALLY IMPORTANT AREA REQUIRING PERMANENT PRESERVATION
  - f) THE PROPOSALS WILL NOT ADVERSELY AFFECT AN AREA OF OUTSTANDING NATURAL BEAUTY OR OF HIGH LANDSCAPE VALUE.
  - g) IN THE CASE OF PROPOSALS IN THE GREEN BELT THE DEVELOPMENT SHOULD NOT INJURE THE VISUAL AMENITIES OF THE GREEN BELT OR CONFLICT WITH ITS PURPOSES BECAUSE OF INAPPROPRIATE SITING, SCALE OR DESIGN.
  - h) THE PROPOSED ACCESS TO THE SITE, AND TRANSPORT ROUTES FOR CARRYING WASTE TO IT, ARE SUITABLE FOR THE VOLUME AND NATURE OF TRAFFIC WHICH MAY BE EXPECTED
  - i) THE SITE AND THE METHODS OF OPERATION PROPOSED ARE CAPABLE OF PROGRESSIVE RESTORATION AND COMPLETION WITHIN AN ACCEPTABLE PERIOD HAVING REGARD TO THE PARTICULAR CIRCUMSTANCES IN EACH CASE.

- j) PROPOSALS FOR SITES MUST MEET WITH THE HYDROLOGICAL AND GEOLOGICAL REQUIREMENTS FOR SAFE DISPOSAL OF THE PARTICULAR WASTE CONCERNED.
  - k) WHERE WASTE DISPOSAL MIGHT DAMAGE THE VISUAL AMENITIES OF AN AREA DURING THE PERIOD OF OPERATION, THE SITE WILL BE SCREENED BY EARTH MOUNDING, TREE PLANTING OR OTHER TECHNIQUES APPROPRIATE TO THE AREA.
- WD3 THERE WILL BE A STRONG PRESUMPTION AGAINST WASTE DISPOSAL BY LANDFILL EXCEPT INTO OLD MINERAL WORKINGS AND OTHER ARTIFICIAL DEPRESSIONS. DISPOSAL ON AGRICULTURAL LAND WILL NOT NORMALLY BE PERMITTED UNLESS IT CAN BE DEMONSTRATED THAT IT IS NECESSARY TO IMPROVE THE AGRICULTURAL QUALITY OF THE LAND, AND THERE WILL BE NO OTHER CONFLICTS WITH THE CRITERIA SET OUT IN WD2.
- WD4 IN ORDER TO AVOID TRANSPORT OF LARGE VOLUMES OF WASTE ON PUBLIC ROADS, PLANNING PERMISSION MAY BE GRANTED FOR THE DISPOSAL OF EXCAVATED MATERIAL FROM MAJOR ROAD BUILDING SCHEMES CLOSE TO THE ROAD, PROVIDED IT DOES NOT CAUSE SERIOUS LOCAL ENVIRONMENTAL PROBLEMS. PRIORITY WILL BE GIVEN TO PROPOSALS TO FILL BORROW PITS EXCAVATED TO PROVIDE MATERIALS FOR THE ROUTE, AND OTHERWISE PROPOSALS SHOULD COMPLY WITH THE CRITERIA SET OUT IN WD3. SUCH DISPOSAL WILL ONLY BE PERMITTED FOR SPECIFIC PROJECTS AND WHERE THERE IS NO EQUALLY ACCEPTABLE SITE ALREADY PERMITTED OR ALLOCATED FOR LANDFILL OR OTHER MEANS OF DISPOSAL AND WHERE THE MATERIAL CANNOT BE BETTER USED IN THE LANDSCAPING OF THE NEW ROAD. SUCH DISPOSAL WILL NOT BE REGARDED AS SETTING A PRECEDENT FOR FURTHER WASTE DISPOSAL PROPOSALS.

## **MINERALS**

### **Supply and Demand**

#### **All Minerals**

- M1 THE COUNTY COUNCIL WILL RELEASE LAND FOR MINERAL WORKING SO AS TO MAINTAIN AN ADEQUATE AND STEADY SUPPLY TO CONTRIBUTE TO LOCAL, REGIONAL AND NATIONAL NEEDS PROVIDED THAT THEY ARE SATISFIED THAT THE DEMAND CANNOT REASONABLY BE MET FROM EXISTING PLANNING PERMISSIONS.
- M2 IN ASSESSING APPLICATIONS FOR MINERALS WORKING THE COUNTY COUNCIL WILL TAKE INTO ACCOUNT THE QUALITY AND QUANTITY OF THE DEPOSIT IN THE APPLICATION SITE AND THE AVAILABILITY OF PROVEN DEPOSITS ELSEWHERE IN THE COUNTY WHICH MIGHT PROVIDE LESS DAMAGING ALTERNATIVE SOURCES OF SUPPLY.
- M3 THE COUNTY COUNCIL WILL ENCOURAGE THE USE OF RECYCLED MATERIALS TO REDUCE THE DEMAND FOR LOCALLY DUG MINERALS.

- M4 THE COUNTY COUNCIL WILL SUPPORT THE DEVELOPMENT OF RAIL-DEPOTS FOR THE IMPORT OF MINERALS INTO THE COUNTY WHERE THERE ARE NO OVERRIDING PLANNING OBJECTIONS.
- M5 PROPOSALS FOR EXPLORATORY WORKS (INCLUDING THOSE FOR OIL AND GAS) WILL GENERALLY BE APPROVED PROVIDED THAT SATISFACTORY MEASURES ARE PROPOSED:
- a) TO SAFEGUARD THE AMENITIES OF LOCAL RESIDENTS AND THE ENVIRONMENT
  - b) FOR VEHICULAR ACCESS
  - c) FOR RESTORATION
- M6 DEVELOPMENT WILL NORMALLY BE RESISTED WHERE IT WOULD STERILISE MINERAL RESOURCES THAT COULD BE WORKED UNDER THE POLICIES IN THIS PLAN.

#### **Aggregates**

- M7 THE COUNTY COUNCIL WILL SEEK TO MAINTAIN A STOCK OF LAND IN THE COUNTY WITH PLANNING PERMISSION FOR THE EXTRACTION OF AGGREGATES EQUIVALENT TO AT LEAST A 10 YEAR SUPPLY, PROVIDED THAT SUFFICIENT APPLICATIONS ARE MADE WHICH DO NOT CONFLICT WITH POLICIES M9-M14. IN ADDITION BORROW PITS MAY BE PERMITTED TO SERVE SPECIFIC LARGE SCALE PROJECTS IN ACCORDANCE WITH POLICY M8.
- M8 PERMISSION MAY BE GRANTED FOR BORROW PITS TO SERVE MAJOR CONSTRUCTION PROJECTS IN OXFORDSHIRE PROVIDED THEY DO NOT CAUSE SERIOUS LOCAL ENVIRONMENTAL PROBLEMS. IN PARTICULAR THEY SHOULD SEEK TO AVOID THE CONSTRAINTS IN POLICY M9 AND ADEQUATE PROVISION MUST BE MADE FOR RESTORATION. BORROW PITS WILL BE PERMITTED ONLY TO SUPPLY SPECIFIC PROJECTS AND WHERE THERE IS NO EQUALLY ACCEPTABLE SITE ALREADY PERMITTED OR ALLOCATED FOR EXTRACTION. THEY WILL NOT BE REGARDED AS SETTING A PRECEDENT FOR FURTHER EXTRACTION.

#### **Location of Mineral Workings**

##### **All Minerals**

- M9 IN THE FOLLOWING AREAS OF NATIONALLY ACKNOWLEDGED IMPORTANCE THERE WILL NORMALLY BE A PRESUMPTION AGAINST MINERAL WORKING UNLESS IT CAN BE SHOWN THAT THE NEED FOR THE DEVELOPMENT OUTWEIGHS ANY ADVERSE ENVIRONMENTAL CONSEQUENCES:
- (a) ON GRADE 1, 2 OR 3A LAND, UNLESS IT IS DEMONSTRATED THAT A HIGH STANDARD OF RESTORATION TO AGRICULTURE WILL BE ACHIEVED;
  - (b) IN OR AFFECTING AREAS OF OUTSTANDING NATURAL BEAUTY;

- (c) WHICH WOULD DAMAGE AN ANCIENT MONUMENT OR ARCHAEOLOGICALLY IMPORTANT AREA REQUIRING PERMANENT PRESERVATION;
- (d) WHICH WOULD DAMAGE THE CONSERVATION INTEREST OF A NATURE RESERVE OR SITE OF SPECIAL SCIENTIFIC INTEREST

**M10 THE COUNTY COUNCIL WILL ALSO PROTECT AREAS OF REGIONALLY AND LOCALLY ACKNOWLEDGED IMPORTANCE, AND THERE WILL NORMALLY BE A PRESUMPTION AGAINST MINERAL WORKING WHICH WOULD SERIOUSLY DAMAGE:**

- (a) AREAS IMPORTANT TO THE IMMEDIATE LANDSCAPE SETTING OF OXFORD;
- (b) THE IMMEDIATE SETTING OF THE RIVER THAMES OR OTHER RIVERS IN THE COUNTY, AND THE OXFORD CANAL;
- (c) THE SPECIAL QUALITIES OF AN AREA OF HIGH LANDSCAPE VALUE OR IMPORTANT LOCAL LANDSCAPE FEATURE;
- (d) THE ENVIRONMENT AND AMENITIES OF TOWNS, VILLAGES, DWELLINGS, RESIDENTIAL INSTITUTIONS, HOSPITALS AND OTHER SENSITIVE BUILDINGS;
- (e) IMPORTANT HISTORIC LANDSCAPE, PARKS AND GARDENS AND AN ANCIENT SEMI NATURAL WOODLAND.

**M11 OUTSIDE THE AREAS COVERED BY M9, M10 AND M13 APPLICATIONS FOR MINERAL EXTRACTION WILL BE CONSIDERED ON THEIR MERITS IN THE LIGHT OF OTHER POLICIES IN THE PLAN.**

**M12 POLICY EN5 WILL NOT BE REGARDED AS NECESSARILY PREVENTING THE WINNING AND WORKING OF MINERALS PROVIDED THAT HIGH ENVIRONMENTAL STANDARDS ARE MAINTAINED AND THAT THE SITE IS WELL RESTORED.**

**Sharp Sand and Gravel**

**M13 THE PRINCIPLE OF NEW SAND AND GRAVEL WORKINGS IS ACCEPTED IN THE FOLLOWING AREAS:**

- THE SUTTON COURTENAY AREA
- THE SUTTON WICK AREA
- THE STANTON HARCOURT AREA
- THE CASSINGTON-YARNTON AREA.

**Control of Mineral Workings**

**All Minerals**

**M14 PROPOSALS FOR MINERAL WORKINGS WILL BE CONSIDERED IN THE LIGHT OF THE CRITERIA BELOW:**

- (a) THE PROTECTION OF LOCAL RESIDENTIAL, LANDSCAPE AND NATURAL AMENITIES;
- (b) THE PROVISION OF ADEQUATE BUFFER ZONES TO PROTECT RESIDENTIAL AND NATURAL AMENITIES;
- (c) BUILDINGS OF ARCHITECTURAL AND HISTORICAL IMPORTANCE AND THEIR SETTING ARE NOT SIGNIFICANTLY DAMAGED;
- (d) THAT SATISFACTORY ACCESS CAN BE PROVIDED ONTO ROADS WHICH CAN SAFELY ACCOMMODATE THE PROPOSED TRAFFIC WITHOUT MATERIAL HARM TO THE ENVIRONMENT;
- (e) WHERE ARCHAEOLOGICAL SITES DO NOT NEED TO BE PRESERVED, APPROPRIATE PROVISION IS MADE FOR THE RECOVERY AND RECORDING OF REMAINS BEFORE EXTRACTION TAKES PLACE;
- (f) SITES IMPORTANT FOR NATURE CONSERVATION, OTHER THAN COVERED BY POLICY M9(d), ARE NOT SERIOUSLY DAMAGED,
- (g) WOODS, COPSES AND BELTS OF TREES WHICH ARE IMPORTANT IN THE LANDSCAPE, ARE PROTECTED;
- (h) A HIGH STANDARD OF RESTORATION AND LANDSCAPING IS PROVIDED;
- (i) WATER SUPPLIES AND RESOURCES ARE PROTECTED AND POLLUTION AVOIDED, AND HYDROLOGICAL STUDIES ARE PROVIDED WHERE NECESSARY;
- (j) THE NETWORKS OF PUBLIC RIGHTS OF WAY ARE PROTECTED;
- (k) THAT EVERY CARE IS TAKEN IN THE SITING, DESIGN AND LANDSCAPING OF PROCESSING PLANTS TO MINIMISE THE EFFECTS ON THE LOCAL AREA;
- (l) WHEN CONSIDERING APPLICATIONS FOR MINERAL DEVELOPMENT, THE COUNTY COUNCIL WILL CONSIDER THE FEASIBILITY OF THE RESTORATION AND AFTERCARE PROPOSALS.

**Restoration**

- M15 BEFORE GRANTING PLANNING PERMISSION THE COUNTY COUNCIL WILL NEED TO BE SATISFIED THAT THE LAND WILL BE PROGRESSIVELY RESTORED WITHIN A REASONABLE TIME SCALE TO AN ACCEPTABLE USE THAT IS APPROPRIATE TO ITS LOCATION AND IMMEDIATE AREA.
- M16 THE COUNTY COUNCIL WILL SEEK TO SECURE THE ENVIRONMENTAL IMPROVEMENT OF LAND THAT HAS BEEN DAMAGED BY MINERAL WORKING.

**Transport**

- M17 THE COUNTY COUNCIL WILL SEEK TO MINIMISE THE EFFECT OF TRAFFIC ON THE HIGHWAY NETWORK, AND WILL ENCOURAGE THE USE



OF RAIL, BARGE, PIPELINE, CONVEYOR AND OTHER ALTERNATIVES TO ROAD WHERE THIS IS FEASIBLE AND BENEFICIAL, AND WOULD NOT LEAD TO AN INCREASE IN THE RATE OF MINERAL EXTRACTION OR CREATE TRANSPORT PROBLEMS ELSEWHERE.

- M18 RAPID AND CONVENIENT ACCESS TO THE PRIMARY ROAD NETWORK OF HIGH QUALITY ROADS WILL BE SOUGHT FOR MINERALS TRAFFIC IN THE CONTEXT OF STRUCTURE PLAN POLICIES T1-T19. WHERE SUCH ACCESS IS NOT DIRECTLY AVAILABLE THE USE OF OTHER ROADS WILL BE STRICTLY CONTROLLED, AND MEASURES SUCH AS HAUL ROUTES, ROUTEING AGREEMENTS AND APPROPRIATE CONTRIBUTIONS TOWARDS ROAD IMPROVEMENTS WILL BE SECURED BEFORE PLANNING PERMISSION IS GRANTED.

