The Cherwell Local Plan 2011 – 2031

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Well-being • Community • Economy • Heritage • Environment • Connect • Sustainable • Growth •

Part 1 Adopted 20 July 2015

(incorporating Policy Bicester 13 re-adopted on 19 December 2016)

July 2015

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

Explanatory Note

On 19 December 2016, Policy Bicester 13: Gavray Drive was re-adopted by Cherwell District Council. The re-adopted policy is identical to that originally adopted by the Council on 20 July 2015, other than the deletion of the words, 'That part of the site within the Conservation Target Area should be kept free from built development' from the third bullet point of the policy's key site specific design and place shaping principles.

Re-adoption of Policy Bicester 13 followed a Court Order dated 19 February 2016 which included the following requirements:

"1. Policy Bicester 13 adopted by the [Council] on 20th July 2015 be treated as not adopted and remitted to the [Secretary of State];

2. The [Secretary of State] appoint a planning inspector who recommends adoption of Policy Bicester 13 subject to a modification that deletes from the policy the words "That part of the site within the Conservation Target Area should be kept free from built development";

3. The [Council] adopt Policy Bicester 13 subject to the modification recommended by the planning inspector appointed by the [Secretary of State]…"

On 18 May 2016 an addendum to the Local Plan Inspector's report was received. The addendum stated, "Following the Order of the High Court of Justice No. CO/4622/2015, dated 19 February 2016, I recommend that, in relation to Policy Bicester 13 – Gavray Drive, Main Modification No. 91, page 130, the first sentence of the third bullet point under "Key Site Specific Design and Place Shaping Principles" which states – "That part of the site within the Conservation Target Area should be kept free of built development." be deleted in the interests of soundness, clarity and to facilitate implementation of the policy and allocation in the plan."

The Inspector stated "…I conclude that with the amendment to the schedule of main modifications recommended in this addendum report relating to Policy Bicester 13 the Cherwell Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework."

The Court Order and addendum to the Inspector's Report were considered by the Council on 19 December 2016. The amendment to Policy Bicester 13 has been incorporated in this re-published version of the Local Plan.

Photographs from Cherwell District Council, site promoters and Adrian Colwell

Foreword

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

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

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

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

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

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

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

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

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

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

Councillor Barry Wood

Leader of the Council

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Executive Summary

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

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

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

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

Structure of the Local Plan

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

- Section A – 'Strategy for Development in Cherwell' considers Cherwell District as a whole. It includes a vision for the District, a spatial strategy and a series of key objectives.

- Section B – 'Policies for Development in Cherwell' sets out planning policies grouped around three themes:

    - theme One: Developing a Sustainable Local Economy

    - theme Two: Building Sustainable Communities

    - theme Three: Ensuring Sustainable Development.

- Section C – 'Policies for Cherwell's Places' looks at different places within the District: Bicester, Banbury, Kidlington and our villages and rural areas. For each area it outlines how the three themes will be delivered and

proposes strategic development sites for housing, employment and open space.

- Section D (and Appendix 8) – 'The Infrastructure Delivery Plan' shows what new infrastructure and key facilities the Local Plan will secure.

- Section E – 'Monitoring and Delivery of the Local Plan' sets out how delivery of the three policy themes, the objectives and strategic development sites of the Local Plan will be monitored and reviewed.

Vision, Strategy and Objectives

vi. Underpinning the Local Plan is a vision and a spatial strategy for Cherwell District. Our spatial strategy for how we manage the growth of the District can be summarised as:

- Focusing the bulk of the proposed growth in and around Bicester and Banbury.

- Limiting growth in our rural areas and directing it towards larger and more sustainable villages.

- Aiming to strictly control development in open countryside.

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

The Policies in the Local Plan

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

Developing a Sustainable Local Economy

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

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

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

Table 1: Strategic Employment Sites

Site	Employment Area (gross) (ha)	Policy no.	Section
Bicester			
North West Bicester Eco-Town	10	Bicester 1	C.2 'Bicester'
Graven Hill	26	Bicester 2	C.2 'Bicester'
Bicester Business Park	29.5	Bicester 4	C.2 'Bicester'
Bicester Gateway	18	Bicester 10	C.2 'Bicester'
Employment Land at North East Bicester	15	Bicester 11	C.2 'Bicester'
South East Bicester	40	Bicester 12	C.2 'Bicester'
Banbury			
Employment Land West of M40	35	Banbury 6	C.3 'Banbury'
Employment Land North East of Junction 11	13	Banbury 15	C.3 'Banbury'
Rural Areas			
Former RAF Upper Heyford	Approx 120,000 sq.metres	Villages 5	C.5 'Our Villages and Rural Areas'

Dynamic Town Centres

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

Table 2: Proposed Strategic Town Centre Allocations

Site	Proposed Use	Area (ha)	Policy no.	Section
Bicester				

Site	Proposed Use	Area (ha)	Policy no.	Section
Bure Place Town Centre Redevelopment Phase 2	Shopping, leisure	4 (Phase 1 & 2)	Bicester 6	C.2 'Bicester'
Banbury				
Bolton Road Development Area	Retail/residential/mix	2	Banbury 8	C.3 'Banbury'
Spiceball Development Area	Refurbished Arts Centre, new library, public spaces, car parking, retail/mix	5	Banbury 9	C.3 'Banbury'

xiii. The Plan also has proposals for supporting tourism, improving transport connections and addressing the challenge of High Speed Rail.

Building Sustainable Communities

xiv. The Plan seeks to boost significantly the supply of housing and meet the objectively assessed need for Cherwell identified in the Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 – some 1,140 dwellings per annum or a total of 22,800 from 2011 to 2031. Policy BSC 1 provides for 22,840 homes over the Plan period and sets the overall distribution of development across the District. Over the Plan period 10,129 homes are to be provided at Bicester, some 7,319 homes at Banbury and 5,392 homes in the rural areas including Kidlington. A further 2,707 homes are allocated at the North West Bicester Eco-Town (Bicester 1) but are not presently expected to be delivered until after 2031.

xv. Between 2011 and 2014, 1,106 homes were completed in Cherwell including 365 at Bicester, 213 at Banbury and 528 elsewhere. This leaves 21,734 of the planned housing requirement yet to provide.

xvi. The Local Plan's housing strategy seeks to support the economic growth of the towns, meet housing needs across the District and further support the development of the approved, new settlement at Former RAF Upper Heyford. Growth at Bicester is aimed at supporting business investment and improving the range of services and facilities. It also responds to the under-delivery of housing at Bicester in recent years.

xvii. The Plan includes a housing trajectory (within Section E) showing when new and approved strategic sites are expected to be delivered and setting out allowances for non-strategic sites and small 'windfall' sites of less than 10 dwellings. The table below summarises the overall distribution of housing.

Table 3: Overall Distribution of Housing in the Local Plan

	2011-2031	2014-2031
Bicester	10,129	9,764

Banbury	7,319	7,106
Rest of Cherwell	5,392	4,864
Total	**22,840**	**21,734**

Locations for Community Growth:

Bicester and Banbury

xviii. Section C 'Policies for Cherwell's Places' of the Local Plan identifies the key strategic housing sites that will need to be developed to meet housing needs in addition to those already approved. The Plan includes strategic sites of 100 or more dwellings. It does not specifically identify all sites for new housing for the period up to 2031. Non-strategic sites will be identified through the Local Plan Part 2, through the preparation of Neighbourhood Plans and through the determination of applications for planning permission.

xix. The strategic sites include an extensive eco-town development, the re-development of defence land, the bringing forward of smaller and larger scale greenfield urban extensions and town centre regeneration proposals.

xx. The Table below identifies the strategic sites included in the Plan. Additional approved sites are shown in the Housing Trajectory in Section E.

Table 4: Proposed Strategic Housing Allocations

Site	Total Number of Homes 2014-2031	Policy no.
Bicester		
North West Bicester (Eco-Town)	3,293 (1)	Bicester 1
Graven Hill	2,100	Bicester 2
South West Bicester Phase 2	726	Bicester 3
South East Bicester	1,500	Bicester 12
Gavray Drive	300	Bicester 13
Banbury		
Canalside	700	Banbury 1
Southam Road	600	Banbury 2
West of Bretch Hill	400	Banbury 3

Site	Total Number of Homes 2014-2031	Policy no.
Bankside Phase 2	600	Banbury 4
North of Hanwell Fields	544	Banbury 5
Bolton Road	200	Banbury 8
South of Salt Way - West	150	Banbury 16
South of Salt Way - East	1,345	Banbury 17
Drayton Lodge Farm	250	Banbury 18
Higham Way	150	Banbury 19
[1] The total allocation for North West Bicester eco-development is 6,000. It is expected that 3,293 homes could be delivered by 2031.		

The Villages and Rural Areas

xxi. Former RAF Upper Heyford is proposed as a strategic site for a new settlement in the rural areas. Elsewhere in the rural areas (including Kidlington) a substantial amount of housing has been completed or approved in recent years. However, some further development is required to help meet housing needs identified in the 2014 Strategic Housing Market Assessment (SHMA) and to assist the vitality of Cherwell's many villages.

xxii. Policy Villages 1 identifies the most sustainable villages (Category A) and their 'satellite' villages where minor development within built-up limits will, in principle, be supported (typically a site of less than 10 dwellings). Development within less sustainable villages (Category C) will be restricted to infilling and conversions. The Housing Trajectory in Section E provides a small site 'windfall' allowance for such proposals.

xxiii. Policy Villages 2 provides for a further 750 homes to be provided at the Category A villages. This will principally involve the identification of sites of 10 or more dwellings within or outside the built-up limits of those villages. This is in addition to sites already approved across the rural areas as shown in the Housing Trajectory. Sites will be identified in the Local Plan Part 2, through the preparation of Neighbourhood Plans and through the determination of applications for planning permission. The policy is supported by the latest Strategic Housing Land Availability Assessment (SHLAA).

Affordable Housing

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

Table 5: Affordable Housing Policy as set out in Policy BSC3

	Requirement	Qualifying Threshold
Banbury and Bicester	30%	11 homes
Kidlington	35%	11 homes
Rural Areas	35%	11 homes

xxv. In meeting the need for affordable housing in rural areas, the Local Plan supports the use of 'rural exception sites' in appropriate cases. These are sites specifically identified for affordable housing in rural communities and which would not normally be permitted for housing. The Council's approach is set out in Policy Villages 3 in Section C.

Ensuring Sustainable Development

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

Table 6: Supporting Strategic Policies

Subject	Policies	Section
Climate Change, Energy, Sustainable Construction and Flooding	ESD 1 - ESD 7	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Water Resources, Ecology and Biodiversity, Landscape	ESD 8 - ESD 13	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Green Belt	ESD 14	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
The Built and Historic Environment	ESD 15	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Green Infrastructure	ESD 17	B.3 'Theme Three: Policies for Ensuring Sustainable Development'
Effective and Efficient Use of Land	BSC 2	B.2 'Theme Two: Policies for Building Sustainable Communities'
The Mix of Housing	BSC 4	B.2 'Theme Two: Policies for Building Sustainable Communities'
Travelling Communities	BSC 6	B.2 'Theme Two: Policies for Building Sustainable Communities'

Subject	Policies	Section
Meeting Education Needs	BSC 7	B.2 'Theme Two: Policies for Building Sustainable Communities'
Providing Sport, Recreation and Community Facilities	BSC 10 - BSC 12	B.2 'Theme Two: Policies for Building Sustainable Communities'
Meeting the Needs for Cemeteries in Bicester and Banbury	Bicester 9, Banbury 13	C.2 'Bicester', C.3 'Banbury'

Ensuring Delivery

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

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

xxix. The Plan also includes a monitoring framework (Section E 'Monitoring and Delivery of the Local Plan') to ensure that Local Plan policies are being implemented and are achieving their aims.

Introduction to the Local Plan

1.1 This is the Local Plan for the Cherwell District.

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

- theme One: Policies for Developing a Sustainable Local Economy
- theme Two: Policies for Building Sustainable Communities
- theme Three: Policies for Ensuring Sustainable Development.

1.3 The Plan sets out the vision and strategy for the development of Cherwell through to 2031. It sets out why, where and how Cherwell will grow over the next 16 years.

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

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

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

- remaining economically competitive
- ensuring housing growth only takes place in appropriate locations
- avoiding sprawl and ensuring growth avoids adverse environmental impacts
- ensuring the changing needs of the population are properly planned for
- reducing the high cost of energy use
- ensuring that infrastructure needs are met.

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

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

1.9 The Plan centres on Bicester and Banbury as the most sustainable locations for growth. It is a plan which seeks to

strengthen the role of the towns as the centre of the local economy, set within a rural hinterland.

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

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

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

1.13 The Plan is policy driven, with a number of transformational steps proposed to secure:

- a productive, high value economy
- an excellent transport system
- inclusive communities
- one community, not separate ones
- quality urban, rural and natural environments
- good quality design and masterplanning for new business and residential developments
- clear limits to growth for both Banbury and Bicester.

1.14 The Plan contains two sets of policies:

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

The Role of the Local Plan

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

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

1.17 New legislation (Localism Act 2011) and regulations enable Councils to reintroduce the term 'Local Plan' and have changed some of the plan-making procedures including the introduction of 'Neighbourhood Planning'. A new 'National Planning Policy Framework' (NPPF) has also been produced sweeping away over 1,000 pages of guidance and allowing more scope for local interpretation of national policy. On the 6 March 2014 the Department of Communities

and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) web-based resource.

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

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

The Planning Context for the Local Plan

1.20 Although Cherwell District Council is the planning authority for Cherwell District, there is a framework of European and national legislation, national planning policy and guidance within which we must operate. The Local Plan is heavily influenced by this context.

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

1.22 The South East Plan was therefore central to preparing the Local Plan up until the point of revocation. Conforming with the South East Plan's housing requirements was a key feature of both the Draft Core Strategy 2010 and the Proposed Submission Local Plan 2012 and the emerging South East Plan was important in shaping the Council's Options for Growth in 2008.

1.23 More recently it is the NPPF (published March 2012) and the NPPG (March 2014) that have guided completion of the Plan. The NPPF includes a presumption in favour of sustainable development, an emphasis on assessing needs locally, on working jointly with other authorities and on achieving economic growth. The Plan has been informed by the NPPF's twelve 'Core Planning Principles' including that planning be "*…genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area…*".

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

1.25 The priority for growth is at Bicester where there remains a need to maximise the benefits accruing from its location, including for high value and knowledge-based business; the Green Belt north of Oxford needs to be maintained; Banbury is a primary regional centre with an important role as a market town supporting its wider hinterland; and, there is a need to meet the local needs of our rural communities for small scale affordable housing, business and service

development having regard to the changes to the rural economy and the need to maintain services.

1.26 This Local Plan covers the period 1 April 2011 to 31 March 2031. This is to ensure that at least 15 years of housing supply can be provided post-adoption, as required by the National Planning Policy Framework, to provide flexibility in phasing the delivery of strategic development sites and to allow a longer period for infrastructure planning.

1.27 Any future review of the Plan will require the cooperation of all authorities in Oxfordshire to meet the County's total housing need arising from the need assessed in the 2014 SHMA. This will include catering for the housing needs of Oxford City. A strategic Green Belt boundaries review is one of a number of options to consider in meeting the County's overall housing needs. All local authorities in Oxfordshire are working jointly to take forward the conclusions of the new Oxfordshire SHMA and the outcome of this joint work may lead to a strategic Green Belt review.

The Structure of the Local Plan

1.28 This Local Plan is structured as follows:

Section A 'Strategy for Development in Cherwell':

1.29 This section considers the District as a whole and sets the context for the rest of the document. It includes the following:

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

Section B 'Policies for Development in Cherwell':

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

- developing a Sustainable Local Economy
- building Sustainable Communities
- ensuring Sustainable Development.

Section C 'Policies for Cherwell's Places':

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

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

Section D 'The Infrastructure Delivery Plan':

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

Section E 'Monitoring and Delivery of the Local Plan':

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

How the Local Plan has been Prepared

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

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

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

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

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

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

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

1.41 After this 'Options for Growth' consultation, the focus turned to gathering further evidence on a range of issues. We

commissioned a number of in-depth technical studies to provide the evidence needed to ensure the Local Plan is 'justified'.

1.42 In April 2008, two locations in Cherwell were shortlisted for consideration as eco-towns – a site near Weston-on-the-Green (known as 'Weston Otmoor') and North West Bicester. In July 2009 we received confirmation that North West Bicester had been identified as a potential eco-town location, with around 5,000 new homes to be provided over the lifetime of that development.

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

1.44 In February 2010 we published the Draft Core Strategy and consulted upon it. The results of that consultation were used to further develop the Local Plan.

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

1.46 The Council consulted upon the Proposed Submission Local Plan in August 2012, Proposed Changes to the Proposed Submission Local Plan in March 2013 and proposed modifications in August 2014. The responses received have informed the Local Plan at all stages.

Sustainability Appraisal

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

The Local Plan and the Sustainable Community Strategy

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

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

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

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

1.52 We have sought to ensure that the two documents are complementary. The SCS recognises the growth and development that

will take place in the District and considers the implications of this for Cherwell's communities. The Local Plan seeks to address the wider needs and aspirations of communities as expressed in the SCS.

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

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

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

Duty to Cooperate

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

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

- the homes and jobs needed in the area
- the provision of retail, leisure and other commercial development
- the provision of infrastructure for transport, telecommunications, waste management, water supply, wastewater, flood risk and coastal change management, and the provision of minerals and energy (including heat)
- the provision of health, security, community and cultural infrastructure and other local facilities
- climate change mitigation and adaptation, conservation and enhancement of the natural and historic environment, including landscape.

1.57 Local planning authorities should:

- tork collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans
- undertake joint working on areas of common interest for the mutual benefit of neighbouring authorities

- work together to meet development requirements which cannot wholly be met within their own areas
- consider producing joint planning policies on strategic matters and informal strategies such as joint infrastructure and investment plans
- take account of different geographic areas, including travel-to-work areas, and ensure cooperation between County and District authorities on relevant issues
- work collaboratively to enable delivery of sustainable economic growth in consultation with Local Enterprise Partnerships and Local Nature Partnerships
- work collaboratively with private sector bodies, utility and infrastructure providers.

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

1.59 As the gateway to the Midlands, Cherwell looks beyond the County of Oxfordshire and has forged deep positive links with its neighbouring Councils of Stratford-on-Avon, Aylesbury Vale and South Northamptonshire. The application of the Duty to Cooperate is leading to significant policy changes and agreements that are helping to locate the Cherwell Local Plan within its wider sub-regional context. This includes commitments to manage the growth impacts on the A41 with Aylesbury Vale District Council, cooperation on opportunities for securing coordinated investment in the High Performance Engineering Sector with Stratford-on-Avon Council and addressing congestion challenges on Junction 10 on the M40 with South Northamptonshire District Council. It also includes working with Oxfordshire County Council and Oxford City Council on the development of the Oxford Transport Strategy including improved connections to the A40 and A44 with West Oxfordshire Council and consideration of how best to address congestion and Air Quality on the A34 with South Oxfordshire and Vale of White Horse Councils.

1.60 The 'Duty to Cooperate Topic Paper' supports the Local Plan. Key areas of cooperation include:

- involvement in both the Oxfordshire Local Enterprise Partnership and the South East Midlands Local Enterprise Partnership
- joint working and collaboration through the Oxfordshire Spatial Planning and Infrastructure Partnership (SPIP) supported by the Oxfordshire Planning Policy Officers group (OPPO)
- involvement of the Local Strategic Partnership in developing the Local Plan
- development and maintenance of a county Local Investment Plan

- joint working and on-going liaison with Oxfordshire County Council on Local Plan issues and place-shaping
- joint working on Bicester and Banbury Masterplans, Kidlington Framework Masterplan, Gypsies and Traveller housing needs, flood risk and transport
- Parish and Town Council involvement in developing the Local Plan vision and aims
- close working with the Defence Infrastructure Organisation
- liaison with adjoining authorities and service providers
- liaison with Bicester Vision and Chambers of Commerce
- involvement in the Oxfordshire Green Infrastructure Strategy produced by the Oxfordshire Local Nature Partnership.

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

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

Other Policy Links and Additional Local Policy Guidance

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

- the Council's own strategies such as the Economic Development Strategy, Housing Strategy and Conservation and Urban Design Strategy
- specific evidence and studies commissioned for the preparation of the Local Plan
- an evolving Infrastructure Delivery Plan.

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

1.65 The additional policy and guidance will include:

- A Local Plan Part 2 that consists of development management policies as well as identifying smaller (non-strategic) sites in the urban and rural areas and providing linkages to Neighbourhood Planning.
- Bolton Road Development Area SPD
- Banbury Canalside Development Area SPD
- Sustainable Buildings in Cherwell SPD
- Bicester Masterplan SPD

- Banbury Masterplan SPD
- Kidlington Masterplan SPD
- Developer Contributions SPD
- North West Bicester SPD.

What Does the Plan Do?

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

- sets out clear ambitions for the District and the two towns in particular
- provides certainty for communities and developers as to what will /can be developed and where
- focuses growth at Bicester and to a lesser extent at Banbury
- seeks to strengthen Kidlington's economic role
- proposes sustainable levels of growth at the villages and has regard to the need to protect the character of our rural areas
- ensures that the main focus of the plan is strengthening the local economy, job creation, inward investment and company growth, as well as building cohesive communities
- creates a major platform to help deliver economic development in a recession
- strengthens the town centres at the heart of the District
- secures infrastructure such as new rail and road investment
- avoids the coalescence of towns and villages
- takes permissions and what has been constructed into account
- emphasises high environmental standards and design quality
- protects, enhances and realises the potential of the Oxford Canal
- promotes area renewal and regeneration in Banbury
- supports innovation such as Community Self Build
- addresses planning reforms.

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

Section A - Strategy for Development in Cherwell

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

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

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

Cherwell in 2031

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

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

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

- the vision for Oxfordshire 2030, prepared by the Oxfordshire Partnership
- the vision for Cherwell District contained in the Sustainable Community Strategy and prepared by the Cherwell Local Strategic Partnership

- the draft vision for the LDF contained in the Issues & Options paper in 2006
- the draft vision for the Core Strategy in February 2010
- the draft vision for the Proposed Submission Local Plan August 2012 and Proposed Changes to the Proposed Submission Local Plan March 2013
- Oxfordshire Strategic Economic Plan
- South East Midlands Strategic Economic Plan.

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

Our Vision for Cherwell District

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

A.9 For this to happen:

- We will develop a sustainable economy that is vibrant and diverse with good transport links and sound infrastructure, supported by excellent educational facilities. Our economy will grow to provide more diverse employment for our increasing population and reduce the need for our residents to travel outside the District for work.
- We will maintain and improve the vitality of our town centres as accessible economic, cultural and social hubs, offering improved leisure and shopping facilities as well as a diverse and vibrant evening economy.
- We will support a stronger, sustainable rural economy that is more diverse and not reliant entirely on agriculture. Our villages will be 'lived in' as well as 'slept in'.
- We will improve road, rail and public transport links and provide increased access to services and facilities to cater for the needs of the District. In particular, we will focus on measures aimed at managing road congestion, improving public transport and improving access to town centres and other shops and services.
- We will build sustainable communities by facing the challenges of a growing and an ageing population and ensuring that the settlements of Banbury, Bicester and Kidlington, along with the rural areas offer a high quality of life and meet the needs of all sections of the population.
- We will ensure that Cherwell can offer its communities a range and choice of good quality, market and affordable housing.
- We will ensure that by careful and timely investment in our social and physical infrastructure, people have convenient access to health, education, open space, sport and recreational activities when they need it. We will seek to address inequalities in health, and aim to maximise well-being. Poverty and social exclusion will be reduced.
- We will cherish protect and enhance our distinctive natural and built environment and our rich historic heritage. Cherwell will maintain its rural character where its landscapes, its vast

range of natural and built heritage and its market towns define its distinctiveness.

- We will protect our natural resources, embracing environmental technologies and adapting our behaviour to meet the global challenge of climate change. We will promote the use of alternative energy sources where appropriate and reduce the impact of development on the natural environment, including seeking to minimise flood risk.

The Spatial Strategy for Cherwell District

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

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

- Most of the growth in the District will be directed to locations within or immediately adjoining the main towns of Banbury and Bicester.
    - Bicester will continue to grow as the main location for development within the District within the context of wider drivers for growth.
    - Banbury will continue to grow, albeit to a lesser extent than Bicester, in accordance with its status as a market town with a rural hinterland.
- Away from the two towns, the major single location for growth will be at the former RAF Upper Heyford base which will deliver 2,361 homes.
- Kidlington's centre will be strengthened and its important economic role will be widened. Economic development will be supported close to the airport and nearby at Begbroke Science Park. There will be no strategic housing growth at Kidlington but other housing opportunities will be provided.
- Growth across the rest of the District will be much more limited and will focus on meeting local community and business needs. It will be directed towards the larger and more sustainable villages within the district which offer a wider range of services and are well connected to major urban areas, particularly by public transport.
- Development in the open countryside will be strictly controlled. In the south of the District, the Green Belt will be maintained, though a small scale local review of the Green Belt will be conducted to accommodate identified employment needs at Kidlington. In the north west of the District, the small area lying within the Cotswolds Area of Outstanding Natural Beauty will similarly be protected.

Getting There - Our Strategic Objectives

A.12 To achieve the vision we have set out to address the key issues that Cherwell faces, we have established a set of objectives for our themes of developing a sustainable local economy, building sustainable communities and ensuring sustainable development. These objectives steer our policy making for the

District as a whole. These have been formed through discussions with partners such as Oxfordshire County Council.

Challenges and Objectives for Developing a Sustainable Local Economy

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

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

- the 'knowledge economy' needs to grow
- new employment sites are needed to meet modern business needs
- there is a need to make more efficient use of existing employment areas by prioritising the use of existing sites
- improving our urban centres and existing employment areas to retain and attract business
- there is a need to adapt to the changing rural economy and to provide more employment opportunities and potentially suitable employment sites in rural areas
- relatively large numbers of people in Cherwell are without qualifications and basic skills; the level of education and training needs to improve
- pockets of multiple deprivation in the District
- the average weekly wage is lower than the South East average
- the claimant count rose, particularly in Banbury, in 2009 as a result of the economic downtown. In 2012 it was about twice the level it was in 2008
- insufficient diversity in the local economy
- overdependence on a declining number of manufacturing jobs
- the need to respond to a growing and ageing population.

A.15 The central theme of our Economic Development Strategy (2011-2016) is the creation of 'economic resilience' by combining the resources of the private, social and public sector partners. The strategy seeks to continuously develop our local economy to ensure it remains internationally competitive, to enable the creation of jobs and prosperity now and for the future and to create a more diverse economy. It highlights the unique opportunity arising through the Bicester eco-town project and recognises that the development of 'green' infrastructure, skills and technology will allow Bicester and the wider District to become more attractive for innovative business investment and the creation of 'higher value' employment opportunities.

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

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

Our Strategic Objectives for Developing a Sustainable Local Economy

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

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

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

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

SO 5 To encourage sustainable tourism.

Challenges and Objectives for Building Sustainable Communities

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

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

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

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

- the need to make market housing more affordable - Cherwell is the most affordable District for housing in Oxfordshire, but in 2009 median house prices were still over 78 times median earnings
- the need to provide more family housing for newly forming households in rural areas
- the Council has been successful in the prevention of homelessness but it remains important to ensure an adequate supply of new housing for vulnerable households
- the need to meet the requirements of a relatively young population, particularly those aged 0 to 15 in urban areas
- meeting the needs of an ageing population and those with special needs
- child well-being in Cherwell which is well below the other rural districts in Oxfordshire
- rates of claimants of health-related benefits in Cherwell are above the average for Oxfordshire but below the South East average with the exception of Attendance Allowance which is above the county and regional average.
- the need to improve educational attainment
- the level of adult obesity is above the levels in other Oxfordshire districts
- the percentage of Cherwell residents participating in sport and active recreation is below other rural Oxfordshire districts but above regional and national averages
- the need to consider the implications of low population growth (and potential depopulation) in Kidlington
- the need to protect and enhance the identity of Cherwell's towns and villages, to maintain or create a sense of belonging and improve social cohesion
- ensuring that the needs of a diverse Cherwell population are met, for example Cherwell has a relatively large Indian and Pakistani population compared to other rural districts in Oxfordshire
- a lack of affordable housing and the need to increase the proportion of the housing stock that comprises social housing.

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

Our Strategic Objectives for Building Sustainable Communities

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

SO 7 To meet the housing needs of all sections of Cherwell's communities, particularly the need to house an ageing

population and to meet the identified needs of Gypsies and Travellers and Travelling Showpeople, in a way that creates sustainable, inclusive and mixed communities.

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

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

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

Challenges and Objectives for Ensuring Sustainable Development

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

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

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

- There is a need to maximise the opportunities to significantly cut carbon emissions. Although compared to other 'significant rural' districts, Cherwell has lower domestic carbon dioxide emissions per person, it has higher overall emissions per person due to more emissions from industrial and commercial activity.

- A need to consider the effects of development on air quality, including in relation to Air Quality Management Areas (AQMAs) in Cherwell, and how development proposals can contribute towards improvements.

- A need to ensure that contamination is addressed effectively on sites through re-development.

- There is a need to maximise opportunities for the use of renewable energy, efficient buildings and for using resources such as energy and water more efficiently.

- There is a need to reduce dependence on travel by car and to manage traffic congestion - between 1981 and 2001 the number of cars in Cherwell increased by over 34,700 (97%), over double the growth in households (46%);

residents in our rural areas are particularly dependent on their cars and congestion hotspots include Junction 9 of the M40, on the A34, in the centres of Banbury, Bicester and Kidlington at peak times and in villages with schools. Commuters in Cherwell travel relatively long distances to work.

- Maximise the opportunity to shift dependence from the car to sustainable modes of transport.
- Cherwell is ranked very poorly on a national measure of geographical accessibility of services.
- Water resources in Cherwell are limited and needs will continue to be met from outside the Cherwell catchment area.
- Cherwell's rivers have been consistently assessed as poorer in chemical quality than rivers in other districts in Oxfordshire.
- There is a need for a leap forward in sustainable design and construction in Cherwell.
- There is a need to improve the quality of our built up environments and urban areas, to ensure that new development maintains or increases their distinctiveness and to improve the functioning of our towns and villages.
- Cherwell's biodiversity needs to be protected and enhanced and measures need to be taken to ensure it is capable of adapting to a changing climate. There is need to support the management of existing woodlands and wildlife sites and to identify new wildlife sites. The reduction in nesting and roosting sites is a particular concern.
- A need to cherish, preserve and enhance our distinctive natural and built environment and our rich historic heritage including listed buildings and conservation areas. There is a need to improve the built up environments of our urban areas, to ensure that new development maintains or increases distinctiveness and improves the functioning of our town and villages.
- Cherwell households have the lowest access to natural green space across the whole of the South East; 72% of households meet none of the Accessible Green Space requirements - a reflection of the low number of country parks and areas of common land in the District.

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

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

Our Strategic Objectives for Ensuring Sustainable Development

SO 11 To incorporate the principles of sustainable development in mitigating and adapting to climate change impacts including

increasing local resource efficiency (particularly water efficiency), minimising carbon emissions, promoting decentralised and renewable or low carbon energy where appropriate and ensuring that the risk of flooding is not increased.

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

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

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

SO 15 To protect and enhance the historic and natural environment and Cherwell's core assets, including protecting and enhancing cultural heritage assets and archaeology, maximising opportunities for improving biodiversity and minimising pollution in urban and rural areas.

Presumption in Favour of Sustainable Development

A.28 The principles of 'sustainable development' are central to the planning system. The NPPF (paragraphs 11-16) sets out what is meant by the 'presumption in favour of sustainable development' and recommends that Policies in the Local Plan should follow this presumption.

A.29 The Framework recognises that sustainable development is about change for the better. It is about positive growth, making economic, environmental and social progress for this and future generations. To achieve sustainable development, economic, social and environmental gains should be sought jointly. They are mutually dependent.

A.30 In line with Government policy advice, the Council has adopted a positive approach in seeking to meet the objectively assessed development needs of the District. The policies in the Local Plan provide a clear framework to guide development that creates positive, sustainable growth, therefore following the presumption in favour of sustainable development, enabling proposals that accord with the Plan objectives to be approved without delay. This policy is therefore at the heart of decision making when assessing planning applications.

A.31 There may be instances where the Plan is silent or in future years, policies become out of date. To enable the Council to continue to take a sustainably positive approach to decision making, the applicant will need to assist by submitting evidence to demonstrate how the benefits of the proposal outweigh any adverse impacts.

A.32 The challenge here is to reconcile the need to deliver sufficient jobs and homes, supported by appropriate infrastructure to meet Cherwell's needs, whilst conserving the natural and built environment, minimising the need to travel and addressing climate change.

Policy PSD 1: Presumption in Favour of Sustainable Development

When considering development proposals the Council will take a proactive approach to reflect the presumption in favour of sustainable development contained in the National Planning Policy Framework. The Council will always work proactively with applicants to jointly find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in the area.

Planning applications that accord with the policies in this Local Plan (or other part of the statutory Development Plan) will be approved without delay unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the Council will grant permission unless material considerations indicate otherwise – taking into account whether:

- **any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the National Planning Policy Framework taken as a whole; or**
- **specific policies in the Framework indicate that development should be restricted.**

Section B - Policies for Development in Cherwell

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

Introduction

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

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

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

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

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

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

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

B.8 We will support limited new employment development in the rural areas to help strengthen the rural economy and increase employment opportunities throughout the District.

B.9 Our Economic Development Strategy (2011–2016) identified the following:

- levels of employment are relatively high but not everybody is benefiting
- we have increasingly relied upon public sector jobs which are set to reduce in number
- the skill base of the District needs to be widened
- there remain pockets of deprivation within our overall prosperity
- we have a diverse economy but often with 'lower value' activity similar to the south Midlands
- manufacturing is a particular strength but is often lower skilled locally
- the knowledge economy is growing, but not quickly enough.

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

B.11 Even though unemployment is not high compared to other parts of the country, this needs to be addressed and is a focus of this Plan.

B.12 Cherwell has experienced lower growth than some surrounding areas including locations such as Milton Keynes and Warwick. This may be due to a shortage in skills in some areas. However nationally, in terms of competitiveness, it is ranked 62 out of 379 local authorities. Overall the levels of economic activity are high, with 82% of the working age population economically active.

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

B.14 The population in Cherwell is highly skilled, however the levels of educational attainment are low in some areas. It will be important to ensure that the population is sufficiently skilled to attract companies and investment to Cherwell. We will support proposals to strengthen the skills base of the local economy through new facilities aiming to strengthen training and skills within the District. The planned investment in

education (e.g. the University Technology College at Bicester) and skills will drive business growth, enhance the economy and improve our quality of life in the long term. Projects such as Brighter Futures and the Bretch Hill Regeneration Area identified in this Plan (Policy Banbury 10) will assist in improving skills. There will also need to be: promotion of local training providers, an improvement of the relationships between companies and schools, colleges and the Universities and continuation of initiatives such as the Council's 'Job Club'. Existing partnerships such as Bicester Vision and the M40 Investment partnership should continue to make this their priority.

B.15 Cherwell has excellent transport links with the M40 and a number of railway lines running through the District, some of which have recently been upgraded or are the subject of planned investment. Bus services are also good in most areas of the District.

B.16 Cherwell has a high proportion of employment in industrial sectors, logistics and retail and these contribute towards the local economy; but in order to be globally competitive and create a lower carbon economy more jobs are needed in the knowledge based sector. Wages are also relatively low in Cherwell and despite living costs being lower than many places in the South East, this means that there is less disposable income available for spending in the local area. An increase in jobs in the knowledge based sector will help improve this. Jobs in manufacturing are also at greatest risk from overseas competition where operating costs are much lower.

B.17 Homeworking is increasing in the District but is slightly lower than the South East average. Superfast broadband provision will be sought as a standard item within new housing and commercial development to support home working and new enterprise throughout the District, including in rural communities. We will support development proposals to enable working from home where appropriate. We will work with suppliers to encourage the provision of superfast broadband across the District. Home and flexible working reduces the need to travel, reducing travel impacts and congestion.

B.18 As with many similar areas, the age profile of Cherwell is projected to continue to become older. This is a trend that should be recognised as it may lead to a lack of labour supply. However a large proportion of the population is aged between 60 and 70. With the changes in retirement age, a reduction in pensions and the current economic climate it is likely that a significant proportion of people will continue to work into their late 60's and 70's. This group will need to be taken into account as a labour resource and it will be important that life long learning is provided so this group has the skills required to support the economic vision in this Plan.

B.19 Increasing labour supply could be achieved by allocating significantly more land for housing but this is likely to have significant and unacceptable environmental effects. Building the right type of housing, such as family housing, to maintain a working age population will however will be important.

B.20 Banbury is the most self contained settlement in Cherwell but there are over 3,000 more people leaving the District for work each day than entering it. The Council will attempt to 'reclaim' out-commuters and provide jobs for local people by providing opportunities in a wider range of employment sectors.

B.21 To assist in achieving growth Cherwell has to increase 'capital in use' and 'total factor productivity' collectively known as labour productivity. This means developing and growing its economy by improving skills to enable an increase in productive jobs with higher wages.

B.22 The provision of a sufficient number and variety of available employment sites and the formation of planning policies which allow employment generating development to come forward in sustainable locations is critical to enabling existing companies to grow and to provide for new company formation. Employment sites are also needed in order to respond to inward investment including the planned electrification of the railway, new routes and stations in the District.

B.23 The Council belongs to two Local Enterprise Partnerships (LEPs) (which are formed by local government and businesses) which will be important for securing funding and in the implementation of projects. In the Budget of 2011 the government announced it would create Enterprise Zones across the country which provide for tax incentives for businesses and 'relaxed' planning regulations. Enterprise Zones have been awarded to, and are being driven by, Local Enterprise Partnerships. There are currently no Enterprise Zones in the District but the Plan provides sufficient employment land and flexible policies to allow business to grow.

B.24 The NPPF (2012) promotes the role of planning in achieving sustainable economic growth, in building a strong, responsive and competitive economy, and by ensuring that sufficient land of the right type, and in the right places, is available to allow growth and innovation.

B.25 In 2006 the Council prepared an Employment Land Review (ELR). This study sought to assess the quantity, quality and viability of employment land across the District. It assessed employment land that was at that time currently available and the need for further employment land within the District over the period of the Local Plan.

B.26 The ELR concluded that the District had a stock of premises and land that provides a broad range of choice for investors. It recommended that some 89 hectares of available employment land be protected to provide a continuity of supply of sites.

B.27 The forecasting and scenario exercise in the 2012 ELR shows a net additional demand for between 52.6 and 87.2 hectares of employment land across Cherwell to 2026, with the medium growth scenario (seen as the most likely to occur) predicting a net additional demand of approximately 70 ha. Extending this to 2031 results in demand for approximately 85 hectares.

