**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 1 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.