#### **Industries Associated with Mineral Working**

- M19 APPLICATIONS FOR INDUSTRIES ASSOCIATED WITH A MINERAL WORKING WILL BE CONSIDERED ON THEIR MERITS AND IN THE LIGHT OF SUITABLE ALTERNATIVE SITES. IF PERMISSION IS GRANTED IT WILL GENERALLY ONLY BE FOR A LIMITED PERIOD, WHICH WILL NOT EXTEND BEYOND THE LIFE OF THE WORKING.

#### **Hydrocarbons**

- M20 THE COUNTY COUNCIL WILL NORMALLY PERMIT DEVELOPMENT FOR THE EXTRACTION OF OIL AND GAS PROVIDED:
- (a) THE PROPOSED DEVELOPMENT IS PART OF A COMPREHENSIVE PLAN FOR THE AREA AND THE COUNCIL IS SATISFIED THAT IT IS NECESSARY TO EXPLOIT THE RESOURCES IN THE WAY PROPOSED;
  - (b) THE SITING AND MANAGEMENT OF THE PROPOSAL MINIMISES DISRUPTION AND DISTURBANCE TO LOCAL RESIDENTS AND THE ENVIRONMENT IN THE CONTEXT OF POLICIES M9-M11 AND M14;
  - (c) VEHICULAR ACCESS, CONTROL AND ROUTEING, AND THE DISTRIBUTION OF OIL FROM THE AREA PREFERABLY BY PIPELINE OR RAIL, ARE SATISFACTORY;
  - (d) THE METHODS FOR DISPOSING OF WASTE, SAFETY PRECAUTIONS AND MEANS OF MINIMISING POLLUTION ARE SATISFACTORY
  - (e) THE LOCATION OF PROCESSING, STORING AND DISTRIBUTION FACILITIES AVOID AREAS LISTED IN POLICIES M9 AND M10;
  - (f) THERE IS A COMPREHENSIVE SCHEME FOR THE REMOVAL OF ALL PLANT, BUILDINGS AND HARDSTANDINGS, AND FOR THE RESTORATION AND AFTERCARE OF THE LAND INVOLVED.

#### **Environmental Statements**

- M21 WHERE APPROPRIATE, APPLICATIONS FOR MINERAL DEVELOPMENT SHOULD BE ACCOMPANIED BY ENVIRONMENTAL STATEMENTS WHICH SHOULD INCLUDE A DESCRIPTION OF THE LIKELY SIGNIFICANT EFFECTS OF THE DEVELOPMENT ON THE ENVIRONMENT AND ITS

RELATIONSHIP TO THE POLICIES IN THIS PLAN AND SET OUT MEASURES AND PROPOSALS TO AVOID, REDUCE OR REMEDY ANY SIGNIFICANT ADVERSE EFFECTS THAT HAVE BEEN IDENTIFIED.

## **PROPOSALS FOR AREAS OF THE COUNTY**

### **BANBURY**

- BAN1 THE RELEASE OF LAND FOR EMPLOYMENT GENERATING DEVELOPMENT IN BANBURY SHOULD BE MADE IN ACCORDANCE WITH POLICIES G1, E1 AND E5.
- BAN2 PROVISION WILL BE MADE FOR ABOUT 4400 NEW DWELLINGS TO BE BUILT BETWEEN 1 APRIL 1986 AND 31 MARCH 2001.
- BAN3 ESSENTIAL INFRASTRUCTURE INCLUDING COMMUNITY FACILITIES WILL BE PROVIDED IN ASSOCIATION WITH DEVELOPMENT. PROPOSALS FOR DEVELOPMENT SHOULD INCLUDE MEASURES TO MINIMISE ANY ADVERSE TRAFFIC EFFECTS THAT MAY ARISE AS A CONSEQUENCE OF THE DEVELOPMENT, PARTICULARLY IN THE TOWN CENTRE. MEASURES WILL BE INTRODUCED TO DISCOURAGE EXTRANEIOUS TRAFFIC FROM THE MAIN SHOPPING AND RESIDENTIAL AREAS.
- BAN4 SHOPPING DEVELOPMENT WHICH ASSISTS IN CONSOLIDATING THE CENTRAL AREA SHOPPING FACILITIES WILL NORMALLY BE PERMITTED IN THE TOWN CENTRE.
- BAN5 PROVISION WILL BE MADE FOR THE DEVELOPMENT OF RECREATION AND COMMUNITY FACILITIES.

### **BICESTER**

- BIC1 THE RELEASE OF LAND FOR EMPLOYMENT GENERATING DEVELOPMENT IN BICESTER SHOULD BE IN ACCORDANCE WITH POLICIES G1, E1 AND E5
- BIC2 PROVISION WILL BE MADE FOR ABOUT 4,900 NEW DWELLINGS TO BE BUILT BETWEEN 1 APRIL 1986 AND 31 MARCH 2001.
- BIC3 NEW DEVELOPMENT AND ASSOCIATED ROAD SCHEMES WILL BE DESIGNED TO MINIMISE THE IMPACT OF TRAFFIC ON THE TOWN, PARTICULARLY THE TOWN CENTRE. CONVENIENT ACCESS BETWEEN THE A41 BYPASS, THE MAIN INDUSTRIAL AREAS, THE TOWN CENTRE AND NEW DEVELOPMENT WILL BE SOUGHT.
- BIC4 ADDITIONAL DEVELOPMENT IS PROPOSED TO IMPROVE BICESTER'S ROLE AS A SHOPPING CENTRE FOR THE NORTH EASTERN PART OF THE COUNTY IN ACCORDANCE WITH POLICY S1.
- BIC5 PROVISION WILL BE MADE FOR THE DEVELOPMENT OF RECREATION AND COMMUNITY FACILITIES.

## CENTRAL OXFORDSHIRE

CO1 PROPOSALS FOR EMPLOYMENT GENERATING DEVELOPMENT WILL BE CONSIDERED UNDER POLICIES E3, E4 AND E5.

CO2 PROVISION WILL BE MADE FOR ABOUT 10,100 NEW DWELLINGS TO BE BUILT BETWEEN 1 APRIL 1986 AND 31 MARCH 2001. THE PROVISION WILL BE DISTRIBUTED AS FOLLOWS:

CHERWELL	800
OXFORD CITY	5050
S.OXON	850
VOWH	3400
AREA TOTAL	<u>10100</u>

CO4 IN OXFORD AND THE ADJACENT BUILT UP AREAS PROPOSALS WILL SEEK TO ENCOURAGE THE USE OF PUBLIC TRANSPORT, TO RETAIN AND DEVELOP PARK AND RIDE SCHEMES AND BUS LANES, TO DISCOURAGE THROUGH TRAFFIC IN RESIDENTIAL AREAS AND TO IMPROVE CONDITIONS FOR CYCLISTS AND PEDESTRIANS. PROVISION WILL BE MADE BY TRANSPORT MEASURES, INCLUDING TRAFFIC CALMING, FOR PROTECTION AND ENHANCEMENT OF THE ENVIRONMENT PARTICULARLY IN OXFORD CENTRAL AREA. THE TOTAL NUMBER OF CENTRAL PARKING SPACES WILL BE KEPT GENERALLY AT PRESENT LEVELS. THE EFFICIENT USE AND OPERATION OF THE RING ROAD WILL BE PROTECTED AND PROPOSALS LIKELY TO CONFLICT WITH THIS PRINCIPLE WILL BE RESTRICTED.

CO5 IMPROVEMENTS IN ENVIRONMENTAL CONDITIONS THROUGHOUT ABINGDON WILL BE SOUGHT THROUGH THE PROVISION OF NEW HIGHWAYS AND OTHER TRANSPORT AND ENVIRONMENTAL MEASURES. FINANCIAL CONTRIBUTIONS FROM DEVELOPERS WILL BE SOUGHT WHERE APPROPRIATE.

CO6 IN ABINGDON A LIMITED AMOUNT OF NEW SHOPPING DEVELOPMENT WILL BE PERMITTED IN THE TOWN CENTRE. PROPOSALS WHICH ARE LIKELY TO PREJUDICE SHOPPING PROVISION AT DIDCOT WILL BE RESISTED.

CO7 IN OXFORD NEW SHOPPING DEVELOPMENT WILL BE ALLOWED IN THE EXISTING DISTRICT CENTRES TO PROVIDE FOR THE LOCAL POPULATION. IN THE CITY CENTRE NEW SHOPPING DEVELOPMENT WILL BE PERMITTED TO MEET THE SPECIALISED REQUIREMENTS OF THE WIDER CATCHMENT AREA.

CO8 IN KIDLINGTON A LIMITED AMOUNT OF ADDITIONAL SHOPPING TO MEET LOCAL NEEDS WILL BE PERMITTED IN THE CENTRE.

CO9 THE CONSERVATION OF OXFORD'S ARCHITECTURAL AND HISTORIC HERITAGE AND ITS LANDSCAPE SETTING WILL TAKE PRIORITY IN CONSIDERING PROPOSALS FOR DEVELOPMENT IN AND AROUND THE CITY. THE RIVER VALLEYS AND OTHER IMPORTANT LAND WHICH EXTENDS INTO THE CITY WILL BE PRESERVED AS OPEN SPACE

CO10 PROVISION WILL BE MADE FOR THE DEVELOPMENT OF RECREATION AND COMMUNITY FACILITIES.

**RURAL AREAS**

RUR1 PROVISION FOR EMPLOYMENT GENERATING DEVELOPMENT WILL BE MADE IN ACCORDANCE WITH POLICIES E2, E3, E4 AND E5.

RUR2 PROVISION WILL BE MADE FOR 14400 NEW DWELLINGS TO BE BUILT BETWEEN 1 APRIL 1986 AND 31 MARCH 2001. THE PROVISION WILL BE MADE IN TWO PHASES AND WILL BE DISTRIBUTED AS FOLLOWS:

	1986-96	1996-2001	1986-2001
CHERWELL	1650	650	2300
SOUTH OXFORDSHIRE	2800	800	3600
VALE OF WHITE HORSE	2900	800	3700
WEST OXFORDSHIRE	3650	1150	4800
TOTAL	<u>11000</u>	<u>3400</u>	<u>14400</u>

RUR3 MOST DEVELOPMENT SHOULD TAKE PLACE IN SETTLEMENTS WHERE A REASONABLE RANGE OF SERVICES AND COMMUNITY FACILITIES EXIST OR CAN BE PROVIDED. EVEN IN THESE SETTLEMENTS DEVELOPMENT MAY NOT BE PERMITTED IF IT HAS AN ADVERSE EFFECT ON THE ENVIRONMENT. DEVELOPMENT WILL NOT NORMALLY BE PERMITTED IF IT USES VALUABLE OPEN SPACE WITHIN THE SETTLEMENTS, DETRACTS FROM THE OPEN CHARACTER OR SPOILS AN IMPORTANT VIEW.

RUR4 IN SETTLEMENTS WHICH DO NOT HAVE A REASONABLE RANGE OF SERVICES AND COMMUNITY FACILITIES DEVELOPMENT WILL NORMALLY BE RESTRICTED.

RUR5 PROVISION WILL BE MADE FOR THE DEVELOPMENT OF RECREATIONAL AND COMMUNITY FACILITIES.

## APPENDIX B

### VEHICLE PARKING STANDARDS

Note: Additional detailed guidance is contained in Oxfordshire County Council's Vehicle Parking Standards document which can be inspected at this Council's Department of Development and Property Services, or purchased direct from the Director of Environmental Services Oxfordshire County Council.

#### RESIDENTIAL (including caravan parks)

1 bedroom unit	1 space/unit plus 1 casual space/2 units
2 & 3 bedroom units	2 spaces/unit
4 bedroom units	3 spaces/unit
5+ bedroom units	3 spaces plus 1 space/additional bedroom
General requirement	1 space/4 dwellings unless all garages have a minimum internal length of 6.5m
Retired homes, sheltered housing	Standards as above unless relaxation is justified. Minimum standard 2 spaces/3 units plus manoeuvring and parking space for emergency vehicle.
Elderly Person's hostels/homes	1 space/3 units plus wardens provision as for residential standard, plus 1 space per 2 non-residential staff. Manoeuvring and parking space for emergency vehicle.

#### GENERAL

Theatres, Cinemas	1 space/4 seats up to 300 seats 1 space per 10 seats thereafter. Space for manoeuvring and parking a large commercial vehicle plus pick up/set down space for cars.
Multi-screen/ multi-plex cinemas	1 space/4 seats
Public Halls	1 space/4 seats or 1 space/6 sq m; whichever is greater. Servicing and pick-up/set-down facilities as above.
Place of Worship	1 space/4 seats (1 space/5 sq m) up to 300 seats. 1 space/30 seats thereafter. Servicing and pick up/set down facilities as above.
Libraries	1 space/30 sq m plus servicing and pick up/set down facilities as above.
Hospitals and nursing homes	1 space per resident staff plus 1 space per consultant/surgeon/doctor plus 1 space per 2 other staff plus 1 space per 3 beds



for outpatients/visitors. Space for ambulance pick up/set down and manoeuvring.

Medical Clinics, Doctor's Group Practises, Dental Clinics

1 space/member of primary health care team plus 1 space/2 admin staff plus 4 spaces/treatment room. Space for picking up/setting down.

#### **RETAIL (Service vehicle provision based on individual assessment)**

Out of/edge of town food superstores.

1 space/10 sq m.

Out of/edge of town non-food retail warehouses/stores.

1 space/15 sq m.

Small retail shops (up to 500 sq m)

1 space/25 sq m.

Food retail units (500-1000 sq m)

Treated on own merits

Town centre food retail stores (over 1000 sq m)

9 spaces/100 sq m.

Town centre non-food retail stores (over 500 sq m)

1 space/20 sq m.

Large shopping complexes

based on individual assessment.

#### **OFFICES**

Class A2

1 space per 25 m<sup>2</sup>

#### **INDUSTRIAL/BUSINESS**

Science parks, research and development

1 space/25 sq m plus 1 lorry space/500 sq m.

Business Use-B1

1 space/25 sq m plus 1 lorry space/500 sq m

General industry-B2

1 space/25 sq m up to 225 sq m, 1 space/50 sq m thereafter plus 1 lorry space/200 sq m.

Special industry B3-B7

1 space/25 sq m plus 1 lorry space/200 sq m

Storage and distribution-B8

1 space/25 sq m up to 225 sq m, 1 space/200 sq m thereafter plus 1 lorry space/200 sq m.

Public houses, licenced clubs.

1 space/resident staff plus normal residential standards/unit plus 1 space/3 sq m of net public floor space plus servicing

space and pick up/set down area.

Restaurants/cafes	1 space/resident staff plus 1 space/ 3 non-resident staff plus 1 space/3 sq m of dining area plus servicing space and pick up/set down area.
Hotels and motels	1 space/bedroom plus 1 space/2 staff. Servicing space and pick up/set down area.
Conference centres	1 space/3 seats plus servicing space and pick up/set down area.
Garden centres	1 space/50 sq m (internal and external sales and display areas) plus servicing area.