B.28 A further analysis of the economy of the District and the changes it is experiencing was conducted in 2012 (Cherwell Economic Analysis Study) and updated in 2014 in an addendum. Table 33 of the Oxfordshire SHMA sets out a projected growth in jobs of 1,155 per annum and 1,142 homes per annum under the 'planned economic growth' forecast. Table 34 shows a total of 23,091 jobs generated under this scenario. The SHMA Economic Forecasting report on page 40 considers the proportion of total jobs generated (including indirect jobs) that would require B use class employment land. It is estimated that only 12,700 jobs will be located on B Use class land in Cherwell (table 6.2). The Submission Local Plan (January 2014) identified land for approximately 15,000 jobs and the consultants show at paragraph 6.6 of the

SHMA Economic Forecasting Report that the forecast growth in the Economic Forecasting Report could be accommodated on land identified for development in Cherwell's Local Plan (January 2014). The addendum takes into account the new housing numbers for Cherwell set out in the Oxfordshire SHMA, on which this Plan is based, and the 'committed economic growth scenario' they relate to. It also reflects any other significant changes that have occurred since publication of the 2012 report and informs a consistent broad alignment of policies on jobs and housing for the Local Plan including in relation to sub-areas. The 2014 Economic Analysis Study addendum identifies a need for just over 100 hectares of employment land to 2031.

B.29 A number of the strategic objectives of this Local Plan focus on supporting the local economy and fostering economic growth. These include objectives to:

- facilitate economic growth and a more diverse economy with an emphasis on attracting higher technology industries
- support the diversification of Cherwell's rural economy
- help disadvantaged areas, improve the quality of the built environment and make Cherwell more attractive to business by supporting regeneration
- improve the local skills base.

B.30 The support for business and economic development that the Local Plan has adopted is based on a strategic direction that gives focus to our efforts. We are looking to secure:

- business-friendly and well-functioning towns
- an eco-innovation hub along the Oxford – Cambridge technology corridor
- internationally connected and export driven economic growth
- investment in people to grow skills and the local workforce
- vibrant, creative and attractive market towns
- family housing
- measures to reclaim commuters where possible
- measures to increase labour productivity.

B.31 In terms of the type of employment development the District wants to attract and we will concentrate on:

- advanced manufacturing/high performance engineering
- the Green Economy
- innovation, research and development
- retailing
- consumer services.

B.32 We will support the logistics sector, recognising the jobs it provides and the good transport links that attracts this sector. However a high quality design will be expected. The significant amount of house building planned for the District will also lead to potential construction jobs (including in associated sectors) for local people.

B.33 Significant employment growth at Bicester will be encouraged and we will:

- encourage green technology and the knowledge based sectors, exploiting its position in the Oxford/Cambridge Corridor
- exploit its transport connections
- utilise the Ex-MoD land and facilitate the establishment of a modern logistics hub for the MoD
- maintain and increase the motorsport industry and other performance engineering
- create new opportunities for additional retail, leisure and cultural activities in an extended town centre
- encourage retailers and visitors to Bicester Town Centre
- continue to promote and expand Bicester Village where complementary to improving the town centre
- encourage high tech companies
- encourage higher value distribution companies
- improve its utilities infrastructure
- improve its sustainability and self sufficiency.

B.34 There will be moderate employment growth at Banbury and we will:

- build on its manufacturing base ensuring 'high end' manufacturing is encouraged
- exploit its transport connections
- maintain and increase the motorsport industry and other performance engineering
- maintain its sustainability and self sufficiency
- expand the retail heart of the town
- encourage the tourism industry around the canal and historic town centre
- encourage green technology and the knowledge based sectors
- encourage high tech companies
- encourage higher value distribution companies
- support its strong food production sector.

B.35 There will be small scale employment growth at Kidlington and we will:

- exploit its position in the Oxford/Cambridge Corridor
- allow for appropriate growth plans at Begbroke Science Park and in the vicinity of Langford Lane Industrial Estate following a small scale Green Belt review
- connect with the Oxford economy

- create new opportunities for additional retail, leisure and cultural activities, and environmental improvements, in an extended Village Centre

- secure the growth potential from the presence of London-Oxford Airport.

B.36 Employment growth in the rural areas will be limited and will involve:

- farm diversification schemes

- small scale, appropriate employment sites

- sustainable growth in tourism including recreation based tourism

- improvement of existing employment sites and reuse of existing buildings and brownfield sites (reflecting their historic or cultural significance where appropriate)

- support for working from home.

B.37 More detail is provided in Section C 'Policies for Cherwell's Places'.

Policy SLE 1: Employment Development

B.38 The Council will, as a general principle, continue to protect existing employment land and buildings for employment (B class) uses. The Council will support existing businesses and will seek to ensure their operational activity is not compromised wherever possible. Inevitably, over the period of the Local Plan, businesses will relocate or close, leaving land and premises available for re-use or re-development.

B.39 Where existing employment sites have good transport links for commercial vehicles and the proposed use of these sites accords with the Local Plan we will encourage new development here to ensure the efficient use of land on these sites and in our towns, avoiding the need to use valuable countryside. This will not always meet the needs of some companies so new sites will be required.

B.40 We will create new employment sites for commerce and engineering/manufacturing to meet the needs of existing and new companies. We will also actively promote those sites for inward investment.

B.41 To promote growth we have allocated an increase in the amount of employment land in the District. This is focused more at Bicester in order to match the growth in housing and make the town more sustainable.

B.42 A flexible approach to employment development is set out in this Plan with a number of our strategic sites allocated for a mix of uses and many allowing for different types of employment. Employment development will be supported in a number of locations as long as it meets certain policy criteria. In all cases very careful consideration should be given to locating employment and housing in close proximity and unacceptable adverse effects on the

amenity of residential properties will not be permitted. Live/work units will be encouraged in locations such as Banbury Canalside.

B.43 This Local Plan identifies strategic sites for employment use in Banbury and Bicester (see 'Policy Bicester 1: North West Bicester', 'Policy Bicester 2: Graven Hill', 'Policy Bicester 4: Bicester Business Park', 'Policy Bicester 10: Bicester Gateway', 'Policy Bicester 11: Employment Land at North East Bicester', 'Policy Bicester 12: South East Bicester', 'Policy Banbury 6: Employment Land West of the M40' and 'Policy Banbury 15: Employment Land North East of Junction 11'). A number of these sites have recent planning permissions and are under construction. The former RAF Upper Heyford site will also provide for employment uses. The sites identified in the Employment Trajectory in the Local Plan cover 200 hectares (gross) and result in approximately 20,500 jobs generated on B Use class land. There may be a slight change in jobs on sites due to site constraints such as flood risk and differing B use class mixes, which will be determined at the master planning stage. Further jobs will be generated generally through other means such retail and home working. Policies seek different types of employment units to ensure a range of employment uses are provided. Land is allocated taking account of economic evidence base, matching growth in housing and to cater for company demand, particularly for logistics. The Council's assessment of and strategies for housing, employment and other uses are integrated, and take full account of relevant market and economic signals.

B.44 To ensure employment is located in sustainable locations, to avoid problems such as traffic on rural roads and commuting, employment development in the rural areas will be limited. This accords with the Council's strategy for focusing new housing development at Banbury and Bicester, ensuring housing and employment are located in the same place.

B.45 The new strategic employment sites set out in Section C 'Policies for Cherwell's Places' have been allocated because they:

- are, or will be accessible to the existing and proposed labour supply
- have good access, or can be made to have good access, by public transport
- have good access and transport links for commercial vehicles
- have the least effect on the natural environment.

B.46 The new allocated employment sites in Banbury and Bicester along with existing employment sites are considered to ensure a sufficient employment land supply.

B.47 The Local Plan Part 2 will consider where further, smaller, allocations need to be made in the urban and rural areas to support the delivery of a flexible supply of employment land. Where new small sites are proposed we will consider the most appropriate use class for the location. Opportunities for developing small 'hubs' of activity to meet local needs will be explored. New employment uses will be supported where appropriate in residential areas, where they are proposed on existing employment sites. Employment development will be focused at the more sustainable villages. These villages are also considered to be the most appropriate for any further employment development.

B.48 Policy SLE 1 applies to B use class employment development. The provision or the loss of jobs in general terms will be a material consideration for determining proposals for any use classes. The policy applies to sites which have planning permission for employment uses. Where any allocated or committed employment sites in the District remain undeveloped in the long term and there is no reasonable prospect of the site being used for that purpose other uses will be considered. Policy SLE 2 will apply for proposals for main town centre uses.

Policy SLE 1: Employment Development

Employment development on new sites allocated in this Plan will be the type of employment development specified within each site policy in Section C 'Policies for Cherwell's Places'. Other types of employment development (B Use class) will be considered in conjunction with the use(s) set out if it makes the site viable.

In cases where planning permission is required existing employment sites should be retained for employment use unless the following criteria are met:

- **the applicant can demonstrate that an employment use should not be retained, including showing the site has been marketed and has been vacant in the long term.**
- **the applicant can demonstrate that there are valid reasons why the use of the site for the existing or another employment use is not economically viable.**
- **the applicant can demonstrate that the proposal would not have the effect of limiting the amount of land available for employment.**

Regard will be had to whether the location and nature of the present employment activity has an unacceptable adverse impact upon adjacent residential uses.

Regard will be had to whether the applicant can demonstrate that there are other planning objectives that would outweigh the value of retaining the site in an employment use.

Employment development will be focused on existing employment sites. On existing operational or vacant employment sites at Banbury, Bicester, Kidlington and in the rural areas employment development, including intensification, will be permitted subject to compliance with other policies in the Plan and other material considerations. New dwellings will not be permitted within employment sites except where this is in accordance with specific site proposals set out in this Local Plan.

Employment proposals at Banbury, Bicester and Kidlington will be supported if they meet the following criteria:

- **Are within the built up limits of the settlement unless on an allocated site**
- **They will be outside of the Green Belt, unless very special circumstances can be demonstrated**
- **Make efficient use of previously-developed land wherever possible**
- **Make efficient use of existing and underused sites and premises increasing the intensity of use on sites**
- **Have good access, or can be made to have good access, by public transport and other sustainable modes**
- **Meet high design standards, using sustainable construction, are of an appropriate scale and respect the character of its surroundings**
- **Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment.**

Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in Category A (see Policy Villages 1).

New employment proposals within rural areas on non-allocated sites will be supported if they meet the following criteria:

- **They will be outside of the Green Belt, unless very special circumstances can be demonstrated.**
- **Sufficient justification is provided to demonstrate why the development should be located in the rural area on a non-allocated site.**
- **They will be designed to very high standards using sustainable construction, and be of an appropriate scale and respect the character of villages and the surroundings.**
- **They will be small scale unless it can be demonstrated that there will be no significant adverse impacts on the character of a village or surrounding environment.**
- **The proposal and any associated employment activities can be carried out without undue detriment to residential amenity, the highway network, village character and its setting, the appearance and character of the landscape and the environment generally including on any designated buildings or features (or on any non-designated buildings or features of local importance).**
- **The proposal will not give rise to excessive or inappropriate traffic and will wherever possible contribute to the general aim of reducing the need to travel by private car.**
- **There are no suitable available plots or premises within existing nearby employment sites in the rural areas.**

The Local Plan has an urban focus. With the potential for increased travel by private car by workers and other environmental impacts, justification for employment development on new sites in the rural areas will need to be provided. This should include an applicant demonstrating a need for and benefits of employment in the particular location proposed and explaining why the proposed development should not be located at the towns, close to the proposed labour supply.

Monitoring and review will be undertaken regularly.

Extensions to existing employment sites will be considered in the Local Plan Part 2.

Policy SLE 2: Securing Dynamic Town Centres

B.49 We are looking to ensure that Bicester and Banbury have a strengthened role in achieving economic growth, as a destination for visitors, and in serving their rural hinterlands.

B.50 We are determined to secure dynamic town centres as the focus for commercial, retail and cultural activity at the heart of our District. The renewal and strengthening of the town centres is critical if the towns are to expand, with the creation of new retail, commercial and other employment generation (such as leisure) that reduces the overall level of out-commuting and maintains their role as the focal points of the District economy and their historic role as the heart of the community.

B.51 We envisage town centres that are:

- easy and pleasant to walk around
- attractive for shopping and going out
- easy to do business in
- have housing for all ages
- served by efficient public transport.

B.52 The increasing rationalisation of public assets (libraries, civic centres & public access points), is an opportunity to ensure multiple use of public sector buildings and so strengthen their role as a draw to secure additional footfall into the town centres.

B.53 In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study. In 2012 a further study was commissioned which examines the capacity for comparison and convenience retail floorspace in the District. The study identified a need for comparison

and convenience floorspace in the District to 2031. The town centres of both Banbury and Bicester will therefore need to grow. Sites have been identified in Banbury to accommodate growth. New retail will form part of proposals for Bolton Road Development Area, Canalside and Spiceball Development Area and in Bicester towards the improved Bicester Village Railway Station and through an expanded Bicester Village, which will be integrated more fully into the town ('Policy Banbury 7: Strengthening Banbury Town Centre' and 'Policy Bicester 5: Strengthening Bicester Town Centre').

B.54 We will support businesses affected by the redevelopment of strategic development areas by assisting their relocation and ensuring alternative land is available locally elsewhere.

B.55 New retail development will continue to be focused in our town centres and all new development will also be required to be built to high design and building standards.

B.56 Town centre uses are considered to be the 'Main Town Centre Uses' defined by the NPPF including: retail, leisure, offices, arts, tourism, cultural and community uses. We will support the role that new restaurants and cafes have in the economy, of both towns in drawing people into the town centre. We will aim to attract new small businesses and to strengthen the draw of the town at the centre of its local hinterland. We will support uses which support the evening economy in appropriate locations.

B.57 The urban centres within the District offer an important focus for shopping, commerce and the provision of leisure and other services to meet the needs of local people and visitors. The main centres in the District are the town centres of Banbury and Bicester and the village centre of Kidlington. There is also other significant shopping floorspace in the following locations:

- Banbury Cross Retail Park
- various other edge of centre & out-of-centre large stores including a number of major food stores
- at various local centres within Banbury and Bicester.

B.58 In addition to the more traditional retail parks, food stores and local centres, Bicester Village Outlet centre shopping centre is recognised as providing a specialist role which complements the town centre. As the District's most visited tourist destination, Bicester Village serves both national and international catchments and makes a significant contribution to the local economy. The Council supports the expansion of Bicester Village, to complement, and help to improve connectivity with, the existing town centre.

B.59 As well as serving the population of their immediate communities and more widely within Cherwell District, the retail centres serve a wider population and draw trade from towns such as Southam, Daventry, Towcester, Buckingham, Witney, Chipping Norton and Shipston-on-Stour.

B.60 Each of the main urban centres within the District is unique and faces different challenges and opportunities. More information, and specific policies for each of the centres, is included within Section C (Policies Bicester 5, Banbury 7 and Kidlington 2). A number of general comments can, however, be made:

- Both Banbury and Bicester town centres lie at the heart of towns which have grown significantly in recent years and, which through the period of this Local Plan, will continue to do so.

- Banbury has seen significant retail growth since the mid 1990s with the expansion of the Castle Quay Shopping Centre and this has helped to meet its immediate shopping needs. There are opportunities to expand its retail role.

- Bicester town centre has seen less growth. However, the re-development of the Bure Place car park has begun to provide a substantial increase in shopping within the town centre (see Policy Bicester 6). Away from the town centre, the Bicester Village Outlet Shopping Centre was opened in 1995 and extended in 2000 and 2008. Bicester Avenue opened in 2007. Further developments in the town centre will need to ensure that the town remains accessible by all forms of transport for residents and visitors. Further growth at Bicester Village will also ensure its role as a major national and international retail draw continues with all the employment gain this brings to the town. It must, however, be integrated into an improved town centre.

- Parts of both Banbury and Bicester town centres lie within conservation areas which protect their historic core. Maintaining the quality of these areas is important and any development in these areas will need to preserve and enhance the character of these areas and historic environment.

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

B.61 The Council is committed to supporting its town centres and to maintaining and enhancing their vitality and viability and their associated infrastructure to create vibrant retail environments.

Policy SLE 2: Securing Dynamic Town Centres

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

- **Proposals for retail and other Main Town Centre Uses not in these town centres should be in 'edge of centre' locations. Only if suitable sites are not available in edge of centre locations should out of centre sites be considered.**
- **When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the town centre.**

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

All proposals should comply with Policy SLE 4.

An impact assessment will also be required in accordance with requirements in the NPPF. The Council will require an impact assessment if the proposal is over 2000 sq. metres (gross) in Banbury, 1500sq. metres (gross) in Bicester and 350 sq. metres (gross) elsewhere.

Evidence in the Council's Retail Study will also be considered in determining applications if information is not provided by the applicant which is considered to supersede this evidence.

Proposals should comply with Policy ESD15.

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

Policy SLE 3: Supporting Tourism Growth

B.62 Given the growing role that tourism has to play in the local economy, developments in this sector will be supported, especially new attractions and new hotels at the two towns to reinforce their central role as places to visit and stay. We will support new tourism provision that can demonstrate direct benefit for the local 'visitor' economy and which will sustain the rural economy.

B.63 We will support an increase in high quality accommodation available in our towns to meet the needs of visitors and to end the current under provision. Valuable expenditure associated with overnight stays is potentially being lost, meaning that tourism has scope to play a significant wealth-creating role for the District.

B.64 Tourism can help support local services and facilities, provide employment, promote regeneration and help preserve the natural and historic environment. It can include day visits by local people through to visits from overseas. Tourism is a vital component in the make-up of the national economy. Currently tourism is worth over £300 million in Cherwell District and makes a significant contribution towards the development of a sustainable local economy. 1.2 million people live within a 30 minute drive time of the District boundary.

B.65 A tourism study was completed for the District in August 2008 in order to assist the Council in gaining a broad understanding of tourist activity and trends in Cherwell District and nearby. It highlighted that tourism was not as great a part of the local economy as for some locations, but that initiatives to further encourage tourism could be considered. The following observations and issues were identified:

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

B.66 Other policies in other sections of this Local Plan will contribute towards addressing these issues and encouraging sustainable tourism development; for example by:

- the regeneration of Banbury Canalside ('Policy Banbury 1: Banbury Canalside')

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

B.67 The Local Plan Part 2 will also support tourism by including polices encouraging new accommodation and the allocation of smaller sites for tourism related development.

B.68 There are other factors which are beyond the scope of the Local Plan which are important to drawing visitors to Cherwell's towns, villages and countryside. The Council, working with partners, already undertakes marketing, but to increase the number of visitors to Cherwell and to compete nationally, this will need to be maintained and enhanced.

Policy SLE 3: Supporting Tourism Growth

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

Policy SLE 4: Improved Transport and Connections

B.69 The District has excellent road and rail links. New investment has substantially reduced the travel time from Banbury and Bicester to central London and Birmingham, with regular high quality train services via the Chiltern line. New investment is due in the Plan period to open up frequent rail links between Oxford, Milton Keynes and Bedford reinforcing the role of Bicester. The M40 corridor provides links to the wider national motorway network and rail links help secure a central location for rail based freight movement.

B.70 The Local Plan promotes a series of proposals to support a modal shift away from an over reliance on the car to less energy intensive forms of transport. The strategy proposes more sustainable locations for housing and employment growth, whilst recognising the importance of the car in a rural District. The strategy seeks to avoid

increasing the function of the towns as dormitory centres by strengthening their employment base and transport connection to those sites.

B.71 Over the life of the Local Plan public transport will continue to improve and become more demand responsive. The partners to the plan anticipate that support will be provided for the extension of real time timetable information across the network, across the whole District.

B.72 New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development. This will support delivery of the infrastructure and services needed to facilitate travel by sustainable modes, whilst also enabling improvements to be made to the local and strategic road and rail networks.

B.73 Over the life of the plan there will be investment in the highway network as well as contributions from development to strengthen the road infrastructure of the plan area. This will include the South West Bicester Perimeter Road (Vendee Drive, already completed) and new highway improvements, including a potential relief road on the south east and south of Bicester, works to the A34 south from Bicester and improvements to junctions 9 and 10 of the M40, of which Junction 9 is programmed for early delivery. There will also be improvements to the Windsor Street/Upper Cherwell Street Corridor in Banbury to Hennef Way junctions and to the Bridge Street/ Cherwell Street junction. The potential for a link road on the eastern side of the M40, to mitigate the impact of traffic on the approach to Junction 11 along Hennef Way will also be explored with the County Council and Highways England. Cherwell is working with Aylesbury Vale District Council to ensure the impacts of growth at Bicester and Aylesbury on the A41 are fully addressed and appropriate mitigation considered.

B.74 Phase 1 Improvements to Junction 9 of the M40 motorway are complete and Phase 2 is being progressed with the Department for Transport, Highways England and Oxfordshire County Council. The proposals to improve the rail link between Bicester and Oxford are also supported as it will promote more sustainable modes of transport and reduce congestion on the A34 and M40 trunk roads. These improvements will enable additional development capacity to be provided within the two towns.

B.75 The Oxfordshire Local Transport Plan provides the strategic framework for transport in the County. It aims to support the local economy and the growth and competitiveness of the county; to make it easier to get around the county and improve access to jobs and services for all by offering real choice; to reduce the impact of transport on the environment and help tackle climate change; and to promote healthy, safe and sustainable travel. Our strategy for managing growth across the District is to locate development in sustainable locations and identify appropriate and deliverable measures to meet the transport needs of the District.

B.76 Integrated Transport and Land Use Studies for Banbury, Bicester and the Cherwell Rural Areas were completed on behalf of Oxfordshire County Council and Cherwell District Council and have informed the Local Plan. More recent Movement Strategies have been produced for Bicester and Banbury to support the preparation of Banbury and Bicester Masterplans. The Movement Strategies propose sustainable movement and access strategies.

B.77 Infrastructure will need to be provided which allows for more walking, cycling, the use of public transport and integration between modes. Cycling and walking in the two towns is a means to secure an effective integration between the established areas and new areas of development. Consideration will be given to the implementation of walking and cycling improvements which connect to employment areas, the town centre and key services and that link urban routes with the rights of way network. We will also seek improved public access to the River Cherwell valley in support of our policies to increase tourism and public well-being.

B.78 New rail investment provides the opportunity to both strengthen the role of the two towns and their locations as places to live and work. The new East - West rail project will strengthen the location of Bicester through a vastly improved connection and service links to Oxford, Milton Keynes and Bedford. Rail investment, including electrification, reinforces the critical role that rail has to play as the centrepiece of wider town centre regeneration in Banbury associated with Canalside redevelopment (Policy Banbury 1); and in Bicester, associated with the town centre and through to Bicester Village from an upgraded Bicester Village Station. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new station at Water Eaton and a growth in employment opportunities at Kidlington and Bicester the Council would expect demand for an increased role for London-Oxford airport. The Council will work with London-Oxford Airport operators, the County Council and the Civil Aviation authority and other stakeholders to consider any proposals.

B.79 We will support expansions to the existing railway stations at Banbury and Bicester and in the villages to provide improved access to the wider rail network. Proposals should accord with other policies in the Plan.

B.80 At Bicester, the Graven Hill site ('Policy Bicester 2: Graven Hill') has the major potential to capitalise on the Network Rail Freight Route Utilisation Strategy (2007) for upgrading the national freight network. This will assist removing freight travelling north from Southampton on the A34, past Oxford and onto the M40 and A43, with consequential gains for the environment with reduced emissions.

B.81 This development will confirm Bicester's location as a Rail Freight Interchange (RFI) and a distribution hub within the regional economy, which will help consolidate its economic growth.

B.82 A skilled workforce is available at Bicester, one of the locational factors necessary for the RFI to operate successfully, as stressed in the Strategic Rail Freight Interchange Policy Guide (DfT 2011). Recent studies from Cranfield and GVA Grimley show that logistics employment output is 30-40% greater than manufacturing. In addition, the range of jobs engaged in logistics has widened to include a higher proportion of elementary and process operatives skill levels employed compared with the manufacturing sector, and this proportion has been rising. Cranfield and GVA Grimley also revealed that wage levels are between 10 & 17% higher in the distribution sector than the manufacturing sector. At a time when UK manufacturing has declined, High Performance Engineering and Defence continue to grow, as does logistics. Bicester has a unique opportunity from the presence of all three sectors.

Policy SLE 4: Improved Transport and Connections

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

We will support key transport proposals including:

- **Transport Improvements at Banbury, Bicester and at the Former RAF Upper Heyford in accordance with the County Council's Local Transport Plan and Movement Strategies**
- **Projects associated with East-West rail including new stations at Bicester Town and Water Eaton**
- **Rail freight associated development at Graven Hill, Bicester**
- **Improvements to M40 junctions.**

Consultation on options for new link and relief roads at Bicester and Banbury will be undertaken through the Local Transport Plan (LTP) review process. Routes identified following strategic options appraisal work for LTP4 will be confirmed by the County Council and will be incorporated in Local Plan Part 2.

New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.

All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.

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

B.83 In December 2010 the Government announced a preferred route option for the proposed High Speed Rail link between London and Birmingham, known as High Speed 2 (HS2). The preferred route passes through Cherwell District, through Fringford ward to the north of Bicester and stands to have an impact on the environment and local communities in that area.

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

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

The implementation of HS2 will also be expected to:

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

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

The Council will work with HS2 Ltd to:

- **Develop a route-wide planning regime to be included within the Hybrid Bill, which supports the Council's aspirations for a well designed, sustainably constructed railway.**
- **Support work necessary to ensure a robust Environmental Impact Assessment is carried out to determine significant environmental effects of the railway in Cherwell District.**
- **Support the development and implementation of a Code of Construction Practice to address the construction impacts of the scheme**
- **Achieve its sustainability objectives.**

B.2 Theme Two: Policies for Building Sustainable Communites

Introduction

B.84 In order to build sustainable communities, we will seek to provide an appropriate mix of housing within Cherwell, including housing to address the requirements of a growing and ageing population.

B.85 We will require a mix of housing types, size and tenures, built to high design standards. We will also aim to secure mixed tenure as well as enabling new forms of housing such as community self-build and other imaginative solutions to housing need in the District to ensure new development results in balanced, mixed communities that have taken the housing needs of the District fully into account.

B.86 We wish to ensure that new development fully integrates with existing settlements to forge one community, rather than separate communities (see 'Policy ESD 15: The Character of the Built and Historic Environment'). We will also require investment in a range of community infrastructure including education, health, leisure facilities and public open space appropriate to the scale of proposed developments (see Section D 'The Infrastructure Delivery Plan').

B.87 Cherwell's countryside, landscape and green spaces are important natural resources. They form the setting of our towns and villages, contribute to their identity and the well-being of Cherwell's communities, and provide recreation opportunities. The countryside's intrinsic character and beauty is important to the quality of life in Cherwell and remains an economically important agricultural resource.

B.88 By focusing development in and around the towns of Bicester and Banbury we aim to ensure that the housing growth which the District needs only takes place in the locations that are most sustainable and most capable of absorbing this new growth (see Section C 'Policies for Cherwell's Places'). We support town centre locations for housing to create lively centres that are lived in and generate added footfall to support retail and commercial activities.

B.89 We aim to avoid development in inappropriate locations and coalescence with neighbouring settlements.

B.90 New housing needs to be provided in such a way that it minimises environmental impact, including through the elimination and control of pollution and the effective and efficient use of natural resources. It needs to be planned in a way that helps to reduce carbon emissions, reflects the functions of our settlements and protects or enhances the identity of our towns and villages and the sense of belonging of our residents (see Section B.3 'Policies for Ensuring Sustainable Development').

B.91 Where appropriate we will encourage area renewal to invest in the physical infrastructure, community facilities and to

improve the quality of the current housing stock, helping to secure better educational attainment, health and well-being and improved employment opportunities (see 'Policy BSC 5: Area Renewal').

B.92 In seeking to build sustainable communities the Council will support Town and Parish Councils and relevant Neighbourhood Forums in developing Neighbourhood Plans.

Policy BSC 1: District Wide Housing Distribution

B.93 The National Planning Policy Framework seeks to boost significantly the supply of housing and deliver a wide choice of high quality homes. It requires the Council to plan for at least 15 years of housing delivery, to meet the full, objectively assessed needs for market and affordable housing, and to maintain a five year supply of deliverable sites with a buffer to ensure choice and competition in the market for land.

B.94 The Council is committed to meeting housing needs and accelerating delivery. Cherwell's housing needs are identified in the Oxfordshire Strategic Housing Market Assessment (SHMA) 2014. The SHMA identifies a need for 1,140 dwellings per annum equating to 22,800 dwellings from 2011 to 2031. The SHMA analysis includes an assessment of housing need based on demographic trends having regard to past shortfalls in housing delivery to 2011, consideration of 'committed economic growth', modelling of the level of housing provision that might be required to meet affordable need in full and wider evidence of market signals. Paragraph 9.58 of the SHMA states "*For Cherwell District the evidence indicates a need for 1,142 dwellings per annum*

(2011-2031) to support the Strategic Economic Plan. This is based on supporting Committed Economic Growth..."

B.95 Cherwell District Council will continue to work under the 'Duty to Co-operate' with all other Oxfordshire Local Authorities on an on-going basis to address the objectively assessed need for housing across the Oxfordshire Housing Market Area and to meet joint commitments such as the Oxford and Oxfordshire City Deal (2014). As a first step Cherwell District Council has sought to accommodate the housing need for Cherwell District in full in the Cherwell Local Plan. Cherwell District Council recognises that Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary. The urban capacity of Oxford is as yet unconfirmed. Cherwell District Council will continue to work jointly and proactively with the Oxfordshire local authorities and through the Oxfordshire Growth Board to assess all reasonable spatial options, including the release of brownfield land, the potential for a new settlement and a full strategic review of the boundaries of the Oxford Green Belt. These issues are not for Cherwell to consider in isolation. These options will need to be undertaken in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) regulations, and the Habitats Regulations Assessment (HRA) to establish how and where any unmet need might best be accommodated within the Oxfordshire Housing Market Area. Joint work will need to comprehensively consider how spatial options could be supported by necessary infrastructure to ensure an integrated approach to the delivery of housing, jobs and services. Full public consultation will be central to a 'sound' process and outcome. If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated in the Cherwell District. The Council will engage in joint working on supporting technical work such as countywide Sustainability Appraisal as required to support the identification of a sustainable approach to meeting agreed, unmet needs.

B.96 The Council is committed to meeting the District's objectively assessed needs and, as described above, to working with partner authorities (including the Oxfordshire Growth Board) to determine how any other unmet needs arising from the SHMA can be sustainably accommodated within the Oxfordshire Housing Market Area. The housing strategy of this Local Plan seeks to deliver growth in accordance with the NPPF's Core Planning Principles including:

- Providing a positive vision for the future of Cherwell: a strategic growth and investment approach to the towns; an enlarged settlement in the centre of the District, further development at the villages to sustain them.

- Proactively driving and supporting sustainable economic development by meeting the SHMA's Committed Economic Growth scenario.

- Seeking to secure high quality design and a good standard of amenity by developing new neighbourhoods and achieving regeneration and redevelopment of key sites.

- Taking account of the different roles and character of Cherwell's places by promoting the vitality of Bicester, Banbury and Kidlington and their ability

to serve their hinterlands, protecting the Oxford Green Belt and concentrating development in sustainable rural locations to protect the intrinsic character and beauty of the countryside and to support thriving rural communities.

- Encouraging the effective re-use of existing land and buildings and bring forward sites that contain land of lesser environmental value such as at Graven Hill (Bicester 2), Canalside (Banbury 1), Bolton Road Development Area (Banbury 8), Higham Way (Banbury 19) and at the Former RAF Upper Heyford (Villages 5).

- Promoting strategic, mixed use developments conserving heritage assets in a manner appropriate to their significance such as those of national importance at Former RAF Upper Heyford, actively encouraging wildlife potential such as at South East Bicester (Bicester 12) and Gavray Drive (Bicester 13), and making the fullest possible use of public transport, walking and cycling and supporting community well-being such as at the North West Bicester Eco-Town (Bicester 1).

B.97 In total, the Plan provides for five strategic development sites at Bicester in addition to the on-going construction of an urban extension at South West Bicester (Kingsmere) and a committed site at Talisman Road. It provides for 10 strategic development sites at Banbury, also in addition to an on-going urban extension at Bankside and committed sites at West of Warwick Road and Southam Road. The Plan makes allowances for non-strategic urban and rural sites in sustainable locations and includes realistic and reliable windfall allowances for (previously developed) sites of less than 10 dwellings. Development at villages will be considered against Policy Villages 1: Village Categorisation, Policy Villages 2: Distributing Growth Across the Rural Areas and Policy Villages 3: Rural Exception Sites.

B.98 The Plan supports the objectives of the Council's Housing Strategy 2012-2017 to increase the supply of homes and to improve access to housing. It provides for new affordable homes for those in most housing need and seeks to ensure the opportunities for home ownership are widened. The Plan aims to extend choice, to provide high quality homes and development, and to secure a mix of house types, size and tenure that meets housing need. This includes meeting the requirements of an ageing population through the provision of extra care, supported and sheltered housing and providing new forms of access such as community self-build or self-finish housing.

B.99 Overall housing delivery from 2011 to 2031 will be as set out in the policy below. Further delivery will be seen at the North West Bicester site (Policy Bicester 1) beyond 2031 but the Plan does not preclude earlier or faster delivery.

Policy BSC 1: District Wide Housing Distribution

Cherwell District will deliver a wide choice of high quality homes by providing for 22,840 additional dwellings between 1 April 2011 and 31 March 2031. 1,106 completions were recorded between 2011 and 2014 leaving 21,734 homes to be provided between 2014 and 2031. Housing will be delivered in accordance with the requirements set out below:

	Bicester	Banbury	Rest of District	Totals
Completions	365	213	528	1,106
Permissions (10+)	1,934	2,346	1,760	6,040
Allocations	7,726	4,344	2,350	14,420
Windfalls (<10)	104	416	754	1,274
Totals	10,129	7,319	5,392	22,840

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

B.100 Managing the use of previously developed land is important in maintaining the appearance of our towns and villages and to the well-being of our communities. It can also provide opportunities for enhancing biodiversity. This means ensuring that land and buildings earmarked for development are not underused and that we make the most of vacant and derelict land and buildings.

B.101 The Plan seeks to secure the redevelopment of a number of major previously developed sites comprising Banbury Canalside (Policy Banbury 1), Bolton Road and Spiceball in Banbury town centre (Policies Banbury 8 & 9), Higham Way near the railway station in Banbury (Policy Banbury 19), the MOD site at Graven Hill, Bicester (Policy Bicester 2), a Phase 2 to Bicester town centre redevelopment (Policy Bicester 6) and the former RAF Upper Heyford airbase (Policy Villages 5). The plan also includes a windfall allowance for small previously developed sites. Therefore, although the Plan allocates large areas of greenfield land to meet the District's development needs, the Council will strive to ensure that these important 'brownfield' schemes are delivered.

B.102 It is also important to make efficient use of land. In general, new housing should be provided at a net density of at least 30 dwellings per hectare. However, the density of housing development will be expected to reflect the character and appearance of individual localities and development principles that are appropriate to the individual circumstances of sites.

B.103 In considering development on smaller sites, the effective use of previously developed land within urban areas, and within those villages identified by the Local Plan as being suitable places for additional residential development (Policy Villages 1), will particularly be encouraged provided that it is not of high environmental value.

Policy BSC 2: The Effective and Efficient Use of Land - Brownfield Land and Housing Density

Housing development in Cherwell will be expected to make effective and efficient use of land. The Council will encourage the re-use of previously developed land in sustainable locations. New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development.

Policy BSC3: Affordable Housing

B.104 Cherwell has a high level of need for affordable housing which is defined by the Government in the NPPF as comprising social rented, affordable rented and 'intermediate' housing (such as shared ownership) provided to eligible households whose needs are not met by the market.

B.105 The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 has identified a net need of 407 affordable homes per year. This is calculated by taking into account the backlog need, need from newly forming households, existing households falling into need and the supply of affordable housing. The SHMA points out that its needs model is based on evidence at a point in time and does not, for example, take account of the role which the Private Rented Sector plays in meeting the needs of households which require affordable housing. The Council's previous 'Strategic Housing Market Assessment Review and Update 2012' concluded that the net housing need based on the ability to afford private rents is 186 homes per year or 831 homes per year based on the ability to buy an entry level property. By applying a social/affordable rent split based on affordability, the overall need was identified as being in the region of 300 homes per year. Assessing need is complex and the level of need will fluctuate. However, the need to provide affordable housing at viable levels is clear.

B.106 The Council's Housing Strategy 2012-17 takes into account Government policy on the provision of affordable housing and the Homes and Community Agency's current funding regime. The additional value

in the stock of affordable housing can be used by Registered Providers to secure finance for further investment in new housing.

B.107 The Housing Strategy seeks to increase the supply of, and access to, affordable rented housing. It sets a target of delivering 750 affordable homes in total between 2012 and 2017 which include new homes, the acquisition of market homes by Registered Providers and bringing empty homes back into use. The Housing Strategy highlights the importance of developing sustainable communities.

B.108 The Housing Strategy recognises the need for affordable homes, and aims to ensure that Cherwell is well-placed to maximise investment by Registered Providers and to respond to opportunities as they arise. A Delivery Plan will be prepared to implement the strategy, which seeks to maximise the resources available to support delivery, to maintain a close dialogue with Registered Providers, and to be innovative in the way affordable housing is provided.

B.109 Securing new affordable housing on site as part of larger developments is the most significant way in which homes can be provided. Policy BSC3 therefore seeks to achieve this so that the supply of new homes reflects the high level of need.

B.110 Housing proposals will need to provide affordable housing where they meet the qualifying thresholds. Where the number of dwellings proposed falls below the relevant threshold, or the number of dwellings is not specified, the Council will consider whether or not sites reasonably have capacity to provide the number of dwellings that would trigger the requirement to provide affordable housing. The purpose of this is to ensure that the policy requirement is not being avoided through inappropriate planning such as ineffective or inefficient use of land or a mix of dwellings that does not reflect other housing policies or local needs.

B.111 An Affordable Housing Viability Study has been produced to assess the levels of affordable housing that could reasonably be required from new housing developments. In general, the higher land values in rural areas and at Kidlington allow for higher affordable housing requirements per site than at Banbury and Bicester where land values are lower.

B.112 The Affordable Housing Viability Study demonstrates that in general affordable housing can be delivered in Cherwell without social housing grant or other grants. The Homes and Communities Agency expects that affordable housing requirements will be met without social housing grant and this assumption underpins this policy.

B.113 Where scheme viability is a concern, consideration of the potential availability of grant or other grant, and negotiations on the mix, type and tenure of housing will take place using an 'open-book' economic viability assessment. Unless otherwise agreed it will use the Council's residual value based, appraisal model.

B.114 The starting point for the mix of affordable housing to be secured will be Local Plan 'Policy BSC 4: Housing Mix', the Council's Housing Register and local housing need surveys. Credible information from Registered Providers and developers will also be considered.

B.115 Discussions as to whether it would be appropriate to include a 'cascade' mechanism in legal agreements, potentially enabling the secured form and/or quantum of affordable housing to be varied, will only be entered into with the benefit of an

'open-book' economic viability assessment and having regard to the risks to delivery in each case.

B.116 Financial contributions made under Policy BSC 3 will be secured by legal agreement for the provision of affordable housing.

B.117 The Council will support proposals for community self-build or self-finish affordable housing particularly where it will result in suitable empty properties being brought into residential use.

