

# *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

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## PROPOSALS MAP AND INSET MAPS

### PROPOSALS MAP

Loose in wallet

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 Blechingdon



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

**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 been 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;
  - h) 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)
Cotmsford	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
Heffe	Mar 1988 (reviewed July 1993)
Hook Norton	Mar 1988
Horley	Jan 1987 (reviewed July 1991)
Hornton	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 Woodcaton	SP 536 127
Islip	148	Roman villa 600m SE of Islip Bridge	SP 533 133
Kidlington	131	Roman villa	SP 498 148
Kirtlington	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	Lynched 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
Hnscote 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
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	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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### CENTRAL OXFORDSHIRE

Poultry Farm, Fireacres, Murcott	11
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### RURAL AREAS

Old Arncott 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, Lawnton	10
Former Nursery, Adj: Margaret's Road, Adderbury	20

Home Farm, Claydon	10
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	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
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	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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**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 Bar 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

<b>PARISH</b>		<b>NAME OF SITE</b>	<b>GRID REFERENCE</b>
Ambrosden	-	Arncoot 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