### **INDOOR SPORTS FACILITIES**

Sports/leisure centres	Assessed individually.
Swimming pools (traditional)	1 space/10 sq m plus 1 space/2 staff plus servicing space and pick up/set down area.
Tennis, badminton	4 spaces/court
Squash	2 spaces/court
Indoor bowls	10 spaces/rink

### **OUTDOOR FACILITIES**

Golf courses	1 space/2 staff, 2 spaces/hole plus spaces for bar/restaurant/clubhouse etc as above.
Football/rugby/hockey pitches etc	1 space/2 participants plus 1 coach parking space per pitch.
Sports stadium	1 space/2 staff plus 1 space per 5 seats plus 1 space per 2 participants plus provision for servicing, pick up/set down area, and coach parking where required.

### **EDUCATIONAL ESTABLISHMENTS**

Schools	1 space/teacher plus 1 space/2 teachers for visitors plus space for servicing/manoeuvring facility plus space for manoeuvring/parking contract buses.
Community uses in schools	Based on individual assessment.
Further education establishments	1 space/teaching staff member plus 1 space/3 ancillary staff plus 1 space/10 students plus servicing area.

Halls of residence	1 space/resident staff plus 1 space/4 non resident staff plus 1 space/10 students plus servicing area.
Nurseries/Playgroups	1 space/member of staff plus manoeuvring space on site to accommodate up to 3 cars. Entry and exit to be in forward gear.

### **CYCLE PARKING STANDARDS**

Cycle parking areas are recommended for the following types of development: City/town centre shopping areas, shopping facilities in general, employment, leisure facilities, and transport interchanges. Further guidance on cycle parking provision is contained in Oxfordshire County Council's Recommended Vehicle Parking Standards document.

### **DISABLED PERSONS PARKING**

Disabled persons parking spaces shall be 5.0m x 3.4m. Provision for disabled persons' parking will be required for the majority of community, retail and commercial facilities.

The percentage provision to be made will be a product of the scale of overall parking provision and should be discussed early in the planning stage with the relevant planning and Highway Authority staff. All such spaces shall be located so as to provide the most convenient access to the site buildings.

## APPENDIX C

### CURRENT LIST OF CONSERVATION AREAS

MAY 1996	Date of Designation
Adderbury	April 1975 (reviewed July 1991)
Balscote	April 1980
Banbury	1969 (reviewed May 1991)
Barford St John	Mar 1988
Barford St Michael	Jul 1988
Begbroke	Jul 1991
Bicester	1969 (reviewed Oct 1992)
Bletchington	April 1980 (reviewed May 1991)
Bloxham	April 1975 (reviewed July 1991)
Bodicote	Mar 1988 (reviewed Nov 1995)
Charlton-on-Otmoor	Nov 1989 (reviewed March 1996)
Chesterton	Mar 1988 (reviewed Jan 1995)
Cottisford	Nov 1980
Cropredy	Feb 1978 (reviewed Sept 1995)
Deddington	Mar 1988
Drayton	Feb 1977
Fritwell	Mar 1988
Hampton Gay, Shipton on Cherwell & Thrupp	Oct 1975
Hampton Poyle	May 1991
Hanwell	Jan 1985
Hefne	Mar 1988 (reviewed July 1993)
Hook Norton	Mar 1988
Horley	Jan 1987 (reviewed July 1991)
Horton	Mar 1988 (reviewed July 1988)
Islip	Nov 1989 (reviewed Nov 1994)
Juniper Hill	Nov 1980
Kidlington, Church Street	1974 (reviewed May 1991 and March 1996)
"    High Street	May 1991
"    The Rookery	May 1991 (reviewed March 1996)
Kirtlington	Mar 1988
Milton	Mar 1988
Mixbury	Mar 1988
North Aston	Mar 1988
North Newington	May 1989
Rousham	July 1991 (reviewed May 1996)
Sibford Ferris	Nov 1985
Sibford Gower & Burdrop	Jan 1988
Somerton	Oct 1992 (reviewed March 1996)
Souldern	Mar 1988
South Newington	April 1989
Steeple Aston	Mar 1988 (reviewed May 1996)
Stratton Audley	Mar 1988
Swalcliffe	Mar 1988
Tadmarton	Oct 1992 (reviewed Nov 1995)
Wardington	Mar 1988
Wigginton	Mar 1988
Williamscot	Oct 1992 (reviewed Nov 1995)
Wroxton	Sept 1977

## APPENDIX D

### ARCHAEOLOGICAL SITES

#### Scheduled Ancient Monuments

Parish	County No	Monument Title	Grid Ref
Ambrosden	104	Churchyard cross	SP 603 194
Ambrosden	108	Wretchwick deserted village at Middle Wretchwick Farm	SP 596 213 SP 598 215
Ardley	84	Moated site in Ardley Wood	SP 539 274
Banbury	172	Tooley's boatyard	SP 458 407
Chesterton	145	Saxon barrow	SP 534 222
Deddington	83	Deddington Castle, including banks and ditches of outer bailey	SP 471 316
Deddington	123	Ilbury camp	SP 437 305
Hampton Gay and Poyle	120	Deserted village of Hampton Gay	SP 486 164
Hardwick with Tusmore	103	Site of deserted village at Tusmore	SP 562 308
Islip	107	Romano-Celtic temple N of Wood Eaton	SP 536 127
Islip	148	Roman villa 600m SE of Islip Bridge	SP 533 133
Kidlington	131	Roman villa	SP 498 148
Kirdlington	154	Moated site E of school	SP 501 198
Middleton Stoney	109	Castle (motte and bailey)	SP 534 233
Milcombe	259	Dovecote S of Milcombe Hall Farm	SP 413 347
Mixbury	102	Beaumont Castle	SP 610 341
Oddington	170	Oddington Grange	SP 544 166
Shenington with Alkerton	181	Lyncheted ridge and furrow N of Shenington	SP 370 431
Shipton-on-Cherwell and Thrupp	100	Thrupp Cross	SP 480 157

<b>Parish</b>	<b>County No</b>	<b>Monument Title</b>	<b>Grid Ref</b>
Shipton-on-Cherwell and Thrupp	101	Shipton-on-Cherwell churchyard cross	SP 480 165
Somerton	152	Somerton Manor House; earthworks and remains of hall	SP 499 285
Somerton	261	Somerton village earthworks	SP 496 292
Stratton Andley	153	Moated site SE of church	SP 609 259
Swalcliffe	36a	Madmarston Hill camp	SP 386 389
Swalcliffe	78	Tithe barn	SP 378 379
Tadmarton	35	Tadmarton camp	SP 388 356 SP 388 357
Tadmarton	36b	Earthwork NE of Tadmarton village	SP 398 388
Upper Heyford	93	Tithe barn	SP 495 258
Wendlebury	18	Alchester Roman site	SP 572 202



## APPENDIX E

### COMMITTED HOUSING SITES

(number of dwellings)

#### PART1 SITES THAT HAD PLANNING PERMISSION AT 1.4.93. (if site under construction, number of dwellings not complete at 1.4.93)

##### (a) SITES WITH 10 OR MORE DWELLINGS (shown on Proposals Map)

#### BANBURY

Land at Overthorpe Road	23
Land at Middleton Road/Daventry Road	12
Huscote Park, Daventry Road	32
Plots 54-60, 70-90, 99 & 100 Overthorpe Road	29
Brinkburn Grove, Daventry Road	22
Britannia Buildings, Britannia Road	60
R.U.F.C. Ground, Oxford Road	60
21-33 Southam Road	22
Rear of 86 Broughton Road	20
Fourwinds, Warwick Road	22
Britannia Road	46
Boxhedge Nurseries, Boxhedge Road	10
Banbury Slaughterhouse, Lambs Crescent	14
Middleton Road, Phase 2	15
Cattle Market, Merton Street	120
Rear of 55 Hightown Road	18
Former Neithrop Hospital, Warwick Road	151
Land off Bloxham Road	92
Land at Grimsbury Green	69
Park Road	49
St Leonards School, School View	25
Rear of 86 Broughton Road	11
The Sovereigns, Grimsbury	18
Grimsbury Infants School	25
Rear of 59 & 61 Hightown Road	18
	<hr/>
	983

#### BICESTER

South Farm, Buckingham Road	163
Buckingham Road	42
Off Buckingham Road, Phase 1c	13
Southwold 2 South Farm, Buckingham Road	234

Middle Wretchwick, East of London Road	439
Area H, East of London Road	60
S.E. Bicester off A41	21
Area E, S.E. Bicester	14
Area 9, East of London Road	62
Area E, off Avocet Way	27
Part Area L, East of London Road	23
Middle Wretchwick Farm	19
Market End Way	44
London Road	191
Bicester Cottage Hospital, Oxford Road	10
Plots 55-101, 157-199, S.E. Bicester	61
Southwold, Phase 1c	19
Boston Road, Phase B8-2	14
Land off Lancaster Close	12
Southwold, Phase 2	17
Middle Wretchwick Farm	13
Hudson St	40
St Edburgs Church Hall, Old Place Yard	10
Phase 3A Southwold Plots 805-919	62
Lawnswood, off London Road	37
S.E. Bicester Development	49

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1818

### CENTRAL OXFORDSHIRE

Poultry Farm, Fireacres, Murcott	11
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### RURAL AREAS

Old Arncoth Road and Merton Road, Ambrosden	19
Vacant land, access off Cumberford Close, Bloxham	21
Former School, Fringford Road, Caversfield	12
Home Farm, Claydon with Clattercote	10
Manor Farm. OS pt. 4600, Deddington	62
Barleyfield, off Mill Close, Deddington	26
Boulderdyke Farm, Clifton	15
Town Farm, Fulwell Road, Finmere	10
Land off Main Street, Fringford	11
Land off Green Lane, Chesterton	12
Rear of Fewcott Road, Fritwell	20
Station Road, Hook Norton	28
Fronting The Bourne and Watery Lane, Hook Norton	25
Land fronting The Bourne, Hook Norton	10
Bicester Road, Lamton	10
Former Nursery, Adj: Margaret's Road, Adderbury	20

Home Farm, Claydon	10
	<hr/>
	321

(b) **SITES WITH LESS THAN 10 DWELLINGS - TOTALS**  
(not shown on Proposals Map)

<b>BANBURY</b>	144
<b>BICESTER</b>	111
<b>CENTRAL OXFORDSHIRE</b>	126
<b>RURAL AREAS</b>	559

**PART 2 HOUSING ALLOCATIONS AT 1.4.93 - ESTIMATES**  
(shown on Proposals Map)  
(excludes new housing allocations proposed in this plan)

**BANBURY**

Bretch Hill Farm	60
Bloxham Road/Salt Way	55
East Close	15
Balmoral Avenue	22
Castle Gardens	108
West Street/Middleton Road	250
	<hr/>
	510

**BICESTER**

S.E. Bicester	617
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**RURAL AREAS**

Cumberford Close, Bloxham	12
Poplars Farm, Cropredy	25

Park End, Bodicote 20

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57

**CENTRAL OXFORDSHIRE**

Lock Crescent, Kidlington 90

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90

**APPENDIX F**

**SUMMARY OF HOUSING PROVISIONS IN THE PLAN  
(Number of Dwellings)**

	Banbury	Bicester	Rural Areas	Central Oxon	Cherwell District
Total Structure Plan Requirement 1.4.86 - 31.3.2001	4400	4900	2300	800	12400
Completions 1.4.86 - 1.4.93	2178	2041	758	489	5466
Remaining to be built 1.4.93-31.3.2001	2222	2859	1542	311	6934
Number of dwellings with permission at 1.4.93	1127	1929	880	137	4073
Number of dwellings allocated in existing local plans but without planning permission(-10%)	460	555	50	90	1155
Total No of dwellings permitted and allocated	1587	2484	930	227	5228
Number of dwellings proposed as new allocations in this local plan (-10%)	520	270	70	0	860
Number of dwellings remaining to be accommodated on windfall sites	115	105	542	84	846

## APPENDIX G

### THE COUNCIL'S ECONOMIC DEVELOPMENT POLICY

1. The overall aim of the Council's Economic Development Strategy for 1996/97 is to create a climate for sustainable economic growth which will enhance the overall quality of life of all members of the local community.
2. The objectives of the Council's Strategy are as follows:
  - a) to promote a positive, high quality image for the district;
  - b) to promote the business opportunities available in North Oxfordshire;
  - c) to encourage a release of land and premises to provide a range of development opportunities which meet the needs of different types of industry and an expanding population;
  - d) to encourage investment in the district which will create appropriate job opportunities and work towards full employment;
  - e) to increase access to employment and skill training for all local job seekers;
  - f) to assist in overcoming skill shortages by the provision of training schemes and participation in collaborative ventures with other organisations;
  - g) to pursue a partnership approach to economic development working closely with the local business community and other representative bodies;
  - h) to pursue where appropriate, opportunities of additional resources from the European Union, UK Government and other agencies;
  - i) to encourage enterprise by assisting in the formation of new companies and the retention and growth of existing companies;
  - j) to encourage the development of high value-added, new technology businesses in the district.
3. The Economic Development Unit works to support and promote the development of a high wage, high skill and high added value economy in North Oxfordshire. The Unit provides skill training programmes, promotes business development, co-ordinates a range of initiatives which take advantage of Government and European funding opportunities and monitors changes and developments in the local economy. The Unit also works in conjunction with its partners the Cherwell-M40 Investment Partnership, a public-private sector initiative which also includes the Heart of England Training and Enterprise Council, North Oxfordshire College and around 60 local companies. This initiative primarily aims to promote inward investment and assist those companies considering relocation to North Oxfordshire.

### WORKSPACE CONVERSION GRANT

4. Grants are available either to convert or to renovate buildings which are currently redundant, to form new workplaces which will be used by a business for the first time (this may include use by the applicant), or to sub divide premises to form new



workplaces. Each converted or sub divided unit should be less than 92.9 sqm (1,000 sq ft).

- 5 The grant is calculated at a rate of £1.00 for every square foot converted or sub divided and which is available for occupation.

#### **TEST MARKETING GRANT**

- 6 Grants of £250 are available to test the market for a product or service. The grant will assist with market research and the production of a sales forecast. The money would, for example, be applied to advertising, artwork or direct mail.
- 7 To be successful the grant application must be endorsed by NORBIS, the local Enterprise Agency.