B.118 The Council has established a community self-build housing programme known as 'Build!® ' and has financial commitment (subject to contract) from the Homes and Community Agency (HCA) for new build and for the refurbishment of empty homes. It is a member of a Government-Industry Self-Build Working Group and has contributed to a National Action Plan to develop community self-build.

B.119 The Council's Housing Strategy 2012-17 includes a target of delivering the first 180 community self-build homes through its 'Build!' ® programme by 31 March 2015. The Council is also in the process of establishing a District-wide Community Land Trust which will help create the conditions for, and facilitate, community-led housing more generally. Affordable housing will be expected to reach the HCA standards identified in the Draft Planning Obligations SPD.

Policy BSC 3: Affordable Housing

At Banbury and Bicester, all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 30% of new housing as affordable homes on site.

At Kidlington and elsewhere, all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 35% of new housing as affordable homes on site.

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

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

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

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

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

Affordable Housing will also be delivered through Policy Villages 3: Rural Exception Sites.

Policy BSC4: Housing Mix

B.120 The Local Plan aims not only to increase supply of housing but to encourage a mix that can help improve the functioning of the housing market system, make it more fluid, and enable households to more easily find and move to housing which they can afford and which better suits their circumstances.

B.121 There is need to provide a mix of housing in Cherwell that reflects the needs of an ageing population, a growth in smaller households and which meets the requirements for family housing. The mix of housing needs to enable movement through the market from one house type to another

as the needs of households change. This movement frees up housing which might otherwise be unavailable.

B.122 The Oxfordshire Strategic Housing Market Assessment(SHMA 2014) provides conclusions on a strategic mix of housing for Oxfordshire over the next 20 years. The SHMA analyses the types and sizes of accommodation occupied by different ages of residents, projected changes in the population and estimates of future need and demand for different sizes of homes. The SHMA's conclusions are shown below:

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

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

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

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

B.125 The need for housing for those with care needs is also significant. 'Extra care' housing in particular will be important in meeting the housing needs of an older population across all tenures. Extra care housing comprises self-contained accommodation for older and disabled people which enables independent living by providing a range of support facilities on the premises and 24-hour care services. It can help people live longer in their own homes either securely alone or with partners or friends. It meets a need between traditional sheltered housing and residential care and can be purpose-built or adapted accommodation. People have their own front doors but also have the opportunity to benefit from communal facilities. Extra care can also contribute in achieving more social cohesion by providing an opportunity for community living and a better mix of housing within residential areas.

B.126 The NPPF recognises that a key driver of change in the housing market over the next 20 years will be the growth in the population of elderly people. Evidence produced for the Council's former Housing Strategy for Older People (2010-2015) identified a requirement for an additional 788 units from 2010 to 2026 to meet extra care and 'enhanced sheltered' needs. Extra care remains an important housing option in the District Housing Strategy 2012-2017. The SHMA also highlights that an ageing population and higher levels of disability and health problems amongst older people will mean an increasing demand for specialist housing.

B.127 An assessment of the development viability of extra care housing (2011) concluded that the inclusion of extra care housing within mixed tenure schemes will not significantly impact on the viability and deliverability of housing. Consultation with providers suggests that schemes will need to comprise at least 45 dwellings to make the provision of support and care facilities operationally viable.

Policy BSC 4: Housing Mix

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

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

Housing sites of at least 400 dwellings will be expected to provide a minimum of 45 self-contained extra care dwellings as part of the overall mix. Should it be agreed with the Council that extra care housing would not be desirable in a particular location, an equivalent amount of alternative specialist housing (use class C3) for older people will be required.

Elsewhere, opportunities for the provision of extra care, specialist housing for older and/or disabled people and those with mental health needs and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities. All proposals will be expected to provide affordable housing in accordance with Policy BSC 3: Affordable Housing.

Policy BSC 5: Area Renewal

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

B.129 The 'Brighter Futures in Banbury' initiative brings together key agencies to address issues of deprivation in the town and

a number of projects are being pursued targeting western Banbury, together with Grimsbury in eastern Banbury.

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

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

B.132 Planning permission will be granted for small scale redevelopment/renewal proposals that would result in improvements to the existing housing stock, retail and community facilities and services, and local employment. Opportunities for redevelopment in the defined area that would contribute to area renewal will be sought.

Policy BSC 5: Area Renewal

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

Policy BSC 6: Travelling Communities

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

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

B.135 The Council is required to set pitch targets for gypsies and travellers, and plot targets for travelling showpeople, which address the likely permanent and transit site accommodation needs of travellers, working collaboratively with neighbouring local planning authorities. It is required to identify and update annually a five year supply of deliverable traveller sites and to identify a

supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years eleven to fifteen.

B.136 Cherwell presently (31 March 2014) has eight private gypsy and traveller sites providing 77 household 'pitches' (including 16 pitches approved but not yet constructed). A Gypsy and Traveller Housing Needs Assessment (January 2013) commissioned with two adjoining authorities concluded that the District needed to provide a further 15 pitches from 2012 to 2027 including five pitches from 2012 to 2017. Rolling the period forward to 2031 provides a net requirement of 19 pitches from 2012 to 2031 (excluding the 16 approved pitches which would need to be provided).

B.137 Cherwell also has (at 31 March 2014) four Travelling Showpeople sites providing 14 household 'plots'. A Needs Assessment for Travelling Showpeople (2008) produced for all Oxfordshire Councils concluded that Cherwell had a need for a further 12 plots by 2018 in addition to the 14 existing; thereby producing a total of 26 plots. Until such time that a further review of need is undertaken, a 3% compound growth rate has been applied to household formation which increases the total number of plots required by 2031 to 38 - an increase of 24 plots.

B.138 Policy BSC 6 provides a sequential and criteria based approach for identifying suitable locations for new traveller sites whether through site allocations in the Local Plan Part 2 or in the determination of planning applications.

B.139 The policy seeks to secure sites that will provide suitable living environments in locations that are as sustainable as is reasonably possible. It will be important to identify sites that will enable access to services, facilities and potential sources of employment, which will promote inclusive communities but which will not be out of scale with or dominate nearby settled communities. Site identification will need to include the re-provision of pitches from a site in Banbury which is likely to be redeveloped as part of the Banbury Canalside proposals (see 'Policy Banbury 1: Banbury Canalside').

Policy BSC 6: Travelling Communities

Cherwell District will provide 19 (net) additional pitches to meet the needs of Gypsies and Travellers from 2012 to 2031. It will also provide 24 (net) additional plots for Travelling Showpeople from 2012 to 2031.

To meet these requirements, and in order to provide and maintain a five year supply of deliverable sites, allocations will be made in Local Plan Part 2 and planning permissions will be granted for suitable sites.

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

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

Other locations will only be considered in exceptional circumstances.

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

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

Policy BSC 7: Meeting Education Needs

B.140 The provision of primary and secondary education, along with early years and lifelong learning will be needed throughout the District to accommodate population growth. The demand for pre-school facilities is likely to increase due to changes in lifestyles and work patterns.

B.141 We will support the growth plans of schools across the District and recognise the important role that viable schools have to play in maintaining the quality of life of communities across the District. Oxfordshire County Council as the Local Education Authority is usually responsible for the provision of new schools and school places. It has a statutory duty to ensure that there are enough school places. The District Council will work with the County Council and others to provide nursery, primary and secondary schools; further and higher education facilities; community learning facilities; special schools; free schools and other educational facilities. This will include for the strategic site allocations in the Local Plan. New schools will be provided where required, for example at North West Bicester (Policy Bicester 1) and South East Bicester (Policy Bicester 12). We will ensure sufficient primary and secondary school provision across the District to accommodate Cherwell's population growth. This may include seeking the provision of new schools, contributions towards these facilities or contributions towards expanding existing facilities. The County Council has identified the potential need for a new secondary school at Banbury with the location yet to be determined. A Planning Obligations Draft Supplementary Planning

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

B.142 The District has historically had a relatively low education and skills base. We will encourage development that will diversify and develop the skills base of the District into the future.

B.143 We will support the University Technology College proposal or other similar proposals for Bicester as an opportunity to strengthen the education and skills base of the town.

B.144 We will seek to ensure that the design of these schools is flexible enough to accommodate the changing needs of their users and the communities they serve and future changes to the demographic profile of the District. Where appropriate the use of school and college buildings and land after hours will be encouraged to support learning among the wider community and may be able to contribute towards recreation provision. New school buildings should be located in sustainable locations on the edge or within the built up limits of settlements. New schools in the Green Belt and open countryside will be resisted. Policy ESD15 will apply.

Policy BSC 7: Meeting Education Needs

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

Policy BSC 8: Securing Health and Well-Being

B.145 Planning decisions can have an effect on travel to work, schools, noise and air quality, access to services, climate change and social networks which can all contribute to health and well-being. The local environment has a fundamental impact on the health and well-being of local people. By providing facilities such as local open space this allows for activities such as walking and cycling, promoting healthy lifestyles. The Council will work with the local community to provide safe and accessible environments and to identify the need for and provide local facilities.

B.146 The Council will continue to work closely with the healthcare providers, partners and the NHS across its delivery bodies to:

- ensure the provision of additional and reconfigured health and social care facilities
- identify the anticipated primary care needs of local communities
- identify the capacity needs of local communities
- meet the healthcare requirements of local communities.

B.147 As part of the changes to the NHS brought about by the Health and Social Care Act 2012, Primary Care Trusts (PCTs) and Strategic Health Authorities (SHAs) ceased to exist on 31 March 2013. Their responsibilities were taken over by Clinical Commissioning Groups and the NHS Trust Development Authority. A Health & Wellbeing Board has been set up for Oxfordshire which is a partnership between Oxfordshire County Council, the NHS and the people of Oxfordshire designed to ensure that we all work together to improve health and wellbeing.

B.148 The Board's vision for Oxfordshire for 2016 is:

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

B.149 There is a need for more GP provision in Bicester. New buildings should be located in sustainable locations on the edge or within the built up limits of settlements. New buildings in the Green Belt and open countryside will be resisted. Policy ESD 15 will apply.

Policy BSC 8: Securing Health and Well-Being

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

Policy BSC 9: Public Services and Utilities

B.150 Waste management and disposal is the responsibility of Oxfordshire County Council and the District Council will continue to consider the emerging Minerals and Waste Development Framework in the preparation of the Local Plan.

B.151 A new library is proposed for Banbury as part of the Spiceball Development Area (Policy Banbury 9). In Bicester a new library is proposed as part of the town centre redevelopment ('Policy Bicester 5: Strengthening Bicester Town Centre'). The new improved library services will be provided by Oxfordshire County Council.

B.152 The preparation of the Local Plan has highlighted the need for additional burial grounds to be provided in some locations. A new burial site for Bicester is being investigated ('Policy Bicester 9: Burial Site in Bicester'). In other cases the need for additional burial site provision will be more appropriately addressed through the Local Plan Part 2 and/or by way of planning application.

B.153 The Planning Obligations Draft SPD provides more details on the provision of public services as part of new development including emergency services (police, fire & ambulance) and places of worship.

B.154 Preliminary enquiries with utility companies have taken place with a view to identifying the infrastructure requirements and constraints to future development in the District. Gas, electricity and heat supply and investment in electricity infrastructure is provided by the private sector and the Council will continue to work with suppliers and distributors to provide the necessary services to strategic sites. Developers will need to take account of the location of existing services and will need to contribute financially to their relocation on development sites.

B.155 Thames Water, Anglian Water and Severn Trent Water provide the majority of the water supply and waste services in the District. Water services business plans are based on 5 year schedules and the scale of investment is substantial. Timelines vary on projects and the Council will work with the water companies to plan the delivery of specific projects.

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

Policy BSC 9: Public Services and Utilities

The Council will support proposals which involve new or improvements to public services/utilities if they are required to enable the successful delivery of sites and where they accord with other relevant policies in the Plan. All new developments will be expected to include provision for connection to Superfast Broadband.

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

B.157 The Sustainable Community Strategy, "Our district, our future" 2010, seeks to ensure that social infrastructure grows at the same rate as our communities and that existing deficiencies in provision are addressed, and these aims are reflected in the objectives of this plan. The responsibility for provision of open space and recreation facilities in the District is shared between the County, District, Town and Parish Councils, private sports clubs and associations, and meeting the plan's objectives will therefore require effective partnership working.

B.158 The District's PPG17 Open Space Sport and Recreational Facilities Needs Assessment, Audit and Strategy 2006 and the subsequent Green Spaces and Playing Pitch Strategies 2008 (see Appendix 3 Evidence Base) highlighted the need to protect all sites identified in the audit to ensure an adequate supply of open space provision.

B.159 Development proposals that would result in the loss of sites will be assessed in accordance with guidance in the NPPF and NPPG, and will not be permitted unless the proposal would not result in the loss of an open space of importance to the character or amenity of the surrounding area, an assessment has been undertaken which demonstrates that the site is surplus to requirements including consideration of all functions that open space can perform, or the Council is satisfied that a suitable alternative site of at least equivalent community benefit in terms of quantity and quality is to be provided within an agreed time period. Sport England will be consulted on proposals affecting playing fields. Consideration will be given to the need to designate Local Green Spaces (green areas of particular importance to the local community) in accordance with advice in the NPPF and NPPG, through the preparation of the Local Plan Part 2.

B.160 Alternative uses are only likely to be permitted in exceptional circumstances bearing in mind that all of the analysis areas as defined in the PPG17 assessment have deficiencies in at least two types of open space provision. A partial update of the assessment in 2011 indicated deficiencies of one or more types of provision. In addition, apparent "surpluses" in provision often compensate for shortfalls in other types of provision locally, and some larger areas of green space serve wider than local needs with usage catchments beyond the ward boundaries in which they are located.

B.161 The PPG17 Assessment and subsequent Green Spaces and Playing Pitch Strategies established the current and future deficiencies in open space and recreation provision together with recommendations as to how deficiencies should be met. These comprise a combination of improving or enhancing existing provision, using existing open space of one type of provision to meet deficiencies in another type of provision, or through new provision. These assessments and strategies were undertaken before the distribution of development over an extended plan period had been established and further work will be undertaken in conjunction with the Bicester and Banbury Masterplans, the Kidlington Framework Masterplan and the Local Plan Part 2 to update future needs and define new provision for open space. More detail on open space is set out under Section C 'Policies for Cherwell's Places' and in Section D 'The Infrastructure Delivery Plan'. The quality standards as set out in the strategies, together with information contained in the PPG17 study on the quality and value of open space sites, will be used as a guide in considering enhancements to existing provision. The identification of sites for new provision, other than those identified on the Policies Map (see Appendix 5: Maps) and related to the strategic sites identified in the Local Plan, will be included in the Local Plan Part 2.

B.162 Proposals for new development will be expected to contribute to open space, sport and recreation provision in accordance with Policies BSC 10, BSC 11 and BSC12 below.

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

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

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

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

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

Policy BSC 11: Local Standards of Provision- Outdoor Recreation

B.163 The PPG17 Assessment set out recommended standards of open space provision. These were updated as part of the Green Spaces and Playing Pitch Strategy and a further partial update has been undertaken since the Draft Core Strategy (2010), with the findings being reflected in the policy below. The strategies set out local standards for each typology of open space, but in recognition of the multi-functional nature of many areas of open space, and the need for flexibility in determining the precise composition of provision in new development, combined quantitative standards of provision were recommended. Should the additional analysis work referred to in paragraph B.161 above result in amendments to the open space standards, the standards will be updated in the Local Plan Part 2 and the Developer Contributions SPD.

Table 7: Local Standards of Provision - Outdoor Recreation

Type of provision	Quantitative standard	Accessibility standard	Minimum size of provision	Threshold for on-site provision
General green space (parks and gardens/natural semi-natural/amenity green space)	2.4 ha per 1000 urban dwellers 2.74 ha per 1000 rural/urban edge dwellers	5 minute walk (amenity open space) (400m) 15 minute walk other (1200m)	200 sq m	10 urban dwellings 6 rural/urban edge dwellings

Type of provision	Quantitative standard	Accessibility standard	Minimum size of provision	Threshold for on-site provision
Play space (combining provision for younger and older children including MUGAs)	0.78 ha per 1000 people	5 minutes walk (400m) except for NEAPs 15 m walk (1200m)	LAP- 100 sq m activity zone; 400 sq m including buffer LEAP- 400 sq m activity zone; 3600 sq m including buffer NEAP- 1000 sq m activity zone; 8500 sq m including buffer NB In some cases a combined all-age area of play will be preferable to provision of LAPs/LEAPs/NEAPs.	10 dwellings (for a LAP) 50 dwellings (for a LEAP and LAP) 100 dwellings for a NEAP and LEAPs/LAPs.
Outdoor sports provision (combining tennis courts, bowling greens, golf courses and playing pitches) (to be accompanied by changing facilities where appropriate)	1.13 ha per 1000 people	Football, rugby, cricket: 10 minute walk (800m) urban areas, 10 minute travel time (8km) rural areas Tennis courts: 15 minute walk (1200m) urban areas, 15 minute travel time (12km) rural areas Bowling greens, golf courses: 15 minute travel time (12km)	0.12 ha	65 dwellings

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

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

Table 8: Qualitative Standards of Provision

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

	• have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage.
Bowling greens	Greens should: • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Golf courses	Courses should: • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Allotments	A clean, well kept secure site that encourages sustainable communities, biodiversity and healthy living with appropriate ancillary facilities to meet local needs, clearly marked pathways to and within the site.
Churchyards / cemeteries	A well maintained, clean and safe site with the provision of seating areas, clear footpaths and car parking either on the site or nearby. The site will encourage biodiversity by providing varied vegetation and aim to be an oasis for quiet contemplation.
Green corridors	Clean, well maintained safe and secure routes with clear, level and well drained paths, which are provided by the protection and reinforcement of existing vegetation. The green corridor should provide links to major open spaces, urban areas and community accommodation such as seating and toilets where appropriate.
Civic spaces	A clean, safe, litter and graffiti free community site which encourages a sense of place where local distinctiveness and traditions can be celebrated. The civic space will provide public art and ancillary facilities, where appropriate, to accommodate a wide range of uses.

B.164 The minimum size of provision and thresholds for on-site provision are intended to act as a guide to developers, however the composition of provision will depend on the details of the proposal and its location. For example, combined play area schemes to cover all age groups may be preferable to provision of LAPs, LEAPs and NEAPs in some cases. Similarly, the smallest size site where on-site provision for outdoor sports is likely to be possible is 65 dwellings as this would generate a requirement sufficient for two tennis courts; however this will not be appropriate for all sites of that size. In

addition, open space intended to maintain character or improve connectivity between sites needs to be large enough to be functional, irrespective of the standards.

B.165 Detailed guidance on the implementation of this policy is set out in the Planning Obligations Draft SPD. The general principles underlying the policy are that all new dwellings should contribute towards the provision of open space. For larger developments (10 dwellings or more in urban areas and 6 dwellings or more in rural areas), provision should be made on site unless this is not possible or appropriate.

B.166 For smaller developments where on-site provision is not achievable, a financial contribution will be sought from developers towards the improvement of provision elsewhere, where appropriate schemes can be identified within the defined catchment. The identification of schemes for which financial contributions will be sought will be defined in the Developer Contributions SPD. In some cases catchment areas will relate to wards, in some to villages and in others to clusters of villages, having regard to accessibility standards outlined above and the likelihood of development coming forward at a rate sufficient to provide the identified schemes.

B.167 The nature of the development including the size and type of each dwelling and their anticipated occupancy rate will be taken into account in determining the contribution required. It may also be appropriate to seek green space provision, or a contribution towards such provision, in conjunction with other forms of development.

Policy BSC 11: Local Standards of Provision - Outdoor Recreation

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

North West Bicester eco-development proposals for open space will be considered against the requirements of 'Policy Bicester 1: North West Bicester Eco-Town'.

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

Policy BSC 12: Indoor Sport, Recreation and Community Facilities

B.168 The PPG17 Indoor Sports and Recreational Facilities Assessment (2006) indicated an under-supply of sports hall and swimming pool provision in the District but concluded that the sports centre modernisation programme would address these deficiencies.

B.169 In terms of future needs to 2026, the assessment indicated that the projected shortfall in swimming pool and sports hall provision could be met through sports centre modernisation combined with dual use agreements to allow public use of school facilities out of school hours. The use of village/community halls for sporting facilities was also highlighted and a survey of village and community halls is currently being undertaken to assess the adequacy of provision. The PPG17 assessment only covered the period to 2026 and in view of the extended plan period and increased level of growth associated with it, a review of indoor sport, recreation and community facilities provision is being undertaken. Initial indications are that there will be a deficiency in sports hall provision by 2031 with unmet demand being particularly noticeable around Bicester. There will be some unmet demand in swimming pool provision by 2031, with a capacity issue at existing facilities and deterioration in attractiveness at the older facilities through aging. Unmet demand could be addressed by the provision of new facilities or increasing the capacity and quality of existing facilities. Further location specific information is included in Section C 'Policies for Cherwell's Places'. The findings will be used to determine whether additional facilities are needed and inform the application of Policy BSC12.

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

Table 9: Local Standards of Provision - Indoor Recreation

Facility Type	Local Quantity Standard per 1000 Population
Sports Hall	0.315 badminton courts
Swimming Pool	9.31^{m2} swimming water area
Squash Courts	0.059 courts
Health and Fitness	5.28 stations

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

Table 10: Local Quality Standards

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

B.171 Additional guidance on how the policy and the above standards will be applied is contained in the Planning Obligations Draft SPD. Development proposals will be expected to contribute towards provision commensurate with the needs generated by the development.

Policy BSC 12: Indoor Sport, Recreation and Community Facilities

The Council will encourage the provision of community facilities to enhance the sustainability of communities, and encourage partnership working to ensure that built sports provision is maintained in accordance with local standards of provision by the following means:

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

B.3 Theme Three: Policies for Ensuring Sustainable Development

Introduction

B.172 To maintain as well as maximise the quality of living in Cherwell District we need to value our environment and find ways to reduce our impact upon it. This includes taking steps to progressively reduce our reliance on meeting our energy needs from fossil sources.

B.173 Critical to achieving progress towards a lower carbon economy is the provision of quality employment in the District and public transport options for rail and bus to reduce the need to travel by private car, hence the importance of Theme One: Securing a Sustainable Local Economy. But we also need to manage development to ensure that the quality of our environment is valued and sustained.

B.174 The Local Plan will help to ensure that growth and development does not take place at the expense of the very features which make Cherwell unique. For example, coalescence between the areas for strategic development and neighbouring villages.

B.175 This Theme sets out how development impact is to be managed by the need to respect the local environment, the need to meet rising building standards and the need to maintain a high quality natural and built environment.

B.176 This Theme also includes provision for protecting important heritage assets such as the Oxford Canal and for ensuring that what is built whether housing or commercial development is to the highest quality of design possible.

Policy ESD 1: Mitigating and Adapting to Climate Change

B.177 The 2009 UK Climate Projections (UKCP09) set out some key projections of climate change across the UK over the 21st Century. Projected changes by the 2080s, based on a 50% probability level, include:

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

B.178 Changes as small as a 2°C global temperature rise will have serious impacts:

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

B.179 A Local Climate Impacts Profile (LCLIP) has been undertaken to better understand the impact of extreme weather in Cherwell and on the Council itself. The LCLIP reviewed extreme weather events experienced over a five year period (2003 – 2008), finding that within Cherwell flooding was by far the most significant event, with significant flooding occurring 6 times in a 5 year period, 2 of the events being serious and widespread (2003 and 2007). Heatwaves were found to have been infrequent in that 5 years period, but if they were to recur on the scale of 2003 this would have significant impacts on health, biodiversity and infrastructure (including damage to buildings by tree and drought related subsidence, roads, drainage systems and business closures).

B.180 There is increasing recognition that reducing carbon emissions is important in reducing and adapting to the impacts of climate change. The Climate Change Act 2008 has an objective of an 80% reduction (from a 1990 baseline) in carbon dioxide emissions by 2050. This can be achieved by, for example, reducing dependence on private cars and locating new development in sustainable, accessible, locations, increasing energy efficiency, or by increasing the use of renewable or low carbon energy sources. It is particularly important to reduce carbon emissions from dwellings and business through increasing energy efficiency. Similarly it is important to ensure that we adapt to the inevitable changes to future climate. This applies to the built development, its location, design, layout and proposed land uses, as well as the natural environment, by seeking to reduce exacerbated habitat fragmentation by increasing landscape permeability and connectivity (see 'Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment', 'Policy ESD15 Built and Historic Environment' and 'Policy ESD 17: Green Infrastructure').

B.181 Mitigating and adapting to the impacts of climate change are an important priority for the District and have been recognised in the following:

- the Cherwell Sustainable Community Strategy 'Our District Our Future'
- the Council's Low Carbon Environmental Strategy
- the Council's signing of the Nottingham Declaration
- Eco Bicester: seeking to deliver sustainable building standards across the town.

B.182 Consequently this Local Plan and its strategic objectives are focused on delivering sustainable development. Specifically, Strategic Objective 10 (see Section Strategy for Development in Cherwell) relates to climate change mitigation and adaptation (to reduce the intensity of climate change and to adapt to its effects) and this will be achieved through policies ESD 1 - 7.

B.183 The most sustainable locations for growth in the District are considered to be Banbury, Bicester and the larger villages as identified in Policies Villages 1 and Villages 2 as these settlements have a range of services and facilities, reducing the need to travel by car. Well designed and connected schemes which promote pedestrian movement can also assist in meeting this objective. (see 'Policy ESD 15 The Character of the Built and Historic Environment'). The Council will develop a sustainability checklist to aid the assessment of the sustainability of development proposals, which will be included in the Sustainable Buildings in Cherwell SPD.

Policy ESD 1: Mitigating and Adapting to Climate Change

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

- **Distributing growth to the most sustainable locations as defined in this Local Plan**

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

The incorporation of suitable adaptation measures in new development to ensure that development is more resilient to climate change impacts will include consideration of the following:

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

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

Policy ESD 2: Energy Hierarchy and Allowable Solutions

B.184 Whilst we need to promote renewable energy where appropriate (see 'Policy ESD 3: Sustainable Construction'), it would be counter-productive to encourage generation of renewable energy if energy is being wasted by inefficiency. As such Policy ESD 2 expresses our support for an 'energy hierarchy'.

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

B.186 Carbon emissions reductions can be achieved through a range of "allowable solutions"; measures which secure carbon savings off site. These have yet to be defined by the government but could potentially include investment in off site low and zero carbon technologies. The concept is relatively new and is seen as a way to enable developments to become carbon neutral where it is not possible to deal with all carbon emissions through on site measures. It will not always be cost effective or technically feasible to meet the zero carbon standard through on site measures and the government is therefore proposing that the zero carbon standard could be achieved by mitigating the remaining emissions off-site through the use of allowable solutions. The Council will support the implementation of the national approach to allowable solutions once defined and any additional implementation guidance required at a local level will be set out in the Local Plan Part 2 and the Sustainable Buildings in Cherwell SPD'.

Policy ESD 2: Energy Hierarchy and Allowable Solutions

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

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

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

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

Policy ESD 3: Sustainable Construction

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

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

B.191 The expectations in Policy ESD 3 will be applied flexibly. The onus will be on the developer to demonstrate (with robust evidence) why the requirements cannot be met, for example where the application of the policy would conflict with other policy objectives, or where it can be satisfactorily shown that implementing the standards would not be feasible or financially viable, undermining delivery of the development. Negotiations will take place to ensure that sustainable construction is achieved as far as possible and we encourage discussion with the Council in the early stages of any development proposal. This policy will be subject to monitoring and review to ensure the standards and guidance remain appropriate and relevant. Any new national standards will need to be reflected in revisions to the local policy.

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

Policy ESD 3: Sustainable Construction

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

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

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

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

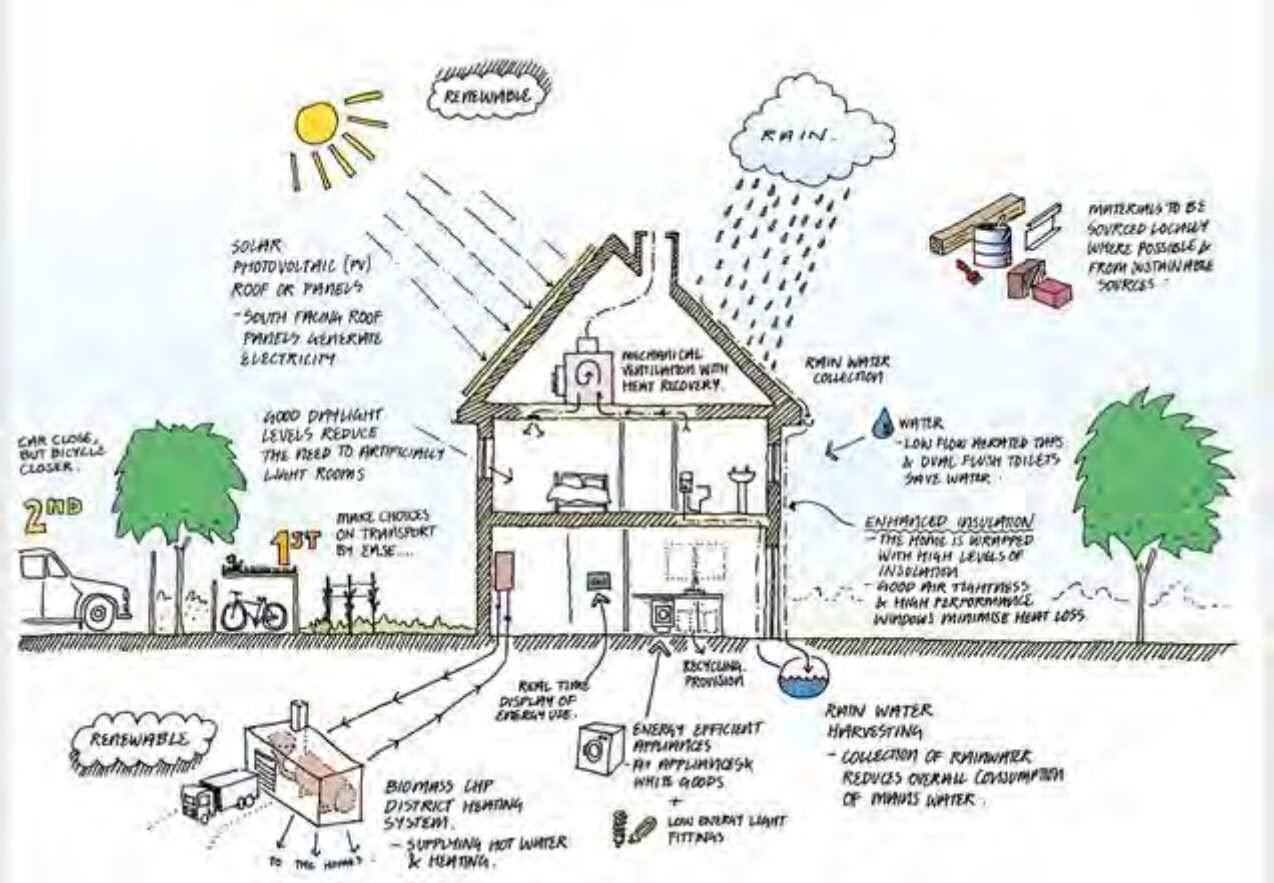
All development proposals will be encouraged to reflect high quality design and high environmental standards, demonstrating sustainable construction methods including but not limited to:

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

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

Policy ESD 4: Decentralised Energy Systems

B.193 This policy sets out the Council's support for decentralised energy systems, the second step of the energy hierarchy in 'Policy ESD 2: Energy Hierarchy'.



B.194 The national Heat Strategy aims to ensure there is affordable, secure and low carbon heating in a nation where 70% of all heat currently comes from natural gas, a fossil fuel. Nearly half the energy we use in the UK is used for heating of one sort or another and 52% of natural gas consumed in the UK in 2011 was used to provide heat for buildings and industry (Heat Strategy, DECC, 2013). Our 'Renewable Energy and Sustainable Construction Study' (see Appendix 3: Evidence Base) found that District Heating and Combined Heat and Power (CHP) will have an important role in delivering low carbon and renewable power and heat in the District. The Heat Strategy and the Carbon Plan (2011) both emphasise the urgent national need to decarbonise our heat supply in order to meet commitments to reduce carbon emissions (Climate Change Act 2008). The Local Plan seeks to tackle this by increasing thermal efficiency through better insulation of buildings ('Policy ESD 3: Sustainable Construction') and through Policy, ESD 4, by encouraging efficient heat delivery systems.

B.195 Briefly, District Heating involves the distribution of heat (for space heating and hot water) from a decentralised energy centre connected to local customers via a private heat distribution network, meaning that systems can be more efficient, avoiding losses over larger transmission and distribution networks. CHP systems involve the utilisation of 'waste' heat produced when

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

B.196 The fuel source in both DH and CHP systems can be either non renewable or renewable (renewable heat installations will of course contribute to meeting national renewable energy targets). In the UK most DH networks are linked to a gas fired CHP system or use waste heat generated from industrial processes. Some parts of rural Cherwell are without mains gas ('off-gas areas') and here biomass powered DH/CHP could be appropriate. The Renewable Energy and Low Carbon Map at Appendix 5 ' Thematic Maps' shows the broad potential for decentralised heat supply in the District, illustrating any potential waste heat sources, the existing DH/CHP schemes in the District that could be extended, the off-gas areas in the District, and the typical major users of heat that could anchor a district heating system. This map should be used in combination with the DECC's mapping of areas of high heat demand density to inform more detailed feasibility assessments of the potential for DH/CHP in new developments in Cherwell. The Council will produce guidance and a template for use in preparing feasibility assessments.

Policy ESD 4: Decentralised Energy Systems

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

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

- **All residential developments for 100 dwellings or more**
- **All residential developments in off-gas areas for 50 dwellings or more**
- **All applications for non-domestic developments above 1000^{m2} floorspace.**

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

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

Policy ESD 5: Renewable Energy

B.197 This policy sets out the Council's support for renewable energy where appropriate, the third step in the energy hierarchy of 'Policy ESD 2: Energy Hierarchy', in order to contribute to national carbon emissions reductions and renewable energy generation targets. The Council will produce guidance and a template for use in preparing feasibility assessments. Planning applications for renewable and low carbon energy will be considered against Policy ESD 5 in addition to current government advice in the NPPF and NPPG.

B.198 Mapping of spatial opportunities for renewable energy has been undertaken in The Cherwell Renewable Energy and Sustainable Construction Study (see Appendix 3: Evidence Base) which sets out the potential for different types of renewable energy development in the District and maps the broad spatial opportunities for renewables. We have not allocated specific spatial opportunities for large scale renewable energy in this Local Plan, primarily because very few opportunities have been identified and even these are subject to constraints which require detailed investigation. We have however mapped the broad potential for District heating opportunities in Cherwell (see 'Policy ESD 4: Decentralised Energy Systems').

B.199 Based on local evidence available at the current time (see Appendix 3: Evidence Base) opportunities for large scale wind generation are considered to be limited and uncertain, although there is potential for scattered single turbines or small clusters. Policy ESD5 will apply to all proposals for wind turbine development including monitoring masts. In line with the UK Renewable Energy Strategy, the community ownership of wind power and other renewable energy schemes is encouraged within Cherwell.

B.200 Impacts on residential amenity are particularly pertinent in relation to wind turbines and wind farm development. To minimise adverse impacts on residential amenity, the Council will apply minimum separation distances between turbines and dwellings. Further guidance on separation distances is set out in the Council's "Planning Guidance on the Residential Amenity Impacts of Wind Turbines Development" document (2011).

B.201 There is increasing interest in the development of large scale solar PV arrays in Cherwell. The issues of local significance set out below will be relevant considerations in the determination of such proposals as well as the need to protect the District's high quality agricultural land (Grades 1 and 2).

B.202 Policy in relation to renewable energy generation in the Cotswolds Area of Outstanding Natural Beauty (AONB) is set out in the Cotswolds AONB Management Plan, produced by the Cotswolds

Conservation Board, which has been adopted by this council as supplementary planning guidance.

Policy ESD 5: Renewable Energy

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

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

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

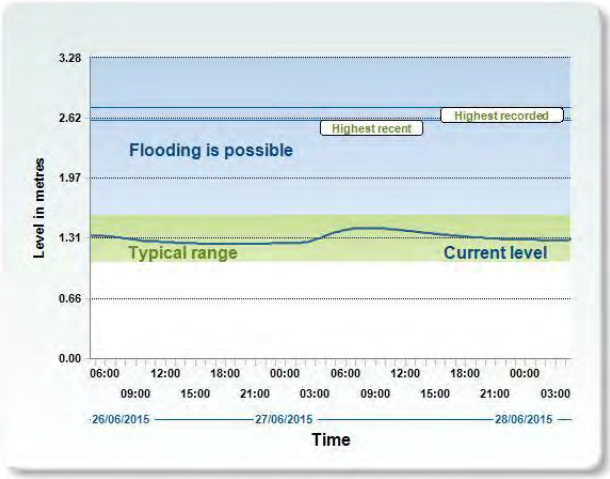
A feasibility assessment of the potential for significant on site renewable energy provision (above any provision required to meet national building standards) will be required for:

- **All residential developments for 100 dwellings or more**
- **All residential developments in off-gas areas for 50 dwellings or more**
- **All applications for non-domestic developments above 1000^{m2} floorspace.**

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

Policy ESD 6: Sustainable Flood Risk Management

B.203 The risk of flooding from rivers and watercourses across the District is high, with large extensive floodplains a feature of our rural landscape. The District falls within three major river catchments. The River Cherwell forms part of the larger Thames catchment, which comprises about 80% of the District's total area covering much of the urban and rural development in the District. During flood conditions the River Cherwell also largely co-joins with the adjacent Oxford Canal. The Great Ouse catchment covers approximately 15% of the District's total area and the Warwickshire Avon catchment approximately 5%. Groundwater and sewer flooding have also occurred at various locations in the District. Flooding events are detailed in the Council's Level 1 Strategic Flood Risk Assessment (SFRA) and further information is also provided in the Council's Local Climate Impacts Profile (LCLIP) (See Appendix 3: Evidence Base).



B.204 Properties at risk of flooding are dispersed across the District but there are clusters of properties at risk in Banbury and Kidlington (more than 100 properties in total). The SFRA also highlights that some rural settlements are potentially affected by fluvial flooding.

B.205 Construction work commenced in February 2011 on a Flood Alleviation Scheme for Banbury to protect the town centre and surrounding businesses from flooding and the scheme is now complete. The project was funded by the Environment Agency supported by Cherwell District Council and contributions from local landowners.

B.206 The Flood and Water Management Act 2010 assigns local authorities with a responsibility for managing flood risk. In Cherwell District, Oxfordshire County Council is the Lead Local Flood Authority (LLFA), with the District Council having an important supporting role to play as a Risk Management Authority. The probability of flooding can be reduced through the management of land, river systems and flood defences, and the impact reduced through influencing the type of development located in flood risk areas. The following policy will be used to manage and reduce flood risk in the District.

Policy ESD 6: Sustainable Flood Risk Management

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

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

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

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

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

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

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

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

B.207 The above policy reflects government planning guidance on sustainable flood risk management set out in the NPPF and NPPG. The suitability of development proposals will be assessed according to the sequential approach and where necessary the exceptions test as set out in the NPPF and NPPG. Defended areas should be sequentially tested as though the defences are not there. Applications will also be assessed against the Environment Agency's standing advice on flood risk.