## APPENDIX H

### MAJOR COMMERCIAL DEVELOPMENT SITES (APRIL 1992)

Ref No	Site Location	Site Area (hectares)	Comment
<b>BANBURY</b>			
BANNTC 3	Wildmere Ind Est (SW)	1.36	
BANNTC 4	Wildmere Ind Est (NE)	0.75	
BANNTC 5	Southam Road (N)	0.63	
BANNTC 6	Southam Road (S)	0.59	
BANNTC 8	Alcan (E)	9.31	
BANNTC 9	S. of allots, Spital Fm	1.50	
BANNTC 10	N. of Hennef Way	8.01	
BANNTC 12	N. of Middleton Rd	3.56	Trafalgar House site (Cherwell Park)
BANNTC 13	S. of Middleton Rd	6.03	Amec site (N) Banbury Cross
BANNTC 14	N. of Overthorpe Rd	6.18	Amec site (S) Business Centre
BANNTC 15	Alcan (NW)	0.73	Proposed for first time in this plan
BANNTC 16	Alcan (NE)	2.37	Proposed for first time in this plan
CHN.527/89	Spital Farm	4.47	
CHN.750/90	Cattle Market	6.43	
CHN.666/91	Echo Park	5.45	
BANTC 1	North Ear Site	0.93	Town centre offices site
BANTC 2	George Street	1.00	Town centre offices site
CHN.230/90	Swan Close Road	2.42	Latchuser/Focus 40 site
<b>BICESTER</b>			
BIC 1	S.E. Bicester	3.44	Diocesan Board Land
BIC 2	Station Road	3.20	
BIC 3	Bicester Airfield	52.65	No more than 12 ha (30 acres) of land to be released before the year 2001. See Policy EMP2
BIC 8	S. of Market Square	0.74	R/O Kings Arms
BIC 9	N. of Southern Bypass	4.69	Charterhouse/McGregor site
CHS.329/87	S.E. Bicester	12.14	Gallagher land
CHS.937/88	S.E. Bicester	9.51	L & M (Bicester Park) site (S)
CHS.268/90	S.E. Bicester	6.48	L & M (Bicester Park) site (N)
<b>CENTRAL OXFORDSHIRE</b>			
CHS.12/87	Kidlington	1.86	Oxford Spires Business Park
CHS.93/90	Kidlington	2.10	Oxford Spires Business Park
CHS.540/88	Kidlington	7.68	South of Station Fields
<b>RURAL AREAS</b>			
CHN.831/88	Adderbury	4.82	Banbury Business Park

## APPENDIX I

### SITES OF SPECIAL SCIENTIFIC INTEREST

PARISH		NAME OF SITE	GRID REFERENCE
Ambrosden	-	Arncott Bridge Meadow	SP 608185
Ardley	-	Ardley Cutting & Quarries	SP 540269
Banbury	-	Neithrop Fields Cutting	SP 438418
Charlton-on-Otmoor	-	Otmoor	SP 575130
Duns Tew	-	Horsehay Quarries	SP 456273 and SP 456276
Gosford & Water Eaton	-	Pixey & Yarnton Meads	SP 480105
Hook Norton	-	Sharps Hill Quarry	SP 338359
Hook Norton	-	Hook Norton Cuttings & Bark	SP 359322 and SP 358315
Horton-Cum-Studley	-	Murcott Meadows	SP 593139
Horton-Cum-Studley	-	Whitecross Green and Oriel Woods	SP 603144
Horton-Cum-Studley	-	Warren Farm	SP 607138
Kidlington	-	Rushy Meadows	SP 481143
Kirtlington	-	Kirtlington Quarry	SP 494199
North Aston	-	Bestmoor	SP 493297
Shipton-on-Cherwell	-	Shipton-on-Cherwell and Whitehill Farm Quarries	SP 474178 and SP 478186
Stratton Audley	-	Stratton Audley Quarries	SP 601255 and SP 602250
Wendlebury	-	Wendlebury Meads	SP 562175
Weston on the Green	-	Weston Fen	SP 525195

## **Appendix 13**

### **Adderbury Neighbourhood Plan**

# Adderbury Neighbourhood Plan 2014 - 2031



**Made (adopted)  
16 July 2018**

# **Adderbury Neighbourhood Plan 2014 - 2031**

## **Contents**

**Foreword**

**List of Land Use Policies:**

- 1. Introduction and Background**
- 2. The Neighbourhood Area**
- 3. Planning Policy Context**
- 4. Community View on Planning Issues**
- 5. Vision, Objectives and Land Use Policies**
- 6. Implementation**

**Appendix A: Schedule of Evidence**



## Foreword

Creating a Neighbourhood Plan offers the people of Adderbury the opportunity to have our say about what our community should look like over the next 15 years. It allows us to protect what we love about living here and to guide the changes we think that need to be made to keep Adderbury modern, thriving and sustainable.

Adderbury is a very beautiful place; its historic ironstone core nestled in rolling farmland. But it is not just its history that makes Adderbury such a great place to live. It has a vibrant community, good leisure facilities with a great variety of social and sporting events for all ages throughout the year.

More than 100 Adderbury residents have done a great deal of work over the last 4 years to get this neighbourhood plan to where we are now. Public consultation meetings were initially held in November 2012, with an in-depth residents and business survey completed in June 2013. The results of those consultation meetings and surveys were distilled into the 'TAP Report', which set out a vision and objectives for our village across a range of topics. The headline objectives were that, whilst Adderbury should grow to allow a few more homes that it should stay as a village with clear buffers from Banbury and other villages. Since then over 180 new homes have been given approval in Adderbury and therefore this plan does not make provision for any more new homes. Other important objectives were to protect the character of our village and plan for the improvement of our employment provision, services and leisure facilities over the next 15 years.

This Neighbourhood Plan contains 21 land use planning policies that will help to meet these objectives. It is important to note that the Neighbourhood Plan is required to focus on land use planning policies.

Following the Leisure Survey in 2016, plans for the future of leisure facilities across the village will be developed by the Parish Council in conjunction with the community.

These matters and the other issues that came out of the "TAP Report" will be addressed in a future, all-encompassing Parish Plan to be prepared by Adderbury Parish Council with the theme of keeping Adderbury modern, thriving and sustainable. It is in this Parish Plan that the environmental, social and economic vision and policies for preservation and betterment of the village will be drawn together. The topics will include:

- sustainable rural and built environment;
- other infrastructure
- transport (including traffic management and reducing the need to drive by car around the village and its environs)
- the resources, facilities and services to support the size of village
- education
- local employment and small-scale local businesses
- leisure and tourism

- wildlife habitat and protection;

The funding of any proposals arising out of these policies will be key. While some national and local government resources and developer funds may be available for certain items, we must expect to have to raise significant sums from other sources and from within our community with targeted fund-raising.

This Neighbourhood plan is a final version having taken account of the comments received on the pre-submission version of the plan, consulted on between December 2016 and February 2017. It has been put together by a steering group comprised of Community members and Adderbury Parish Councillors, together with Consultants RCOH. We would like to thank everyone who has been involved in preparing this plan to date.

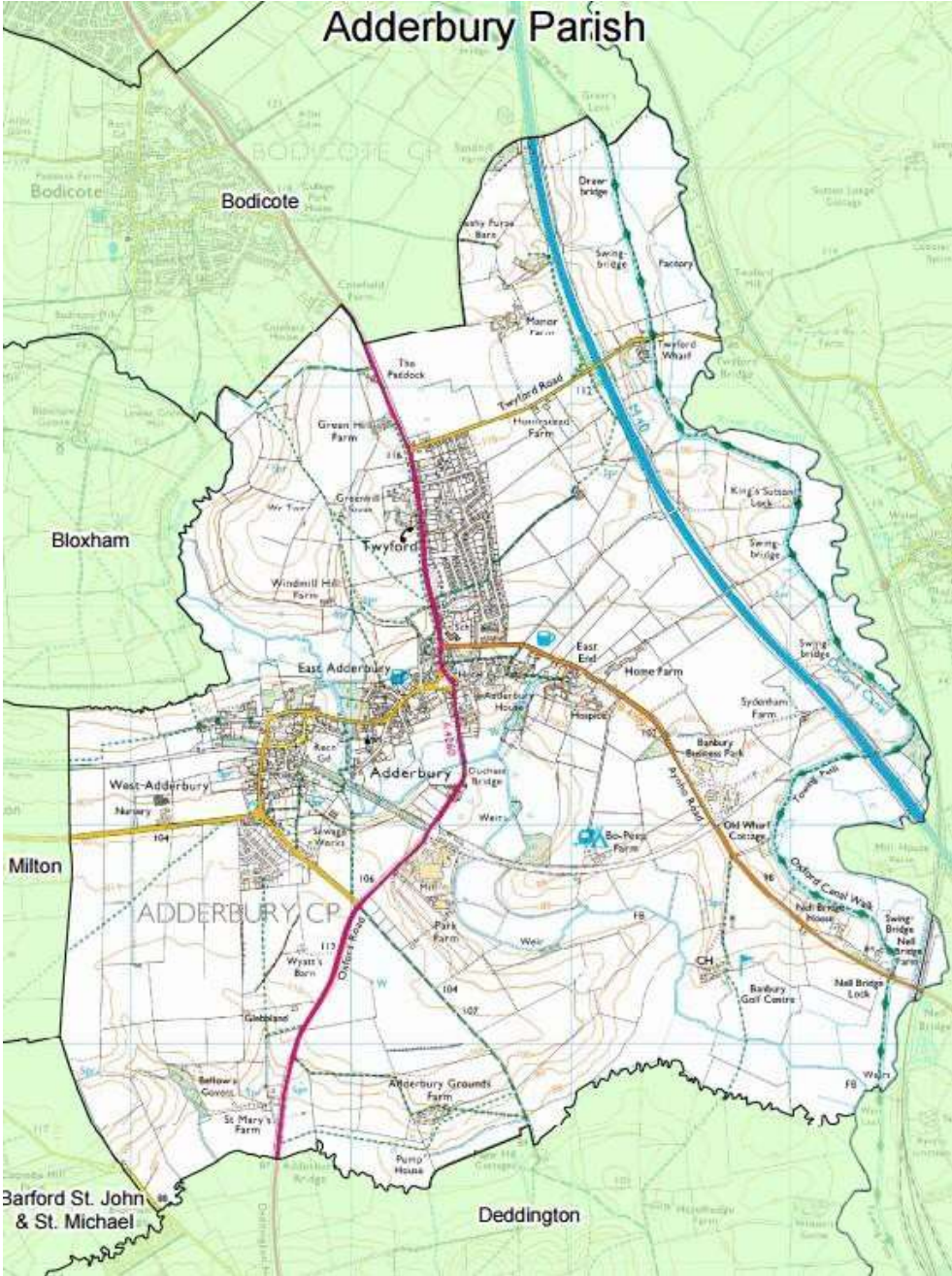
***Neighbourhood Plan Steering Group, March 2017***

## List of Land Use policies

<b>AD1</b>	Adderbury Settlement Boundary	
<b>AD2</b>	Green Infrastructure	
<b>AD3</b>	Local Green Spaces	
<b>AD4</b>	Local Open Spaces	
<b>AD5</b>	Local Gaps: <ul style="list-style-type: none"> <li>- Twyford and Bodicote/Banbury</li> <li>- West Adderbury and Milton</li> </ul>	
<b>AD6</b>	Managing Design in the Conservation Area and its Setting Church Quarter	
<b>AD7</b>	Managing Design in the Conservation Area: The Green	
<b>AD8</b>	Managing Design in the Conservation Area: The Manors	
<b>AD9</b>	Managing Design in the Conservation Area: The Streets	
<b>AD10</b>	Managing Design in the Conservation Area: The Lanes	
<b>AD11</b>	Managing Design in the Conservation Area: The Valley	
<b>AD12</b>	Managing Design in the Conservation Area and its Setting: Former Farm Groups	
<b>AD13</b>	Managing Design in The Crescent	
<b>AD14</b>	Managing Design in Banbury Road	
<b>AD15</b>	Managing Design in the Twyford Estate	
<b>AD16</b>	Managing Design in Berry Hill Road and St. Mary's Road	
<b>AD17</b>	Building and structures of local importance	
<b>AD18</b>	New Community Facilities	
<b>AD19</b>	Community Assets & Local Services	
<b>AD20</b>	Promoting New Employment and Tourism	
<b>AD21</b>	Community Infrastructure Levy	

# 1. Introduction & Background

1.1 Adderbury Parish Council has prepared a Neighbourhood Plan for the area designated by the local planning authority, Cherwell District Council, on 7 June 2013, under the provisions of the Localism Act 2011 and of the Neighbourhood Planning (General) Regulations 2012. The designated area is shown in Plan A below.



Plan A: The Designated Adderbury Parish Neighbourhood Area

1.2 The purpose of the Adderbury Neighbourhood Plan is to set out a series of planning policies that can be used to determine planning applications in the area up to March 2031. These policies aim to protect the special character of the Parish but also to encourage development proposals for the benefit of the local community. Given the plan needs to take account of approved housing developments that contribute to the supply of housing in the village in line with Policy Villages 2 of the adopted Cherwell Local Plan 2011 – 2031, the plan period of the Neighbourhood Plan starts in April 2014.

1.3 Neighbourhood Plans provide local communities with the chance to shape the future development of their areas. Once approved at a referendum, the Neighbourhood Plan becomes a statutory part of the development plan for the area and will carry significant weight in how planning applications are decided.

1.4 Neighbourhood plans can therefore only contain land use planning policies that can be used for this purpose. This often means that there are more important issues of interest to the local community that cannot be addressed in a Neighbourhood Plan if they are not directly related to planning.

1.5 Although there is considerable scope for the local community to decide on its planning policies, Neighbourhood plans must meet some 'basic conditions'. Essentially, these are:

- Is the Plan consistent with the national planning policy?
- Is the Plan consistent with local strategic planning policy?
- Does the Plan promote the principles of sustainable development?
- Has the process of making of the Plan met the requirements of the European environmental standards?

1.6 In addition, the Parish Council must be able to show that it has properly consulted local people and other relevant organisations during the process of making its Neighbourhood Plan and has followed the 2012 Neighbourhood Planning Regulations.

1.7 These requirements will be tested by an independent examiner once the Neighbourhood Plan is finalised. If satisfied, the examiner will recommend to the District Council that the plan goes to referendum of the local electorate. If a simple majority of the turnout votes for the Plan then it becomes adopted as formal planning policy for the area.

### **The Submission Plan**

1.8 The Submission Plan is the final version of the Neighbourhood Plan to be proposed by the Parish Council. It has taken account of the comments received on the Pre Submission version of the Plan in December 2016 – February 2017 and has made sure that the Plan reflects existing national and local planning policies and how they affect this Parish.

## **Strategic Environmental Assessment**

1.10 The Parish Council received a screening opinion from the District Council confirming that the Neighbourhood Plan was not likely to have any significant environmental effects and therefore a Strategic Environment Assessment (SEA) was not required under the EU directives 42/2001 and the 2004 Environmental Assessment of Plans and Programmes Regulations. In which case, the separate Basic Conditions Statement sets out how the Neighbourhood Plan contributes to achieving sustainable development.



## 2. The Neighbourhood Area

2.1 Adderbury is a village and civil parish within the Cherwell District of Northern Oxfordshire. The village is situated on the edge of the Cotswolds in North Oxfordshire and is noted for its magnificent Church, which features an impressive steeple. The older parts of the village contain many honey coloured Hornton stone. It is about 3 miles (5km) south of Banbury. The village consists of three neighbourhoods: Twyford, East Adderbury and West Adderbury. The boundary of Adderbury Parish is shown in the map on page 5. Adderbury was bounded on the Northern boundary by Bodicote, but under the modified Local Plan submission, part of the Northern boundary is now bounded by Banbury. The population of Adderbury is 2,819 (Census 2011) and is a rural settlement surrounded by farmland with an historic ironstone heart and two 20<sup>th</sup> century developments at its North-Eastern and South-Western extremities.

2.2 Adderbury is situated on the main road leading south of Banbury towards Oxford at the junction of a road leading east towards Aylesbury. The Oxford canal came to the village in 1790 allowing bulk transportation of the iron ore. In 1881 the railway arrived to serve the village and surrounding areas until its closure in 1951. Much more recently the M40 motorway linking London with Birmingham has provided more modern connections.

2.3 The Parish is a largely rural area with most residents living in the village and a number of farms and houses in the area around the village. The area covered by the Neighbourhood Plan is the whole parish of Adderbury as on the map shown on the next page. Adderbury has a strong community spirit and there is a regular diary of events including the History Association, Women's Institute, Over Sixties club, Amateur Dramatics, the Banbury West End Lawn Tennis & Squash club, Cubs, Scouts, Guides and The Bell, Red Lion, Pickled Ploughman and Coach & Horse pubs.

2.4 Adderbury's recorded history begins more than 1,000 years ago whilst its origins go back even further to archaeological evidence of Neolithic remains. An ancient settlement, there are two known Roman sites within the village. First reference to the village appeared in an Anglo-Saxon will of c.990 naming it as "Eadburggebyrig" meaning "Eadburg's town". Two of the oldest surviving buildings in the village are the parish church of St Mary the Virgin with origins dating back into the 13<sup>th</sup> century and the Tithe Barn which dates back to the 15<sup>th</sup> century.

2.5 Adderbury is situated in a prime rural and agricultural area. This led to significant agricultural expansion during the late 16<sup>th</sup> and the whole of the 17<sup>th</sup> century, primarily driven by the development of the local sheep trade. This also led to related trades such as weaving and plush. The Enclosure Acts saw significant restructuring of the village for agricultural efficiency. Later, during the late 19<sup>th</sup> and early 20<sup>th</sup> century large scale extraction of the local iron ore occurred locally. Hornton Stone, with its high iron ore content, provides the warm, honey colouring to many of the village buildings.

2.6 The Parish has an attractive rural environment in which to live with traditional stone buildings, Village Green, playing fields, walks, lakes, streams, canals, and rolling countryside typical of the adjacent Cotswolds. Accessible tourism is available at Broughton, Oxford, Stratford-upon-Avon, Blenheim, Stow on the Wold, Bourton on the Water, Moreton-in Marsh, and Silverstone is within 20 minutes and recreational canals are nearby. For sports, Adderbury have active communities for running, ball sports and martial arts. Other active clubs and societies include gardening, theatricals, photography, film, history, Morris dancing and bell ringing.

2.7 The village lies between the 90m and 100m contours astride the valley cut by the Sor Brook through the marlstone upland, which was previously designated as an Area of High Landscape Value in the 1996 Cherwell Local Plan. The Conservation Area follows an east-west axis through the village comprising the historic core and its setting. Twentieth century residential development to the southwest and north east is excluded. There are over 100 listed buildings in Adderbury, the majority of which are Grade II listed. There are areas within the parish that fall within flood zones 2 and 3, caused by the River Cherwell and the Sor Brook.

### 3. Planning Policy Context

3.1 The Parish lies within Cherwell District in the County of Oxfordshire. The Neighbourhood Plan needs to reflect local planning policy for the District, as well as national policy.

3.2 In this respect, the National Planning Policy framework (NPPF) published by the Government in 2012 is an important guide in the preparation of local plans and neighbourhood plans. The Neighbourhood Plan must demonstrate that it is consistent with the provisions of the NPPF. The following paragraphs of the NPPF are especially relevant to the Plan:

- Supporting a prosperous rural economy (paragraph 28)
- Good Design (paragraph 58)
- Protecting healthy communities (paragraph 70)
- Protecting local green spaces (paragraph 76)
- Conserving and enhancing the natural environment (paragraph 109)
- Conserving and enhancing the historic environment (paragraph 126)

3.3 The District Council has planning policies that are helping to shape strategy and policies of the Neighbourhood Plan. The Plan must be in general conformity with the strategic policies of the development plan as required by the 2012 Neighbourhood Planning Regulations. These policies are contained within the Cherwell Local Plan 2011 – 2031 Part 1 ('LP1') adopted in July 2015 and also include those saved from the 1996 Cherwell Local Plan ('CLP').

#### **The Cherwell Local Plan 2011 – 2031 Part 1**

3.4 The District benefits from having an up-to-date strategic planning policy framework and a five year supply of housing land. This has helped provide the Parish Council with a clear strategy with which to come forward with complementary policies for the Parish of Adderbury. The LP1 contains the following policies of particular relevance to the Neighbourhood Plan:

- Policy BSC 03: Affordable Housing (requiring all housing sites suitable for 11 or more dwellings (gross), will be expected to deliver 35% affordable homes on site in places like Adderbury)
- Policy BSC 04: Housing Mix (setting out the requirements in the type of open market and affordable homes)
- Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision (protecting existing assets and setting out requirements for new facilities)
- Policy BSC 12: Indoor Sport, Recreation and Community Facilities (protecting existing assets and encouraging the provision of new facilities)
- Policy ESD 6: Sustainable Flood Risk Management (requiring development in flood risk areas to put in place flood mitigation)

- Policy ESD 7: Sustainable Drainage Systems (SuDS) (requiring all development to manage surface water run off)
- Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment (setting out a range of principles to ensure development is appropriate in biodiversity terms)
- Policy ESD 13: Local Landscape Protection and Enhancement (setting out a range of principles to ensure development does not harm landscape character and identifying the Sor Brook Valley as a special landscape character area)
- Policy ESD 15: The Character of the Built and Historic Environment (requiring developments to sustain and enhance the character of historic settlements and promoting good design more generally)
- Policy ESD 17: Green Infrastructure (establishing the principles of a network of assets across the District and requiring that network to be protected and enhanced)
- Policy VILLAGES 1: Village Categorisation (Adderbury is defined as a Category A Service Village suited to 'minor development, infilling and conversions')
- Policy VILLAGES 2: Distributing Growth across the Rural Areas (requiring Category A villages to contribute a total of 750 new homes to local housing supply in the period 2014 – 2031, 109 of which have been completed and another 86 consented in Adderbury, and 353 completed or consented in other Parishes, as at 31 March 2016)
- Policy INF 1: Infrastructure (establishing the means by which CDC will secure investment in supporting infrastructure)

### **The Cherwell Local Plan 1996**

3.5 The LP1 was the partial replacement of the previous adopted plan – the CLP of 1996. There are a small number of saved policies from that Plan, which continue to be used in day-to-day planning decisions. These will eventually be replaced by Part 2 of the new Local Plan or by neighbourhood plans like Adderbury in the meantime.

3.6 The most relevant strategic policies of the CLP are:

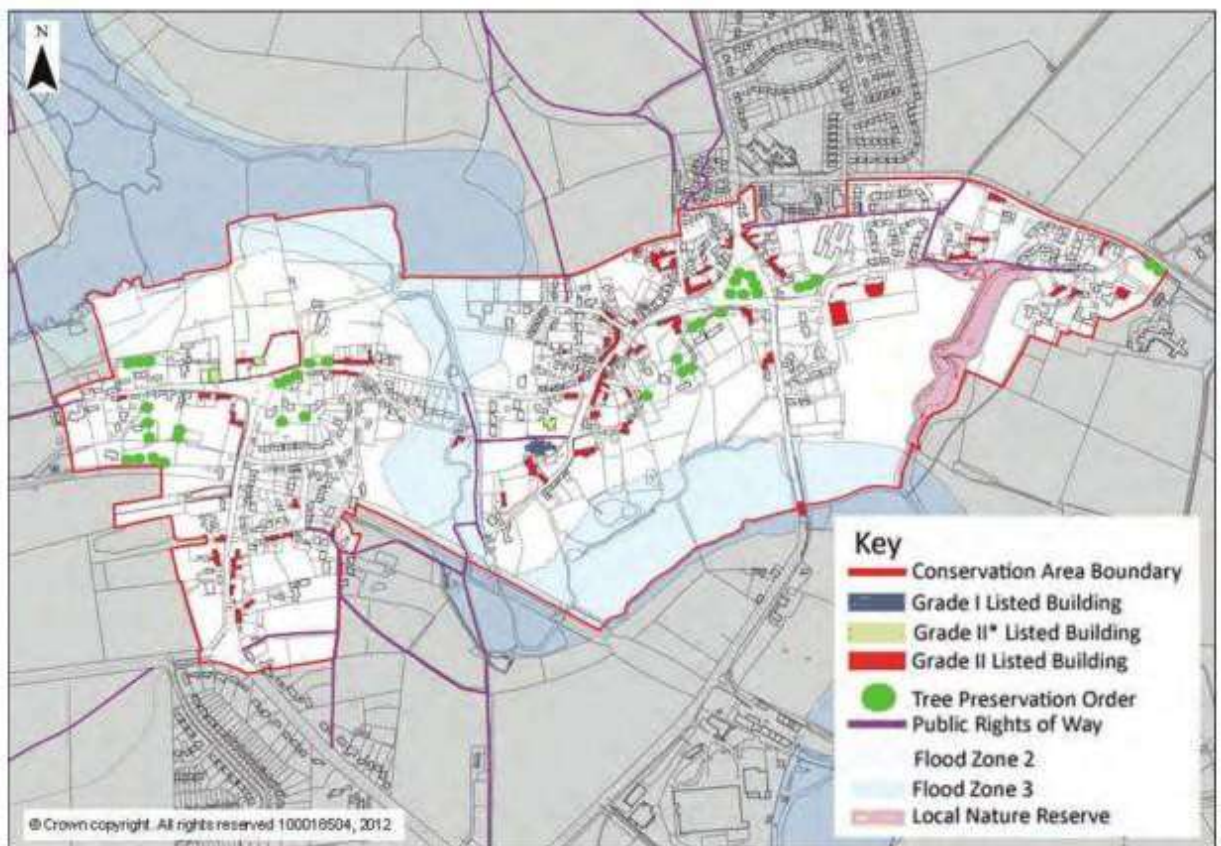
- S28: Proposals for Small Shops
- S29: Loss of Existing Village Services
- C15: Prevention of Coalescence of Settlements
- C30: Design of new residential development
- C33: Protection of important gaps of undeveloped land

### **Conservation Areas**

3.7 A large part of Adderbury village was designated by the District Council as a Conservation Area under the powers of the Town and Country Planning Act in 1975. Its boundary has since been reviewed and the Area re-appraised, most recently in 2012

(see Plan B below). The Oxford Canal (within and beyond the Parish) has also been designated a Conservation Area (in 2012).

3.8 Both the NPPF and the Listed Buildings & Conservation Areas Act 1990 require all planning decisions affecting the Area and its setting to demonstrate that development proposals will preserve and enhance the special character and appearance of the Area. In 2012, the District Council published a detailed Conservation Area Appraisal for this Area, which defined the significance of the character of the Area and its many listed and other heritage buildings (see Evidence Base). The Appraisal was adopted by the District Council as supplementary planning guidance to inform its planning decisions. The Neighbourhood Plan provides an opportunity to increase the weight attached to appropriate elements of that guidance by including them in its policies.



*Plan B: Designated Conservation Area Map with Listed buildings, Flood zone, Local Nature Reserves and Tree Preservation Orders*

## 4. Community Views on Planning Issues

4.1 The Parish Council and the Neighbourhood Plan steering group have consulted with the local community during the course of the Plan preparation process, and the Neighbourhood Plan is based upon the results of these consultations, which have included meetings, open days and community surveys.

### Consultation process

4.2 Public meetings were held at St Mary's Church in November 2012 and at Christopher Rawlins School in February 2013 to inform villagers of the pressing need for Adderbury to produce a Neighbourhood Plan and establish a vision of what our community wanted for Adderbury over the next 20 years.

4.3 After the November meeting, a steering committee was formed to manage the process of preparing The Adderbury Plan which became known as TAP. The committee, drawing on the services of a cross-section of residents, compiled a Residents' Survey to give everyone (aged 11 and over) a chance to address important aspects of village life through the Plan, for the future.

4.4 Teams of villagers (some 40 residents) came together to work on specific topics (Housing, Environment, Transport, etc.) to devise the questions that need to be asked of the community. The Residents' Survey was held in June 2013 and 1090 residents representing 661 (59%) households responded. In May 2013 a Business Survey was also carried out to elicit the future needs of Adderbury businesses. 70 businesses (77%) out of the 91 identified in the village responded. Each of the topic teams then analysed the results, and, where possible, compared them with previous Adderbury surveys (1994 and 2004) and census returns for trends. The teams then put forward their proposals to go in the Plan

4.5 On the basis of the village responses and the proposals, this Plan was prepared in draft in August 2013 and, to invite further consultation, was posted to the village websites with a printed copy available in Adderbury Library. Further consultation meetings for the community were held at St Mary's Church and at Christopher Rawlins School in mid-September 2013.

4.6 Since January 2014, 182 new homes have been approved in Adderbury (117 of which count towards the 750 homes allocated to Category A villages). Another public consultation of a revised plan was carried out in church and school in April 2015, with their comments being used for further updates. Subsequently, in early 2016 consultants were appointed and a new Neighbourhood Plan steering group was created comprised of Parish Councillors and community members. A further presentation of progress was made at school and church in September 2016, with particular views sought on leisure facilities via a formal questionnaire.



4.7 The headline objectives from all these consultations are:

- Protect and enhance the character and vitality of Adderbury
- Restrict new development to within current boundaries, and minimise the impact of new development on the village, the surrounding countryside, landscape and ecosystems
- Provide existing and future Adderbury residents with the opportunity to live in suitable homes
- Ensure Adderbury has and will continue to have the appropriate resources and services to support the size of village
- Encourage local employment and small-scale local businesses
- Protect our environment and support eco-friendly developments
- Control road traffic and reduce the need to drive by car around the village and to and from Adderbury
- Strengthen the leisure amenities available to villagers within Adderbury

## 5. Vision, Objectives & Land Use Policies

### Vision

5.1 The vision for Adderbury Parish in 2031 is:

*“To continue as a thriving, modern, viable and sustainable rural village for “work, rest, and play”*

*Adderbury will have grown successfully as a community, with new and old residents alike benefiting from community facilities and services, which have survived and flourished. New homes have helped meet local housing needs and have enabled investment in improving local facilities.*

*Although this change has been significant, much of it was completed in the early years of the plan and growth since has been through the occasional infill scheme. These schemes have been well-designed to ensure the rural character of the village has been preserved.*

*The special landscape setting to the village has been maintained and Twyford has remained very separate from the major developments around Bodicote and Banbury. This has also sustained the setting of the Conservation Area as part of a wider green infrastructure network of fields, open spaces, trees, streams, bridleways, cycleways and footpaths from the village into the countryside.”*

### Objectives

5.2 To achieve this vision a number of key objectives have been identified as follows:

- To manage the incremental growth of the village through sensitive infill and to protect the surrounding countryside from harmful development
- To transform the quality and diversity of community facilities in the village to serve the local community
- To conserve the special heritage character of the village and its landscape setting
- To protect and improve the ecological value and connectivity of the green infrastructure assets of the village and wider parish

### Planning Policies

5.3 The policies aim to deliver the objectives of the Neighbourhood Plan, and are to be used in determining the outcome of planning decisions affecting Adderbury Parish. For this reason, there are many other public policy matters that cannot be addressed by the Plan, notably in respect of traffic management initiatives. This type of proposal is captured in Section 6 of the Plan and the Parish Council will endeavour to address them as separate projects in due course.