B.208 The Council's Level 1 SFRA (see Appendix 3: Evidence Base) provides the framework for applying the sequential and exception tests in the District. The SFRA identifies and maps the risk of flooding across the District based on a range of data and taking into account predicted climate change impacts, and is a useful source of information in undertaking site specific flood risk assessments particularly in relation to specific locations across the District. The SFRA also highlights the biodiversity opportunities associated with the use of sustainable flood risk management techniques, for example in enhancing or creating priority habitats such as grazing marsh, wet grassland, wetlands and aquatic habitats (particularly so in the Conservation Target Areas - see 'Policy ESD 11: Conservation Target Areas').

B.209 Level 2 SFRAs have also been carried out to assess the level of flood risk for strategic site allocations in more detail (see Appendix 3: Evidence Base). The assessments provide site specific guidance for flood risk assessments, policy recommendations and Sustainable Drainage Systems (SuDS) guidance. The findings of the assessments will be taken into account in the final determination of planning applications at the strategic sites.

B.210 Site specific Flood Risk Assessments (FRAs) will be required in accordance with the NPPF and NPPG. The FRA should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. Fluvial flood events up to and including the 1 in 100 year event with an allowance for climate change should be considered. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. The FRA should also include investigation of the use of sustainable drainage systems (see 'Policy ESD 7: Sustainable Drainage Systems' (SuDS)).

B.211 Briefly, there are 3 levels of FRA, as follows:

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

B.212 An FRA does not need to go through every stage (i.e. if it is known that detailed modelling will be required, just a Level 3 FRA can be carried out). The Council's SFRA makes the following recommendations for FRAs undertaken in particular locations across the District, as follows:

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

B.213 Additional recommendations are included in the Level 2 SFRAs for the proposed strategic site allocations.

B.214 We will work actively with the Environment Agency, the Local Lead Flood Authority, other operating authorities and stakeholders to ensure that best use is made of their expertise and so that spatial planning supports existing flood risk management policies and plans, River Basin Management Plans and emergency planning.

Policy ESD 7: Sustainable Drainage Systems (SuDS)

B.215 Policy ESD 7 sets out the Council's approach to Sustainable Drainage Systems (SuDS). Potential flooding and pollution risks from surface water can be reduced by reducing the volume and rate of water entering the sewerage system and watercourses. Managing drainage more sustainably in this way can ensure that developments are better adapted to the predicted impacts of climate change in the South East, which include more intense rainfall events. Policy ESD 7 is supported by the Flood and Water Management Act 2010

which presumes that SuDS will be used for all new developments and redevelopments in order to prevent surface water run-off from increasing flood risk, and sets out that national standards be published to address SuDS design, construction, operation and maintenance issues at a national level.

B.216 SuDS seek to manage surface water as close to its source as possible, mimicking surface water flows arising from the site prior to the proposed development. Typically this approach involves a move away from piped systems to softer engineering solutions. SuDS are considered to be suitable for use in association with developments across the District. Where site specific Flood Risk Assessments are required to be submitted to accompany development proposals these should be used to investigate how SuDS can be used on particular sites and to design appropriate systems.

B.217 In considering SuDS solutions, the need to protect ground water quality must be taken into account, especially where infiltration techniques are proposed. Where possible, multiple benefits including for recreation and wildlife should be delivered. Proposals must include an agreement on the future management, maintenance and replacement of the drainage structures.

B.218 All relevant organisations should meet at an early stage to agree on the most appropriate drainage system for the particular development. These organisations may include the Local Authority, the Sewage Undertaker, Oxfordshire County Council as the LLFA and Highways Authority, and the Environment Agency. Highways SuDS will be adopted by Oxfordshire County Council but must be located on the most appropriate land, requiring consideration of the need to provide access for maintenance purposes, and topographical factors. Non-highway SuDS draining two properties or more will be adopted by the Local Lead Flood Authority (LLFA) after Schedule 3 of the 2010 Act comes into force.

B.219 Advice on SuDS and their various techniques is provided in the Council's Level 1 SFRA (August 2008). All areas of the District are suitable for SuDS in one form or another but the SFRA contains maps of a range of geological and ground condition data which can be used to identify the general permeability of the underlying ground conditions (bedrock, superficial deposits and soil) and the vulnerability of the groundwater resources (aquifers), to determine which SuDS system might be suitable. However the SFRA's mapping of SuDS opportunity does not provide a detailed and definitive investigation at site specific level, and so further assessment may be required to further investigate SuDS opportunities on individual sites. The Level 2 SFRAs contain additional guidance relating to the use of SuDS on the proposed strategic site allocations.

Policy ESD 7: Sustainable Drainage Systems (SuDS)

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

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

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

Our Core Assets

Policy ESD 8: Water Resources

B.220 In considering development proposals, the Council will use Policy ESD 8 together with 'Policy ESD 3: Sustainable Construction', 'Policy ESD 6: Sustainable Flood Risk Management' and 'Policy ESD 7: Sustainable Drainage Systems' (SuDS) to reduce the impact of development on the water environment, maintain water quality, ensure adequate water resources and promote sustainability in water use. This will assist in contributing to the objectives of the Water Framework Directive which seeks to protect and enhance the quality of water bodies, and indicates that development should not result in any deterioration in the status of surface water bodies. Some development can remediate contaminated land which may be having an adverse impact on controlled water and human health. These policies together with Policy ESD 8 are also intended to help deliver the actions contained in the Thames River Basin Management Plan. These actions highlight the importance of development proposals contributing to an improved water environment, through the use of sustainable design and construction techniques for water efficiency, water quality and sustainable flood management, and the incorporation of appropriate green infrastructure and biodiversity improvements.

B.221 Research carried out by the Environment Agency and set out in the Catchment Abstraction Management Strategies (CAMs) shows that Cherwell District lies within an area of serious water stress and the Upper Cherwell area (including Banbury) has been over abstracted. Policy ESD 8 will be used to ensure that new development is located in areas where adequate water supply can be provided from existing and potential water supply infrastructure. In addition 'Policy ESD 1: Mitigating and Adapting to Climate Change' and 'Policy ESD 3: Sustainable Construction' will ensure new development incorporates water efficiency measures, reducing demand.

Policy ESD 8: Water Resources

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

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

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

Protection and Enhancement of Biodiversity and the Natural Environment

B.222 Conserving biodiversity is an important element of sustainable development. Government guidance in the NPPF and NPPG indicates that in delivering sustainable development local authorities should enhance as well as protect biodiversity and natural habitats. It is also recognised that the distribution of habitats and species will be affected by climate change. This reinforces the importance of considering climate change impacts in seeking to avoid habitat fragmentation. Following an initiative in the Natural Environment White Paper 2011, a Local Nature Partnership for Oxfordshire ('Wild Oxfordshire') was set up with the aim of encouraging all sectors to consider the natural environment in decision making and recognise the wider social and economic benefits biodiversity brings. The Council will have regard to the views of 'Wild Oxfordshire' in ensuring sustainable development.

B.223 Cherwell District contains many areas of high ecological value including sites of international and national importance, as outlined below. While the District is predominantly rural, its urban centres, parks and open spaces are just as much part of the local environment and provide important habitats for wildlife. The policies to protect and enhance the natural environment and biodiversity in urban and rural areas are set out below.

B.224 Cherwell contains one site of European importance; part of Oxford Meadows Special Area of Conservation (SAC) located in the south west corner of the District (indicated on the Cherwell District Policies Map (Appendix 5: Maps). The SAC receives statutory protection under the Habitats Directive (Directive 92/42/EEC), transposed into national legislation in the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations).

B.225 The proposals in this document have been informed by Habitats Regulations Assessments undertaken in accordance with Regulation 21 of the Habitats Regulations. An HRA was carried out to determine whether the proposals in the Core Strategy Options for Growth paper (2008) were likely, either alone or in combination with other plans and projects, to have a significant effect upon European sites An HRA of the Draft Core Strategy (February 2010) was also undertaken. Copies of both assessments are available on the Council's website (see Appendix 3: Evidence Base).

B.226 Appropriate measures as recommended by the HRA have been incorporated to avoid or minimise the effect of the plan proposals on the SAC in relation to water quality, natural groundwater flow, air quality and recreational use. A revised HRA was undertaken (2012) to accompany the Proposed Submission Local Plan to ensure that the plan proposals will not result in adverse effects on the SAC. Addendums to the HRA were published to accompany the focused consultation on proposed changes to the Plan in March 2013 and the Submission Local Plan in October 2013 which confirmed that there would be no likely significant effects on any Natura 2000 Sites as a result of the proposals within the Plan. A HRA (Stage 1 Screening) re-affirming these conclusions accompanied the proposed modifications to the Plan.

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

B.228 However, as the proposals in the Local Plan are strategic by nature, any more detailed proposals that are identified in the Local Plan Part 2 will also be subject to a Habitats Regulations Assessment to determine if they are likely to have a significant impact. Similarly, if a proposed development submitted as a planning application could have a likely significant effect on Oxford Meadows SAC then consideration and assessment would need to be undertaken (see 'Policy ESD 9: Protection of the Oxford Meadows SAC' and 'Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment').

B.229 One of the recommendations arising from the HRA was the need to ensure groundwater flows and water quality at the SAC are not affected by development. Policy ESD 9 will be used to ensure that this is the case.

Policy ESD 9: Protection of the Oxford Meadows SAC

B.230 The Oxford Meadows SAC has been designated for European protection due to the lowland hay meadow habitats it supports. The site includes vegetation communities that are considered to be potentially unique in the world (due to the influence of long-term grazing and hay-cutting). The site has been traditionally managed for several centuries and so exhibits good conservation of structure and function. It is also designated as a European site as it supports creeping marshwort - one of only two known sites in the UK that support this plant species. The River Thames flows through the centre of the site and the hydrological regime makes an important contribution to the integrity of the site in supporting these habitats and species.

B.231 The HRA identified two potential significant impacts relating to water and water quality:

- The SAC receives groundwater supplies from the River Cherwell and the River Thames (and their catchments). Alteration to adjacent rivers or obstruction of natural groundwater flows may alter the flooding regime of the SAC and lead to a degradation of the internationally important habitats and biodiversity that it supports.

However the current groundwater recharge could be maintained using Sustainable Drainage Systems, including porous surfacing, which maintain infiltration of groundwater without exacerbating flood risk (see Policy ESD 7).

- If new development is situated next to watercourses that flow into the River Thames upstream of the SAC, it is possible that there could be a decrease in water quality flowing through the SAC during the construction and the operation of development. This could potentially alter or prevent the nutrient enrichment of the habitats and species that the SAC supports, leading to degradation or loss.

B.232 Policy ESD 9 aims to prevent any obstruction of groundwater flows and to preserve water quality, in order to maintain the stability of the hydrological regime within the SAC and therefore its integrity as a site of international importance. The policy will be applied to development proposals likely to impact on groundwater flows or watercourses that flow into the River Thames upstream of the SAC.

Policy ESD 9: Protection of the Oxford Meadows SAC

Developers will be required to demonstrate that:

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

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

B.233 Development proposals likely to affect a site of international ecological importance will need to be accompanied by a thorough Habitats Regulations Assessment of the potential effects of the development on that site of international importance, to enable the Council to determine whether the development would result in significant adverse effects on the integrity of the site. Any development that is unable to demonstrate that it would not have a significant adverse effect upon the integrity of a European site, having taken account of proposed mitigation, will be refused. This is in accordance with the precautionary principle enshrined in the Habitats Directive.

Where there are imperative reasons of over-riding public interest and the Council is unable to conclude no adverse effect on the integrity of the SAC, the authority will notify the Secretary of State to allow the application to be called in for determination. In these situations compensatory measures to protect the site must be put in place.

B.234 Sites of national importance comprise Sites of Special Scientific Interest (SSSIs) and National Nature Reserves. Cherwell District has 18 SSSIs but does not contain any National Nature Reserves.

B.235 Sites of regional/local importance comprise Local Geological Sites (LGSs), Local Nature Reserves (LNRs), non-statutory nature reserves and other sites of importance for nature conservation including Local Wildlife Sites (LWSs- formerly known as County Wildlife Sites), ancient woodland, aged or veteran trees and UK Biodiversity Action Plan (BAP) Priority Habitats (habitats of principal importance for the conservation of biodiversity under Section 41 of the NERC Act). Cherwell contains 13 LGSs, 3 LNRs, 83 Local Wildlife sites (completely or partly within the District), 16 proposed LWSs and 8 proposed LWS extensions (as of August 2013). The sites are indicated on the

biodiversity map at Appendix 5: Maps, but it must be acknowledged that the number and location of sites changes over time as surveys and re-surveys take place. A living list of Local Wildlife Sites and associated maps are available at http://www.tverc.org. Sites of regional/local importance also include the habitats of those species of principal importance for biodiversity (as identified in Section 41 of the NERC Act).

B.236 It is not just designated sites that are of importance to the biodiversity resource of the District. Areas adjacent to designated sites can be of value as they can form part of the overall ecological unit and may provide important linkages. Also landscape features such as hedgerows, woods, trees, rivers and riverbanks, ponds and floodplains can be of importance both in urban and rural areas, and often form wildlife corridors and stepping stones. Similarly it is not just greenfield sites that can be of value; previously developed land can also make an important contribution to biodiversity. Some development can remediate contaminated land which may be having an adverse impact on ecology. It is important that any features of value are identified early in the planning process so that adequate measures can be taken to secure their protection. Developers will be expected to incorporate and enhance such features within a site wherever possible and adequate measures should be taken to protect them from damage during construction. Networks of habitats will be protected from development and where possible strengthened by it.

B.237 Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site of known biodiversity value or the biodiversity/natural environment of the local area. A biodiversity survey and report will also be required where it is likely that previously unrecorded biodiversity interest may be present which could be affected by the development. All developments around Bicester will require surveys carried out for the brown hairstreak butterfly. Surveys should include consideration of the site's value as a wildlife corridor and the contribution it makes to ecological networks. In addition to identifying biodiversity impacts, biodiversity surveys and reports should identify opportunities to deliver biodiversity enhancements.

B.238 There are a number of features which can be incorporated into developments to encourage biodiversity including green roofs and walls, SUDs, using native and locally characteristic species in landscaping schemes, using landscaping to link up existing areas supporting biodiversity and including features such as bird and bat boxes. The Council is compiling further guidance on the incorporation of features to encourage biodiversity which will form part of the Sustainable Buildings in Cherwell SPD.

B.239 Consideration will be given to the introduction of a tariff based approach to securing biodiversity improvement through development. Further information on the use of planning obligations to secure contributions from development towards biodiversity will be contained in the final Developer Contributions SPD.

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

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

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

- **Air quality assessments will also be required for development proposals that would be likely to have a significantly adverse impact on biodiversity by generating an increase in air pollution**
- **Planning conditions/obligations will be used to secure net gains in biodiversity by helping to deliver Biodiversity Action Plan targets and/or meeting the aims of Conservation Target Areas. Developments for which these are the principal aims will be viewed favourably**
- **A monitoring and management plan will be required for biodiversity features on site to ensure their long term suitable management.**

Policy ESD 11: Conservation Target Areas

B.240 Conservation Target Areas in Oxfordshire have been mapped by the Thames Valley Environmental Records Centre (TVERC) in consultation with local authorities and nature conservation organisations in Oxfordshire. The Target Areas have been identified to focus work to restore biodiversity at a landscape scale through the maintenance, restoration and creation of UK BAP priority habitats, and this is their principle aim. They therefore have a major role to play in achieving Strategic Objective 15 (Section A: Strategy for Development in Cherwell). Addressing habitat fragmentation through the linking of sites to form strategic ecological networks can help species adapt to the impact of climate change, and therefore Conservation Target Areas can also contribute to the achievement of Strategic Objective 11. Conservation Target Areas represent the areas of greatest opportunity for strategic biodiversity improvement in the District and as such development will be expected to contribute to the achievement of the aims of the target areas through avoiding habitat fragmentation and enhancing biodiversity.

B.241 Ten Conservation Target Areas lie wholly or partly within Cherwell District. The boundaries of the Conservation Target Areas are indicated on the Policies Map (Appendix 5: Maps).

B.242 General targets for maintenance, restoration and creation of habitats have been set for each area, to be achieved through a combination of biodiversity project work undertaken by a range of organisations, agri-environment schemes and biodiversity enhancements secured in association with development. These targets are in the process of being made more specific in terms of the amount of each habitat type to be secured within each Conservation Target Area (see Wild Oxfordshire's website http://wildoxfordshire.org.uk/biodiversityconservation-target-areas). Habitat improvement within each area will contribute towards achieving County targets, which in turn will contribute towards regional biodiversity targets identified by the South East England Biodiversity Forum. A lead partner has been appointed for several of the Conservation Target Areas to co-ordinate action.

B.243 Biodiversity enhancements sought in association with development could include the restoration or maintenance of habitats through appropriate management, new habitat creation to link fragmented habitats, or a financial contribution towards

biodiversity initiatives in the Conservation Target Area. Biodiversity enhancement within the Conservation Target Areas will be considered through the review of the current Planning Obligations Draft SPD and the funding of infrastructure through CIL or other tariff system. Biodiversity offsetting is being explored at national level through a number of pilot projects, as a way of compensating for biodiversity loss in an effective way. If this initiative proves successful the approach could be used to secure strategic biodiversity improvement.

Policy ESD 11: Conservation Target Areas

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

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

B.244 Cherwell contains one area of national landscape importance - the Cotswolds Area of Outstanding Natural Beauty (AONBs). National designations including AONBs are to be prioritised for landscape protection as set out in national planning guidance, with the NPPF indicating that great weight should be given to conserving landscape and scenic beauty in those areas.

B.245 Only a small part of Cherwell District, around the village of Epwell, is included in the Cotswolds AONB, as shown on the Policies Map (Appendix 5: Maps). The area of AONB straddles the boundary of Sibford and Wroxton wards.

B.246 Proposals for development in the AONB should be small-scale and sustainably located and designed. Proposals which support the economies and social well-being of the AONB and its communities, including affordable housing schemes, will be encouraged provided they do not conflict with the aim of conserving and enhancing natural beauty.

B.247 The Cotswolds AONB Management Plan was prepared by the Cotswold Conservation Board and was adopted by the Council for use as supplementary guidance. The Management Plan was updated and adopted by the Board in March 2013. The main principles are that development within the AONB will:

- be compatible with the distinctive character of the location as described by the relevant landscape character assessment, strategy and guidelines

- incorporate designs and landscaping consistent with the above, respecting the local settlement pattern and building style
- be designed to respect local building styles and materials
- incorporate appropriate sustainability elements and designs
- have regard to the impact on tranquillity, including dark skies
- not have an adverse impact on the local community amenities and services and access to these
- protect, or where possible enhance, landscape and biodiversity
- be in accordance with a more sustainable pattern of development, reducing dependence on car travel.

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

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

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

Policy ESD 13: Local Landscape Protection and Enhancement

B.248 The Cherwell Local Plan 1996 identified Areas of High Landscape Value - land of particular environmental quality - where the Council would seek to conserve and enhance the environment. This Local Plan adopts a character-based approach to seek to conserve and enhance the countryside and landscape character of the whole District, and so Areas of High Landscape Value are not proposed to be retained. Policy ESD 13 therefore seeks to conserve and enhance the distinctive and highly valued local character of the entire District. The Council will use the CPRE's Tranquillity Map of Oxfordshire available at http://www.cpre.org.uk as a guide in assessing areas of tranquillity. Further guidance will be contained within the Local Plan Part 2.

Examples of landscape types

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

B.250 The relationship between the District's towns and the adjoining countryside and the avoidance of an abrupt transition from built development to open farmland requires special attention to the landscaping of existing and proposed development. This interface is important in determining the relationship between the urban areas and on the character of the countryside. Where new development will extend the built up limits of the towns the Council will seek a masterplan and well-designed approach to the urban edge. This could incorporate the enhancement of existing hedgerows and woodlands and new areas of woodland planting and hedgerows to be incorporated as part of the development, to ensure the satisfactory transition between town and country. These considerations can equally be applied where extensions to villages are required. Landscape mitigation for the proposed strategic sites will be negotiated on a site by site basis.

B.251 In order to understand the local landscape character of Cherwell a Landscape Assessment was undertaken in 1995. The findings of this assessment informed the Non Statutory Cherwell Local Plan policy and the Countryside Design Summary Supplementary Planning Guidance. These documents identified four distinct character areas - the 'Cherwell Valley', 'Ironstone Downs', 'Ploughley Limestone Plateau' and 'Clay Vale of Otmoor'. The guidance states how development can complement the most important aspects of the character of that part of the District. More recently the Oxfordshire Wildlife and Landscape Study (OWLS) looked in detail at the landscape types across the District as well as the biodiversity resource. It identifies the 'forces for change' in a particular location and includes landscape/biodiversity strategies which set guidelines for how developments can contribute towards landscape character. Further landscape assessment work has been undertaken to inform the Local Plan and the Masterplans being prepared for Bicester and Banbury (see Appendix 3: Evidence Base).

B.252 One of the most important elements of the landscape which can add to the character and identity of an area are natural landscape features. Such features include Muswell Hill, Crouch Hill, Madmarston Hill, the River Cherwell and Otmoor, which all make those areas distinct and create a sense of place. Many form local landmarks valued by the local communities. The Council's Landscape Evidence Base documents identify the key landform and landscape features of value which include the following features around Banbury and Bicester:

- the open and agricultural setting and identity of the outlying villages surrounding Banbury and Bicester, many with locally distinctive historic cores
- ironstone ridges and valleys
- the historic villages and parkland of Hanwell and Wroxton
- Broughton Castle and Grade II Registered Park
- Crouch Hill: an important landmark overlooking Banbury and the surrounding area
- the landscape to the east of the motorway at Banbury which retains a distinct historic pattern

- Salt Way and its setting
- the Sor Brook Valley
- the setting of the Oxford Canal and River Cherwell corridor
- specific features at Bicester noted for their value include those showing notable 'time depth' including Former RAF Bicester, Wretchwick deserted medieval village, Bignell Park and the Roman roads
- Graven Hill and Blackthorn Hill which contrast with the relatively flat surrounding landform
- the River Ray floodplains.

B.253 The Council will seek to retain woodlands, trees, hedges, ponds, walls and any other features which are important to the character or appearance of the local landscape as a result of their ecological, historic or amenity value. Proposals which would result in the loss of such features will not be permitted unless their loss can be justified by appropriate mitigation and/or compensatory measures to the satisfaction of the Council.

B.254 In order that development conserves and enhances the character of the countryside, the Council will carefully control the type, scale and design of development, including the materials used, taking into account the advice contained in the Council's Countryside Design Summary SPG and the OWLS.

B.255 In addition to this policy, many villages have conservation areas and in considering development proposals within or adjacent to them, special attention will be given to the preservation or enhancement of their character and appearance under 'Policy ESD 15: The Character of the Built and Historic Environment'.

Policy ESD 13: Local Landscape Protection and Enhancement

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

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

- **Cause undue visual intrusion into the open countryside**
- **Cause undue harm to important natural landscape features and topography**
- **Be inconsistent with local character**
- **Impact on areas judged to have a high level of tranquillity**

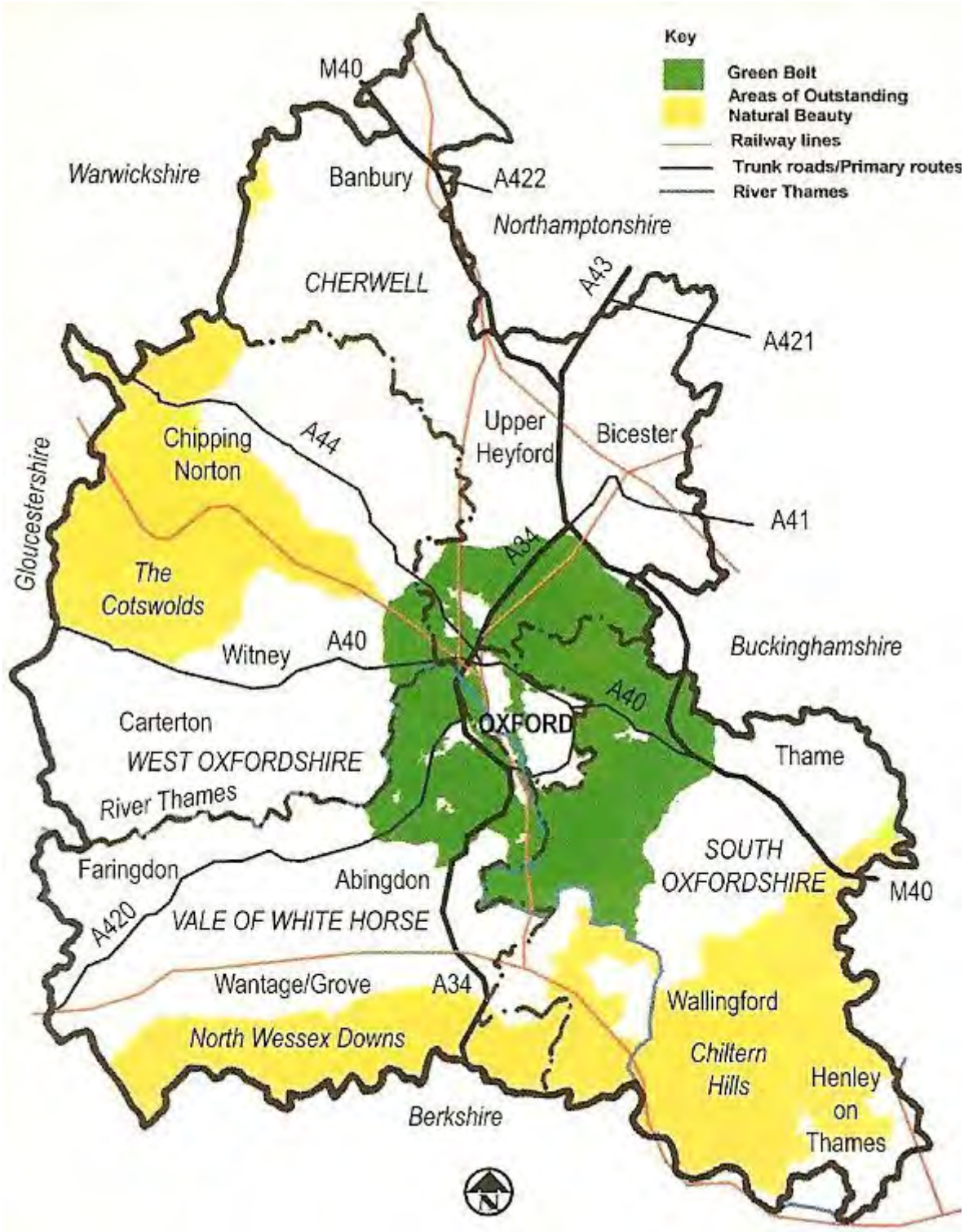
- **Harm the setting of settlements, buildings, structures or other landmark features, or**
- **Harm the historic value of the landscape.**

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

Policy ESD 14: Oxford Green Belt

B.256 Part of the District falls within the Oxford Green Belt. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the most important attribute of Green Belts is their openness. The Oxford Green Belt was designated to restrain development pressures which could damage the character of Oxford City and its heritage through increased activity, traffic and the outward sprawl of the urban area. Similarly, the character of Oxford in a rural setting cannot be maintained without the protection of the spatial relationship of Oxford with nearby settlements and the maintenance of the character of the intervening countryside.

Map of Oxford Green Belt - for illustrative purposes only



B.257 The outer boundaries of the Oxford Green Belt were approved in 1975 and the inner boundaries within Cherwell have been carried forward since the Central Oxfordshire Local Plan of 1992. The general extent of the Oxford Green Belt is shown on the Policies Map (Appendix 5: Maps). A number of villages are washed over by the Green Belt and the villages of Kidlington, Yarnton and Begbroke (east) are surrounded by the Green Belt but excluded from it. The villages of Bletchingdon, Merton, Murcott and Weston on the Green lie partly within and partly outside the Green Belt. The boundary of the Green Belt is shown on the Policies Map (Appendix 5: Maps).

B.258 Work undertaken for the revoked South East Plan did not identify a need for strategic review of the Green Belt boundaries in Cherwell District. The plan indicated that selective review should take place to the south of Oxford and stated that if the initial area of search to the south of Oxford did not prove a suitable candidate for review, a wider review across the area could take place. A legal challenge to this section of the South East Plan was issued on the grounds that proper environmental assessment of the proposals and reasonable alternatives had not taken place. The Treasury Solicitor conceded the legal challenge but the issue was not finally resolved before revocation of the plan.

B.259 Government policy indicates that Green Belt boundaries should only be altered in exceptional circumstances. The Local Plan's housing requirements and development strategy can be achieved without the need for a strategic review of the Green Belt in the District. In terms of local housing need, small scale affordable housing schemes to meet specifically identified local housing need may be met through the release of rural exception sites as part of the development control process, in accordance with Policy Villages 3. Kidlington's local housing needs are being examined in more detail through the preparation of a Kidlington Framework Masterplan which will provide evidence for Local Plan Part 2 and, potentially, a Neighbourhood Plan. A recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites outside of the Green Belt. A specific need has also been identified for the Science Park at Begbroke. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs (see 'Policy Kidlington 1: Accommodating High Value Employment Needs').

B.260 It is essential that the impact on the Green Belt is minimised, therefore priority will be given to locations that lie adjacent to existing development, avoid the coalescence of settlements, protect the vulnerable Kidlington Gap and otherwise have the least impact possible on the Green Belt.

Policy ESD 14: Oxford Green Belt

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

- **Preserve the special character and landscape setting of Oxford**

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

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

A small scale local review of the Green Belt boundary in the vicinity of Langford Lane, Kidlington and Begbroke Science Park will be undertaken as part of the Local Plan Part 2, in order to accommodate employment needs (see Policy Kidlington 1). Further small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated.

Policy ESD 15: The Character of the Built and Historic Environment

B.261 Conservation of the historic environment and securing high quality urban design are very important in protecting and enhancing the character of the District and ensuring that Cherwell is an attractive place to live and work. Cherwell District is composed of four landscape character areas, which each display distinct, settlement patterns, building materials and styles of vernacular architecture to create a rural environment that is strongly locally distinctive. Each of the three urban areas also displays its own unique character.

B.262 The following features contribute to the distinctive character, appearance and high quality environment of Cherwell District:

- over 2,200 listed buildings and many others of local architectural and historical interest.
- currently 60 conservation areas

- 36 Scheduled Ancient Monuments
- 5 registered Historic Parks and Gardens and a Historic Battlefield, and 6 Historic Parks and Gardens considered as non-designated heritage assets
- three urban centres: Banbury, Bicester and Kidlington – with quite distinct characters, retaining their medieval street patterns
- the Oxford Green Belt (see 'Policy ESD 14: Oxford Green Belt')
- the Cotswolds Area of Outstanding Natural Beauty in the north-west of the District (see 'Policy ESD 12: Cotswolds Area of Outstanding Natural Beauty (AONB)')
- the District's waterways, in particular the River Cherwell and the Oxford Canal
- sites of ecological importance including 18 Special Areas for Conservation (see 'Policy ESD 9: Protection of the Oxford Meadows SAC') and Sites of Special Scientific Interest (SSSIs).

B.263 We will protect our historic environment; it is a major resource contributing to the local distinctiveness of the District. Conservation Areas and other heritage assets (including both designated and undesignated assets) form part of the historic fabric of the District and contribute to the character of the area and will be maintained. We will protect our Conservation Areas and other heritage assets from harmful growth as these help to define how the area looks and feels, both in the towns and villages. The Council has a rolling programme of Conservation Area Appraisals and review. We will maintain a local register of Buildings at Risk and use Article 4 Directions to maintain the character of our historic villages and towns. A Register of non-designated heritage assets is also being compiled. Further information on these measures is contained in the Design and Conservation Strategy for Cherwell.

B.264 The Council will protect and enhance the special value of these features individually and the wider environment that they create. The strategic policy on landscape protection can be found under 'Policy ESD 13: Local Landscape Protection and Enhancement'. It is also important, however, to provide a framework for considering the quality of built development and to ensure that we achieve locally distinctive design which reflects and respects the urban or rural landscape and built context within which it sits.

B.265 We will ensure that the new developments, area renewal and town centre expansions are safe places to live, work and visit through design standards by using tools such as 'secured by design', also through requiring CCTV where appropriate.

B.266 Design standards for new development whether housing or commercial development are equally important. High design standards are critical in the town and village centres where Conservation Areas exist, but more generally in ensuring development is appropriate and secures a strong sense of place and clear sense of arrival at points of entry into the towns and villages. Particular sensitivity is required where development abuts or takes place within designated Conservation Areas.

B.267 It is also important to take into account heritage assets located outside of the District which may be affected by development inside the District such as Blenheim Palace, a World Heritage Site.

Policy ESD 15: The Character of the Built and Historic Environment

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

New development proposals should:

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

- **Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette**
- **Promote permeable, accessible and easily understandable places by creating spaces that connect with each other, are easy to move through and have recognisable landmark features**
- **Demonstrate a holistic approach to the design of the public realm to create high quality and multi-functional streets and places that promotes pedestrian movement and integrates different modes of transport, parking and servicing. The principles set out in The Manual for Streets should be followed**
- **Consider the amenity of both existing and future development, including matters of privacy, outlook, natural lighting, ventilation, and indoor and outdoor space**
- **Limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation**
- **Be compatible with up to date urban design principles, including Building for Life, and achieve Secured by Design accreditation**
- **Consider sustainable design and layout at the masterplanning stage of design, where building orientation and the impact of microclimate can be considered within the layout**
- **Incorporate energy efficient design and sustainable construction techniques, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD 1 - 5 on climate change and renewable energy)**
- **Integrate and enhance green infrastructure and incorporate biodiversity enhancement features where possible (see Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment and Policy ESD 17 Green Infrastructure). Well designed landscape schemes should be an integral part of development proposals to support improvements to biodiversity, the micro climate, and air pollution and provide attractive places that improve people's health and sense of vitality**
- **Use locally sourced sustainable materials where possible.**

The Council will provide more detailed design and historic environment policies in the Local Plan Part 2.

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

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

B.268 The appearance of new development and its relationship with its surrounding built and natural environment has a significant effect on the character and appearance of an area. Securing new development that can positively contribute to the character of its local environment is therefore of key importance. This policy identifies a number of key issues that need to be addressed in the design of new development.

B.269 These issues are as relevant in urban areas as in rural locations and also in recent development as in historic areas. The policy seeks to protect, sustain and enhance designated and non-designated 'heritage assets'. The NPPF defines these as 'A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest'. Heritage assets with archaeological interest will require the submission of relevant assessment. In sensitive locations severe constraints may direct the design approach, but in many cases the Council will not wish to prescribe a specific design solution. Designs need to be sensitive and complimentary to their surroundings but this does not require merely replicating existing styles and imitating architectural details; modern interpretation is possible if informed by a full contextual analysis and proposals promote and reinforce local distinctiveness.

B.270 Our urban areas will see significant growth during the period of the Local Plan, and will need to adapt and respond to these pressures both within their existing boundaries and beyond, while retaining their unique character and heritage. A balance will need to be struck between making best use of land and respecting established urban character and creating new and vibrant sustainable neighbourhoods. Applicants should also have regard to national guidance and best practice advice on design, including on public space, street design, trees in the street scene, public buildings, housing, work environments inclusive design, tall buildings and eco-towns, e.g. guidance published by the Commission for Architecture and the Built Environment CABE (now merged with the Design Council). English Heritage has also published much guidance on integration of development into the historic environment. Applicants will also need to have regard to policies from Oxfordshire County Council, such as the Parking Policy.

B.271 Our rural areas will need to accommodate new development which reinforces the locally distinctive character by being sensitive in its location, scale, materials and design, reflecting the traditional pattern of development within the settlement, balancing making best use of land with respect for the established character and respecting open features that make a positive contribution. A large proportion of rural settlements fall within conservation areas,

where the quality and special interest of the area is protected. Council publications, such as its Countryside Design Summary, which analyses settlement types, and Appraisals of the District's Conservation Areas, which analyse the special qualities and identify those features that make a positive contribution to the character of the place, will assist in understanding a settlement. National guidance includes Natural England's guidance on undertaking Village Design Statements.

Policy ESD 16: The Oxford Canal

B.272 The Oxford Canal is an iconic historic structure running the length of the District through the attractive valley of the River Cherwell, and is of historic, ecological and recreational significance. Following an appraisal, the length of the canal through Cherwell District was designated as a Conservation Area in October 2012. The conservation area boundary has been drawn to include the towpath and towpath hedge, canal related earthworks and features including historic wharfs and locks, and woodland. The biodiversity value of the canal is reflected in a number of statutory and non statutory designations along the length of the canal. In terms of recreation, the canal is popular for boaters and anglers. A public footpath runs the length of the canal and a section of the route is a public bridleway. The canal and towpath is owned and maintained by the Canal and River Trust, but the responsibility for planning matters lies with the District Council. This policy for the Oxford Canal draws on the recent Design and Conservation Strategy (2012) and reflects its status as a conservation area.

B.273 'Policy ESD 8: Water Resources', 'Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment', 'Policy ESD 13: Local Landscape Protection and Enhancement' and 'Policy ESD 17: Green Infrastructure' will be used to protect and enhance water quality and the contribution that the canal makes to the District's landscape, ecological and recreational resource, for its entire length through the District. 'Policy ESD 15: The Character of the Built and Historic Environment' will also be used to ensure that works to existing structures are sympathetic to the historic context and that any new development is sensitively sited and designed to ensure that the special character is preserved or enhanced. The southern section of the Oxford Canal lies within the Green Belt and Policy ESD 14 will therefore be relevant to proposals in that area. Inappropriate development in the Green Belt will only be permitted if very special circumstances can be demonstrated, as set out in the NPPF. The approach to residential canal moorings and boater's facilities on the Oxford Canal will be set out in the Local Plan Part 2.

Policy ESD 16: The Oxford Canal

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

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

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

Policy ESD 17: Green Infrastructure

B.274 Green infrastructure comprises the network of green spaces and features in both urban and rural areas including the following: parks and gardens (including historic parks and gardens), natural and semi-natural green space, green corridors (including cycleways and rights of way), outdoor sports facilities, amenity green space, children's play space, allotments, cemeteries and churchyards, accessible countryside in urban fringe areas, river and canal corridors, woodlands, nature reserves, green roofs and walls.

Network of Green Routes

B.275 Securing adequate green infrastructure is an important component of achieving sustainable communities. Green Infrastructure networks can deliver both environmental and social benefits including conserving and enhancing biodiversity, recreation, landscape, water management, social and cultural benefits to underpin individual health and well-being, contributing to local distinctiveness and helping communities to be more resilient to the effects of climate change. Policy ESD 17 will be used to secure an adequate green infrastructure network in Cherwell District.

B.276 Many sites which contribute to the District's green infrastructure network are not in the Council's ownership or control and partnership working will therefore be required to plan, provide and manage the network to achieve the objectives of the policy.

B.277 Within Banbury, Bicester and Kidlington the key components of green infrastructure are areas of open space, sport and recreation, sometimes linked by public rights of way. Public rights of way are protected in law and comprise four types: footpaths, bridleways, restricted byways and byways open to all traffic (BOAT). The County Council has responsibility for Public Rights of Way, and as such publishes a Rights of Way Improvement Plan and promotes routes for walkers, cyclists and horse riders in order to encourage sustainable access to the countryside. In recognition of the health benefits of walking, cycling and horse riding this Council also promotes a number of circular walks and rides. Elsewhere in the District the dominant strategic features include the River Cherwell and Oxford Canal corridors, statutory designated sites such as Local Nature Reserves, and other areas such as RSPB Otmoor reserve and BBOWT reserves. The Conservation Target Areas (indicated on the Policies Map) are the most important areas for biodiversity in the District where targeted conservation action will have the greatest benefit, and form an important component of the green infrastructure network of the District which can be enhanced over the period of the plan.

B.278 Assessments of open space, sport and recreation provision highlighted various deficiencies in both urban and rural areas of the District, as detailed in Section C 'Policies for Cherwell's Places'. In addition an assessment by Natural England and the Forestry Commission indicated a lack of accessible natural green space provision in the district compared to their standards, with 72% of Cherwell's households meeting none of its requirements. This reflects the relatively low numbers of country parks and common land in the District; however there are a number of smaller areas of open space, and countryside which is accessible solely by Public Rights of Way, which was not taken into account in the initial Natural England analysis. The District has developed its own local standards of provision in accordance with government advice, which differ from those advocated by Natural England. Other than provision in Banbury, Bicester and Kidlington there are few accessible large areas of green space within the District; however parks such as Blenheim, Rousham and Stowe are located in close proximity to it. The Council's proposed country park to the north of Banbury will also help to address this issue.

B.279 Protection and enhancement of open space, sport and recreation sites and sites of importance to nature conservation will assist in maintaining the green infrastructure network. Green corridors consist of canals, river corridors and hedgerows, together with public rights of way. These can provide areas for walking, cycling and horse riding and also provide opportunities for wildlife migration, which on a strategic scale can help to address

the impact of climate change on biodiversity. Development proposals will be expected to retain and enhance existing green corridors, and maximise the opportunity to form new links between existing open spaces.

B.280 Development proposals, particularly on larger sites, can offer the opportunity to improve the green infrastructure network. Policy BSC 11 usually requires open space provision on site and biodiversity enhancements secured by 'Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment' can contribute to the network by maintaining existing habitats and reducing fragmentation. The incorporation of sustainable drainage systems can contribute to green infrastructure provision and can perform dual roles of helping to alleviate flooding and being beneficial to biodiversity. New landscaping areas, particularly in the case of the strategic sites, will be required to assimilate development into the landscape and assist in the transition between the urban edge and rural areas. Effective links in these areas can enable the urban fringe to provide a recreational resource, providing accessible countryside within walking distance of urban dwellers. Proposals should include details of management and maintenance of green infrastructure to ensure areas are secured in perpetuity. Further guidance on green infrastructure provision is provided in the South East Green Infrastructure Framework - from Policy to Practice (available at http://strategy.sebiodiversity.org.uk).

B.281 In Banbury and Bicester successive local plans have sought to establish a series of open spaces in the towns, and this plan includes proposals for a new country park in Banbury ('Policy Banbury 14: Cherwell Country Park'). Additional detail is contained under Section C: 'Policies for Cherwell's Places'. The key open space components of existing green infrastructure provision in Banbury and Bicester are shown on the maps for each town (Appendix 5: Maps). Green infrastructure provision will be examined in more detail and progressed through the town masterplans and the Local Plan Part 2. A county level Green Infrastructure Strategy is also being formulated with the District Council being represented on the stakeholder working group.

B.282 South of the Canalside development (Policy Banbury 1) the opportunity exists to turn part of the existing floodplain of the River Cherwell into a managed habitat. This will be explored in more detail through the preparation of the Banbury Masterplan.

Policy ESD 17: Green Infrastructure

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

- **Pursuing opportunities for joint working to maintain and improve the green infrastructure network, whilst protecting sites of importance for nature conservation**
- **Protecting and enhancing existing sites and features forming part of the green infrastructure network and improving sustainable connectivity between sites in accordance with policies on supporting a modal shift in transport (Policy SLE 4: Improved Transport and Connections), open space, sport and recreation (Policy BSC 10: Open Space, Outdoor Sport**

and Recreation Provision), adapting to climate change (Policy ESD 1: Mitigating and Adapting to Climate Change), SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), biodiversity and the natural environment (Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment), Conservation Target Areas (Policy ESD 11: Conservation Target Areas), heritage assets (Policy ESD 15) and the Oxford Canal (Policy ESD 16)

- **Ensuring that green infrastructure network considerations are integral to the planning of new development. Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, providing opportunities for walking and cycling, and connecting the towns to the urban fringe and the wider countryside beyond**
- **All strategic development sites (Section C: 'Policies for Cherwell's Places') will be required to incorporate green infrastructure provision and proposals should include details for future management and maintenance.**

Section C - Policies for Cherwell's Places

C.1 Introduction

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

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

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

C.4 We are taking a conscious decision to concentrate growth at Bicester and to a lesser degree at Banbury, to secure economic benefits, especially in their retail, commercial and manufacturing roles. The two towns are the most sustainable locations for growth in the District and are the right places to meet the economic and social needs of the District whilst minimising environmental impacts. We are also seeking to enhance Kidlington's economic role to build on the recent development of modern business parks and its proximity to both London-Oxford Airport and Begbroke Science Park.

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

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

C.7 Although major growth in the villages is not appropriate as a growth approach, putting additional pressure on small communities, roads, schools and the environment, we are seeking to support the long-term sustainability of our rural areas through a measured approach to development. Our villages and rural areas are central in making Cherwell an attractive place to live, work and visit.

C.8 The following sections on Bicester, Banbury, Kidlington and our Villages and Rural Areas provide specific place shaping policies which are supported by those for Cherwell as a whole in Section B.

C.2 Bicester

C.9 Bicester is a market town which has grown rapidly in the last 50 years and where further significant growth is planned. It has good road and rail links and infrastructure and significant further investment is planned. Employment in the town is mainly in the distribution and manufacturing sectors. There is significant out-commuting from Bicester to Oxford, London and elsewhere which this Plan will help address through the provision of employment land. There are areas of military operation (past and present) which are in the process of re-organisation and some of which are of historic value. The town has retail, leisure and other services which until recently have been under provided for in some areas and where further improvement is needed. Bicester is generally less constrained than Banbury in terms of landscape sensitivity but it has areas of value and ecological importance with villages close by. Bicester Village shopping outlet in the town is an internationally significant tourist attraction.

C.10 The development of a Masterplan for Bicester, to be adopted as a Supplementary Planning Document (SPD) will provide the means to establish an integrated delivery plan for the growth of the town that respects its setting, meets the needs for a stronger economy, housing and community facilities, and which helps deliver sustainable development. The Council will explore all potential mechanisms, including public-private partnerships, and appropriate powers for the delivery of Local Plan sites and key proposals, to secure the development vision for the town.

C.11 Work on the Bicester Masterplan has been helpful in developing a holistic town vision to help ensure the town develops in a coordinated, planned and integrated way. The Masterplan has helped forge a consensus amongst stakeholders that the town needs:

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

Meeting the Challenge of Developing a Sustainable Economy in Bicester

C.12 Bicester's economy is focused on the defence activities at MoD Bicester, on storage and distribution, on food processing and on engineering, particularly in the motorsports sector. Its proximity to and close relationship with Oxford helps the town by creating opportunities for economic development. The Cherwell Employment Land Review (2006, revised 2012) also highlights the Chilterns, M25 corridor and London as market influences.

C.13 Cherwell's Economic Development Strategy (2011 – 2016) highlights the current opportunities for Bicester to develop a 'low-carbon economy', by developing 'green' technologies and knowledge around existing and new employers, sectors and clusters - to create a centre of expertise and potential competitive advantage.

C.14 The Economic Development Strategy's vision for the future is that Bicester takes advantage of both materials engineering and biotechnology in its economic future, thanks to its location and the strength of those sectors within the wider area. These are becoming more established and the breadth of the town's knowledge economy will increase and encompass other areas of innovation and connections to local industry. An example is in the motorsport engineering strengths of Oxford & Cherwell Valley College in Bicester. There are some recent office developments that host high technology companies including the Avonbury Business Park to the north west of Bicester.

C.15 The key economic challenges facing Bicester are:

- There is a significant imbalance between homes and jobs. Out-commuting is a particular problem with a significant proportion of residents leaving the town to work. In 2001, Bicester South and Bicester North wards jointly had the second highest percentage of workers in Oxfordshire travelling 60km or over to work (8.8% each). The 2011 Census shows this continuing with over 3,000 people leaving Bicester.
- The provision of new services, facilities and infrastructure in Bicester has not kept pace with population growth.
- There is a need to make Bicester more attractive to new businesses, particularly knowledge based and high-technology companies.
- Some of Bicester's employment areas are ageing and in need of rejuvenation. A greater range of employment space is needed.
- There is a need to improve standards of education and training in Bicester, areas of which are among the worst 20% in England in terms of skills, education and training.
- The need to ensure the vitality and viability of Bicester town centre, to make it more attractive to both residents and visitors, and to enable the town centre and Bicester Village to co-exist in a mutually productive way.

C.16 The key issues section above identifies a number of the key challenges facing Bicester's economy. Bicester is also, however, in an excellent position to benefit from a number of important wider initiatives:

- funding has been put in place for infrastructure improvements including Motorway junction improvements and East-West Rail to help mitigate against significant housing and employment growth

- the Oxford - Cambridge corridor. This is an initiative to support high growth technology companies in the corridor between the two cities. The Economic Development Strategy (2011-2016) recognises that Bicester has every opportunity to become a location for higher value and knowledge based business.

- the proposed improvements to the rail network from Chiltern Railways and the East-West Rail Consortium

- North West Bicester was identified as a potential eco-town location in a national Eco-Towns Planning Policy Statement (PPS). The PPS sets out eco-town standards including a requirement to match the number of homes to jobs within the eco-town and ensure that these are easily reached by walking, cycling and/or public transport. Furthermore, the opportunity exists to use the 'eco-town' proposals to encourage a range of environmental and green technology industries and the development of employment clusters in Bicester, as part of the employment strategy for the 'eco town' and in Bicester more widely.

C.17 To meet the key economic challenges facing Bicester, we need to make it an attractive place for modern business and improve the town's self sufficiency. Our plan seeks to make the most of its locational advantages in drawing in new business and creating opportunities for knowledge and higher value companies and businesses that will help reduce the proportion of out-commuting, provide more education and training opportunities, and contribute to improving the image of the town.

C.18 Following the analysis from the Bicester Masterplan we are looking to expand the economy of the town by:

- enabling the provision of quality employment sites for identified growth sectors

- maximising Bicester's excellent location on the road and rail network

- promoting a mix of employment and housing in appropriate locations to support the creation of sustainable neighbourhoods

- promoting employment opportunities linked to the proposed rail freight sites

- enabling the development of Bure Place Phase 2 and the new Civic venue

- promoting the provision of hotels, restaurants and leisure development opportunities

- supporting the sustainable development of Bicester Village, one of the UK's premier 'high end' international retail destinations

- planning and developing the central area of the town

- establishing mechanisms such as a Bicester Marketing Board to promote Bicester as an employment location.

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

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

Meeting the Challenge of Building a Sustainable Community in Bicester

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

C.21 The key community challenges facing Bicester are:

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

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

C.22 Bicester will continue to grow over the next two decades. If growth is to continue at this pace and be successfully accommodated, it is important that new development integrates and interacts with existing neighbourhoods, is accessible from those neighbourhoods by non-car modes of transport, and provides for a range of uses and dwellings that will contribute to delivering mixed and cohesive communities. Existing residents, particularly those in older parts of the town must benefit from the growth of the town. There is an opportunity at Bicester to provide new housing, employment opportunities, services, facilities and infrastructure which will help reduce deprivation, improve access to services and improve health and well being.

C.23 Following the analysis from the Bicester Masterplan we are looking to build a sustainable community by:

- promoting housing choice in sustainable neighbourhoods with local facilities
- improving access to higher quality local employment
- retro-fitting of existing housing stock to improve eco standards

- developing the town centre as the main retail centre and focus of community and leisure services
- expanding the schools and colleges to match the needs of residents and businesses
- enabling the development of new health care and social facilities which meet the needs of an expanded town
- expanding the sports and leisure facilities
- providing significant green space, a new cemetery, allotments, local nature reserve and community orchard as part of North West Bicester
- expanding and enhancing the town centre retail experience
- identifying a future role for the Garth offices and Garth Park.

Meeting the Challenge of Ensuring Sustainable Development in Bicester

C.24 Bicester's main environmental issues arise from its rapid and continuing growth. The amount of traffic on the roads has accelerated in recent years as a result of waves of new housing, high levels of out-commuting and the draw of developments such as Bicester Village. Traffic congestion problems affect not only Bicester's living environment but also its historic environment in and around the town centre.

C.25 In addition to the implementation of specific highway measures such as Junction 9 improvements and a south-west perimeter road, it is important that Bicester becomes more self-sufficient. Reducing out-commuting and providing sustainable transport choices would make a significant difference to Bicester's environment. There is a need also to improve the built environment and to provide more green infrastructure both for the benefit of existing residents and to improve the image of the town to attract new business, visitors and future residents. The provision of transport initiatives, including delivering new strategic highway improvements including those on peripheral routes, will secure substantial gains for the centre of the town by reducing the flow of through traffic.

C.26 The key environmental challenges facing Bicester are:

- the need to improve the appearance of the town centre and historic core, delivering town centre redevelopment and environmental improvements to Market Square
- accommodating major growth whilst addressing constraints such as:
    - the severing effect of the town's perimeter roads
    - managing growth in a way that will not unacceptably harm important natural and historic assets
    - addressing the capacity of the sewage works and energy infrastructure
    - the character, appearance and setting of historic assets such as RAF Bicester Conservation Area and nearby villages

- ecological constraints such as designated wildlife sites, ecologically important landscapes and conservation target areas, and

- highway constraints such as traffic congestion in the town centre and at King's End / A41 and the need for improvements to M40 Junction 9 and the Bucknell Road / Howes lane junction within the town.

- accommodating growth without having an adverse effect on the Oxford Meadows Special Area of Conservation

- addressing deficiencies in 'green' infrastructure

- improving the attractiveness of the town's employment areas.

C.27 Our aim is to help improve the image of Bicester by delivering objectives set out in the Eco Bicester One Shared Vision as part of environmental improvements to the town centre and to ensure that new development is delivered to the highest environmental standards to help improve the image and attractiveness of the town. New development needs to maximise opportunities for improving and integrating with Bicester's existing built environment, respect environmental constraints, enhance Bicester's biodiversity and address deficiencies in 'green' infrastructure to sustainably accommodate rapid growth. An ecological assessment is being undertaken, to examine the potential cumulative effects of development sites on the biodiversity resource of the town including the Local Wildlife Site at Graven Hill, the Bicester Wetland Reserve Local Wildlife Site and the Ray Conservation Target Area. A biodiversity mitigation and enhancement strategy is being formulated and will be incorporated into the Bicester Masterplan.

C.28 Supported by work on a Bicester Masterplan we are looking to ensure sustainable development by:

- improving the amenity and connectivity of the town with a network of parkland, landscaped areas and amenity space

- creating a memorable 'people place' in Market Square

- taking the eco-town concept across the whole town, by embedding the 'eco-principles' in the planning policy for North West Bicester and applying policies from Local Plan Theme Three as the standards we wish to see achieved in all new development in Bicester and across the District more widely

- encouraging a shift to more sustainable travel

- appointing a Design Panel to improve the design quality and eco credentials of development.

Bicester in 2031

C.29 By 2031, Bicester will have grown significantly to become an important economic centre in its own right and on the Oxford-Cambridge corridor. It will have become a more attractive place to live and work and will be significantly more self-sustaining both economically and socially. Bicester will have established itself as a location for higher-technology businesses building on its relationship with Oxford through the Bicester Gateway development. Its economy will have become more

knowledge based and the town's importance as a centre for retail and leisure will have increased as a result of an expansion of both the town centre and the Outlet village. Bicester will have an efficient sustainable transport network within the town which maximises connectivity between the strategic development sites, the town centre and key interchanges, particularly the railway stations, so as to achieve high levels of sustainable transport use.

C.30 Over 10,000 new homes will have been constructed up to 2031, of which a substantial number will be 'affordable'. New services, facilities and cultural and recreation opportunities will have been provided. The North West Bicester Eco-Town development will be entering its final phases of development. It will have brought with it sustainable homes and substantial infrastructure of benefit to the whole town. North West Bicester and development at Graven Hill will be contributing greatly to improving Bicester's profile by being a pioneering development, an economic driver and by delivering environmental gains. Bicester's town centre will have been redeveloped and environmental and highway improvements will have been made to Market Square. Bicester's improved economic position and the provision of new services and facilities will have contributed to reducing deprivation in the town.

C.31 The Eco Bicester One Shared Vision (2010) set out the aims and ambitions for the whole town, which the Bicester Masterplan (2012) has developed and significantly extended. In terms of the economy the Shared Vision is to create a national hub of the low carbon economy and the location of choice for business and inward investment. The Eco Bicester Shared Vision includes providing local jobs for Bicester residents and delivering sustainable travel to work, education and training opportunities, and employment space. It also aims to understand and adapt to the environmental challenges arising from the eco-town project. The provision of green infrastructure, biodiversity and habitat creation is fundamental to Bicester and already an important component of the town.

C.32 Our strategy for delivering Bicester's vision is to:

- Bring about pioneering eco-development which will establish a new sustainable community, integrated with, and for the benefit of, the whole of Bicester.
- Ensure implementation of the permitted urban extension at South West Bicester, including the provision of a secondary school, and employment development east of the A41.
- Deliver development that will increase Bicester's self-containment, provide 'higher-value' job-opportunities and reduce the proportion of out commuting.
- Provide for new development in accessible locations that will maximise opportunities for providing sustainable transport choices, for reducing traffic congestion and for reducing the proportion of out-commuting.
- Build on the recent town centre redevelopment scheme, secure improvements to Market Square and provide for development that will improve the appearance and image of Bicester whilst ensuring accessibility to the town centre.

- Provide services, facilities and new infrastructure required to accommodate major growth and which will help reduce deprivation particularly in older parts of the town.

- Improve the attractiveness of existing employment areas and providing for new employment space that will be attractive to knowledge based and higher-technology businesses.

- Deliver strategic open space and recreation opportunities to address existing deficiencies and meet the future needs of development.

- Provide for a new cemetery.

- Integrate the Graven Hill development area within Bicester's economy and community.

What will Happen and Where

C.33 Bicester is well positioned to benefit from targeted growth. Located on the Oxford-Cambridge Corridor with two railway stations, a vision for strategic eco-development, major defence landholdings and a town centre beginning to be transformed, Bicester has an opportunity to draw in major investment, create new employment, deliver new services and facilities and provide new highway infrastructure. It has an opportunity to address its infrastructure deficiencies, to widen its economic profile and to address issues associated with high levels of out-commuting.

C.34 The South West Bicester (Kingsmere) urban extension is under construction. To the west of the site, land is available for a phase two development within the limit of the new perimeter road. Nearby, to the east of the A41, a major employment site has been approved. Strategic housing has also been approved as a first 'exemplar' stage of the North West Bicester eco-development. The North West Bicester development will be pivotal in delivering highly-sustainable long-term growth, investment opportunities, and in widening Bicester's economic appeal.

C.35 The redevelopment of MoD Bicester to the south will enable the retention and consolidation of national defence logistic operations further south at Arncott. It will also allow effective use to be made of an extensive previously developed site with its own railway connection adjoining the existing urban edge from a Rail Freight Interchange.

C.36 Development to the south of the town, together with other opportunities to the east along the A41 corridor, will provide scope to invest in new highway infrastructure of benefit to the whole town.

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

C.37 Following the (now revoked) South East Plan's publication, North West Bicester was identified in Annex A of the Eco-towns PPS (2009) as one of the four potential locations for the development of an eco-town. An eco-town development of 6,000 homes will be developed on land identified at North West Bicester in accordance with the standards set out in the former Eco-Towns PPS. It was expected that the development will be substantially completed within the plan period but that has been reviewed as part of the housing trajectory.

C.38 The Policies map and the inset map for Bicester 1: North West Bicester Eco-Town (Appendix 5: Maps) identify the location and the area of the eco-town proposals.

C.39 Proposals should ensure:

- zero-carbon development as defined in the Eco-Towns PPS and Eco Bicester One Shared Vision
- delivery of a high quality local environment
- climate Change Adaptation - eco town standards are met on water, flooding, green infrastructure and biodiversity
- homes that achieve at least Level 5 of the Code for Sustainable Homes
- employment - At least 3,000 jobs within the plan period (approximately 1,000 jobs on B use class land on the site within the plan period). An economic strategy will be required and there should be local sourcing of labour, including providing apprenticeships during construction.
- transport - at least 50% of trips originating from the development to be made by means other than the car
- promotion of healthy lifestyles
- provision of local services and facilities
- green infrastructure and Biodiversity - 40% of the total gross site area will be provided as green space of which at least half will be public open space
- sustainable management of waste.

C.40 The development will be designed as an exemplar, incorporating best practice and provide a showcase for sustainable living. It will allow Government, business and communities to work together to develop greener, low carbon living. A masterplan for the North West Bicester site will be required to demonstrate how proposals will achieve the standards set out in the Eco-Towns PPS and Eco Bicester One Shared Vision. Development will be considered on the basis of a masterplan for the whole development area, to ensure that development takes place in an integrated, coordinated and planned way, whilst recognising that phasing of development within the overall masterplan strategy will be required. It will integrate with and complement the function and urban form of Bicester and reinforce the role of Bicester town centre as the primary retail and service centre.

C.41 The eco-town concept of more sustainable living in new communities provides the opportunity to completely rethink how transport, employment, retail and other services are provided as well as providing new homes to standards which are more challenging than would normally be required for new development. Biodiversity projects will be incorporated as part of the masterplanning process. The proposed eco-town at North West Bicester provides

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

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

C.43 The North West Bicester Eco-Town is central to both our District-wide strategy and our strategy for Bicester. Delivering an eco-town is considered to be one of the most sustainable means of accommodating strategic growth at Bicester to 2031. The development will provide a new community to the highest environmental standards and with its own local services and facilities. The masterplan will include employment areas, schools, services and facilities and extensive green and public open space to maximise the opportunity for town wide economic, community and environmental gains. At the same time the Eco-Town will integrate with and complement the function and urban form of Bicester.

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

Employment

C.45 An economic strategy will be produced to support the proposals for the eco-town at North West Bicester. It should demonstrate how access to employment will be achieved and deliver a minimum of one employment opportunity per new dwelling. For North West Bicester, this will mean providing access to work and 6,000 jobs by the end of the delivery of the North West Bicester Eco-Town development. The Local Plan estimates that over 3,000 homes will be provided by 2031 and therefore sets a target of approximately 3,000 job opportunities associated with the project to be provided within this period.

C.46 The precise nature and location of these jobs will be set by a masterplan being prepared for the North West Bicester allocation. The draft masterplan shows that about 10 hectares of employment land is required at North West Bicester. This would provide for business space for offices, workshops, factories and warehousing (B1, B2 and B8 uses), but not for retail and leisure jobs which would be located in local centres. It is estimated that approximately 1,000 B use class jobs would be located at the North West Bicester site. The remainder would be provided through other uses including home working. Some jobs are likely to be located away from the site, for example in the town centre or on other employment sites.

North West Bicester Development Standards

C.47 The North West Bicester Eco-Town will play a major role in delivering the strategic growth identified for Bicester during and beyond the plan period. The One Shared Vision for Eco Bicester is expected to guide the delivery of higher environmental standards while the proposals for the North West Bicester Eco-Town will act as a catalyst for the transition of the town as a whole towards a more sustainable community.

C.48 The Vision aims to "Create a vibrant Bicester where people choose to live, work and spend their leisure time in sustainable ways…" (Eco Bicester One Shared Vision December 2010).

C.49 Proposals for development at North West Bicester will be required to meet the eco-town development standards set out in the Eco-Towns PPS. Other sites in Bicester will be required to meet the improving building standards set at national level and District-wide standards set out in policies ESD 1-5.

C.50 Further guidance on the approach to design and sustainable construction in Cherwell will be set out in the Sustainable Buildings in Cherwell SPD.

Policy Bicester 1: North West Bicester Eco-Town

Development Area: 390 hectares

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

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

Employment

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

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

- **Mixed use local centre hubs to include employment (B1(a), A1, A2, A3, A4, A5, C1, D1 and D2)**
- **New non-residential buildings will be BREEAM Very Good with the capability of achieving BREEAM Excellent.**

Housing

- **Number of homes – Up to 6,000 (3,293 to be delivered within the plan period)**
- **Affordable Housing – 30%**
- **Layout to achieve Building for Life 12 and Lifetime Homes standards**
- **Homes to be constructed to be capable of achieving a minimum of Level 5 of the Code for Sustainable Homes on completion of each phase of development, including being equipped to meet the water consumption requirement of Code Level 5**
- **The provision of extra care housing**
- **Have real time energy monitoring systems, real time public transport information and Superfast Broadband access, including next generation broadband where possible. Consideration should also be given to digital access to support assisted living and smart energy management systems.**

Infrastructure Needs

- **Education – Sufficient secondary, primary and nursery school provision on site to meet projected needs. It is expected that four 2 Forms of Entry primary schools and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest primary school.**
- **Health – to provide for a 7 GP surgery to the south of the site and a dental surgery**
- **Burial Ground – to provide a site of a minimum of 4 ha for a burial ground which does not pose risks to water quality (this may contribute to the Green Infrastructure requirements)**
- **Green infrastructure – 40% of the total gross site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, the required burial ground (possibly a woodland cemetery) and SUDS.**
- **Planning applications shall include a range of types of green space and meet the requirements of Policy BSC11**
- **Access and Movement – proposals to include appropriate crossings of the railway line to provide access and integration across the North West Bicester site. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of new development with the town.**

- **Community facilities – to include facilities for leisure, health, social care, education, retail, arts, culture, library services, indoor and outdoor sport, play and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co-location will be welcomed. Provision will be proportionate to the size of the community they serve. Each neighbourhood of approximately 1,000 houses to include provision for community meeting space suitable for a range of community activities including provision for older people and young people. A site of 0.5 ha for a place of worship to be reserved for future use.**
- **The submission of proposals to support the setting up and operation of a financially viable Local Management Organisation by the new community to allow locally based long term ownership and management of facilities in perpetuity**
- **Utilities – Utilities and infrastructure which allow for zero carbon and water neutrality on the site and the consideration of sourcing waste heat from the Ardley Energy recovery facility. The approach shall be set out in an Energy Strategy and a Water Cycle Study. The Water Cycle Study shall cover water efficiency and demand management, water quality and how it will be protected and improved, WFD compliance, surface water management to avoid increasing flood risk and water services infrastructure improvement requirements and their delivery, having regard to the Environment Agency's guidance on Water Cycle Studies. Zero Carbon (see PPS definition) water neutral development is sought. Development proposals will demonstrate how these requirements will be met.**
- **Waste Infrastructure – The provision of facilities to reduce waste to include at least 1 bring site per 1,000 dwellings positioned in accessible locations. Provision for sustainable management of waste both during construction and in occupation shall be provided. A waste strategy with targets above national standards and which facilitates waste reduction shall accompany planning applications.**

Monitoring

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

Key site specific design and place shaping principles

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

- **High quality exemplary development and design standards including zero carbon development, Code Level 5 for dwellings at a minimum and the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials.**
- **All new buildings designed to incorporate best practice on tackling overheating, taking account of the latest UKCIP climate predictions.**
- **Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles.**
- **Layout of development that enables a high degree of integration and connectivity between new and existing communities.**
- **A layout that maximises the potential for walkable neighbourhoods.**
- **New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel**
- **A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel.**
- **Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cyclepath connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane**
- **A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside, minimising the impact of development when viewed from the surrounding countryside**
- **Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors to achieve a net gain in biodiversity**
- **Consideration should be given to maintaining visual separation with outlying settlements. Connections with the wider landscape should be reinforced and opportunities for recreational use of the open countryside identified. Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment**
- **Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site**
- **No development in areas of flood risk and development set back from watercourses which would provide opportunity for green buffers. Proposals should include a Flood Risk Assessment.**
- **Maximisation of the sustainable transport connectivity in and around the site**
- **Consideration and mitigation of any noise impacts of the railway line.**
- **Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site**

- **Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-Towns PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development**
- **Provision of a Transport Assessment**
- **Measures to prevent vehicular traffic adversely affecting surrounding communities.**
- **Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Village Railway Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation**
- **Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve and linkages with existing BAP habitats**
- **Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains.**
- **A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management.**
- **Careful design of employment units on site to limit adverse visual impact and ensure compatibility with surrounding development**
- **The provision of public art to enhance the quality of the place, legibility and identity**
- **The retention and respect for important existing buildings and heritage assets with a layout to incorporate these and consideration of Grade II listed buildings outside the site**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.**
- **A soil management plan may be required to be submitted with planning applications.**
- **Undertake a staged programme of archaeological investigation.**

Strategic Development: Bicester 2 - Graven Hill

C.51 Graven Hill to the south of Bicester is part of an extensive MoD site comprising some 600 hectares of land stretching for over 5km from the edge of Bicester to the villages of Arncott to the south and Piddington to the north east. It includes a number of distinct, built-up sites separated by areas of countryside and accommodates a number of military functions. Part of the site is a major logistics and distribution hub serving the armed forces, but with the potential from this proposed development at Graven Hill to help strengthen Bicester's economic role within the Oxford to Cambridge corridor.

C.52 Following a national Operational Efficiency Programme (OEP) in 2008, the MoD identified a need to modernise its estate, improve efficiencies, reduce costs and improve the support services to the Armed Forces. It reviewed its assets and concluded that the widely dispersed estate at Bicester was ageing and suffering from under-investment.

C.53 The MoD wishes to retain its valued presence in Bicester. It has decided to rationalise and consolidate its logistics operations with the development of a new freight and distribution interchange at Arncott. The land at Graven Hill, Bicester can then be released with the receipts used to fund the consolidation and modernisation programme in Bicester, to improve support services to the Armed Forces.

C.54 The MoD's financial viability exercises have concluded that a mixed use scheme of some 2,100 homes with major employment would enable the required modernisation to proceed and secure between 420 and 620 additional military jobs. The land released at Graven Hill could provide a further 2,000 civilian jobs. Development of the site will identify Bicester as a prime location for investment through the creation of significant jobs-led economic growth to address the town's historic housing/jobs imbalance. The development area covered by Policy Bicester 2 will include land at Langford Park Farm. Development should be concentrated towards the eastern part of this area to take account of the potential impact of development on Langford Park Farm (which is a listed building) and the sewage works.

C.55 The Graven Hill site represents a unique sustainable development opportunity, consisting of predominantly previously developed land in single ownership that is well located in relation to the centre of Bicester, Bicester Village Railway Station and strategic development sites. It has existing infrastructure and landscaping, but previously stood separate from the town. Development of this site presents the opportunity for integration of this development area with Bicester and for its development to be undertaken in an integrated, coordinated and planned way.

C.56 Within the Graven Hill site stands the woodland topped hill itself, which is a landmark in the local landscape that could be opened up for public access providing recreational and health benefits (subject to careful management given the ecological value of the woodland and its designation as a Local Wildlife Site).

C.57 The site benefits from excellent transport connections. There are rail tracks still on the site and rail linked distribution warehouses. There are also planned transport improvements for the town including East-West Rail (to improve links between Oxford, Bicester, Milton Keynes and Bedford), and M40 J9 improvements. The site will also contribute to transport infrastructure improvements. Graven Hill could accommodate a possible relief road as one possible option for highway improvements to the town through the eastern part of the development area. New road links on the site may be either site accesses only or form part of a strategic relief road.

C.58 The proposal will also support local economic growth including the warehousing and logistics sector in a location that lends itself to both national and regional distribution. This sector is well placed to maximise the strategic accessibility from which Bicester benefits. A Bicester Rail Freight Interchange (RFI) would provide a logical continued use of this existing employment area. The job creation impact of a RFI will make a positive and significant contribution to the employment provision for Bicester.

C.59 The delivery of rail served distribution nodes is a key part of the Government's policy of transferring freight from roads to rail. Government policy recommends that sites with unique transport connections to develop as rail freight interchanges should be protected from other forms of development. This site is located adjacent to the A41 and within easy access of the Strategic Highway Network, ensuring that operations based at Bicester will perform well in terms of transport cost minimisation and in being able to attract rail freight from the UK and international locations. The close proximity of the improved Junction 9 on the M40 presents a unique opportunity to locate a RFI on a highly sustainable and accessible site with limited impact on residential properties.

Policy Bicester 2: Graven Hill

Development Area: 241 hectares

Development Description: This predominantly brownfield site to the south of Bicester is proposed for a mixed use development of 2,100 dwellings, significant employment land providing for high quality job opportunities, associated services, facilities and other infrastructure including the potential for the incorporation of a rail freight interchange.

Employment

- **Land Area for employment – 26ha**
- **Jobs created – approximately 2,000 jobs**
- **Use classes – Mixed B1, B2 and B8 uses.**

Housing

- **Number of homes – Approximately 2,100**

- **Dwelling mix – to be informed by Policy BSC4: Housing Mix**
- **Affordable Housing – 30%**
- **The provision of extra care housing and the opportunity for self build affordable housing.**

Infrastructure Needs

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

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **Layout of development that enables a high degree of integration and connectivity between new and existing communities, with appropriate consideration of the relationship of the development with any retained military uses**
- **A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes with new footpaths and cycleways provided on site that link to existing networks beyond the site**
- **A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside**
- **Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors, and that respects the relationship between the woodland and open areas of Graven Hill and the development through the creation of 'green fingers' leading into the development area**
- **Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site**
- **Provision of a road alignment within the site to secure strategic highway improvements for Bicester**
- **Maximisation of the transport connectivity in and around the site, including the use of the rail tracks on site to serve commercial logistics and**

distribution uses, subject to consideration of noise mitigation if proximate to sensitive receptors

- Contribution to improvements to the surrounding local and strategic road networks, good accessibility to and improvement of public transport services, including financial or in-kind contributions to bus services and bus stop infrastructure, engineered pedestrian and cyclist connectivity to the A41 underpass to facilitate potential routes to the town centre, improved facilities for pedestrians and cyclists to cross the A41, and the provision of a Travel Plan to maximise connectivity with existing development
- Take account of the Council's Strategic Flood Risk Assessment for the site
- Development should take account of the flood compensation works within the site
- Provision of a buffer between new development and the sewage works, including a nature reserve
- Protection of the character, appearance and setting of Langford Park Farm
- Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments
- Biodiversity protection and enhancement measures should be implemented in any future development. Protected species surveys for bats and great crested newts will be required, and sufficient mitigation measures agreed prior to planning permission being granted
- An archaeological field evaluation to assess the impact of the development on archaeological features
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site
- Significant sustainable access provision including footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre, Bicester Village Railway Station, adjoining developments and linking the development to the existing Public Rights of Way Network
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside
- Preservation and enhancement of protected habitats and species on site and creation and management of new habitats to achieve an overall net gain in biodiversity
- Sensitive management of recreational access to Graven Hill woodland whilst acknowledging recreational tourism and health benefits.
- An Ecological and Landscape Management Plan to be provided to manage the woodland and other habitats onsite
- Careful design of employment units onsite to limit adverse visual impact on the new development and the wider area

- **The provision of public art to enhance the quality of the place, legibility and identity**
- **Remediation of contaminated land**
- **The retention or appropriate treatment of on-site and off- site heritage assets and their settings, particularly given the archaeological interest in and beyond the site, the heritage significance of the MOD site and also in relation to listed buildings beyond the site**
- **The provision of extra care housing and the opportunity for self-build housing**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **Recycling and potential reuse of demolition materials where possible**
- **Adoption of a surface water management framework to reduce run off to greenfield rates**
- **Consideration of the requirements in the Council's SFRA including the use of SuDS in accordance with Policy ESD7: Sustainable Drainage Systems (SuDS) specifically combined infiltration and attenuation techniques in the north western corner of the site, and attenuation techniques across the vast majority of the site.**

Strategic Development: Bicester 3 - South West Bicester Phase 2

C.60 Phase 1 of the South West Bicester urban extension (now known as Kingsmere) is under construction. It will provide 1,742 new homes, new primary and secondary schools, public open space, health and sports facilities, employment, a hotel, and other local facilities. As part of the development, a new perimeter road has been constructed.

C.61 A 28 hectare area of land to the west of the main development was originally identified by the Council for formal sports facilities. These facilities are now being provided within the main Phase 1 development site making the unused land available for development.

C.62 The development area offers an opportunity to provide new homes, services and facilities integrated with the Phase 1 development. It is a relatively unconstrained site with low landscape sensitivity, no substantive flooding issues, and which has relatively low ecological value other than that provided by a small number of hedgerows and trees.

C.63 Development would be contained within the 'inside' of the new perimeter road avoiding further encroachment into the wider countryside. The site is in an accessible location relatively close to the town centre. The occupiers of new housing will have access to the secondary school, other services and facilities, public open space, places of employment and health village already planned for provision within Phase 1. The site is well located with immediate access to the new perimeter road, and the potential to extend Phase 1 bus services, cycleways and footpaths. It also has good accessibility to places of employment, services and facilities elsewhere in Bicester.

C.64 The Phase 2 development will provide additional services and facilities, provide an opportunity to extend green corridors, and

provide improved access to the countryside with links to a new community woodland between the perimeter road and Chesterton village.