5.4 It recognised that permitted development rights exist which take precedence over certain policies in this plan at the time of drafting. It is not intended that this plan removes these rights. However, permitted development rights can be removed by means of an Article 4 Direction made by the local planning authority, or by conditions attached to planning permissions. Furthermore, this plan will remain in operation until 2031, whereas permitted development rights are subject to periodic reviews and amendments. For these reasons, it is considered appropriate for policies to cover development which would normally be classed as permitted.

5.5 The policies are intended to assist in the delivery of appropriate residential, commercial, community, agricultural and other development. They seek to encourage planning applications for things the local community wants to see happen, and discourage applications for developments that they do not want to happen. They will also be used to establish the principles for changing or retaining land use and to set out the conditions against which development proposals will be judged in terms of their design, access, etc.

5.6 The Neighbourhood Plan policies aim to avoid repeating existing national or development plan policies. They therefore focus on a relatively small number of development issues of particular significance to Adderbury Parish. For all other planning matters, existing policies and guidance will continue to be used – primarily the policies of LP1 and the saved policies of the CLP - but also including the National Planning Policy Framework.

5.7 Set out below are the proposed Neighbourhood Plan policies (AD1 – AD21). Each has a separate number and title. The policy itself is written in bold italics for ease of reference. It is followed by a short statement (in normal text) explaining the intention of the policy and providing other relevant background information. Where the policy refers to a specific site or area, it is shown on the Neighbourhood Plan Policies Maps included at the end of this document.

#### **Policy AD1: Adderbury Settlement Boundary**

***The Neighbourhood Plan defines an Adderbury Settlement Boundary, as shown on the Policies Map.***

***Proposals for infill development within the boundary will be supported,***

***“Development proposals will not be supported outside the Adderbury Settlement Boundary unless it is demonstrated they will enhance, or at least not harm, local landscape character. New isolated homes in the countryside will not be supported except in special circumstances described in paragraph 55 of the Framework. Proposals for the provision of affordable housing on rural exception sites immediately adjacent to the Adderbury Settlement Boundary will be supported where they meet an identified local need and relate well to the built form of the existing settlement”.***

5.8 This policy is intended to distinguish between the 'built up limits' of the village and its surrounding countryside in order to manage development proposals accordingly. The Local Plan does not define the term 'built up limits' and so, rather than leave this as ambiguous, the policy defines a Settlement Boundary and this is shown on the Policies Map. This will provide clarity for those proposing development schemes.

5.9 Proposals for any form of development suited to a village location will be supported if they are located within the boundary and provided they are consistent with policies on open space protection, design and access for example (notably policies AD3, AD4 and AD6 – AD16 of the Plan). The suitability of proposed access will be judged by the planning and highways authorities in the normal way. In respect of proposals located outside the boundary, the policy operates alongside LP1 Policy ESD13. This is to ensure that they are compatible with the objective of that policy of protecting and enhancing the local landscape and to restricting development to that for which a countryside location is essential. It therefore provides for the improvement of business parks and the reuse of redundant farm buildings in the rural area of the Parish, subject to those proposals meet the tests of LP1 Policy ESD13 and of policies AD2 and AD5 of the Neighbourhood Plan.

5.10 The Parish Council has followed the standard conventions adopted by local planning authorities for drawing boundaries of this type. The boundary therefore reflects the present observable, developed edge of the village and makes provision for the committed housing schemes approved in recent years. The policy is consistent with LP1 Policies Villages 1 and Villages 2, although it makes no provision for housing site allocations over and above the current committed housing schemes on the edge of the village. Nor was there suitable land on the present edge of the village with potential for retail or employment development.

5.11 The scale of those recently completed housing schemes, and of the schemes that will be built out in the next couple of years or so, is such that the District Council does not consider it desirable or necessary for any additional major contribution from Adderbury to meeting the needs of LP1 Policy Villages 2 in the plan period by way of new greenfield development on the edge of the village. The schemes have already begun to change the character of the village but it will take a number of years for their full, cumulative effects on character and local services and infrastructure to be felt. A decade of house building activity confined to small infill or redevelopment within the Boundary is therefore considered reasonable in these specific circumstances. However, the Parish Council firmly believes in the value of the plan-led system promoted by the Planning & Compensation Act 2004 and of the NPPF. In the event of the District's housing supply strategy having to change before the end of the plan period, then its implications will be considered by the Parish and District Councils and the Neighbourhood Plan may be reviewed to plan for that eventuality.

5.12 In some places, there are dwellings on the edge of village with long gardens extending into the countryside beyond. As the sub-division and development of such rear garden land is not considered an acceptable form of infill development in principle, they have been excluded from the Boundary.

### **Policy AD2: Green infrastructure**

***The Neighbourhood Plan defines the Adderbury Green Infrastructure Network around and within the village, as shown on the Policies Map.***

***The Network comprises a variety of green infrastructure assets, including informal open space and Local Green Spaces, allotments, playing fields, assets of biodiversity value and children's play areas, footpaths, bridleways and cycleways.***

***Development proposals on land that lies within or immediately adjoining the defined Network must demonstrate how they maintain or enhance its integrity and green infrastructure value, by way of their landscape schemes, layouts, access and or through equivalent alternative provision nearby.***

5.13 This policy defines a network of green infrastructure assets for protection, improvement and creation, thereby refining LP1 Policy ESD17 for its implementation in this Parish. It is derived from an analysis of maps showing existing woodlands, hedgerows, open spaces, recreational areas, and amenity land and water bodies in the Parish.

5.14 The collection of open spaces, allotments and sports pitches and much else besides play an important role in defining Adderbury. Most are connected to form a network for the local community to walk or cycle along or through, and they allow wildlife to move throughout the Parish.

5.15 It is therefore important that, at the very least, development proposals that lie within the Network, or that immediately adjoin it, do not harm the particular value of the Network in that locality or the integrity of the wider Network, for example its ecological connectivity. Wherever possible, proposals should design their layouts and landscape schemes to enhance the network.

### **Policy AD3: Local Green Spaces**

**The Neighbourhood Plan designates the following locations as Local Green Spaces, as shown on the Policies Map:**

- 1. Lucy Plackett Playing Field (Off Round Close Road);**
- 2. Colin Butler Green (Registered Common);**
- 3. Adderbury Lakes Local Nature Reserve, off Lake Walk;**
- 4. Adderbury Cemetery and the Religious Society of Friends Burial Grounds;**
- 5. Historic stonewalled lambing paddock fronting onto Aynho Road (To west of the Pickled Ploughman Public House);**
- 6. Field with stone wall boundary abutting New Road, Adderbury. (West of Pump House Garage), also known as Thistlethwayte's Field; and**
- 7. The Village Green**

**New development will not be permitted on land designated as Local Green Space except in very special circumstances.**

5.16 This policy identifies seven important open spaces for designation as Local Green Spaces in line with 76 of the NPPF. Each space is considered to meet the tests of 77 of the NPPF – see the separate 'Green Spaces & Gaps' report in the evidence base – and forms part of the Green Infrastructure Network identified in Policy AD2.

5.17 The effect of the policy is to provide Green Belt-equivalent protection from development in that any proposal must maintain the essential open character of the space and must, in any event, demonstrate the exceptional circumstances for its justification.



## **Policy AD4: Local Open Spaces**

**The Neighbourhood Plan designates the following locations:**

- a. **Former railway embankment on southern edge of the Lucy Plackett Field;**
- b. **Triangle of land at the Junction of Horn Hill Road, Berry Hill Road and Milton Road junction;**
- c. **Small copse of trees to the south of Greenhill and Summers Close off Banbury Road;**
- d. **The Village Pound, east side of The Horn Hill Road, Berry Hill Road and Milton Road junction;**
- e. **John Harper Road Estate Open Space, Aynho Road;**
- f. **Adderbury Fields Estate Open Space, south of Milton Road;**
- g. **Rawlins Close Open Space, off Margaret Road;**
- h. **The Crescent Open Space, Banbury Road;**
- i. **The Rise Open Space, off Banbury Road;**
- j. **Adderbury Court Open Space, Banbury Road;**
- k. **Land to west of Adderbury Court Open Space;**
- l. **Keytes Close Open Space, Aynho Road;**
- m. **Sydenham Close Open Space, Aynho Road;**
- n. **Allotments, Adderbury House;**
- o. **Henry Jepp/Long Wall Close Open Space, Aynho Road;**
- p. **Griffin Close Open Space;**
- q. **Lake Walk Green and**
- r. **Development North of Milton Road Open Space**

**To be supported development proposals on land within any of the Local Open Spaces must demonstrate that, unless it can be clearly shown that the land is surplus to requirements as Local Open Space, that any loss of active or passive recreational provision in a no less convenient location for users**

5.18 This policy identifies 18 important open spaces as Local Open Spaces for appropriate protection from harmful development. These open spaces also play an important role in the Green Infrastructure Network of Policy AD2 but they do not meet the tests of 77 of the NPPF. Again, see the separate 'Green Spaces & Gaps' report in evidence base for further details.

5.19 In which case, the level of protection from development is less than that of a Local Green Space but the policy still requires a justification for that development. In addition, it requires all proposals that are appropriate to make a financial contribution to the management and improvement of the Network, as a public benefit to offset to the loss of harm to the open space.

### **Policy AD5: Local Gaps**

***The Neighbourhood Plan defines the following Local Gaps, as shown on the Policies Map, for the purpose of preventing the coalescence of the following settlements:***

- i. Twyford and Bodicote/Banbury***
- ii. West Adderbury and Milton***

***Development proposals within a Local Gap will only be supported if they do not harm, individually or cumulatively, its open character.***

5.20 This policy defines two areas of land on the edge of the village that play an especially important role in preventing development that will undermine the visual integrity of the gap to the point that there is a coalescence of Adderbury with its neighbouring settlements. Once again, see the separate 'Green Spaces & Gaps' report in evidence base for further details.

5.21 The first – the area of land between Twyford (at the northern end of main village) and the Parish boundary with Bodicote Parish and Banbury – is especially precious, given the commitments to build on the southern edge of Bodicote/Banbury beyond the Parish boundary. Here, the policy refines the saved CLP Policy C15, which seeks to prevent the coalescence of settlements and specifically references land in close proximity to Banbury and Bodicote.

5.22 Although the land lies outside the Settlement Boundary of Policy AD1 that policy acknowledges that some types of development that are suited to the countryside may be appropriate. However, this policy requires that its effects - by way of its height, scale and massing for example – should not lead to any visual coalescence between Twyford and Bodicote/Banbury.

5.23 This is especially important as the local community considers that recently approved plans for development between Bodicote and Banbury will make this gap even more important as the only effective space preventing Adderbury joining the larger Banbury urban area. The land included in the gap is considered to be the minimum to ensure that the visual openness of the space between Adderbury and Bodicote/Banbury is protected.

5.24 The second covers an area of land between the western end of Adderbury and the Parish boundary with Milton Parish. Although not as immediately at threat from development, the gap is still sufficiently small in visual terms that development that may otherwise be acceptable in the countryside may be inappropriate here, if its height or massing begins to coalesce the two villages. Again, the land shown is considered to be the minimum necessary for the policy to have effect.

## **Managing Design Policies**

The following policies AD6 to AD12 have been based on the descriptions of the characteristics provided in the Adderbury Conservation Area Appraisal (2012) and also cross reference strategic policy ESD15, and the emerging CDC Design Guide in order to reinforce the characteristics of each area"

### **Policy AD6: Managing Design in the Conservation Area and its Setting: Church Quarter**

***Development proposals in the Church Quarter Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals maintain the existing plot ratio, the strong building line to the frontage and building height and form;***
- ii. The facing or cladding materials include the use of squared and ashlar ironstone or coursed (rubble) ironstone***
- iii. The use of red brick for chimneys;***
- iv. Proposals retain or re-provide as necessary boundary walls, railings and front gardens to match the existing arrangement on the same alignment;***
- v. Proposals do not significantly harm the views to the open countryside from the western end of Mill Lane; and***
- vi. Proposals on fronting on to Mill Lane continue to comprise grass verges to the highway and do not include new footways.***

***Development proposals in the open countryside beyond the defined Adderbury Settlement Boundary between Banbury Road and the Parish Boundary to the west will only be supported if they do not significantly harm the views from Banbury Road to the Church Quarter Character Area.***

5.25 This policy manages design quality in the Church Quarter of the Adderbury Conservation Area. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development.

5.26 The Church of St Mary is a grade I listed building and forms the centre piece to this character area. The church is located just outside the central commercial area, along Mill Lane, which filters off the High street. The village library is located in Church House, a grade II listed former school nearby. The church quarter is quiet and peaceful. There is no formal footpath along a significant portion of the lane. Mill Lane begins with a wide entrance from the High Street and funnels into a narrow road, which sweeps around the edge of the churchyard and then narrows further at the end where it suddenly opens up to expansive views of the Sor Valley.

5.27 The policy also identifies the specific significance of the open land to the north of the Conservation Area in the enjoyment of views to the Church and surrounding buildings. This is evidenced by the Conservation Area Appraisal and by Historic England in its comments on a previous planning application (15/00317/OUT) in that area. The land lies outside the Settlement Boundary but some forms of development suited to a countryside location are permissible. This policy requires that such proposals avoid obstructing the views to the Character Area from the north.

#### **Policy AD7: Managing Design in the Conservation Area: The Green**

***Development proposals in The Green Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. To the North and East of the Green, proposals maintain the existing plot ratio, the strong building line to the frontage and building height and form;***
- ii. To the South, proposals must not impact on the distinctive density and layout of the area including the looser building line;***
- iii. The facing or cladding materials include the use of squared and ashlar ironstone or coursed (rubble) ironstone***
- iv. Roofing materials include slate or tile roofs;***
- v. Proposals retain or re-provide as necessary boundary walls, hedges and front gardens to match the existing arrangement on the same alignment; and***
- vi. Proposals retain or re-provide as necessary natural verges to the highway where possible.***

5.28 This policy manages design quality in the Green character area of the Adderbury Conservation Area. In doing so, it refines saved CLP C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development.

5.29 Adderbury was once called “Adderbury on the Green” and it is clearly evident why. The scale of The Green and the trees on its border are a magnificent feature. There is a significant contrast between The Green and the adjoining areas, which become more linear and densely built. Today, this is an important gateway to Adderbury Conservation Area. The area suddenly appears to visitors approaching the village from the south, where the Oxford Road narrows on approach before opening out and revealing the extensive Green around the corner.

#### **Policy AD8: Managing Design in the Conservation Area: The Manors**

***Development proposals in The Manors Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals maintain the existing plot ratio, the strong building line to the frontage and building height and form;***
- ii. The facing or cladding materials include the use of squared and ashlar ironstone or coursed (rubble) ironstone***
- iii. Roofing materials include slate or tile roofs;***
- iv. Proposals retain or re-provide as necessary boundary walls, hedges and front gardens to match the existing arrangement on the same alignment;***
- v. Proposals retain or re-provide as necessary natural verges to the highway where possible.***

5.30 This policy manages design quality in the Manors character area of the Adderbury Conservation Area. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with Policy Villages 1 in allowing for appropriate infill housing development.

5.31 There is a high concentration of historic Manor houses, along Manor Road (as the name suggests), and also in East Adderbury, south of The Green, including Adderbury House. The areas are located in distinguished positions, just off the main Village Green.

#### **Policy AD9: Managing Design in the Conservation Area: The Streets**

***Development proposals in The Streets Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals maintain the existing plot ratio, the strong building line to the frontage and building height and form;***
- ii. The facing or cladding materials include the use of squared and ashlar ironstone or coursed (rubble) ironstone***
- iii. Roofing materials include slate, tile or thatched roofs;***
- iv. Proposals retain or re-provide as necessary boundary walls, hedges and front gardens to match the existing arrangement on the same alignment; and***
- v. Proposals retain or re-provide as necessary stone walls or where possible natural verges to the highway to match the existing arrangement.***

5.32 This policy manages design quality in The Streets character area of the Adderbury Conservation Area. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with Policy Villages 1 in allowing for appropriate infill housing development.

5.33 The 'Streets' consist of the High Street, Cross Hill Road/ Water Lane, Horn Hill Road and Tanners Lane/ The Leys/ Round Close Road/ Dog Close. All share similar characteristics in that they are strong linear streets which retain strong building lines.

#### **Policy AD10: Managing Design in the Conservation Area: The Lanes**

***Development proposals in The Lanes Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals maintain the existing informal pattern of narrow routes with no footway, the strong building line abuts the main thoroughfare and modest cottages;***
- ii. The facing or cladding materials include the use of course rubble/ square ironstone;***
- iii. The use of red brick for chimneys;***
- iv. Roofing materials include slate, thatch and plain tiles to match nearby roofs;***
- v. Proposals to retain or re-provide vernacular features such as casement windows, timber lintels and a mix of roof types;***
- vi. Proposals retain or re-provide as necessary boundary walls and timber fencing where appropriate and do not use feather board or larch lap or similar fencing;***
- vii. Proposals do not significantly harm the views to the open countryside and the Sor Valley from the northern end of Chapel Lane or the southern end of Church Lane; and***
- viii. Proposals do not significantly harm the view of the Church of St Mary at the southern end of Church Lane.***

5.34 This policy manages design quality in The Lanes character area of the Adderbury Conservation Area. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development.

5.35 Chapel Lane and Church lane consist of minor routes that filter off the main central spine. The lanes are narrow, informal routes without footways and where dwellings abut the main thoroughfare.



5.36 Chapel Lane is a small residential area off High Street with tennis courts sunken into the landscape at the end. As the name suggests, the lane has supported two chapels. It is a quiet, narrow lane with no formal footway along the initial part. The road filters from High Street, where the historic buildings are concentrated around the entrance; further down, the character changes and becomes more suburban with a collection of post war dwellings at the end. The road meanders round and falls steeply at the northern end, allowing for extensive views of the Sor Valley beyond.

5.37 Church Lane is a narrow residential street with no formal footways, the cottages are small and modest the doorways and windows appear slightly dwarfed, creating a pleasant enchanting character. This lane narrows further at the end and then curves into a very narrow alley, bounded by ironstone walls/buildings, which guides the eye to a framed view of the Church of St Mary.

### **Policy AD11: Managing Design in the Conservation Area: The Valley**

***Development proposals in The Valley Landscape Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals do not significantly harm the views to the open countryside of the Sor Brook Valley; and***
- ii. Proposals maintain the existing pastoral quality of East Adderbury, along with the Oxford Road, and to the rear of properties in both East and West Adderbury which follow the Sor Brook Valley.***

5.38 This policy manages design quality in the Valley character area of the Adderbury Conservation Area. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development.

5.39 The Valley Landscape is that of the Sor Brook. It is heavily tree-lined, which in addition to the topography further emphasises the perceived separation of the village east and west.

5.40 The Character area features along the length of the conservation area and although a dominant landscape feature, the inward-looking central spine of the village restricts views of this valuable landscape to the perimeter, with views often found at the end of secondary streets and lanes. The Valley Landscape includes areas with a pastoral quality, where livestock roam the fields, in East Adderbury along the Oxford Road, and at West Adderbury to the rear of properties such as White House on Manor Road.

## **Policy AD12: Managing Design in the Conservation Area and its Setting: Former Farm Groups**

**Development proposals in the Former Farm Groups Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:**

- i. Proposals maintain the existing informal plot layout (usually L-shaped) with individual lanes and gravel tracks for access;**
- ii. The facing or cladding materials include the use of coursed rubble or square cut ironstone**
- iii. Roofing materials include slate and plain tiles to match nearby roofs;**
- iv. Proposals retain or re-provide vernacular features such as casement windows, timber lintels and timber plank doors to match the existing emphasis on the rural connection;**
- v. Proposals retain or re-provide as necessary boundary walls of varying heights, railings and timber fences to match the existing arrangement on the same alignment; and**
- vi. Proposals retain or re-provide as necessary the informal green open spaces where possible and large grass verges to continue to enhance the pastoral character which links with the nearby agricultural fields.**

5.41 Development proposals in the open countryside beyond the defined Adderbury Settlement Boundary between Banbury Road and the Parish Boundary to the west will only be supported if they avoid any obstruction of the views from Banbury Road to the Former Farm Groups Character Area.

5.42 This policy manages design quality in The Former Farm Groups character area of the Adderbury Conservation Area. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development.

5.43 This character area includes two areas in East Adderbury (consisting of Fleet Farm, Sydenham Farm, Stud Farm and Home Farm) and a small area north of The Green (Croft Farm). The core characteristics include a rural/pastoral character on the edge of the village, adjacent to open grazing fields. The topography sits on lower land to the wider and modern built up areas of Adderbury to the north. The pastoral character is further enhanced by the various areas of informal green spaces between the buildings. For example, east of The Pickled Ploughman public house is an informal green space which is left to naturally overgrow, creating a naturalistic rural environment. Agricultural activity still exists in the surrounding fields including grazing land to the north of Aynho Road and arable land west of the Banbury Road.

5.44 The policy also identifies the specific significance of the open land to the north of the Conservation Area in the enjoyment of the setting to the historic village boundary of this Character Area. This is evidenced by the Conservation Area Appraisal and by Historic England in its comments on a previous planning application (15/00317/OUT) in that area. The land lies outside the Settlement Boundary but some forms of development suited to a countryside location are permissible. This policy requires that such proposals avoid obstructing the views to the Character Area from the north.

### **Policy AD13: Managing Design in The Crescent**

***Development proposals in The Crescent Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following principles:***

- i. Proposals to retain or re-provide as necessary front gardens and an 'open plan' feel to the frontage;***
- ii. The facing or cladding materials include the use of brick***
- iii. Roofing materials include red pantiles to match nearby roofs; and***
- iv. Proposals retain or re-provide design features such as casement windows and small porches with pantiled roofs.***

5.45 This policy manages design quality in The Crescent character area of the village. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development. As it lies outside the Conservation Area, and so was not included in the Appraisal, an analysis has been undertaken to identify the most important of design features of this character area.

5.46 The Crescent is a 1918 design of semi-detached properties, having particular architectural features, such as porches and specific building materials. At the end of 1918 the Banbury Rural District Council attempted to devise a housing scheme to meet the need of housing for soldiers returning from WW1. 20 houses were planned but only 12 houses were built, in The Crescent just off the Banbury Road, and were ready for occupation in the autumn of 1922. The setting was described as on an elevated position away from the road. The houses are arranged in a semi-circle around a small green space, which were originally allotments. The Crescent lies to the east of the Banbury Road and north of the Adderbury Conservation area.

#### **Policy AD14: Managing Design in Banbury Road**

***Development proposals in the Banbury Road Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals retain or re-provide as necessary boundary hedges and timber fences where appropriate;***
- ii. Proposals retain or re-provide as necessary front gardens where possible and roadside verges;***
- iii. The facing or cladding materials include the use of render and red brick;***
- iv. Roofing materials include red tiles to match nearby roofs.***

5.47 This policy manages design quality in the Banbury Road character area of the village. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development. Again, as it lies outside the Conservation Area, and so was not included in the Appraisal, an analysis has been undertaken to identify the most important of design features of this character area.

5.48 Banbury Road is a main traffic route (A4260) lined with residential properties to the east and open fields to the west. It includes detached properties with large front gardens and wide roadside verges. These are mainly 1930s houses, although the previous Twyford Tea Gardens is earlier and opened in late 1912/early 1913.

5.49 Although there is a mixture of design, these houses have used the same building materials and have retained their large front gardens with mature planting that make a positive contribution to the character and distinctiveness of the area.

#### **Policy AD15: Managing Design in the Twyford Estate**

***Development proposals in the Twyford Estate Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals retain or re-provide as necessary front gardens where possible and roadside verges;***
- ii. Proposals retain or re-provide as necessary boundary hedges (as in The Rise) and low walls (as in Walton Avenue and Rochester Way) where appropriate; and***
- iii. In those parts of the Estate characterised by open plan front gardens, proposals retain or re-provide as necessary (such as Deene Close) gardens in that form and do not add boundary features like walls and hedges.***

5.50 This policy manages design quality in the Twyford Estate Character area of the village. It refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with Policy Villages 1 in allowing for appropriate infill housing development. Once again, as it lies outside the Conservation Area, and so was not included in the Appraisal, an analysis has been undertaken to identify the most important of design features of this character area.

5.51 The area lies to the north of the Conservation Area and includes the main approaches to the village from the north and east. The Twyford Estate was built largely in the 1960s and is a mixed development including detached/semi-detached two-storey houses and bungalows. The estate is east of the Banbury Road and is bordered on the north (Twyford Road) and east (Walton Avenue) sides by open countryside. There are a number of features worthy of retaining or enhancing.

#### **Policy AD16: Managing Design in Berry Hill Road and St. Mary's Road**

***Development proposals in the Berry Hill Road and St. Mary's Road Character Area, as shown on the Policies Map, will be supported, provided they have full regard to the following design principles:***

- i. Proposals retain or re-provide as necessary front gardens where possible and roadside verges; and***
- ii. Proposals retain or re-provide as necessary boundary hedges (as in St. Mary's Road) and low walls (as in Norris Close) where appropriate.***

5.52 This policy manages design quality in the St. Mary's / Berry Hill Road Character Area of the village. In doing so, it refines saved CLP policies C27 and C28 in respect of requiring the design of development proposals to reflect the historic settlement pattern of villages like Adderbury. It is also in line with LP1 Policy ESD15 in ensuring the character of the built and historic environment is sustained and enhanced and with LP1 Policy Villages 1 in allowing for appropriate infill housing development. As it lies outside the Conservation Area, and so was not included in the Appraisal, an analysis has been undertaken to identify the most important of design features of this character area.

5.53 The area lies to the south west of the Conservation Area and includes the main approaches to the village from the southeast and southwest. There are two particular areas within this larger area, which are worthy of consideration. The Berry Hill Road and St. Mary's Road/ Norris Close. Both areas comprise 20<sup>th</sup> century housing. Berry Hill Road is characterised by substantial properties set well back from the road with extensive grass verges in front and large front gardens. St. Mary's Road and Norris Close have mixed development of detached/semi-detached two storey houses and bungalows. They are characterised by large front gardens enclosed for the most part with low walls, and grass verges along the roadside.

### **Policy AD17: Buildings and structures of local importance**

Proposals affecting the significance of the following locally important buildings and structures will be assessed having regard to the scale of any harm or loss and the significance of the locally important building or structure:

- A. *The Crescent, Twyford***
- B. *The Pump House Garage***
- C. *The Walled Lambing Paddock, Aynho Road***
- D. *The Pound, Hornhill Road***
- E. *The Ice House, Adderbury Lakes***
- F. *The Long Wall, Long Wall Path***
- G. *Twyford Tea Gardens, Banbury Road***
- H. *The Friends Meeting House, Hornhill Road***
- I. *The Well, Hornhill Road***
- J. *The Canal Bridge, Twyford Road***

5.54 This policy identifies buildings and structures of local architectural and/or historic interest to Adderbury for the application of LP1 Policy ESD15. This policy manages proposals for the extension, alteration and change of use of such buildings, which are now defined as 'non-designated heritage assets' by §135 of the NPPF.

5.55 In line with the Historic England guidance on 'Local Heritage Listing' (2012), an identified building or structure is considered by the local community to exhibit attributes of one or more of the following:

- It is directly associated with a significant period in the history of Adderbury
- It is directly associated with the social history of Adderbury
- It is a notable example of planned development, or of incidental development in Adderbury, for example forming part of an original street plan or having some rarity value in its architectural for this area (though its type may be common elsewhere)
- It is directly associated with a notable figure of local importance

The Parish Council used as its primary source material, the Conservation Area Appraisal document of April 2012, which identified 'locally listed buildings'. The justification of each the proposed buildings is provided in the separate 'Community Assets' report in the evidence base.



### **Policy AD18: New Community Facilities**

***The Neighbourhood Plan allocates land off Milton Road, West Adderbury, as shown on the Policies Map, for sports and community uses.***

***Proposals for these uses of the land will be supported, provided:***

- i. Any buildings are ancillary to the operation of the uses and are located within the site and are designed in such a way that has regard to the countryside location of the site;***
- ii. Vehicular access is made from Milton Road, with a minimum loss of the existing site boundary hedgerow, and sufficient car parking spaces are provided;***
- iii. Safe pedestrian and cycle access is provided to the site;***
- iv. The landscape scheme contributes to the delivery of Policy AD2 by making provision for ecological connectivity from Milton Road to the proposed Local Green Space off Horn Hill Road in Policy AD3;***
- v. The scheme will result in a biodiversity net gain; and***
- vi. The layout and any lighting have regard to the proximity of the adjoining residential and employment uses.***

***Proposals for the improvement and extension of the community facilities at Lucy Plackett Fields, as shown on the Policies Map, will be supported, provided they do not undermine the visual integrity of the Local Green Space.***

5.56 This policy allocates agricultural land on the western edge of the village, now in the ownership of the Parish Council, for sports and community uses for the benefit of the local community. It allocates the land in line with the restrictive covenant placed on this land. It also supports improvements to the existing facilities at the Lucy Plackett Field within the village. In both cases, the policy is responding to the increase in demand for such uses as the village has grown in recent years. It follows a survey undertaken of the local community to understand their preferences for future provision in the village.