Policy Bicester 3: South West Bicester Phase 2

Development Area: 29 hectares

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

Housing

- **Number of homes– Approximately 726**
- **Dwelling mix – to be informed by Policy BSC4:Housing mix**
- **Affordable Housing – 30%**
- **The provision of extra care housing and the opportunity for community self-build affordable housing.**

Infrastructure Needs

- **Education – 2 FE Primary School, contributions towards secondary school provision**
- **Health – to be provided at North West Bicester**
- **Open Space - to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision – Outdoor Recreation**
- **Access and Movement – link to Phase 1 bus service to Bicester Village Railway Station and Park and Ride at Phase 1**
- **Community facilities – convenience store, a community facility/enhanced community facilities as part of Phase 1**
- **Utilities – extension of Phase 1 connections. Off site improvements to utilities may be required.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **A distinctive residential neighbourhood for Bicester that integrates well with the existing phase 1 development at South West Bicester**
- **Layout of development that enables a high degree of integration and connectivity with direct vehicular (including cycle) and pedestrian linkages between South West Bicester Phases 1 and 2 and to existing networks**
- **A transport assessment and Travel Plan to accompany development proposals**

- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities, with a legible hierarchy of routes, with new footpaths and cycleways provided on site that link to existing networks beyond the site**
- **Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops to be provided within the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes**
- **Development that respects the setting of Chesterton Conservation Area and the wider landscape setting**
- **Retention of hedgerows and the preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration and creation of wildlife corridors provided for through an ecological survey**
- **Development set back from the minor watercourse along the site's northern boundary to meet Environment Agency requirements**
- **A surface water management framework and the incorporation of infiltration Sustainable Drainage Systems (SuDS) to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)**
- **Public open space to form a well connected network of green areas suitable for formal and informal recreation**
- **Retention of the existing Public Right of Way which crosses the site**
- **Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside**
- **A well designed approach to the urban edge, which relates development at the periphery to its rural setting and Chesterton village and affords good access to the countryside**
- **Development proposals should seek to protect cultural heritage and archaeology, including in the conversion of any important farm buildings where possible especially with regard to the conversion of Whitelands Farm and associated buildings, located to the southwest of the allocation.**
- **The provision of public art to enhance the quality of the place, legibility and identity**
- **Land to be provided for and assist in facilitating a community woodland between Chesterton village and the Development Area**
- **Provision of sustainable drainage in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)'. taking account of the recommendations of the Council's Strategic Flood Risk Assessment**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary**
- **A soil management plan may be required to be submitted with planning applications.**

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

Strategic Development: Bicester 4 - Bicester Business Park

C.65 There is a sustainable opportunity for the provision of strategic employment space to the south of Bicester Town Centre and adjoining the A41. The Bicester Business Park site has planning permission for a 60,000m2 business park incorporating offices (B1) and hotel (C1) use. This development area is located immediately to the east of the South West Bicester (Kingsmere) urban extension, less than 1 km from Bicester Village Railway Station and close to major retail uses and town centre facilities. The site has immediate access to the strategic highway network (Oxford-Aylesbury) with Junction 9 of the M40 motorway situated about 3 km to the south. Major growth is planned nearby with the redevelopment of Graven Hill (Policy Bicester 2: Graven Hill, phase 2 of the South West Bicester extension (Policy Bicester 3: South West Bicester Phase 2 and the expansion of the centre of the town.

C.66 Although full implementation of the permitted scheme requires the completion of Junction 9 improvements, phase 1 of the highway works haves been completed. The Council wishes to support the development of this important site and in doing so will work with County Council who have agreed junction improvements.

Policy Bicester 4: Bicester Business Park

Development Area: 29.5 hectares

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

Employment

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

Infrastructure needs

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

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **A distinctive commercial development that provides a gateway into the town**
- **A high quality design and finish, with careful consideration given to layout, architecture, materials, colourings and building heights to reduce overall visual impact**
- **Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the south, and, to the north, Bicester town centre and Bicester Village retail outlet**
- **Consideration of the operational characteristics of the sewage treatment works, including ensuring that there will be no adverse amenity impact on occupiers of the development**
- **Provision for safe pedestrian access from the A41 including facilitating the crossing of the A41 to the north and west, and the provision and upgrading of footpaths and cycleways that link to existing networks to improve connectivity generally and to develop links between this site, nearby development sites and the town centre.**
- **Take account of the Council's SFRA for the site**

- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **Good accessibility to public transport services should be provided for, including the accommodation of new bus stops to link the development to the wider town**
- **A Transport Assessment and Travel Plan to accompany development proposals**
- **A sequential approach should be followed; where possible, buildings should be located away from areas at high risk of flooding but where it is necessary development should be made safe without measures increasing flood risk elsewhere. Up to date information should be used for a Flood Risk Assessment (FRA).**
- **Development that does not encroach within 8m of the watercourse banks**
- **Adoption of a surface water management framework to reduce surface water run off to greenfield rates**
- **Structural planting and landscape proposals within the site to provide for the enhancement, restoration and creation of wildlife corridors and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings, including viewpoints along the A41 to the west and north (where the road is more elevated) and along the southern boundary (important in longer distance views of the site)**
- **Provision of opportunities for Green infrastructure links beyond the development site to the wider town and open countryside**
- **Biodiversity should be preserved and enhanced**
- **The provision of public art to enhance the quality of the place, legibility and identity**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS))specifically attenuation SuDS techniques, taking account of the Council's Strategic Flood Risk Assessment**
- **Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential on site**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary**
- **A soil management plan may be required to be submitted with planning applications**

Strategic Development: Bicester 5 - Strengthening Bicester Town Centre

C.67 Bicester Town Centre and the Primary Shopping Frontage will remain unchanged in this Local Plan (see Map Bicester 5, Appendix 5).

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

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

C.70 The aim of this is to:

- support the viability and vitality of the existing town centre
- encourage economic activity
- assist with the connectivity between the existing town centre, a new Bicester Village Railway Station, Bicester Village and adjoining existing and proposed residential areas
- improve the character and appearance of the centre of Bicester and the public realm.

C.71 Much of the centre, including Sheep Street and Market Square, lies within the Bicester Conservation Area. There are an increasing number of vacancies in Bicester town centre and town centre improvements will contribute towards addressing this issue.

C.72 Partial redevelopment of the town centre has been achieved with the recent Bure Place redevelopment scheme and a second phase of development is planned (see Policy Bicester 6). Phase 1 is anchored by a major food retailer and a new cinema and will provide impetus for further investment. However, work for the emerging Bicester Masterplan has identified how the area to the south of the town centre could also be improved to consolidate and expand the town centre to provide space to help accommodate Bicester's growth needs. It could also enable improvements to the connectivity of the existing town centre with a redeveloped Bicester Village Railway Station, Bicester Village and potential new public open space and provide for improved accessibility to new residential developments to the south of the town.

C.73 In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study. In 2012 a further study was commissioned which identifies the capacity for comparison and convenience retail floorspace in the District up to 2031. No additional capacity for convenience retail floorspace is identified for Bicester on top of the floorspace identified as part of the Bicester town centre expansion (Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2). However, the study does identify more need for comparison retail within the town.

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

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

Policy Bicester 5: Strengthening Bicester Town Centre

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

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

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

The Council will review the town centre boundary through the Local Plan Part 2. Prior to this retail and other main town centre uses will only be supported within the Area of Search if they form part of new schemes which help deliver the aims for central Bicester set out above. In order to maintain the retail viability of the existing town centre, A1 uses should only be small units and form a small part of wider development proposals.

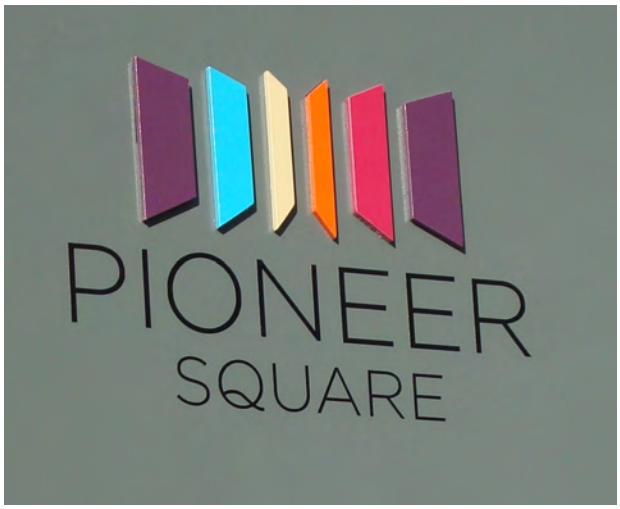
Residential development will also be supported within the Area of Search in appropriate locations.

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

In all cases proposals for town centre uses will be considered against Policies SLE 2, ESD 10 and ESD 15.

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

C.76 The redevelopment of Bicester Town Centre has started with the redevelopment of Bure Place, a site within the town centre bounded by Sheep Street to the east, Manorsfield Road to the west, St. John's Street to the north and Crown Walk to the south.



C.77 A Phase 1 development is now complete and involved the diversion of the town brook and associated landscaping, and the development of a new supermarket, cinema, restaurants, other shops, a car park and a new bus interchange.

C.78 Phase 2 of the redevelopment is to be undertaken as a partnership between the Council, Sainsbury's and Stockdale Land. Oxfordshire County Council will become a partner for phase two with a view to providing a new library and civic offices. The provision of the new civic buildings will provide the opportunity for a new public focal point to be provided and will further assist in improving the attractiveness and vitality of Bicester Town Centre, strengthening the town centre function in accordance with Policy Bicester 5.

Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2

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

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

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

C.80 Some of these deficiencies can be met through improvement to the quality of and access to existing facilities and using existing areas of one type of open space to meet deficiencies in another type. In addition some new provision will be required to meet Bicester's growth; the potential locations will be identified in the Bicester Masterplan and Local Plan Part 2.

C.81 The Playing Pitch Strategy Action Plan (2008) indicated that existing deficiencies in playing pitch provision could be addressed through conversion of adult to junior football pitches, developing dual use agreements for community access to schools facilities, and

new pitches to be provided as part of the committed development at South West Bicester. Existing deficiencies identified in the Green Space Strategy (2008) were partially updated in 2011 (see Appendix 3 Evidence Base). Some of the existing deficiencies in open space provision will require the allocation of land through the Local Plan process, as follows:

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

C.82 The Playing Pitch and Green Space Strategy estimated that the following additional provision was required to meet needs to 2026:

- 4 junior football pitches
- 2 mini-soccer pitches
- 2 additional cricket pitches
- 2 additional rugby pitches
- 7ha park
- 3.4ha natural/semi-natural space through new provision/public access agreements to privately owned sites
- 4.2ha of amenity open space
- 6.58ha of children's play space to be met through new equipped play areas and additional play opportunities using other open space
- 1 Multi Use Games Area
- 3 tennis courts
- 2.6ha of allotments.

C.83 The Playing Pitch and Green Space Strategies were formulated before the amount and preferred distribution of development in Bicester over an extended plan period had been established, and, as a result, future needs are being updated. Indoor sports provision needs are being updated. Initial indications are that there is the potential for provision of an additional sports hall to meet demand to 2031, with some unmet demand for swimming pool provision.

C.84 'Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision','Policy BSC 11: Local Standards of Provision- Outdoor Recreation' and 'Policy BSC12: Indoor Sport, Recreation and Community Facilities' will all be used to help address existing deficiencies in provision and future development needs, in addition to 'Policy Bicester 7: Meeting the Need for Open Space, Sport and Recreation'.

C.85 The proposed strategic allocations shown on the Polices Map (Appendix 5: Maps) will be expected to make provision on site for open space and recreation to meet the needs of the new development. Whilst new development can only be expected to make provision for its own needs, the most effective way of planning for some of the current and future requirements may be through integrating provision with the planning of strategic sites. Overall open space provision and green infrastructure requirements are being examined in more detail as part of the Bicester Masterplan work. Any additional non-strategic allocations required will be contained in the Local Plan Part 2.

C.86 The proposed urban edge park is the continuation of a long term objective to address the poor distribution of open space in Bicester. The policy aims to maximise the value of existing open spaces by increasing their accessibility and linking them to each other through a network of footpaths/cycleways, and create new areas of open space to contribute towards the network of provision, improving green infrastructure links. The core of the network is currently centred to the north, south and east of the town centre, formed by areas such as Pingle Field, Bicester Fields, and land in the Town Council's ownership adjacent to Skimmingdish Lane. Committed development at South West Bicester will contribute to the network. In addition there are a number of areas in private ownership used informally for recreation purposes which contribute to the network, albeit there is currently no secured public access.

C.87 The proposed strategic allocations at North West Bicester, Graven Hill, South West Bicester, South East Bicester and at North East Bicester provide a major opportunity to extend the network around the town, and in combination with the urban edge park should offer the opportunity to help address the existing shortfalls in parks and gardens and natural/semi-natural provision together with some of the estimated future needs of the town. The proposed network will be investigated further to enable land allocations to be indicated in more detail within the Bicester Masterplan and Local Plan Part 2 as appropriate.

C.88 Stratton Audley Quarry (Elm Farm Quarry) is the subject of an extant planning permission for infilling to form a country park, with the planning consent having been partially implemented. In view of the site's designation as a Local Wildlife Site only low intensity recreation use of the site is likely to be appropriate. However the site is close to the edge of Bicester making it easily accessible to the town's residents and could assist in the establishment of long distance links from the town to the villages and countryside beyond.

Policy Bicester 7: Meeting the Need for Open Space, Sport and Recreation

As part of measures to address current and future deficiencies in open space, sport and recreation provision in the town we will:

- **Seek to establish an urban edge park around the outskirts of the town, by protecting the existing network of green spaces and securing new open space and linear route provision linked with public footpaths/cycleways, to create a circular route with connections to the town centre and the countryside beyond**
- **Seek to establish a community woodland between the South West Bicester link road and Chesterton**
- **Encourage proposals for the restoration and use of Stratton Audley Quarry for informal outdoor recreation, provided that the proposals are compatible with the site's designation as a Local Wildlife Site and partial SSSI.**

Strategic Development: Bicester 8 – Former RAF Bicester

C.89 The Former RAF Bicester is an inter-war airfield situated immediately to the north-east of Bicester. Historically it comprised a 'Domestic Site' and 'Technical Site' together with the large open space of the flying field. English Heritage described the site as "the best preserved bomber airfield dating from the period up to 1945". The whole of the site is a conservation area, which was reviewed and extended in 2008, and most of the buildings and structures are protected by listing and scheduling. In addition a Local Wildlife Site and proposed extension to the Local Wildlife Site covers a large part of the site.

C.90 The Council worked with the MOD and English Heritage and prepared a planning brief for the site in 2009. This brief recognises the complex issues, and the unique opportunities, raised by the site and the need to maintain and re-use its historic buildings and the flying field. The brief proposes a 'conservation-led' approach to the site, recognising that finding a use which can best preserve the sensitive historic fabric of the buildings may require a flexible approach in terms of the use to which the buildings are put.

C.91 Planning permission has been granted for the conversion of the Domestic Site to the south of Caversfield village for residential use and this is being implemented. The main technical site and flying field have also recently been sold by the MoD, thereby ending the 'RAF' status of the site.

C.92 Policy Bicester 8 seeks to secure appropriate uses for a long-lasting 'conservation-led' approach to the technical site and flying field. It aims to establish uses that will be complementary to, and help enhance, the character and appearance of the conservation area and the nationally important heritage value of the site. It seeks to encourage a mix of uses that will best preserve the sensitive historic fabric and layout of the buildings and the openness of the grass airfield. However, the need to allow some flexibility in the interests of securing an economically viable future for the site is recognised.

C.93 The Planning Brief indicates that employment uses on the technical site could be appropriate although it does also propose a range of other uses including aviation, museum, cultural, sport and community uses.

Policy Bicester 8: Former RAF Bicester

The Council will encourage conservation-led proposals to secure a long-lasting, economically viable future for the Former RAF Bicester technical site and flying field.

It will support heritage tourism uses, leisure, recreation, employment and community uses. The development of hotel and conference facilities will also be supported as part of a wider package of employment uses.

All proposals will be required to accord with the approved Planning Brief for the site and take into account the Bicester Masterplan.

They must maintain and enhance the character and appearance of the conservation area, protect listed, scheduled and other important buildings, their setting, and protect the sensitive historic fabric of the buildings and preserve the openness of the airfield. The biodiversity of the site should be protected and enhanced and habitats and species surveys (including a Great Crested Newt survey) should be undertaken. The continuation of gliding use will be supported. Opportunities for improving access to the countryside will be encouraged. The Council's SFRA should be considered. Proposals should be considered against Policy ESD 15.

Strategic Development: Bicester 9 – Burial Site Provision in Bicester

C.94 Bicester cemetery is nearing capacity and there is limited opportunity to increase this. It is evident that a site for a new cemetery needs to be secured as a matter of urgency. Bicester Town Council has already undertaken a considerable amount of investigative work and although work is continuing, it is estimated that a site of approximately 4 hectares is required to accommodate a cemetery and area for green burial. It is anticipated that a site will be provided within the North West Bicester Eco-Town area (See Policy Bicester 1: North West Bicester Eco-Town).

C.95 We will continue to work with Bicester Town Council to identify and secure a suitable site as part of strategic development at Bicester, to enable delivery of new burial facilities for the town at the earliest opportunity. Potential land will be surveyed to confirm initial findings on the suitability of ground conditions and inform the decision on where these new burial facilities should be located.

Policy Bicester 9: Burial Site Provision in Bicester

A new cemetery is required to meet the needs of both the existing population and future development in the town. As such developer contributions will be sought from new development in the town towards the establishment of the facility. Further details will be contained in the Developer Contributions SPD.

Detailed investigations will be required to determine the suitability of ground conditions for cemetery use.

Strategic Development: Bicester 10 - Bicester Gateway

C.96 Development on the Bicester Gateway site has the potential to contribute towards building and reinforcing a modern knowledge economy for Cherwell and surroundings, securing a location for science and research and technology transfer and commercial application.

C.97 This site has the potential to be a major high quality employment area at this critical gateway to the town. Being a major development site at the southern edge of Bicester will require exemplary building quality and design to provide a strong sense of arrival to the town and a statement of the sort of economy we have aims to secure for inward investors or local companies in need of land for expansion.

C.98 There is an opportunity to encourage the knowledge economy in Cherwell by enabling businesses which have or want links to the Oxford cluster, as well as direct spin out companies from successful research and development, to locate in Bicester. Oxford is constrained by its historic environment and by the Green Belt. Bicester is only 10 miles from Oxford, with good transport links between the two.

C.99 Development of this site will provide employment in Bicester helping to reduce the number of people out commuting to Oxford and London. The development will also complement the proposed employment development at Silverstone and will form part of the technology corridor from Oxford to Northamptonshire and Oxford to Cambridge.

Policy Bicester 10: Bicester Gateway

Development Area: 18 hectares

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

Employment

- **Jobs created – approximately 3,500. Site constraints may reduce numbers slightly**
- **Use classes – B1 Business uses: high tech knowledge industries.**

Infrastructure Needs

- **Open Space – structured open spaces and planting that provide a strong landscape setting, support SUDs and improvements to the microclimate**
- **Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15.**
- **A well designed modern area with the provision of high quality property to attract and retain 'best in class' technology companies.**
- **A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact.**
- **Conservation and enhancement of the setting of Alchester Roman Town Scheduled Ancient Monument and the setting out of opportunities to better reveal its significance.**
- **Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre.**
- **Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and countryside.**
- **Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan. Good accessibility to public transport services should be provided for.**
- **The provision of a detailed transport assessment tailored to assess in detail the impact of the proposed use class and floorspace on the strategic road network.**
- **Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre.**
- **Accommodation of bus stops to link the development to the wider town.**
- **Maximisation of walking and cycling links to the adjoining mixed use development at South West Bicester as well as the garden centre to the north.**
- **Contribution to the creation of a footpath network around Bicester.**
- **Flood plain land in the eastern parts of the site to be used for informal recreation and ecological benefit in order to enhance Bicester's green infrastructure network, in the form of 'blue corridors' which provide open space near watercourses and provide a natural wetland buffer between the development and the adjacent nature reserve.**
- **Development should not encroach within 8m of the watercourse banks.**
- **Adequate investigation of, protection of and management of priority and protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced. An ecological survey should be undertaken, investigating the cumulative impacts of**

development at this site and at other sites on the Local and District Wildlife Sites in the vicinity.

- Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential close to the site.
- The provision of public art to enhance the quality of the place, legibility and identity.
- Structural planting and landscape proposals within the site to include retention of existing trees and hedgerows, the enhancement, restoration or creation of wildlife corridors, and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.
- A sequential approach should be followed; where possible, buildings should be located away from areas at high risk of flooding but where development is necessary, the development should be made safe without measures increasing flood risk elsewhere. Up to date information should be used for a Flood Risk Assessment (FRA).
- Adoption of a surface water management framework to reduce surface water run off to greenfield rates.
- Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)) specifically infiltration SuDS techniques in the far south western corner of the site, combined infiltration and attenuation techniques in the north western and south eastern areas, and attenuation techniques in the central and north eastern area of the site, taking account of the Council's Strategic Flood Risk Assessment. A Flood Risk Assessment should investigate opening the culverted watercourse that crosses through the east of the site to reduce flood risk and improve its ecological value.
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.
- A soil management plan may be required to be submitted with planning applications.
- Take account of the Council's SFRA for the site.
- No built development will be located in Flood Zone 3b and the principle set out in Policy ESD 6 will be followed.
- Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.
- Planting of vegetation along strategic route ways to screen the noise.

Strategic Development: Bicester 11 – Employment Land at North East Bicester

C.100 The site provides the opportunity to restore the balance of housing and jobs provision in Bicester by providing for B1, B2 and B8 uses in a sustainable location in close proximity to the town's existing areas of employment and residential uses.

C.101 Careful design and landscaping is required to ensure development respects and preserves the setting and character and appearance of the Former RAF Bicester Conservation Area.

Policy Bicester 11: Employment Land at North East Bicester

Development Area: 15 hectares

Development Description: Employment development

Employment

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

Infrastructure Needs

- **Open space – structured open spaces and planting that provide a strong landscape setting, support SUDs and improvement to the microclimate**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15.**
- **Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre.**
- **Good accessibility to public transport services should be provided for including providing bus stops for the site.**
- **Provision of new footpaths and cycleways to connect with the existing footpath/cycleway links around the site including along Skimmingdish Lane, to Launton Road and to services and facilities in Bicester's wider urban area.**
- **Retention and enhancement of existing Public Rights of Way, and the provision of links from the development and Bicester's urban area to the wider Public Rights of Way network.**
- **A green buffer with planting immediately adjacent to the Care Home and beyond this, B1a development to surround the Care home in order to protect residential amenity.**

- **A detailed Transport Assessment to be undertaken and Travel Plan to be provided focusing on maximising access by means other than the private car including demonstration of the provision of adequate cycle parking. Consultation with the Local Highways Authority regarding potential future improvements to Skimmingdish Lane and any design implications for the development frontage.**
- **A high quality, well designed approach to the urban edge which functions as a high profile economic attractor but which also achieves a successful transition between town and country environments.**
- **Buildings that provide for an active frontage to Skimmingdish Lane and a strong gateway at the site entrance.**
- **The site lies adjacent to a designated Local Wildlife Site and a proposed Local Wildlife Site. Ecological surveys must be undertaken to identify habitats and species of value and any mitigation measures required. Features of value, including existing mature hedgerows and important trees, should be preserved, retained and enhanced and the proposals should result in a net gain in biodiversity.**
- **Development that respects the landscape setting, and that demonstrates the enhancement, restoration of creation of wildlife corridors, and contributes towards creation of a green infrastructure network for Bicester.**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.**
- **A comprehensive landscaping scheme to limit visual intrusion into the wider landscape, particularly given the need to conserve the open setting, character and appearance of the Former RAF Bicester Conservation Area.**
- **Conserve or enhance the setting of the RAF Bicester Conservation Area and adjoining Scheduled Ancient Monument.**
- **Preparation of an archaeological and cultural heritage assessment to inform development proposals.**
- **A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact.**
- **The provision of public art to enhance the quality of the place, legibility and identity.**
- **Adoption of a surface water management framework to maintain run off at Greenfield rates.**
- **Take account of the Council's Strategic Flood Risk Assessment for the site.**
- **A Flood Risk Assessment should be undertaken. Use of SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS). Detailed site analysis and ground investigation should be undertaken to establish if infiltration techniques are acceptable; it is likely that attenuation techniques will be more appropriate due to the underlying geological composition and groundwater vulnerability, taking account of**

the recommendations of the Council's Strategic Flood Risk Assessment and the Assessment for the site. Appropriate buffers should be provided alongside surface watercourses.
- **No built development will be located in Flood Zone 3b and the principles set out in Policy ESD 6 will be followed.**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.**
- **A soil management plan may be required to be submitted with planning applications.**

Strategic Development: Bicester 12 – South East Bicester

C.102 The site at South East Bicester consists of mainly open farmland. It is adjacent to a Scheduled Ancient Monument (Wretchwick Deserted Medieval Settlement) and is in the vicinity of the Ray Conservation Target Area which extends into the site to the north. Development on this site will require careful design consideration, due to its location next to the historic asset and proximity to an ecologically important area.

C.103 The landscape studies found the site to have medium-high capacity to accept development in areas apart from those with ecological and archaeological importance. The Council considers the site offers an opportunity for mixed used development to the South East of Bicester that will enable the delivery of important infrastructure in the area to support wider proposals for the town.

Policy Bicester 12: South East Bicester

Development Area: 155 hectares

Development Description: A mixed use site for employment and residential development to the east of the ring road to the south east of Bicester

Employment

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

Housing

- **Number of homes – 1,500**
- **Dwelling mix – to be informed by Policy BSC4: Housing mix**
- **Affordable Housing – 30%**
- **The provision of extra care housing and the opportunity for community self-build affordable housing.**

Infrastructure Needs

- **Health – No on site requirements are anticipated**
- **Open space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC11:Local Standards of Provision – Outdoor Recreation**
- **Access and Movement – contributes to improvements to the surrounding local and strategic road networks. Safeguarding of land for future highway capacity improvements to peripheral routes.**
- **Community facilities – Mixed use local centre to include a multi-use community hall, convenience store and small scale employment premises**
- **Schools – to include the provision of a primary school on site and financial or in kind contributions to secondary school provision**
- **Utilities – off site improvements to utilities may be required.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15.**
- **The development of a comprehensive masterplan for the allocated site in consultation with the Council, Oxfordshire County Council, English Heritage, the Local Nature Partnership (Wild Oxfordshire) and local communities.**
- **Commercial buildings with a high quality design and finish, with careful consideration given to layout, architecture, materials, colourings and to building heights to reduce overall visual impact.**
- **Development proposals should protect cultural heritage and archaeology, in particular the Grade II listed Wretchwick Farmhouse and Wretchwick Deserted Medieval Settlement, a Scheduled Ancient Monument, and incorporate an appropriate landscape buffer, to maintain the SAM's open setting. In consultation with Historic England, appropriate public access and interpretation facilities should be provided.**
- **Provision of open space in accordance with Policy BSC 11: Local Standards of Provision – Outdoor Recreation, particularly to allow for access to the monument.**
- **Retention and enhancement of hedgerows and the introduction of new landscaping features that will ensure the preservation and enhancement of biodiversity. resulting in an overall net gain. Development should demonstrate the enhancement, restoration or creation of wildlife corridors.**

- **A well designed approach to the urban edge, which relates development at the periphery, and affords good access, to the countryside.**
- **The provision of public art to enhance the quality of the place, legibility and identity.**
- **A proposal that is well integrated, with improved, sustainable connections between existing development and new development on this site.**
- **New footpaths and cycle ways should be provided for that link to existing networks and the wider urban area. This includes links from the site into Bicester town centre and to facilitate access to railway stations, secondary schools, other community facilities and places of employment. Connectivity with Launton Road, Langford Village and London Road should be improved.**
- **A legible hierarchy of routes should be established to encourage sustainable modes of travel and the development layout should maximise the potential for walkable neighbourhoods and incorporate cycle routes.**
- **Protection of the line and amenity of existing Public Rights of Way. Connectivity and ease of access from the development to the wider Public Rights of Way network.**
- **Good accessibility to public transport services should be provided for, including a through route for buses between the A4421 Charbridge Lane and the A41 Aylesbury Road, with effective footpaths and cycle routes to bus stops, including a financial contribution towards the provision of a bus service through the site and new bus stops with effective footpaths and cycle routes to bus stops form dwellings and commercial buildings.**
- **A transport assessment and Travel Plan to accompany development proposals.**
- **Public open space to form a well-connected network of green areas suitable for formal and informal recreation.**
- **Provision of opportunities for Green Infrastructure links within and beyond the development site to the wider town and open countryside including appropriate improvements to connectivity between areas of ecological interest.**
- **Adequate investigation of, protection of and management of protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced.**
- **The preparation and implementation of an Ecological Management Plan to ensure the long term conservation of habitats and species within the site.**
- **A scheme, to be agreed with the Council, for the protection of existing wildlife habitats and species during construction of the development.**
- **Ensure that there are no detrimental impacts on downstream sites of Special Scientific Interest through hydrological, hydro chemical or sedimentation impacts.**
- **The northern section of the site within the Conservation Target Area should be kept free from built development. Development must avoid**

adversely impacting on the Conservation Target Area and comply with the requirements of Policy ESD11 to secure a net biodiversity gain.

- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.**
- **A flood risk assessment should include detailed modelling of the watercourses. Development should be excluded from flood zone 3 plus climate change and public open space/recreation areas located near watercourses to create 'blue corridors'.**
- **Take account of the Council's Strategic Flood Risk Assessment for the site.**
- **The incorporation of SUDS (see Policy ESD 7: Sustainable Drainage Systems (SuDS)), taking account of the recommendations of the Council's Strategic Flood Risk Assessment. Detailed site specific analysis and ground investigation to determine whether infiltration SuDS techniques are acceptable; due to underlying geology and groundwater vulnerability attenuation techniques are likely to be required.**
- **Development that considers and addresses any potential amenity issues which may arise – including noise impact from the rail line to the far north. The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances.**
- **The provision of a scheme, to be agreed with the Council, for the appropriate retention and re-use of existing farm buildings.**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.**
- **A soil management plan may be required to be submitted with planning applications.**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**

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

C.104 The majority of the site is part of the River Ray Conservation Target Area. Part of the site is a Local Wildlife Site and is situated to the east of Bicester town centre. It is bounded by railway lines to the north and west. The site comprises individual trees, tree and hedgerow groups, and scrubland/vegetation. The Langford Brook water course flows through the middle of the site.

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

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

C.106 There are risks of flooding on some parts of the site therefore mitigation measures must be considered. There is also a risk of harming the large number of recorded protected species towards the eastern part of the site. Impacts need to be minimised by any proposal. Approximately a quarter of the site is within Flood Zones 2 and 3 therefore any development would need to be directed away from this area.

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

Policy Bicester 13: Gavray Drive (re-adopted)

Development Area: 23 hectares

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

Housing

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

Infrastructure Needs

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

Key site specific design and place shaping principles

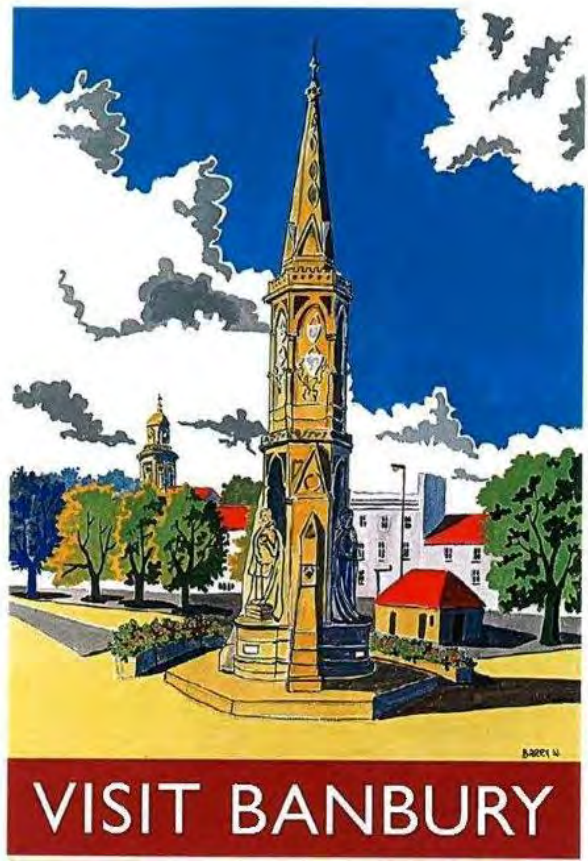
- **Proposals should comply with Policy ESD15.**
- **A high quality development that is locally distinctive in its form, materials and architecture. A well designed approach to the urban edge which relates to the road and rail corridors.**
- **Development must avoid adversely impacting on the Conservation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

- **Protection of the Local Wildlife Site and consideration of its relationship and interface with residential and other built development.**
- **Detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to protect and enhance biodiversity. The preparation and implementation of an Ecological Management Plan to ensure the long-term conservation of habitats and species within the site.**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments.**
- **The preparation of a structural landscaping scheme, which incorporates and enhances existing natural features and vegetation. The structural landscaping scheme should inform the design principles for the site. Development should retain and enhance significant landscape features (e.g. hedgerows) which are or have the potential to be of ecological value. A central area of open space either side of Langford Brook, incorporating part of the Local Wildlife Site and with access appropriately managed to protect ecological value. No formal recreation within the Local Wildlife Site.**
- **Provision of public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation.**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside.**
- **Retention of Public Rights of Way and a layout that affords good access to the countryside.**
- **New footpaths and cycleways should be provided that link with existing networks, the wider urban area and schools and community facilities. Access should be provided over the railway to the town centre.**
- **A linked network of footways which cross the central open space, and connect Langford Village, Stream Walk and Bicester Distribution Park.**
- **Ensure that there are no detrimental impacts on downstream Sites of Special Scientific Interest through hydrological, hydro chemical or sedimentation impacts.**
- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities.**
- **A legible hierarchy of routes to encourage sustainable modes of travel. Good accessibility to public transport services with local bus stops provided. Provision of a transport assessment and Travel Plan.**
- **Additional bus stops on the A4421 Charbridge Lane will be provided, with connecting footpaths from the development. The developers will contribute to the cost of improving local bus services.**
- **Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment.**
- **Provision of public art to enhance the quality of the place, legibility and identity.**

- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.**
- **Take account of the Council's SFRA for the site.**
- **Consideration of flood risk from Langford Brook in a Flood Risk Assessment and provision of an appropriate buffer. Use of attenuation SuDS techniques (and infiltration techniques in the south eastern area of the site) in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's SFRA.**
- **Housing must be located outside Flood Zone 3 and the principles set out in Policy ESD 6 will be followed.**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing.**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.**

C.3 Banbury

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



C.109 Banbury is a market town with an historic core and is expected to see continued growth over the period of the Local Plan. The growing population will have consumer, employment and community needs. Whilst most employment and housing growth will take place on the edge of the town, the Plan seeks to also take active steps to strengthen the town centre. The town centre of Banbury will adapt and evolve to meet the new growth and changing needs, demands and patterns of activity.

C.110 Banbury faces topographic and historic landscape constraints important to the setting of the town including the River Cherwell valley to the east, a steep sided valley and villages to the west, rising landform and village conservation areas to the north and an open aspect and village to the south beyond the Salt Way. These are all barriers to growth that have shaped how the town has grown and which will affect its growth in the future. More recently, the M40 motorway has also become a significant factor in identifying directions of growth and the need for focused urban renewal has become more pressing. The identified strategic development sites in this section of the Plan reflect these constraints and issues; particularly the need to retain Banbury's historic landscape context and character.

C.111 The development of a Masterplan for Banbury, to be adopted as a Supplementary Planning Document (SPD) will provide the means to establish an integrated delivery plan for the growth of the town that respects its setting, meets the needs for a stronger economy, housing and community facilities, and delivers sustainable development. The Council will explore all potential mechanisms, including public-private partnerships, and appropriate powers for the delivery of Local Plan sites and key proposals, to secure the development vision for the town.

Meeting the Challenge of Developing a Sustainable Economy in Banbury

C.112 Banbury's economy is focused on manufacturing, distribution, service industries, local government and health. Generally it has had very low levels of unemployment and a high demand for labour. However, there is a need to further diversify its economy, to attract more highly skilled businesses, to increase the levels of education, training and ambition in the town

and to continue addressing the impact of the recent recession. In recent years the major manufacturers Hella (automotive parts) and SAPA (aluminium) have left the town with the loss of about 800 jobs.

C.113 The key economic issues facing Banbury are:

- ensuring the town remains competitive so that it retains and attracts major employers

- addressing the impact of recession on the unemployment level: the claimant count has reduced in Cherwell since it rose fairly sharply in 2009 but it remains higher in Cherwell than in other rural Oxfordshire Districts. In areas of Grimsbury and Castle Ward and Banbury Ruscote ward unemployment as a percentage of working age population was at 8.2% and 7.4% respectively, again the highest in Oxfordshire.

- the need to improve standards of education and training: five areas within Banbury Ruscote ward and one in Banbury Neithrop are in the worst 10% in England in terms of skills, education and training. GCSE performance is below county and national averages. A third of residents have no qualifications. There is an above average concentration of people employed in low-skilled and lower paid occupations.

- maintaining a strong manufacturing sector but further diversifying the economy and creating more higher skilled and knowledge based job opportunities

- the need to improve the overall attractiveness of the town as a place to live and work

- the need to improve the appearance and vitality of the town centre outside of the Castle Quay shopping centre

- Banbury has undergone considerable growth over the last 20 years and the Council's Economic Development Strategy (2011-2016) (EDS) envisages this as continuing in the long-term. The EDS considers that there will be a reduction in the size of the town's manufacturing sector (in common with UK trends) however since much of this is in higher value and specialised areas which are more dependent upon skilled input, it is of great importance that the sector remains an important local employer. The town has a strong industrial heritage and the EDS sees this evolving over the 21st century into a robust engineering economy driven by flagship sectors such as motor sport and advanced materials.

- some of Banbury's employment areas/sites are in need of investment and there are vacant buildings. Development should take place on existing employment sites wherever possible to help regenerate these and ensure land is used efficiently.

C.114 A key challenge for the Local Plan will be to ensure that the needs of both existing employers seeking to relocate and expand, and new businesses moving to the area can be met, by ensuring that the redevelopment of sites and buildings on existing sites within the town is encouraged by planning policies. This is a particular issue as this Local Plan seeks to regenerate the Canalside area of the town. This 26 hectare area includes a number of existing businesses and it will be important that there are sites and help available to relocate any of these that wish to develop locally.

C.115 Banbury has the largest supply of employment land in the District and the Council's Employment Land Review (2006, updated 2012) identified a range of available sites totalling over 46 hectares. In this Local Plan Bicester will be the focus for new employment land to respond to its significant planned housing growth and to reduce out-commuting. Banbury also has valued landscapes on the edge of the town where growth is not appropriate. Whilst many of the sites in Banbury are non-strategic, one site is considered to be of strategic importance to securing Banbury's long term supply of employment land and is identified in this Local Plan (Policy Banbury 6: Employment Land West of M40). Planning permission has recently been granted for new employment uses on this site. Another site at Junction 11 of the M40 will provide for mixed employment uses. Existing employment sites such as the vacant former Hella site could be occupied by smaller and medium size businesses, such as those that relocate from the Canalside site. Proposals for the town centre set out in this plan will also provide jobs particularly in the retail and leisure sectors.

C.116 Providing for economic growth and diversification is necessary to increase the number of economically active residents, to lower unemployment to pre-recession levels, to provide more training opportunities and to encourage more ambitious educational attainment in Banbury. This will help provide a broader range of employment opportunities and potential access to more highly skilled jobs. Our plan seeks to build on the current manufacturing strength of the town with support for new business units for small-medium enterprises (SME's). We wish to encourage a wider range of employers into the town, particularly higher skilled and higher technology businesses, by providing suitable employment land, delivering regeneration and improving the quality of the built environment, to help create the conditions that will help reduce deprivation and improve the attractiveness of Banbury as a place to live, work and visit.

Strengthening Town Centre Vitality

C.117 This Plan seeks to ensure that the town centre remains the primary focus for new development; particularly retail uses together with other appropriate town centre uses such as employment, community, leisure and residential development being accommodated in accordance with the principles of the NPPF.

C.118 In addition to the town centre there are out-of-centre retail locations including freestanding supermarkets, retail parks and neighbourhood centres. Banbury's role within the District is also supported by Bicester and Kidlington, together with other local centres that provide a hierarchy of facilities to serve Cherwell's population.

C.119 The existing and future role of Banbury has been considered in relation to the competition experienced from other centres outside the District. The principal centres that currently compete with Banbury are as follows:

- Leamington Spa - 22 miles
- Stratford upon Avon - 27 miles
- Oxford - 28 miles
- Northampton - 32 miles
- Milton Keynes - 35 miles.

C.120 These centres generally fulfil a similar role to Banbury within their respective catchment areas, although Oxford and Milton

Keynes are identified as higher level regional centres. Other centres such as Northampton are also growing rapidly which is increasing the level of competition experienced by Banbury (and also Bicester and Kidlington). In addition to this, significant commercial development is being delivered in Oxford City Centre which will significantly enhance the commercial offer in the city centre.

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

C.122 We will strengthen Banbury town centre to be the focus of the town. This plan will ensure that it remains a pleasant place to spend time and a usable space for all members of the community which brings people together and fosters a stronger sense of belonging. This plan builds on the heritage and natural assets of the town, but will also encourage change. It must be a place that people choose to use and enjoy. Therefore we will:

- create more natural flows of people between its various quarters, creating a single whole rather than a group of unrelated parts
- bring together a broad mix of uses including open space, commercial, residential, leisure, shopping, and education, to ensure there is a human dimension throughout the day
- ensure the town is accessible from a variety of transport options
- make features and focal points of our key assets including our waterside areas, and our built and cultural heritage, to create and maintain uniqueness and a sense of community ownership
- promote a wide variety of activities at all times of the year.

C.123 In general terms, mixed-use (residential, commercial and retail) development will be favoured to ensure that there is an active ground floor commercial use.

Meeting the Challenge of Building a Sustainable Community in Banbury

C.124 Banbury faces some challenging community and social issues. Increasing opportunities in the Ruscote, Neithrop and Grimsbury and Castle wards is a priority and many of Banbury's main social issues are related, but not confined, to the complex problems of deprivation. This includes educational attainment, teenage pregnancy, anti-social behaviour, child well-being and access to services and facilities and affordable housing. This Local Plan provides for new development in a way that helps deal with Banbury's social issues and provides necessary community facilities, working in combination with the Council's 'Brighter Futures in Banbury' project which has been established to improve outcomes. In particular, the proposals for area renewal around Woodgreen and the wider Bretch Hill area are concerned with renewing the physical and community fabric of the area, to help reduce social disadvantage, improve health and well-being, educational attainment and employment outcomes. This approach will be extended to other wards within Banbury over the life of this plan and beyond.

C.125 The key community issues facing Banbury are:

- The need to ensure social opportunities increase in a number of wards in Banbury, particularly Ruscote ward and two areas of Banbury Grimsbury and Castle Ward which are in the 20 per cent most deprived areas nationally according to the Index of Multiple Deprivation 2010.

- The need to foster social cohesion, integration and equal opportunity: Banbury has a diverse population, with higher concentrations of people of non-white ethnic origin than elsewhere in the District, many of whom live in the more deprived areas.

- The need to reduce the incidences of teenage pregnancy, anti-social behaviour and to improve educational attendance and attainment.

- The need for a replacement library.

- The need for affordable housing and a more diverse private rented housing sector.

- The need to improve access to services and facilities and to address deficiencies. A new ground is needed for Banbury United Football Club, and the town is lacking 11 junior football pitches, 1 cricket pitch, children's play space, allotments and tennis court provision. There are deficiencies in natural/semi-natural green space. Accessibility to open space and recreation opportunities is also mixed. Improved cultural facilities are also needed.

- Additional open space, sport and recreation provision will also be required to provide for future development needs.

- New cemetery space is also needed.

C.126 The Sustainable Community Strategy emphasises the importance of increasing opportunity across all wards in Banbury, reducing crime, anti-social behaviour and providing affordable housing and better training and employment opportunities. It looks to improve the skills and aspirations of young people and the opportunities open to them. It aims to provide better access for diverse communities to services and the provision of affordable recreational opportunities to help residents of all ages stay healthy. Retention of Banbury's Horton General Hospital remains of particular importance as a valued community facility and given the distance to alternatives.

Meeting the Challenge of Ensuring Sustainable Development in Banbury

C.127 Banbury's rapid post-war and continuing expansion has placed great pressures on its environment. The quality and distinctiveness of Banbury's town centre, its residential areas, green spaces and employment areas are important to the well-being of existing residents and in attracting new businesses and drawing people to the town. Growth has pushed the built-up perimeter of the town close to major landscape and other constraints and managing further expansion is a major challenge. Improving the town's river / canal corridor and continuing with regeneration to improve the environment and make effective and efficient use of land is also

necessary. Banbury has some deficiencies in 'green' infrastructure which also need to be addressed.

C.128 Banbury's key environmental challenges are:

- managing growth in a way that will not unacceptably harm important natural and historic assets
- the need to manage traffic congestion and to provide more opportunities to travel using more sustainable modes
- improving footpaths and cycle ways to encourage walking and cycling
- preserving and enhancing the quality and distinctiveness of the urban area including the historic street pattern of the town centre
- recognising the river and canal as an asset and improving the river / canal corridor to improve the setting of the town centre
- make more efficient and effective use of land and enhance its ecological value
- improving access to natural and semi-natural green space
- the need for more publicly accessible woodland and protecting existing areas of urban woodland
- protecting the ecological value and the historic rural character of Salt Way.

C.129 The major environmental challenges at Banbury are managing growth in a way that will not unacceptably harm areas of sensitive landscape around the town; which will preserve and, where possible, enhance natural and historic assets; plus its green spaces to provide more wooded areas and to minimise the impact of new development on the natural environment which will enhance biodiversity, improve the quality and distinctiveness of the built environment and which will maximise the opportunity for more sustainable traffic management and reducing carbon emissions. In particular we will regenerate land east of Banbury town centre and west of the railway line to improve the setting of Banbury town centre, the river/canal corridor and make effective and efficient use of underused land.

Banbury in 2031

C.130 By 2031, Banbury will have become a larger and more important economic and social focus for its residents, for business, and for a large rural hinterland.

- The town will have a more diverse economic base and new employment areas will have been established with levels of deprivation reduced.
- Over 7,000 new homes will have been constructed by 2031 of which a substantial number will be 'affordable'. New services, facilities and cultural and recreation opportunities will have been provided. A new football ground will have been provided.
- The town centre will be vibrant, regionally competitive and at the heart of the town; a place that builds on our heritage and natural assets. The quality and distinctiveness of the built environment will have improved, particularly as a result of Canalside regeneration and the construction of new urban extensions. There will be more opportunity to travel on foot, by cycle and by bus and traffic management measures will have been implemented.

- There will be more natural and semi-natural open space accessible to the public including new wooded areas and a green corridor or 'lung' will have been created through the town, with effective screening and access.

- Electrification of the railway line through Cherwell will encourage investment and regeneration at Banbury.

C.131 To achieve this vision, our strategy for Banbury is to:

- bring about Canalside regeneration for the benefit of the whole town

- ensure implementation of the permitted urban extension at Bankside

- support the role of the town centre by creating opportunities for further growth to meet the needs of local people

- help reduce the level of deprivation by securing benefits achieved through specific development proposals and by economic growth and diversification

- secure a site that will deliver a new ground for Banbury United Football Club in an accessible location

- provide for new development that will bring with it new open space and recreation opportunities

- plan new development in a way that will improve access to natural and semi-natural green space and promote opportunities for new publicly accessible wooded areas

- provide for new development in accessible locations which will provide good opportunities for improving and accessing public transport services, for delivering and using new cycleways, for travelling on foot and for minimising the impact on the highway network and traffic congestion

What will Happen and Where

C.132 Mixed use strategic development sites delivering housing, services and facilities and contributions to local infrastructure are considered to be the most sustainable way of meeting Banbury's housing needs and addressing the issues facing the town. We have sought to identify sites which will maximise benefits in terms of providing new homes and affordable housing, address deprivation, encourage economic growth and achieve good urban design, and to balance this with the need to minimise the use of natural resources, the harm to nearby villages and the surrounding the landscape, and the pressure on the road network.

C.133 A major strategic site of some 1,090 dwellings has already been permitted for the south east of Banbury at Bankside and will be delivered with a new primary school, park, playing fields, shops, community facilities and employment opportunities. A further extension of the site and the relocation of the town's football club next to the existing rugby club will complete development in this area. The now completed redevelopment of the former Cattle Market site will be complemented by major Canalside regeneration close to the

town centre. An extension to the west of the town will be accompanied by proposals to help the regeneration of the wider Bretch Hill area and extensions to the north of the town will bring about new housing and community facilities.

Strategic Development: Banbury 1 - Banbury Canalside

C.134 Banbury Canalside is the name given to the land between Banbury Town Centre and Banbury Railway Station. The successful regeneration of Canalside and its potential to act as a catalyst for change in the town has been a key component of Cherwell District Council's planning and regeneration aims for a number of years.

C.135 Canalside represents a major opportunity to redevelop a substantial area close to the town centre, to secure improved access to the town's railway station, the reintegration of the canal as a central feature of the town, and to provide new residential, commercial and retail development.

C.136 Canalside is a highly sustainable location for housing development close to the town centre, railway station, bus station, leisure centre, parks, a supermarket, health centre and community centre. Its redevelopment will make effective use of brownfield land, contribute towards the remediation of contaminated land and significantly reduce the need for less sustainable greenfield development on the edges of the town.

C.137 Given the complexities of the site, a separate SPD is in preparation which will form the basis for developing an Action Plan to take forward this regeneration scheme.

Policy Banbury 1: Banbury Canalside

Development Area: 26 hectares

Development Description: Provision of new homes, retail, office and leisure uses, public open space, pedestrian and cycle routes including new footbridges over the railway line, river and canal, and multi-storey car parks to serve Banbury railway station. Re-development would bring about significant environmental benefits in terms of improving the appearance of the built environment, the town centre, and the quality of the river and canal corridor. The wider community will have access to new services and facilities and Banbury's economy will benefit with the increase in the number of visitors to the town.

Housing

- **Number of homes – Approximately 700. Dwelling mix - approximately 70% houses 30% flats. Generally, flats and smaller homes to the north and west of the site, larger family homes to the south and east**
- **Affordable Housing – 30%**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing.**

Employment

- **Land Area - 15,000m2**
- **Use classes - Commercial uses (only limited new B1a office use classes). Town centre uses (in the northern part of the site – see Policy Banbury 7).**

Infrastructure Needs

- **Education – Contributions will be required to primary and secondary education provision**
- **Health – No health requirements anticipated**
- **Open Space – High quality open spaces that follow the canal and river corridor and support greater connectivity of the area and provided in line with Council requirements**
- **Access and Movement – Use of existing junctions at Station Approach (from Bridge Street), Canal Street (from Windsor Street), Lower Cherwell Street (from Windsor Street) and Tramway Road (or a realigned Tramway Road) with a new junction off Swan Close Road provided west of Tramway Road. Provision of a bus only link provided from Station Approach to an extended Tramway Road. Improvements to Windsor Street, Upper Windsor Street and Cherwell Street corridor**
- **Community facilities – Nursery. A contribution towards indoor sports provision may be required.**
- **Utilities – Key constraints to development are located within the area to the east of the Oxford Canal. A twin foul rising main is also present, crossing the site from Canal Street to the football ground and there are also multiple existing services located in other places. The anticipated costs associated with relocating or realigning the other existing apparatus throughout the site are unlikely to be significant or 'abnormal' for a development of this type in a town centre location.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**

- **A distinctive residential proposition for Banbury that integrates well and helps make connections with the adjoining town centre and Railway Station**
- **An appropriate location for higher density housing to include a mixture of dwelling styles and types**
- **A high quality design and use of innovative architecture, including the use of robust and locally distinctive materials, which reflect the character and appearance of Banbury, respect the setting of the retained historic buildings and in particular reference the canal side location**
- **Taking advantage of the accessibility of the town centre, an age friendly neighbourhood with extra care housing and housing for wheel chair users and those with specialist supported housing needs**
- **Retail, commercial and leisure uses focused in the north of the site adjacent to the town centre and station, not including any significant convenience retail**
- **Units sized and located to attract small specialist leisure and niche retailers which combine to create a destination**
- **Selected leisure and entertainment uses including art spaces and galleries, restaurants and cafes**
- **The potential inclusion of live/work units**
- **A noise survey will be required to accompany any planning application**
- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities. New footpaths and cycleways should be provided that link to existing networks, with provision of a designated pedestrian and cycle route from the station to the town centre over the canal and river and a new pedestrian / cycle bridge over the railway**
- **New pedestrian and cycle bridges erected over the Oxford Canal and the River Cherwell to enable and encourage walking and cycling through the site**
- **The River Cherwell should be maintained in a semi natural state and mature trees should remain**
- **Provision of a landscape corridor along the edge of the river to facilitate a footpath and cycleway on one or both sides for the length of the river through Canalside to link the open countryside of the Cherwell Valley to the south with Spiceball Park to the north**
- **Open/urban spaces provided in various locations within the site and new trees planted**
- **High quality open spaces that follow the canal and river corridor and support greater connectivity of the area**
- **The implementation of proposals in the Movement Strategy including improved junction arrangements on Bridge Street and Cherwell Street to improve traffic capacity but also to facilitate pedestrian movement between the town centre and Canalside**

- **Buildings fronting Windsor Street enabling pedestrian permeability of the site to correspond with the proposed highway improvements which include frequent informal crossing points along Windsor Street**
- **Parking provision that complies with County Council's Parking Standards for new Residential Developments Policy and will not exceed maximum standards. Some car free areas or areas of reduced levels of parking with innovative solutions to accommodating the private car**
- **Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway Station and at new bus stops on the site**
- **A transport assessment and Travel Plan to accompany development proposals**
- **Development fronting on to the canal and public access to and from the canal**
- **The continued use of canal boats for leisure purposes with a canal basin and mooring facilities located in the northern part of the site with the opportunity to enhance facilities and mooring in this area.**
- **Preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration or creation of wildlife corridors (recognising the importance of the river and canal corridors)**
- **Retention and integration of the most valuable historic buildings/structures including the Grade II Listed Old Town Hall and the bridge over the river.**
- **The integration of existing historic buildings, which will enrich the environment and maintain the long term character of the area**
- **Public art should be provided and there is the opportunity for this to be creatively engaged through the creative refurbishment of existing buildings and new bridges to the canal**
- **Appropriate treatment and remediation of contaminated land**
- **Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment**
- **Compliance with policies ESD 1-5 on climate change mitigation and adaptation**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Development proposals to be accompanied by a landscape and visual impact assessment together with a heritage assessment.**

Additional requirements for this large complex site include:

- **Development proposals will be expected to be in accordance with a Supplementary Planning Document (SPD) for the site. Ideally proposals should come forward for the whole site accompanied by a detailed masterplan but applications for parts of the site may be permitted provided that they clearly demonstrate their proposals will contribute towards the creation of a single integrated community. Applications**

should cover significant land area within the site in order to achieve continuity in design and delivery of the vision. Reduced levels of open space may be considered if it can be demonstrated that high quality urban spaces are being provided within the scheme and strong links are being provided to the open areas to the north and the south by improvements to the Canal walkway.

- **The Council will expect an application to demonstrate it has complied with the SPD and has taken into account the known or anticipated implications of the proposals on adjoining areas. The Council will expect applications to comply with the requirements for each character area in the SPD, but will not expect applications to necessarily cover the same geographical area.**
- **The Council believes that the most effective and equitable means of promoting development at Canalside will be based on an outline planning application being made by consortia of key landowners and/or their developer partners, supported by a masterplan. It is expected that key landowners will have agreed a means of capturing and mutually benefiting from the uplift in land values as a result of a successful development scheme.**
- **The Canalside area falls primarily within Flood Zones 2 and 3 at present. It has been subject to flooding in recent years and the Environment Agency (EA) has completed a scheme to provide flood alleviation to the town centre. The scheme will provide a defence for flood events up to the 1 in 200 year (0.5% annual probability) by constructing a flood storage area upstream of the town centre and bunds in places in the Canalside area. To assess the potential flood risk in the Canalside area, a level 2 Strategic Flood Risk Assessment has been undertaken to assess both the fluvial flood risk to the development proposals from the River Cherwell and the flood risk associated with the Oxford Canal. This confirms that with the implementation of the Flood Alleviation Scheme and the implementation of other measures on the site the site can be redeveloped safely. Applications will be required to follow the requirements set out in the Strategic Flood Risk Assessment and a detailed Flood Risk Assessment (FRA) for the site will be required with any planning application.**
- **The proposals for Canalside mean that nearly all existing land uses, buildings and businesses could be removed in the long term. One of the Council's key priorities is to ensure that businesses remain in Banbury or the District. The actual amount of land needed to accommodate operational businesses at Canalside is not significant and there are several options available to businesses. In terms of locations where businesses may wish to relocate to this could include within vacant units/premises elsewhere or in new buildings elsewhere. This could include on existing employment sites (through intensification) such as on the former SAPA and Hella sites, or in/on new buildings/sites allocated in the Council's Local Plan or Local Plan Part 2 such as on land near the motorway. The re-development of Canalside will provide businesses with the opportunity**

to expand and invest for the future and the Council's Economic Development team will assist any businesses to relocate. The redevelopment of Canalside is a long term plan and therefore it is possible some businesses may want to remain on a temporary basis for some time. All of the existing businesses could be relocated but the Council will encourage existing businesses which are offices, retail units and community uses which are conducive to the aims of this Policy and the SPD to remain and occupy new buildings on the site, potentially helping them to expand and prosper in this town centre location. A number of the older buildings and the site of former industrial premises, offer considerable opportunities for re-use or re-development for industrial enterprises. Some of the industrial uses (B use classes) could remain and 700 dwellings can be delivered on the site with some of these remaining on the site. The particular uses and businesses that remain will be explored further in the SPD for the site which will include further consultation with landowners and businesses.

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

C.138 The development area East and West of Southam Road at Hardwick Farm is a sustainable location for housing growth on the northern periphery of Banbury. The site is bounded to the east by the M40 and by a cemetery to the west.

C.139 The design of the development will need to respect the landscape sensitivity of the site, especially to the west where only the south east corner of the site is considered suitable for built development. The topography of the area rises to the north and the potential visual impact will need to be addressed. Careful consideration will be needed to the nearby heritage assets including Hardwick House, a listed building and an area of archaeological potential to the north of Noral Way (Hardwick Deserted Medieval Village) in the creation of a high quality neighbourhood.

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

Development Area: 32 hectares

Development Description: The Development Area east and west of the Southam Road is located in a sustainable location, close to existing employment uses and north of Banbury town centre. Residential development (of approximately 600 dwellings) will be permitted provided it can be demonstrated that high quality design has been applied to address the potential landscape/visual impact issues and that careful consideration has been given to minimise the impact on historic assets/ potential archaeological

sensitivity of the sites. A masterplan for the whole development area (east and west) should be submitted which demonstrates that proposals meet with the design and place shaping principles set out below; the masterplan should also demonstrate the successful integration of the development area with the rest of the town as well as an integrated approach between the areas east and west.

Housing

- **Number of homes: approximately 600 including no more than 90 homes to the western side of Southam Road**
- **Dwelling mix: A variety of dwelling types (see Policy BSC 4: Housing Mix)**
- **Affordable Housing - 30%**
- **The provision of extra care housing and the opportunity for community self-build affordable housing.**

Infrastructure Needs

- **Education – primary school required on site, location to be negotiated, with contributions towards secondary school provision**
- **Health – no requirements anticipated**
- **Open Space – to include general greenspace, play space, allotments and onsite or offsite outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision- Outdoor Recreation**
- **Community facilities – ideally an onsite community facility to include a community hall and with potential for a local shop. Off site contributions towards community hall at Hanwell Fields may also be required in addition. However the precise nature of the provision remains to be negotiated.**
- **Utilities – off site improvements to utilities network may be required.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **A high quality residential District for the north of Banbury that is designed in configuration with the landscape setting and well integrated with the adjacent commercial and residential uses**
- **A well considered approach to mitigating the landscape sensitivities through good design, including consideration of lower density building typologies, building height and form**
- **Development that respects the landscape setting with particular attention to the west of Southam Road where the visual sensitivity is considered to be greater. Careful consideration should be given to address the topographical changes on the site to ensure minimal visual impact**

- **The landscape sensitivity needs to be fully understood and should include a full landscape and visual impact assessment which establishes the zones of visual impact and the development envelope**
- **A lower housing density is anticipated on parts of the site due to landscape constraints**
- **Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features (e.g. green buffer along the watercourse) to enhance, restore or create wildlife corridors and therefore preserve, enhance and increase biodiversity in the area**
- **A great crested newt survey will be required**
- **An archaeological survey will be required due to close proximity to heritage assets. Development should respect and have minimal impact on the historic environment, including listed buildings (Hardwick House) and area of archaeological potential north of Noral Way (Hardwick Deserted Medieval Village)**
- **Layout of development that enables a high degree of integration and connectivity between new and existing communities**
- **New footpaths and cycleways should be provided that link to existing networks, the wider urban area and community facilities, with a legible hierarchy of routes to encourage sustainable modes of travel**
- **Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site with buses stopping at the railway station and at new bus stops on the site**
- **A transport assessment and Travel Plan to accompany development proposals**
- **Consideration needs to be given to the traffic calming of Southam Road, including safe pedestrian crossing points and provision for walkers and cyclists to ensure ease of movement between the two sites.**
- **Development that considers and addresses any potential amenity issues which may arise- including noise impact from the M40 (forming the north-east boundary), and any issues arising from the crematorium (to the north). The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances**
- **Public open space to form a well-connected network of green areas within the site suitable for formal and informal recreation, with the opportunity to connect to the Cherwell Country Park (Policy Banbury 14: Cherwell Country Park)**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside**
- **The provision of public art to enhance the quality of the place, legibility and identity**
- **A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside**

- **The incorporation of SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the Council's Strategic Flood Risk Assessment. The Council's Level 2 SFRA recommends for the east of Southam Road; combined infiltration and attenuation techniques are likely to be suitable in the north western corner, central and eastern areas, and attenuation SuDS techniques for the western, north eastern, south western, and south eastern areas. To the west of Southam Road, the Level 2 SFRA recommends combined infiltration and attenuation techniques are suitable for the north eastern corner, with the rest of the area incorporating attenuation SuDS techniques**
- **The Council's Level 2 SFRA asks for the adoption of a surface management framework as part of the masterplan to reduce surface water runoff**
- **The requirements in the level 2 SFRA need to be considered including the provision of dry access and egress and taking into account the Council's Emergency Plan**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan.**

Strategic Development: Banbury 3 - West of Bretch Hill

C.140 Helping to create opportunity for all and positively renew and regenerate areas with challenging social conditions in parts of Banbury is important to the delivery of the objectives of the Local Plan. This strategic development to the west of Bretch Hill will positively contribute to improving opportunities in western Banbury by providing new housing and associated facilities and improvements to the built environment. It will also enhance the built environment and provide opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

C.141 Accommodating development in this area has challenges due to issues of landscape sensitivity. The ridges and slopes and historic environment to the west of Banbury, and the rural character of, and important views from, the Banbury Fringe Circular Walk in this area will all warrant a very carefully designed development. The boundary of the site shown extends to Stratford Road to the north and the bridleway to the west. However, the whole of this area will not be developed. It is important that the rural character of the bridleway is maintained and that open space and landscaping is used to protect the character, appearance and setting of the Drayton Conservation Area, the listed Drayton Arch, the registered Wroxton Abbey Historic Park and Garden and the listed Withycombe Farmhouse to the south. The relationship with the wider landscape will also need careful consideration. Whilst some impact will be inevitable, the wider growth of the town and potential community benefits are considered to be overriding justification for strategic development in this area.

Policy Banbury 3: West of Bretch Hill

Development Area: Approximately 26.5 hectares

Development Description: Land west of Bretch Hill will be developed with approximately 400 homes to provide an integrated extension to the Bretch Hill area, to provide a mix of housing together with physical and social infrastructure.

Housing

- **Number of homes: Approximately 400**
- **Dwelling mix – to be informed by Policy BSC4:Housing Mix**
- **Affordable Housing – 30%**
- **The provision of extra care housing and the opportunity for community self build affordable housing.**

Employment

- **Inclusion of some small scale enterprise space.**

Infrastructure Needs

- **Education – contributions will be required towards the expansion of existing primary schools. Contributions may also be sought towards provision of additional secondary school places.**
- **Health – improvements to existing surgery/on site provision**
- **Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC 11: Local Standards of Provision- Outdoor Recreation**
- **Access and Movement - A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and identify mitigation measures. The existing Bretch Hill bus service may need amending/improving to serve the site. Vehicular access to the site should be provided from the existing development to the east of the site depending on the movement strategy of the Banbury Masterplan.**
- **Community facilities – contributions will be required towards the improvement of existing community facilities in the area. This will include a contribution towards improvement of indoor sports provision at Woodgreen.**
- **Police- Thames Valley police will require an on site drop in facility (or alternative contribution)**
- **Utilities – off site improvements to utilities network may be required.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15. An archaeological survey will be required.**
- **Development must respect the landscape setting, particularly the major ridgeline to the west of the site and the undulating landscape to the south-west. A landscape and visual impact assessment will be required.**
- **Development must respect the historic environment, including listed buildings (Withycombe Farmhouse, Drayton Arch and Park Farm Barns), Drayton Conservation Area and Wroxton Abbey parkland and their settings. Development must respect and enhance significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduce new features to enhance, restore or create wildlife corridors. Ecological surveys should be used to identify wildlife corridors and features to be protected, including badger, bat and bird surveys. Overall, biodiversity should be preserved and enhanced.**
- **Existing trees and hedgerows and the area of woodland in the north east corner of the site should be retained**
- **New planting will be required to take place at an early stage to ensure planting is established prior to development being completed**
- **A well designed and soft approach to the urban edge will be required, which relates development at the periphery to its sensitive landscape setting and affords good access to the countryside. The development should improve the appearance of Banbury's western edge within the landscape**
- **The development layout should enable a high degree of integration with the Bretch Hill area to the east and connectivity between new and existing communities, including the provision of footpaths and cycleways that link with existing networks.**
- **New footpaths and cycleways should be provided that link to existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel**
- **Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops**
- **A transport assessment and Travel Plan to accompany development proposals**
- **Development should bring about wider community benefits for the Bretch Hill area**
- **Proposals should include provision of extra care housing and the opportunity for self-build affordable housing**
- **A layout that maximises the potential for walkable neighbourhoods with a legible hierarchy of routes. Existing public rights of way should be preserved and enhanced.**
- **A green buffer should be provided either side of the bridleway that marks the western boundary of the site, to safeguard the rural character of the bridleway marking the western boundary of the site and forming part of**

the Banbury Fringe Circular Walk which should be maintained and kept separate from the development

- **Public open space should form a well connected network of green areas within the site suitable for formal and informal recreation and connected with wider strategic landscaping. This should protect the landscape setting and provide a green north/south linear park along the western portion of the site. Formal recreation would be best located at the northern end of the site**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside**
- **Careful consideration should be given to the relationship of the development with existing streets and houses to the east**
- **Careful consideration should be given to the relationship between the existing edge of Bretch Hill and new development to ensure that the impact on existing residents is minimised**
- **Careful consideration should be given to building heights in relation to the landscape setting**
- **The provision of public art to enhance the quality of the place, legibility and identity**
- **A surface water management framework should be prepared to maintain runoff rates to greenfield run off rates and volumes**
- **Sustainable drainage should be provided for, including the use of SuDS in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)'. The Council's Strategic Flood Risk Assessment and a site specific flood risk assessment should include consideration of whether infiltration SuDS techniques are suitable or whether attenuation techniques would be appropriate, informed by a site geological investigation**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan will be required.**

Strategic Development: Banbury 4 - Bankside Phase 2 (Links to Policy Banbury 12: Land for the Relocation of Banbury United FC)

C.142 A south-eastern urban extension to Banbury, providing some 1,090 new homes, has been granted planning permission and will be developed over the coming years.

The development will change the existing rural character of the area north-east of Bodicote on the eastern side of Oxford Road but will provide much needed family homes, including affordable housing. It will also bring about new services and facilities, canalside facilities, and an extensive area of public open space. In this changing context, there is capacity for this area to receive some additional development.

C.143 A Phase 2 development in this area would enable the consolidation of new infrastructure such as school provision, sport facilities and public open space together with the Phase 1 scheme. Land adjacent to the site would also be available to provide a new football ground for Banbury United to replace the existing ground which would be redeveloped as part of the proposals for Canalside (Policy Banbury 1: Banbury Canalside). This would provide the potential for some joint sharing of facilities such as car parks with the Banbury Rugby Club already located off Oxford Road at Bodicote.

C.144 The Phase 2 site comprises mostly 'Best and Most Versatile' agricultural land (grade 2 with some grade 3b). However, the site has relatively low landscape sensitivity, no substantive flooding issues, and relatively few ecological constraints. Development will provide the opportunity to enhance biodiversity in this area including through the possibility of surface water attenuation as part of a Sustainable Urban Drainage System (SuDS)

C.145 The site will benefit from the provision of new services and facilities, a new employment area and a large valley park to be provided within Phase 1. There is potential to extend Phase 1 bus services, cycleways and footpaths to provide good accessibility to key destinations in the south of the town, particularly secondary schools, a major supermarket, GP surgeries and the hospital.

Policy Banbury 4: Bankside Phase 2

Development Area: 27 hectares

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

Housing

- **Number of homes – Approximately 600**
- **Dwelling mix – to be informed by Policy BSC4: Housing Mix**
- **Affordable Housing - 30%**
- **The provision of extra care housing and the opportunity for community self-build affordable housing.**

Infrastructure

- **Education – contribution to expansion of Phase 1 school and contributions to secondary education provision**
- **Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12**
- **Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation'. Account will be taken of open space provision in the Phase 1 scheme.**

- **Access and Movement – bus route extension from Phase 1**
- **Community facilities – local centre, contributions towards the enhancement of community facilities to be provided as part of phase 1 may be preferable to a community facility being provided on site. A contribution towards indoor sports provision may be required.**
- **Utilities – extension and enlargement of Phase 1 connections and pumping station if required.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **Layout of development that enables a high degree of integration and connectivity with Bankside Phase One**
- **A layout that maximises the potential for walkable neighbourhoods with a legible hierarchy of routes with footpaths and cycleways provided on site with good linkages for cyclists and pedestrians to the wider urban area, existing networks and community facilities**
- **Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops and the provision of a bus route through the site**
- **A Transport Assessment and Travel Plan to accompany development proposals**
- **Development that respects the identity of Bodicote village**
- **Development that respects the Cherwell Valley landscape setting, the importance of Banbury's southern approach, and which protects important views from the south and east**
- **Development that ensures that important valley views from the park within Phase 1 are secured and retained**
- **A surface water management framework and the incorporation of attenuation Sustainable Urban Drainage Systems (SuDS) in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)' and taking account of the recommendations of the Council's Strategic Flood Risk Assessment, to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)**
- **The retention of the line of Ash trees on the site's western boundary**
- **The protection of other important trees, the retention of hedgerows where possible to provide wildlife corridors, and the preservation and enhancement of the biodiversity value of the site. Development should demonstrate the enhancement, restoration or creation of wildlife corridors**
- **Public open space to form a well-connected network of green areas within the site suitable for formal and informal recreation. Outdoor sports provision should ideally be located in close proximity to the existing pitch provision at Banbury Rugby Club or the proposed relocation site for Banbury United Football Club (Policy Banbury 12: Land for the Relocation of Banbury United FC)**

- **Layout and design that ensures a satisfactory relationship between this development site and the proposed relocation site for Banbury United Football Club**
- **Development of the Design Code for Phase One with careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages. A well designed approach to the urban edge, which relates development at the periphery to its rural setting, creates clearly defined but soft boundaries, and affords good access to the countryside**
- **Protection of the rural character of the Public Right of Way along the site's southern boundary**
- **A green buffer to be provided to the north and east of the development and to the south to the east of the Rugby Club**
- **The incorporation of well-designed noise attenuation techniques in view of the site's proximity to the M40 motorway**
- **Provision of public art to enhance the quality of the place, legibility and identity**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Consideration of potential linkages to the Bankside Phase 1 community park and linear park identified under Policy Banbury 11**
- **Retention and enhancement of existing Public Rights of Way, and the provision of links from the development and Banbury's urban area to the wider Public Rights of Way network including the Oxford Canal Towpath**
- **Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**

Strategic Development: Banbury 5 - North of Hanwell Fields

C.146 An area of land to the north-west of Banbury has been identified for development as an extension to the recent Hanwell Fields development. The 26 hectare site lies immediately north of Dukes Meadow Drive, a carefully designed residential spine road which links Warwick Road to the west (adjoining the site) with Southam Road to the east. The road presently marks the northern extent of the town. The site will be developed in a planned, coordinated, integrated way using a single masterplan for the area as a whole.

C.147 The site benefits from its proximity to employment areas, a secondary school, supermarkets and a retail park in the north of the town. It is large enough to accommodate some small scale employment uses in addition to providing local services and facilities to complement those nearby in Hanwell Fields and to the south in Hardwick. It can be readily connected to, and integrated with, existing residential development to the south and there is also the potential to improve local bus services to the wider area.

C.148 The site includes grade 2 and 3a 'Best and Most Versatile' agricultural land and has ecological value in its small areas of woodland, hedgerows and semi-improved grassland. Bats and badgers have also been recorded. Whilst the site is of some landscape value it is considered capable of accommodating some development and has no flooding issues. There is scope for wildlife mitigation and biodiversity enhancement through the replacement and improvement of existing features and the extension of green corridors.

C.149 Hanwell village is situated about 500m to the north and the southern boundary of its Conservation Area is approximately 400m from the site. The village also hosts a community observatory. Development of the site can be achieved without harm to the character and appearance of the Conservation Area but the existence of a local ridgeline means that new houses could protrude into the skyline when viewed from the north. Careful design will therefore be necessary to ensure harm to the historic environment is avoided and the impacts on the character of the rural area and local amenity are minimised. This should include the enhancement of the band of semi-mature trees on the site's northern and western boundaries and detailed consideration of building heights and lighting schemes. The improvement of woodland to the north would help permanently establish a green buffer between the site and Hanwell.

C.150 It will also be important that development respects the design and layout of the Hanwell Fields development, sits well in the rural landscape, and ensures that a 'soft' urban edge is created in view of the site's prominent position at a northern gateway to Banbury.

C.151 Land North of Hanwell Fields has been identified as having the potential to provide up to 544 homes and associated services, facilities and other infrastructure, set out in the policy below.

Policy Banbury 5: North of Hanwell Fields

Development Area: 26 hectares

Development Description: Located at the northern edge of Banbury, this residential-led strategic development site will provide approximately 544 dwellings with associated facilities and infrastructure in a scheme that demonstrates a sensitive response to this urban fringe location.

Housing

- **Number of homes – Approximately 544**
- **Dwelling mix – to be informed by Policy BSC4:Housing Mix**

- **Affordable Housing - 30%**
- **The provision of extra care housing and the opportunity for community self build affordable housing.**

Infrastructure Needs

- **Education - contributions will be required towards the expansion of existing primary schools. Contributions may also be sought towards provision of additional secondary school places.**
- **Health – Health needs would be best met by expansion/improvement of existing surgeries or development of a branch surgery**
- **Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in 'Policy BSC 11: Local Standards of Provision- Outdoor Recreation'. Additional playing pitches can be provided towards the western edge, and children's play space on a phase by phase basis**
- **Access and Movement – Access off existing roundabout and Warwick Road. Extension and improvement of existing bus services.**
- **Community facilities – A contribution towards indoor sports provision may be required**
- **Utilities – Two new electrical substations will be required; Hanwell Fields water booster station will need to be upgraded, Hardwick Hall booster pumps will need to be upgraded, SuDS will be required, off-site improvements to the sewerage networks may be required**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **Layout of development that enables a high degree of integration and connectivity with the Hanwell Fields development to the south**
- **A high quality residential District for the north of Banbury that is designed with consideration to the landscape setting and well integrated with the adjacent residential area**
- **Development should actively address Dukes Meadow Drive, providing active frontage and surveillance onto this route**
- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities**
- **New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel**
- **Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site and new bus stops on the site**
- **Provision of a transport assessment and Travel Plan including to maximise connectivity with existing development, including linkages with and**

improvements to existing public transport servicing Hanwell Fields and the Hardwick area
- A well designed, 'soft' approach to the urban edge, which integrates with the design and layout of the Hanwell Fields development and which respects the rural, gateway setting
- The maintenance of the integrity and quality of the strategic landscaping for the Hanwell Fields development
- Retention of the two Public Rights of Way and a layout that affords good access to the countryside
- Retention and enhancement of the semi-mature band of trees on northern and western boundaries and establishment of a green buffer between the site and Hanwell village
- Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation
- Provision of Green Infrastructure links beyond the development site to the wider town and open countryside
- Detailed consideration of ecological impacts, wildlife mitigation including relocation of a bat roost and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity
- Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features
- Careful design of the height and extent of built development to minimise adverse visual impact on the setting of Hanwell village and Hanwell Conservation Area
- An archaeological survey will be required due to close proximity to heritage assets
- Provision of appropriate lighting and the minimisation of light pollution in order to avoid interference with Hanwell Community Observatory based on appropriate technical assessment
- Provision of public art to enhance the quality of the place, legibility and identity
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- Use of attenuation SuDS techniques (and infiltration techniques in the south eastern area of the site) in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment
- The provision of extra-care housing and the opportunity for community self-build affordable housing
- If necessary, the satisfactory incorporation of 3 existing dwellings into the scheme
- A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan

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

Strategic Development: Banbury 6 – Employment Land West of M40

C.152 The Council's aspirations for a new strategic employment site in this highly prominent location adjoining the M40 motorway and close to Junction 11 are in the process of being released. Planning permission for B2 and/or B8 uses on 5.5 hectares of land in the northern part of the site has been implemented. A planning application has now been approved on the land extending further south covering most of the allocation in the Local Plan. If any new applications are submitted for the site the following policy will apply.

C.153 The strategic road network and local distributor routes can be readily accessed from this area and be done so avoiding lorry movements through residential areas. Although an edge of town site, it is also within walking distance of the town centre

and bus and railway stations. Development in this area provides an opportunity for high visibility economic investment, the remediation of land that is potentially contaminated (tertiary treatment of sewage), and the bringing into effective use land that would otherwise be unsuitable for residential purposes due to the impacts of neighbouring land uses. Land will be reserved for a new road connection that enables traffic to bypass the town centre, enabling more sustainable movements within other parts of the town.

C.154 Policy Banbury 6 therefore seeks to deliver this land for economic development in the interest of delivering jobs and investment in a highly sustainable location.

Policy Banbury 6: Employment Land West of M40

Development Area: 35 hectares (in total)

Development Description: Located on the eastern edge of Banbury in an important position adjoining the M40, this strategic site provides for 35 hectares of mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy expressed in the Economic Development Strategy.

Employment

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

Infrastructure Needs

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

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **A high quality commercial District for the east of Banbury that has high connectivity to major transport routes and is well integrated with the adjacent commercial uses**
- **Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre**
- **Provision of new footpaths and cycleways that link to existing networks**
- **Protection of the amenity of the public footpath network including satisfactory treatment of existing footpaths on the site and diversion**

proposals where appropriate. Development should seek to connect the site to the existing footpath network to the west and east.