5.57 Although the Milton Road site is not central to the village, its size, shape and topography are suited to these uses and, given its public ownership, it provides a suitable location. Provided any buildings (e.g. community centre) are well designed and located, these uses are not incompatible with the location of the land in the countryside beyond the Settlement Boundary. The policy also provides an opportunity to deliver an improvement to the local green infrastructure network of Policy AD2, as it requires the landscape scheme to incorporate an appropriate means of improving the ecological connectivity between the hedgerows of Milton Road to an adjoining proposed Local Green Space, thus meeting its obligation to deliver a net biodiversity gain.

5.58 Proposals for buildings and any floodlighting must avoid or minimise their impacts on the established amenities enjoyed by the neighbouring residential and employment properties. A 2016 leisure survey of Adderbury households identified multiple uses with preference being given for a large community centre, football pitches and part woodland on the site. Once the Neighbourhood Plan is made, the Parish Council will seek to bring forward proposals on both sites and other appropriate locations for the mix and configuration of such uses and for their financing.

## **Policy AD19: Community Assets & Local Services**

**Proposals to improve the viability of established community use for the following buildings and facilities (by way of the extension or partial redevelopment of existing buildings) will be supported, provided that the scheme does not have a harmful impact on the street scene, and that any resulting increase in use will not harm the amenity of neighbouring properties.**

- 1. Adderbury Bowls Club**
- 2. Adderbury Post Office**
- 3. Adderbury Stores**
- 4. Ball Colegrave**
- 5. Banbury West End Tennis and Squash Club**
- 6. Beehive Veterinary Surgery**
- 7. Dovecote Barn (Bo-Peep)**
- 8. Katharine House Hospice**
- 9. Lake House Care Home**
- 10. Lucy Plackett Activity Centre**
- 11. Pump House Garage**
- 12. Sports and Social Club**
- 13. Squires Hairdressers**
- 14. Step Ahead Hairdressers**
- 15. The Bell Inn**
- 16. The Friends Meeting House**
- 17. The Church House**
- 18. The Coach & Horses**
- 19. The Institute**
- 20. The Pickled Ploughman**
- 21. The Pig Place**
- 22. The Red Lion**
- 23. Twilite Leisure Park**
- 24. Gracewell Retirement Home**

**Proposals that will result in either the loss of, or significant harm to, facilities listed above, will be resisted, unless it can be clearly demonstrated that:**

- i. the operation of the facility, or on-going delivery of the community value of the facility, is no longer financially viable; or**
- ii. it is more appropriate to replace it with a facility of equivalent or better value to the community in an equally convenient location for residents of the Parish.**

**Development proposals to expand existing shops or commercial premises as well as to create new local shops or commercial uses will be supported.**

**Development proposals to change the use of shops or commercial units will be resisted, unless it can be demonstrated that their continued use is no longer viable.**

5.59 This policy identifies a number of buildings and their land in the Parish for protection from harmful development, and to allow for their improvement to maintain their on-going viability, in line with LP1 Policy BSC12 and saved CLP Policy S29. The justification for why each facility is included in the policy is provided in the separate 'Community Assets' report in the evidence base.

5.60 Each building plays an important part in sustaining the healthy life of the village and together they help justify the status of Adderbury as one of the larger villages in the District. The unnecessary loss of building will therefore have a harmful impact on the viability of the village as a 'Category A Village' and on local community life and will be resisted unless it can be clearly demonstrated by an applicant that the building and its location can no longer sustain a viable community purpose.

5.61 In addition, the policy is encouraging of the appropriate improvement of these facilities in order that they can remain viable in the longer term. This encouragement is subject to the proposals being well designed to be appropriate to their location – having regard to the relevant character area design policy of the Neighbourhood Plan for example – and to them avoiding harming local residential amenity by way of additional noise or traffic movements for example.

5.62 More generally, the policy encourages the retention, improvement and creation of new local shops in the village. With a growing population, there may be an increased demand for such local services to be provided within the village. The saved CLP Policy S28 allows for such retail development to meet local needs.

### **Policy AD20 Promoting New Employment and Tourism**

***Proposals for new employment and tourism uses will be supported within the defined Adderbury Settlement Boundary provided there is no harm to the amenities of nearby residents or to other land users by way of noise, air or light pollution.***

***Proposals to intensify employment uses within the defined area of an established employment site elsewhere in the Parish will be supported, provided the height and scale of any new buildings do not harm the overall open character of the surrounding landscape.***

***Proposals for tourism and leisure development along the Oxford Canal, as shown on the Policies Map, will be supported, provided:***

- i. they will sustain and enhance the special character and appearance of the Conservation Area;***
- ii. the height and scale of any new buildings do not harm the overall open character of the surrounding landscape;***
- iii. they will not harm the linear biodiversity value of the canal; and***
- iv. they will not undermine the navigational and safe operation of the canal.***
- v. they will enhance access and use of the canal towpath for walking, cycling and other recreation and leisure pursuits.***
- vi. new facilities for canal users, other than appropriately located small scale car parks and picnic facilities, should be located within or immediately adjacent to settlements***

***Proposals requiring planning consent or prior approval for the change of use of land or buildings in established business use will only be supported if it can clearly be demonstrated that the land is no longer viable for a business use and subject to general conformity with the criteria set out in Strategic Policy SLE1.***

5.63 This policy seeks to encourage appropriate employment opportunities and tourism within the Parish in keeping with the needs and character of a rural village. It refines LP1 Policy SLE1 in using the Settlement Boundary to define where employment development should be located in this 'Category A' village.

5.64 For clarity, Policy AD20 seeks to support new employment uses within the defined settlement boundary. Where there are established business uses there is a requirement to be in general conformity with Strategic Policy SLE1.

5.65 The policy also refines LP1 Policy SLE3 in defining, what are the 'sustainable locations' within the Parish for tourism development, i.e. within the Settlement Boundary and along the Oxford Canal. The Canal is designated a Conservation Area and the policy requires that proposals pay special attention to understanding and reflecting its distinct character in their design. As a working canal, and an important leisure and tourism asset for the Parish, the policy complements LP1 Policy ESD16 (and CLP Policy C29) recognises that some new development may be appropriate to maintain the attractiveness of the canal to users.

5.66 An analysis was undertaken of the current employment areas in the Parish to ascertain their success as competitive locations for business by looking at vacancy rates and the opportunities for further intensification. There was also a survey of businesses to understand their needs and value to the Parish as local employers. The conclusion was that the variety of established business locations remained competitive for the current types of occupiers and that the Plan should focus future economic development at those locations, rather than to allocate new land.

#### **Policy AD21: Community Infrastructure Levy**

***The Neighbourhood Plan identifies the following projects as priorities for investing in local infrastructure:***

- ***improving cycle safety and connectivity of off-road cycleways***
- ***maintaining heritage assets***
- ***improvement of Adderbury Library services***
- ***improving leisure facilities***
- ***securing land for use as a cemetery***

5.67 This policy identifies a number of priority projects for the investment of the Parish proportion of the Levy charge in the area, in line with LP1 Policy INF1. It is derived from a review of community surveys in the past that have identified projects for the Parish Council to support.

5.68 The list of projects may change over the lifetime of the Neighbourhood Plan but gives a current view on how the Levy should be invested to meet local needs. As a policy in the Plan, it provides the local community with the opportunity to understand the benefits of development in the Parish in the coming years.

### **Monitoring & Review Policies**

5.69 The Neighbourhood Plan will be monitored by the District Council and the Parish Council using data collected in planning monitoring reports. The objectives will form the core of the monitoring activity but other data collected and reported at a Village level relevant to the Plan may also be included. It is expected that the Plan will be formerly reviewed on a five-year cycle or to coincide with future reviews of the Local Plan.

## 6. Implementation

6.1 The Neighbourhood Plan will be implemented through a combination of the local planning authority's consideration and determination of planning applications for development in the parish, and through steering public and private investment into a series of infrastructure proposals contained in the plan.

### Development Management

6.2 Most of the policies contained in the Neighbourhood Plan will be delivered by landowners and developers. In preparing the Plan, care has been taken to ensure, as far as possible, that the policies are reasonable and sufficiently clear to enable them to inform the District Council's decisions on planning applications.

6.3 Whilst the local planning authority will be responsible for the development management, the Parish Council will use the Neighbourhood Plan to frame its representations on submitted planning applications. It will also monitor the District Council's decisions to ensure that proper account is being taken of the Neighbourhood Plan as part of their Local development plan.

6.4 Where one or more Neighbourhood Plan policies are used as a reason for a refusal of a planning application, the Parish Council will support the District Council in defending that decision at any appeal. If necessary, the Parish Council will also consider requesting the Secretary of State to call-in of any applications the District Council is minded to approve, if the Parish Council considers that insufficient weight has been attributed to the conflict between a proposal and a policy of the Neighbourhood Plan.

### Infrastructure Projects

6.5 The Parish Council proposes some or all of the following projects for investment of future community infrastructure levy funding allocated by the local planning authority to the Parish:

- Improving Cycle safety and connectivity of off-road cycleways
- Maintaining heritage assets
- Funding of Adderbury Library services
- Leisure requirements determined by outcome of questionnaire
- Provision of land for use as a cemetery



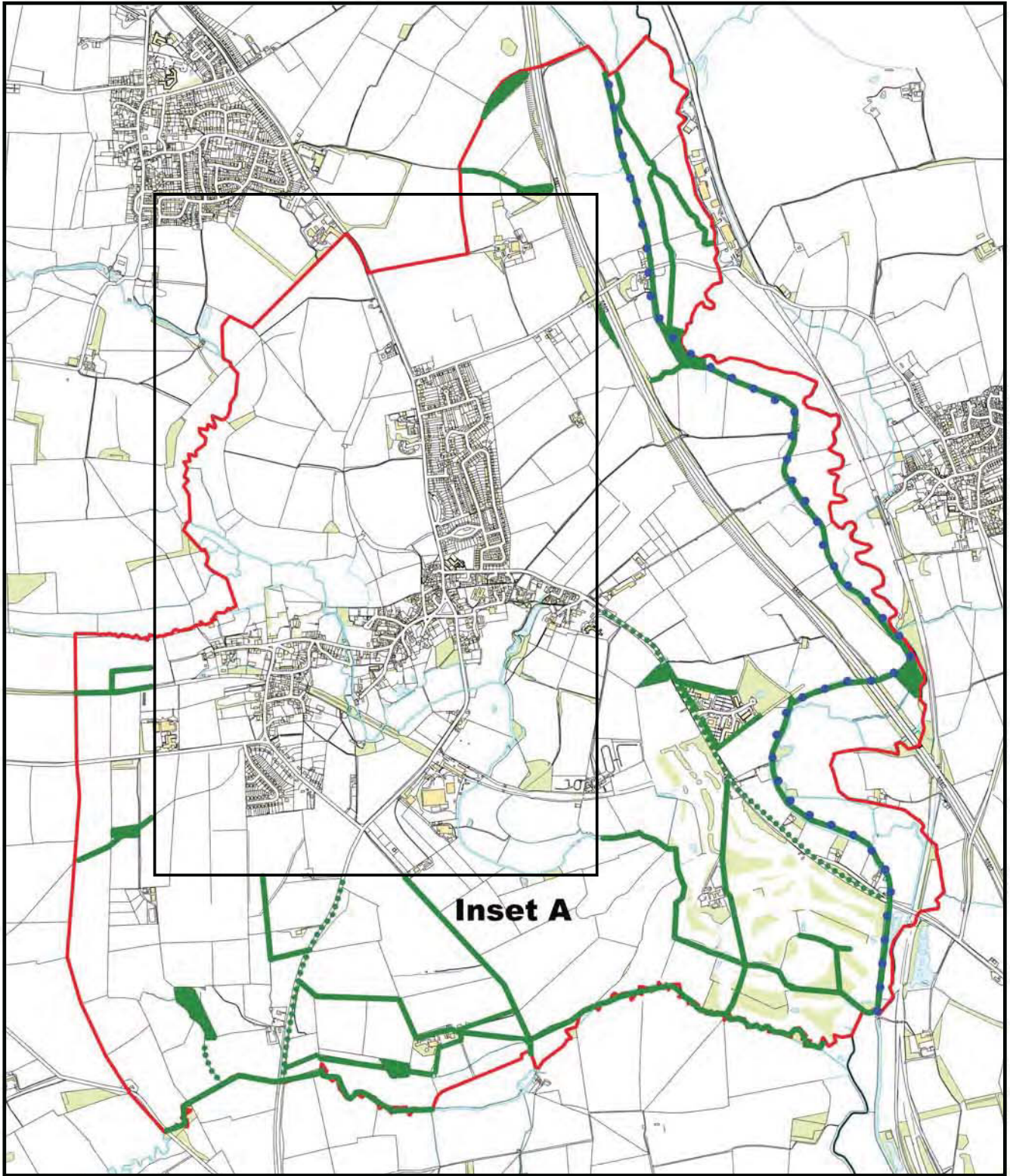
6.6 This series of local infrastructure projects will be prioritized for investment from Section 106 agreements and, if implemented in the Cherwell District Community Infrastructure Levy (CIL). A minimum of 25% of the levy collected from development in the Parish will be passed to the Parish Council for investment in the Parish. This provides the local community with an indication of the priorities for investing the fund to improve local infrastructure as a result of new development in the parish.

6.7 In addition, other policies of the Neighbourhood Plan require some planning obligations to be entered into as part of planning consents to finance and deliver specific infrastructure projects relating to the development scheme in order to make the scheme satisfactory in line with paragraphs 173 and 204 of the National Planning Policy Framework (NPPF).

## **Conservation**

6.8 The following buildings and structures are nominated for assessment as Local Heritage Assets:

- A. *The Crescent, Twyford***
- B. *The Pump House Garage***
- C. *The Walled Lambing Paddock, Aynho Road***
- D. *The Pound, Hornhill Road***
- E. *The Ice House, Adderbury Lakes***
- F. *The Long Wall, Long Wall Path***
- G. *Twyford Tea Gardens, Banbury Road***
- H. *The Friends Meeting House, Hornhill Road***
- I. *The Well, Hornhill Road***
- J. *The Canal Bridge, Twyford Road***



**Adderbury Neighbourhood Plan:**  
**Policies Map**  
 May 2018

**Key**



Parish Boundary



Inset A



AD2 Green Infrastructure  
 (Existing/Opportunity)



AD20: Oxford Canal