- Good accessibility to public transport services should be provided for
- Contributions to the cost of establishing bus services to this area, linking with residential parts of Banbury, to reduce over-dependence on the car and consequent congestion on the road network
- Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to the strategic road network
- Development that reserves the land for a future highway connection to bypass the town centre
- A high quality, well designed approach to the urban edge which functions as a high profile economic attractor but which also achieves a successful transition between town and country environments
- Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments
- Development that respects the landscape setting, that demonstrates the enhancement, restoration or creation of wildlife corridors, and the creation of a green infrastructure network for Banbury
- A comprehensive landscaping scheme including on-site provision to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape, particularly given the key views afforded into the site from higher ground in the wider vicinity
- Adequate investigation (through an ecological survey) treatment and management of protected habitats and species onsite to preserve and enhance biodiversity including habitat creation
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to reduce overall visual impact
- The height of buildings to reflect the scale of existing employment development in the vicinity
- Provision of public art to enhance the quality of the place, legibility and identity
- An archaeological survey will be required due to close proximity to heritage assets
- Development must not adversely affect the significance of the Banbury No 9 Filling Factory Scheduled monument on the east side of the M40 or the associated archaeological remains of the filling factory on the west side of the motorway, which although not scheduled, are regarded by English Heritage as being of national importance and which therefore should be considered in the same way as a Scheduled Monument.
- Take account of the Council's Strategic Flood Risk Assessment for the site
- Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), specifically attenuation SuDS

techniques, taking account of the recommendations of the Council's Strategic Flood Risk Assessment
- Development should be rolled back to outside the modelled Flood Zone 3 envelope to create 'blue corridors' which provide public open space / recreation areas near watercourses
- Adoption of a surface water management framework to reduce run off to greenfield rates
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5
- An assessment of whether the site contains contaminated land including a detailed site survey where necessary
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.
- A soil management plan may be required to be submitted with planning applications.

Strategic Development: Banbury 7 - Strengthening Banbury Town Centre

C.155 Banbury town centre is the largest shopping and service centre in the hierarchy of the District's centres. It is a regional centre which draws in visitors from south Warwickshire, and south Northamptonshire, as well as from a rural hinterland within Oxfordshire. The town centre has substantial shopping floorspace as well as leisure, cultural, commercial and civic uses.

C.156 The historic heart of the town centre is the Market Place, and much of the town centre lies within the Banbury conservation area. The town centre has, however, grown significantly in recent years to the east with the opening of the Castle Shopping Centre in 1974 and its expansion into the Castle Quay Shopping Centre in 2000. There are an increasing number of vacancies in Banbury town centre. Focusing development in the town centre will contribute to addressing this issue.

C.157 The Council has worked with the Banbury Town Centre Partnership to develop a strategy for Banbury and this has informed the preparation of the Local Plan. The spatial strategy identifies a vision for the town centre and from this a number of themes emerge:

- We need to create more natural flows of people between the various quarters of the town centre.

- We need to encourage a broad mix of uses within the town centre and ensure there is a 'human dimension' throughout the day.
- The town centre should be accessible by a variety of transport options.
- We should make the most of our assets (our waterways, built and cultural heritage) using features and focal points to create and maintain the uniqueness and sense of community ownership.
- We should promote a wide variety of activities at all times of the year.
- We need to reflect and adapt to changes yet protect the asset of the town centre.
- The Retail Assessment carried out in 2012 identified a number of sites where it was considered that there is development potential. This work has been further supported by other work for the Canalside, Bolton Road and Spiceball Development Areas. On the basis of this work, the following sites are identified as being of strategic importance in meeting the Plan's objectives:
    - Canalside (Policy Banbury 1) - This area is identified as a strategic housing allocation to deliver a housing-led mixed-use regeneration of this area. This area will form an important link between the railway station and new housing to the south and the heart of the town centre.
    - Bolton Road Development Area (Policy Banbury 8) - This is a major opportunity for the regeneration of this area through mixed use development.
    - Banbury Spiceball Development Area (Policy Banbury 9) - Including land at the former Spiceball Sports and Leisure Centre, this site provides a unique opportunity to regenerate this area and introduce new retail and provision for the night economy as well as improved arts and cultural uses within an expanded town centre.

C.158 Land at Calthorpe Street also provides the opportunity to regenerate this historic part of the town centre which has experienced vacancies. It provides the opportunity to deliver a mixed use scheme including car parking. Opportunities for the site will be explored further in the Banbury Masterplan.

C.159 In addition, the Banbury Bus Station is an important site that links the existing Castle Quay shopping centre, Canalside and the Spiceball Development Area. It will be redeveloped within this plan period as part of a major investment programme to strengthen the town centre.

C.160 The boundary for the town centre is to be extended to facilitate additional town centre development that will broaden the attraction of central Banbury and assist economic growth. The existing boundary combines the town centre shopping area and town centre commercial area as previously set out in the Non-Statutory Cherwell Local Plan 2011 (see Map Banbury 7, Appendix 5).

This Local Plan extends the town centre to include the Spiceball Development Area (Policy Banbury 9).

C.161 The Plan also includes an area of search in the interest of extending the town centre into the northern part of the Canalside site (Policy Banbury 1) which includes the railway station. The regeneration of the Canalside area provides an opportunity to improve the attractiveness of the eastern edge of the town centre and take advantage of the river and canal corridor. Detailed planning of the Canalside area is continuing and therefore an area of search has been identified for further consideration in the Local Plan Part 2. This will be supported by further work through the Banbury Masterplan and Canalside SPDs.

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

C.163 The Primary Shopping Frontage is that defined in the Non-Statutory Local Plan 2011 (reproduced at Map Banbury 7, Appendix 5). Any further, non-strategic review of the Town Centre Shopping Area, the Town Centre Commercial Area or the Primary Shopping Area will be undertaken through preparation of Local Plan Part 2.

C.164 In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study and this identifies the capacity for comparison and convenience floorspace in each of the District's urban centres up to 2026. In the light of recent changes facing the retail sector this study has itself been followed by a further examination of retail needs through to 2031 and the opportunity that exists to strengthen Banbury's retail offer. In 2012 a study was commissioned and produced by CBRE which identifies the capacity for comparison and convenience retail floorspace in the District to 2031. A strategy for sites to accommodate retail floorspace is identified for Banbury. With proposals at Spiceball expected to deliver a new supermarket and some A3 uses and Bolton Road proposed to deliver new dwellings on a significant proportion of the site, land at Calthorpe Street is likely to contribute to ensuring that the retail needs of an expanding town are met. Following the CBRE study our Plan aims to help strengthen the retail base of the town centre, supporting the growth of retailers, particularly independent retailers and the night economy, to encourage dwell time and help generate new employment. The Local Plan identifies land within Banbury town centre that will help meet Banbury's identified need as well as positioning Banbury to compete on a regional basis.

Policy Banbury 7: Strengthening Banbury Town Centre

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

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

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

Only A1 and A3 uses will be permitted on the ground floor in the primary shopping frontage. Residential development will not be permitted within the primary shopping frontage unless above ground floor level.

The Council will identify an extension to the Town Centre within the defined 'Town Centre Extension - Area of Search'. Prior to this retail and other main town centre uses will only be supported within the 'Area of Search' should they form part of a package of proposals to help deliver the aims for Banbury Canalside and be in accordance with Policy Banbury 1.

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

Strategic Development: Banbury 8 – Bolton Road Development Area

C.165 Land at Bolton Road will be developed to provide new shopping, residential and other town centre uses. The site lies immediately to the west of the Castle Quay Shopping Centre and to the north of Parsons Street. It comprises a large multi-storey car park, a number of smaller car parks and service areas associated with commercial units fronting Parsons Street, a former car repair workshop, a Bingo Hall and a number of historic outbuildings.

C.166 The PPS6 Assessment carried out for the Council in 2006, its subsequent review 'The Retail Study Update 2010' and the initial Bolton Road site analysis identified that this site could offer suitable accommodation for larger retailers and should be given the greatest priority by the Council. The site offers an ideal opportunity to provide significant additional retail floorspace adjacent to the current Shopping Centre and presents the potential to provide a link through to Parsons Street to improve pedestrian circulation in this area capitalising on the recent pedestrianisation of Parsons Street.

C.167 The Council is preparing a masterplan for the Bolton Road site in the form of a Supplementary Planning Document (SPD). It will set out the capacity and mix of uses that should be supported on the site to ensure a comprehensive and viable scheme that sits well with the Conservation Area that it sits alongside. The aim is to secure a mix of convenience and comparison shopping on the site, together with other uses including high quality residential and leisure uses at the heart of Banbury. The site will connect and integrate with the Castle Quay shopping centre, and link through to Parsons Street, strengthening the role of the independent sector to increase footfall. We intend to secure a high quality mixed use development on the site which would also provide the option for food retailing. The site provides the opportunity to provide high quality residential development in a town centre location.

Policy Banbury 8: Bolton Road Development Area

Development Area: 2 hectares

Development Description: Bolton Road is located in a prominent location on the northern edge of Banbury Town Centre. The Council will seek the redevelopment of the area to include a range of town centre and high quality residential uses that will regenerate and enliven this part of the town centre. Proposals should respect and enhance the historical setting, and include the creation of a high quality public realm, which ensures successful integration and connectivity with the rest of the town centre.

Employment

- **Use classes:**
    - **Retail: including small scale class A1, A3 including boutique stores**
    - **Hotel (C1)**
    - **Leisure (D2)**
    - **Ancillary Residential (C3)**
    - **Car parking.**

Housing

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

Infrastructure Needs

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

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **A high quality landmark mixed use development in Banbury Town Centre that will support the regeneration of this area and its integration in to the wider town centre**
- **Pedestrian and cycle linkages that enable a high degree of integration and connectivity with existing networks, particularly between Parsons Street,**

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

- **Residential development that is designed to a very high quality considering the impact on the conservation area**
- **A transport assessment and Travel Plan to accompany development proposals**
- **Provision of high quality routes to allow for accessibility to public transport services and sustainable modes of travel**
- **A high quality design, with the use of high quality materials in light of the adjoining historical setting**
- **A design which respects and enhances the conservation area and the historical grain of the adjoining areas especially the Grade II listed building to the west of the site**
- **The creation of a high quality public realm with careful consideration of street frontages and elevation treatment to ensure an active and vibrant public realm**
- **Height and massing sensitive to the surroundings, ensuring there is no adverse effect on important views/vistas**
- **There is an opportunity for low key, high end development, formed along new lanes that connect the area to Parsons Street**
- **Architectural innovation is expected where large scale buildings and car parking areas are proposed to ensure that these objectives are met**
- **Provision of public art to enhance the quality of the place, legibility and identity**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **The incorporation of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), taking account of the Council's Strategic Flood Risk Assessment**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**

Additional requirements for this site include:

Development proposals will be expected to be in accordance with a Supplementary Planning Document (SPD) for the site. A comprehensive approach to site planning and delivery is preferred with proposals being for the whole site accompanied by a detailed masterplan. A phased approach may be permitted provided that they clearly demonstrate that proposals will contribute towards the creation a single integrated community and coherent development. In order to achieve continuity in design and delivery of the vision, a small-scale piecemeal approach would not be appropriate.

The Council will expect an application to demonstrate it has complied with the SPD and has taken into account and planned for the known or anticipated implications of the proposals on remaining areas.

Strategic Development: Banbury 9 - Spiceball Development Area

C.168 The land to the immediate north east of the Castle Quay Shopping Centre is home to a range of uses including the Mill Arts Centre, the Banbury Museum and the site of the former Spiceball Sports and Leisure Centre. On the other side of the river a new Spiceball Leisure Centre was completed in December 2009.

C.169 With the Museum and Arts Centre already established and the former sports centre site cleared, land between the canal and river is uniquely placed to deliver a shared vision of the District and County Councils: to deliver a further extension to the town centre to provide new retail and leisure uses, provide opportunities for a strengthened night economy, and enhance the appeal of central Banbury to both residents and visitors. It will be important that development in this area capitalises on its excellent linkages with the existing town centre and in particular the recreational potential of its canal and river front location. A high standard of design will be essential.

C.170 The Council is working with the County Council to deliver this project and will work with other stakeholders in shaping the proposals.

Policy Banbury 9: Spiceball Development Area

Development Area: 5 hectares

Development Description: Land between the canal and river Cherwell to the north east of the Castle Quay Shopping Centre will be developed to provide a mixture of town centre uses, comprising new retail and leisure uses associated with strengthening the night economy of the centre of Banbury.

- **Use classes - Retail (including small A1, A3), Hotel (C1), Leisure (D2), Car parking.**

Infrastructure Needs

- **Open Space – to be focused on the canal/river corridor and linking with existing open space to contribute to the objective of creating a linear park and thoroughfare from the north of the town to Bankside in the south**
- **Access and Movement – access achieved from existing Spiceball park Road**
- **Utilities – off site improvements to utilities network may be required.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD10 and ESD15**
- **Well-designed retail premises and leisure services should form a key element of this mixed use development**
- **A high quality landmark mixed retail and leisure development that supports the growth of the Town Centre to the north of the Oxford Canal and helps integrate and improve access to the existing Spiceball Leisure Centre**
- **A refurbished Mill Arts Centre**
- **A new library for Banbury**
- **A public space focusing on the Oxford Canal and/or river and improved pedestrian access to the new Spiceball Centre from the town centre**
- **Public transport should be provided for, including the provision of new bus stops**
- **New footpaths and cycleways should be provided, that link to existing networks**
- **Additional car parking with opportunities for commercial and residential uses above**
- **A Transport Assessment and Travel Plan to accompany development proposals**
- **The creation of a high quality public realm with careful consideration of street frontages and elevation treatment to ensure an active and vibrant public realm**
- **Architectural innovation is expected with large scale buildings and car parking areas to ensure that these objectives are met**
- **Height and massing sensitive to the surroundings, ensuring there are no adverse effects on important views/vistas**
- **A design which respects and enhances the adjoining historical setting, especially the Mill arts centre and other historic canal related heritage**
- **A design which maximises the opportunity of the Canal, providing active uses and more footfall in this area**
- **Pedestrian and cycle linkages that are fully integrated with a new, high quality public realm and enable a high degree of integration between the town and Spiceball Leisure Centre**

- **Provision for public art, relating to the canal to enhance the quality of the place, legibility and identity**
- **The Oxford Canal Towpath should be improved to encourage movement north to Spiceball Country Park and south to the Canalside area and the Bus Station**
- **Sustainable modes of travel should be encouraged**
- **A Flood Risk Assessment will be required for any future planning application**
- **Provision of sustainable drainage including the use of SuDS in accordance with 'Policy ESD 7: Sustainable Drainage Systems (SuDS)' and taking account of the Council's Strategic Flood Risk Assessment (SFRA), and the Level 2 SFRA**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5.**

Additional requirements for this site include:

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

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

Strategic Development: Banbury 10 - Bretch Hill Regeneration Area

C.171 The Bretch Hill area is centred on Ruscote Ward. This is a ward with relatively low levels of income and employment, while poorer health and well-being and lower education and training outcomes are particular issues in this area of the town. The 'Brighter Futures in Banbury' initiative brings together key agencies to address such issues in the town and a number of projects are being pursued targeting western Banbury, together with Grimsbury in eastern Banbury.

C.172 Helping to create opportunity for all and positively renew and regenerate areas with challenging social conditions in parts of Banbury is important to the delivery of the objectives of the Local Plan. The strategic development to the west of Bretch Hill (Policy Banbury 3: West of Bretch Hill) will positively contribute to improving opportunities in western Banbury by providing new housing and associated facilities and improvements to the built environment. It will also provide opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

C.173 A number of opportunities exist to further improve the Bretch Hill area and the identification of a regeneration area focused on Ruscote Ward and part of Neithrop Ward under 'Policy Banbury 10: Bretch Hill Regeneration Area' below is intended to promote development proposals that would help to address some of the issues in this part of the town.

C.174 The area of Bretch Hill will be regenerated through housing investment and new retail, community facilities and other investment from a multi-agency partnership. Area renewal will help improve the community fabric of the area, help reduce social disadvantage, improve health and well-being, educational attainment and employment opportunities. This development area takes forward many elements of the 'Brighter Futures in Banbury' initiative on a multi-agency basis.

C.175 Planning permission will be granted for small scale redevelopment/renewal proposals that would result in improvements to the existing housing stock, retail and community facilities and services, and local employment, including opportunities for redevelopment in the Woodgreen area. An Area Action Plan will be prepared as the required means of delivery.

C.176 The Sanctuary Group owns and manages a significant proportion of the affordable housing in the area, which provides the opportunity for further improvements to the housing stock. Neighbourhood Planning Front Runner status has secured funding for a community led self build housing scheme at the Fairway Methodist site. This is the first scheme to be developed under the Council's "Build!" programme and the land will be owned by the Community Land Trust (CLT) being established to facilitate community-led housing on a wider scale. The policy encourages further development proposals which would include an element of self build and community involvement, to progress the aims of "Build!" and the CLT.

C.177 Proposals which would provide local employment opportunities will be encouraged and the proposed development to the west of Bretch Hill (Policy Banbury 3: West of Bretch Hill) will include local recruitment of labour.

C.178 Local retail and community facilities in the Woodgreen area are in the ownership of Cherwell District Council and Oxfordshire County Council, which provides the opportunity for improvements and regeneration to maximise the use of buildings by co-locating/ sharing of facilities, ensuring the facilities can be used for longer periods of time, providing better accessibility and improved facilities.

Policy Banbury 10: Bretch Hill Regeneration Area

Development Area: Development area is indicative

Development Description: Development proposals will be permitted within the Bretch Hill regeneration area for small scale redevelopment/renewal that would result in improvements to the existing housing stock, retail and community facilities and services, and provide local employment. This will

include opportunities for redevelopment in the Woodgreen area, through investment from a multi-agency partnership. Development proposals incorporating elements of the following will be encouraged:

Housing

- **Improvement/renewal of existing stock where opportunities exist e.g. Sanctuary Group improvement programme**
- **Small scale redevelopment where opportunities exist e.g. Orchard Way flats, Woodgreen**
- **Opportunities for community led self build housing in accordance with the "Build!" programme and Community Land Trust initiatives**
- **Development proposals including an element of shared ownership /shared equity properties.**

Employment

- **Increased opportunities for local employment and career progression through apprenticeships.**

Infrastructure Needs

- **Education – opportunities to improve educational attainment**
- **Health – improvements to existing surgery may be required**
- **Open Space – improvement/enhancement of open space/recreation facilities**
- **Access and Movement – Improved access to facilities. Enhance existing bus services to the town centre and improve links to employment sites through promoting greater awareness of opportunities to travel by bus, enhancing public transport infrastructure in Bretch Hill and walking and cycling links to bus stops**
- **Community facilities – Improvement of existing community facilities at the Sunshine Centre and facilities in the Woodgreen area. Opportunities for community involvement and services to be managed by local people will be encouraged.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD10 and ESD15**
- **Layout of new development should enable a high degree of integration and connectivity with the existing communities and support improved walking and cycling connections to the Town Centre**
- **Development proposals should assist in addressing problems of deprivation in the existing community and aid community development**

- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **Provision of public art to enhance the quality of place, legibility and identity.**

Strategic Development: Banbury 11 - Meeting the Need for Open Space, Sport and Recreation

C.179 There are existing deficiencies and future shortfalls in open space and recreation provision which will need to be addressed in part through the Local Plan. The action plans contained in the Playing Pitch and Green Spaces Strategies recommended deficiencies being met through a combination of improvements to the quality of and access to existing facilities, using existing areas of one type of open space to meet deficiencies in another type (e.g. locating play equipment on some areas of amenity open space), and the provision of new areas of open space.

C.180 Open space should form an integral part of new development and 'Policy BSC 11: Local Standards of Provision - Outdoor Recreation' indicates that provision should usually be made on site. The proposed strategic sites shown on the Policies Map (Appendix 5: Maps) will be expected to make provision on site for open space and recreation to meet the needs of the new development. The precise composition and size of green space provision will be determined in relation to the overall size of development, the character of the site, the overall green space provision in the locality and with reference to the minimum standards of provision set out in Policy BSC 11: Local Standards of Provision - Outdoor Recreation.

C.181 Whilst new development will only be expected to make provision for its own needs, meeting existing deficiencies requires land to be allocated through the Local Plan process. Based on the deficiencies identified in the Playing Pitch Strategy and the Green Space Strategy (as updated by the 2011 Open Space review) land is required for the following:

- 3 junior football pitches
- 1 cricket pitch
- 9.75 ha of allotments
- 8.81 ha of natural/semi-natural green space.

C.182 The Playing Pitch and Green Space Strategy estimated that the following additional provision was required to meet development needs to 2026:

- 6 junior pitches
- 2 mini-soccer pitches
- 2 cricket pitches
- 3 rugby pitches
- 3.3 ha park on the north west outskirts of the town

- 3.7 ha of natural/semi-natural space through new provision/public access agreements to privately owned sites
- 3.5 ha of amenity open space
- 5.41 ha of children's play space to be met through new equipped play areas and additional play opportunities using other open space
- 2 multi-use games areas (MUGAs)
- 2 tennis courts
- 1 bowling green
- 2.1 ha of allotments.

C.183 The Playing Pitch and Green Space Strategies were based on allocations in the draft Core Strategy and future needs are being updated to reflect the amount and preferred distribution of development in the District for an extended plan period through to 2031.

C.184 The most effective way of planning to meet current and future requirements is through integrating provision with the planning of the strategic sites. For example, the proposed strategic allocation on land west of Bretch Hill should provide the opportunity to contribute towards provision of a park on the north west outskirts of the town, which could assist in landscaping the proposed development and improving the urban fringe, in addition to providing a facility for the local population. The intended components of open space and recreation provision of the strategic sites are briefly summarised in the site allocation policies. Overall open space provision and green infrastructure requirements are being examined in more detail as part of the Banbury Masterplan work and any additional non-strategic allocations will be contained in the forthcoming Local Plan Part 2. Further work is also being undertaken in relation to indoor sports provision.

C.185 'Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision', 'Policy BSC 11: Local Standards of Provision - Outdoor Recreation' and 'Policy BSC 12: Indoor Sport, Recreation and Community Facilities' will be used to help address existing deficiencies in provision and future development needs, in addition to 'Policy Banbury 11: Meeting the Need for Open Space, Sport and Recreation'.

C.186 The strategy retains the long-term objective of seeking to establish a series of open spaces based on the Oxford Canal and River Cherwell linked by public footpaths/cycleways. The Cherwell Country Park proposal (Policy Banbury 14: Cherwell Country Park) represents a major expansion of the public green space available to the citizens of Banbury. The river canal corridor provides the opportunity for flat, traffic free and pleasant footpath cycleway routes linking residential areas to employment areas, the town centre, railway station and bus station. The provision of these routes is an important measure in seeking to reduce the need to travel by private car. Contributions towards the provision of these routes and areas of open space will be sought from developers when it can be shown to be necessary in order to ensure that the development is adequately served by sustainable transport modes in a safe, segregated environment.

C.187 The regeneration of Canalside (Policy Banbury 1: Banbury Canalside) and Spiceball Development Area (Policy Banbury 9: Spiceball Development Area) will provide the opportunity to form public access routes alongside the canal and river, together with new areas of open space, improving the amenity and appearance of the area. Much of the land in the river /canal corridor lies

within the flood plain and there may be other opportunities to improve the open space network; for example the Council's proposed country park and community woodland at Wildmere Wood (Policy Banbury 14: Cherwell Country Park), which has the potential to contribute to the green infrastructure network of the town, improving the river corridor by providing a screen for the M40 to the north and Wildmere Industrial Estate to the south.

Policy Banbury 11: Meeting the Need for Open Space, Sport and Recreation

As part of measures to address current and future deficiencies in open space, sport and recreation provision in the town we will:

- **Retain the long-term objective of seeking to establish a series of open spaces based on the Oxford Canal and River Cherwell linked by public footpaths/cycleways, with the intention of creating a linear park and thoroughfare from the north of the town and Grimsbury reservoir to the new park to be provided as part of the committed development south of Bankside. Development that would prejudice this objective will not be permitted.**
- **Identify a site for the relocation of Banbury United Football Club (see 'Policy Banbury 12: Land for the Relocation of Banbury United FC').**

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

C.188 Banbury United Football Club is an important sporting and community asset with a long history. 'The Puritans' have over 20 teams including youth squads and a team for people with learning difficulties. The club presently occupies the Spencer Stadium at Station Approach but has been in need of a new ground for a number of years. The proposals for Canalside regeneration (Policy Banbury 1: Banbury Canalside) mean that an alternative site needs to be secured.

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

transport corridor. The Local Plan identifies a site larger than required for the football club and the remaining land is considered suitable for a new secondary school to serve the town. There is also the potential for some sharing of facilities with the adjacent rugby club. Sport England will be consulted on the proposals. In developing proposals, consideration will need to be given to the detailed traffic and amenity impacts arising from the proposed use of the site.

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

An area of land to the east of the Oxford Road at Bodicote, to the south of Banbury Rugby Club, will be secured for the relocation of Banbury United Football Club and for sport and recreation use.

Development proposals for relocation of the football club will need to be accompanied by:

- **An assessment of the potential effects on the local community**
- **A transport assessment and travel plan to ensure the site is accessible by sustainable modes of transport and the traffic impact of the development is minimised**
- **A detailed survey of agricultural land quality and a soil management plan to ensure that soils are retained on site or re-used off site**
- **An ecological assessment including appropriate mitigation**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **A lighting strategy designed to limit upward glare in order to avoid adverse effects on nearby residents and wildlife.**

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

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

Strategic Development: Banbury 13 – Burial Site Provision in Banbury

C.190 As indicated above, additional burial site provision will be required during the Local Plan period to meet the needs of the town. The Town Council has carried out initial investigations and has requested that land be allocated to provide increased burial capacity. However, this does not require a strategic land allocation to be made in the Local Plan and will therefore be progressed as part of the Local Plan Part 2.

Policy Banbury 13: Burial Site Provision in Banbury

An extension to the existing cemetery is required to meet the needs of both the existing population and future development in the town. As such developer contributions will be sought from new development in the town towards the establishment of the facility. Further details will be contained in the Developer Contributions SPD.

Detailed investigations will be required to determine the suitability of ground conditions for cemetery use.

Strategic Development: Banbury 14 – Cherwell Country Park

C.191 The Council has for some time held aspirations for a new community woodland to be established on the fringe of Banbury. It owns land at Wildmere Wood, immediately to the north of Wildmere Industrial estate, and the completion of the Banbury Flood Alleviation scheme to the north has provided the opportunity for the Council and the Environment Agency to work in partnership to design and implement a scheme for a new country park, designed to benefit both residents of and visitors to the town. The site is approximately 3 miles from the town centre and will be located in close proximity to the proposed Banbury Gateway retail development site. A Grade 2 listed lock and Lock Cottage on the Oxford Canal is located at the north end of the proposed country park.

C.192 The site comprises approximately 33ha of unused pastureland and includes the flood alleviation scheme comprising earth embankments to the east of the M40 corridor and a flood storage area with flood control structures adjacent. Additional land acquired by the Council will enable the provision of a country park, including new woodland planting and to the north of the M40 there will be areas of wetland meadow, reedbeds and scrapes.

C.193 A visitor car park will be provided accessed via the Environment Agency's maintenance access to the Flood Alleviation Scheme embankment off the A361 Daventry Road. A network of existing rights of way and permissive paths will enable public access to most areas of the park and will also allow access to Wildmere Wood, currently inaccessible due to its position between the industrial estate, railway line embankment and private land.

C.194 Provision of a country park with new woodland planting will help meet deficiencies in natural/semi-natural provision identified in the evidence base, and will also contribute to the objectives of the Council's BAP. It will also help contribute to the objective of establishing a series of linked open spaces through the town based on the river canal corridor (Policy Banbury 11: Meeting the Need for Open Space, Sport and Recreation).

Policy Banbury 14: Cherwell Country Park

Development Area: 33 hectares

Development Description: Land to the north of Wildmere Road industrial estate and east of the M40 will be developed as a country park, with a permissive footpath network with DDA access.

Infrastructure Needs

- **Access and Movement – A visitor car park is proposed off the A361 Daventry Road which will allow access to the Flood Alleviation Scheme Embankment permissive footpath and the proposed parkland between the canal, M40 and railway. Pedestrian and maintenance access will be provided between the existing Wildmere Wood and the new Country Park's permissive path system linking with the canal towpath, and the bridleway on the defunct Daventry Road.**

Key site specific design and place shaping principles

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

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

C.195 This strategic employment site in this highly prominent location adjoining the M40 motorway and close to Junction 11 is allocated for employment. This new employment site will ensure that the economic strengths of Banbury in manufacturing, high performance engineering and logistics can be maintained. The strategic road network and local distributor routes can be readily accessed from this area and be done so avoiding lorry movements through residential areas. Although an edge of town site, it is also within walking distance of the town centre and bus and railway stations. Development in this area provides an opportunity for high visibility economic investment and the bringing into effective use land that would otherwise be unsuitable for residential purposes. Policy Banbury 15 therefore seeks to deliver this land for economic development in the interest of delivering jobs and investment in a highly sustainable location.

Policy Banbury 15: Employment Land North East of Junction 11

Development Area: 13 hectares (in total)

Development Description: Located on the north eastern edge of Banbury in an important position adjoining the M40 and the A361, this strategic site comprises 13 hectares of land for mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy expressed in the Economic Development Strategy.

Employment

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

Infrastructure Needs

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

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **A high quality commercial District for the east of Banbury that has high connectivity to major transport routes and is well integrated with the adjacent commercial uses**
- **Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre**
- **Provision of new footpaths and cycleways that link to existing networks to link the site with the Banbury urban area**
- **Protection of the amenity of the public footpath network including satisfactory treatment of existing footpaths on the site and diversion proposals where appropriate**
- **Good accessibility to public transport services should be provided to link the site with the Banbury urban area and provide an alternative to travel by car**
- **Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to the strategic road network**
- **A high quality, well designed approach to the urban edge which functions as a high profile economic attractor but which also achieves a successful transition between town and country environments**

- **Development that respects the landscape setting, that demonstrates the enhancement, restoration or creation of wildlife corridors, and the creation of a green infrastructure network for Banbury**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **A comprehensive landscaping scheme including on-site provision to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape, particularly given the key views afforded into the site from higher ground in the wider vicinity**
- **Include planting of vegetation along strategic route ways to screen the noise**
- **Adequate investigation (through an ecological survey) treatment and management of priority habitats and protected species onsite to preserve and enhance biodiversity**
- **A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to reduce overall visual impact**
- **The height of buildings to reflect the scale of existing employment development in the vicinity**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), specifically attenuation SuDS techniques, taking account of the recommendations of the Council's Strategic Flood Risk Assessment**
- **Adoption of a surface water management framework to reduce run off to greenfield rates**
- **Demonstration of climate change mitigation and adaptation measures including demonstration of compliance with the requirements of policies ESD 1 – 5**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.**

Strategic Development in South West Banbury

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

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

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

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

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

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

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

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

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

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

Policy Banbury 16: South of Salt Way - West

Development Area: 8 hectares

Development Description: Development of land at South of Salt Way – west will deliver up to 150 dwellings with associated facilities and infrastructure.

Housing

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

Infrastructure Needs

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

Key site specific design and place shaping principles

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

- **Consideration of the impact of development on Crouch Hill**
- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities**
- **New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel**
- **The existing footpath extending from the southern corner of the site to Salt Way should be enhanced to enable a circular link from the new footpath/ bridleway to be provided at the southern edge of site Banbury 17 to Salt Way**
- **Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops**
- **Bus stops should be provided on Bloxham Road, with good walking routes. The developers will be required to contribute to the cost of improved public transport**
- **Provision of a transport assessment and Travel Plan to maximise connectivity with existing development, including linkages with and improvements to existing public transport**
- **A well designed, 'soft' approach to the urban edge, which respects the rural setting**
- **Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments**
- **Retention of Public Rights of Way and a layout that affords good access to the countryside**
- **Retention and enhancement of existing hedgerows and trees**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside**
- **Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation**
- **Detailed consideration of ecological impacts, wildlife mitigation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity. Ecological Surveys to accompany any development proposal**
- **Planting of vegetation along strategic route ways to screen the noise**
- **Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features**
- **Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment**
- **Provision of public art to enhance the quality of the place, legibility and identity**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**

- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including use of SuDS techniques in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan**
- **An archaeological field evaluation to assess the impact of the development on archaeological features.**

Policy Banbury 17 – South of Salt Way – East

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

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

C.206 The development of site Banbury 17 combines two adjoining sites that have the potential to be developed as part of a single development area. Banbury 17 provides the opportunity to develop the south west of Banbury in a coordinated, integrated and planned way, delivering the necessary facilities and infrastructure in a timely manner.

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

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

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

Policy Banbury 17: South of Salt Way - East

Development Area: 68 hectares (in total)

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

Housing

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

Infrastructure Needs

- **Education – an on-site primary school. Contributions will also be sought towards provision of secondary school places. Land also needs to be reserved to meet town wide secondary school needs.**
- **Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC11: Local Standards of Provision – Outdoor Recreation**
- **Community – on-site provision including community and/or local retail facilities**
- **Access and movement – Principal access to be created off the Bloxham Road (A361). The layout should also provide a route for an east-west link to join White Post Road for local traffic**
- **A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures.**

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **The development of a comprehensive masterplan for the allocated site in consultation with the Council, Oxfordshire County Council, the Local Nature Partnership (Wild Oxfordshire) and local communities**
- **Development must respect the landscape setting and provide an appropriate development interface with Salt Way (any buffer is likely to be 20 metres wide in accordance with the approach adopted at land east of Bloxham Road and south of Salt Way)**

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

- **Detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity. Ecological Surveys to accompany any development proposal.**
- **Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features**
- **Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment**
- **Provision of public art to enhance the quality of the place, legibility and identity**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Use of SuDS techniques in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment. Development proposals to be subject to a Flood Risk Assessment**
- **The provision of extra-care housing and the opportunity for community self-build affordable housing**
- **If necessary, the satisfactory incorporation of existing dwellings into the scheme**
- **A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan**
- **The need to physically preserve the location of the Neolithic causewayed enclosure. The remainder of the archaeological features will require further investigation and recording ahead of any development, together with a programme of archaeological mitigation.**

Policy Banbury 18: Land at Drayton Lodge Farm

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

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

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

C.213 Landscape evidence has recognised that consideration should be given to the protection of the Drayton Conservation Area which the site abuts to the south, and that care should also be taken to avoid visual prominence of development from within the Sor Brook Valley. The addendum states that the landscape is relatively open with views west towards the Sor Brook Valley creating a feeling of exposure in some locations; primarily within the arable landscape. The addendum notes an important hedgerow on the site's northern boundary.

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

Policy Banbury 18: Land at Drayton Lodge Farm

Development Area: 15 hectares

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

Housing

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

Infrastructure Needs

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

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

Key site specific design and place shaping principles

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

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

Policy Banbury 19: Land at Higham Way

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

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

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

town centre and railway station and is in need of bringing back into effective use. However, there are current physical constraints that need to be overcome before development can be progressed. These include addressing the potential for land contamination from the previous use, and noise mitigation measures to reduce noise impact from the railway for future residents. A replacement waste management site for Grundons has been approved nearby. The Cemex site had been cleared and is surplus to requirements. The access road (Higham Way) is in the process of being adopted. The site was marketed for a mixed use development in 2013.

Policy Banbury 19: Land at Higham Way

Development Area: 3 hectares

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

Housing

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

Infrastructure Needs

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

Key site specific design and place shaping principles

- **Proposals should comply with Policy ESD15**
- **A distinctive residential proposition for Banbury that integrates well and helps make connections with the adjoining town centre and Railway Station**
- **An appropriate location for higher density housing to include a mixture of dwelling styles and types**
- **Taking advantage of the accessibility of the town centre, an age friendly neighbourhood with extra care housing and housing for wheel chair users and those with specialist supported housing needs**
- **The potential inclusion of live/work units**

- **A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities. New footpaths and cycleways should be provided that link to existing networks**
- **Provision of Green Infrastructure links beyond the development site to the wider town and open countryside**
- **Open/urban spaces provided in various locations within the site and new trees planted**
- **Development should promote biodiversity enhancement**
- **The implementation of proposals in the Movement Strategy including improved junction arrangements on Bridge Street and Cherwell Street to improve traffic capacity but also to facilitate pedestrian movement between the town centre and the site**
- **Some car free or reduced levels of parking with innovative solutions to accommodating the private car**
- **Good accessibility to public transport services should be provided for**
- **A transport assessment and Travel Plan to accompany development proposals**
- **Appropriate treatment and remediation of contaminated land**
- **The completion of a flood risk assessment for the site**
- **A sequential approach to development in relation to flood risk**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment**
- **Compliance with policies ESD 1-5 on climate change mitigation and adaptation**
- **A noise survey will be required to accompany any planning application.**

C.4 Kidlington

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

C.219 The village centre is compact and includes both the High Street and a parade running south along the A4260 Oxford Road. There is a small arcade, the Kidlington Centre, located off the High Street opposite Sterling Road Approach. Within or adjacent to the Centre are a number of local services including the library, health centre and Exeter Hall.

C.220 Local organisations within Kidlington have worked to prepare their own spatial strategy for the village and have identified a vision for how the centre should grow and evolve. At the heart of this is a perception that Kidlington is failing to achieve its full potential despite its size. The main issues that have been identified are as follows:

- defining robust boundaries for the village centre to allow for future growth
- improvements to the public realm
- creating stronger links between various uses including Exeter Hall which lies over 200 metres from the shops on the High Street.

C.221 The Local Plan will be supported by a 'Framework Masterplan' for Kidlington which is being prepared as evidence to inform future work on non-strategic site allocations or which could be used to inform a Neighbourhood Plan. The Framework is being used to examine local issues and options in more detail with a view to meeting Local Plan objectives to 2031 and identifying specific development opportunities. It includes an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village's expanding economic role. The Framework also presents an opportunity to identify longer term issues for future Local Plan reviews.

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

C.223 The Council published a Retail Study (2012) which examines Kidlington's role as a service centre. The village's proximity to Oxford is partly responsible for the relatively low provision of comparison retailers compared with convenience shopping and the Plan looks to strengthen the village centre.

C.224 As an urban area close to Oxford and a number of other villages, Kidlington is surrounded by Green Belt. The Local Plan's housing requirements for the plan period

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

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

C.226 A recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites within the built-up limits of Kidlington. A specific need has also been identified at the Langford Lane area and the Science Park at Begbroke. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs (see Policy Kidlington 1: Accommodating High Value Employment Needs).

What will Happen and Where

Strategic Development: Kidlington 1 – Accommodating High Value Employment Needs

C.227 Kidlington plays an important role in the District's wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment cluster. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new station at Water Eaton and a growth in employment opportunities at Kidlington and Bicester the Council would expect demand for an increased role for the airport. The Council will work with London-Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals. Langford Lane has in recent years become a location for a wide range of commercial uses. The proposals in this Plan aim to improve the quality of the employment offer and, in doing so, establish a new gateway at this northern entrance to Kidlington.

C.228 Over the medium to longer term, progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries. This will reinforce and strengthen the emerging cluster of such industries in this area adjoining London-Oxford Airport. All proposals will need to be considered against Policy SLE1.

C.229 The Employment Land Review identified a need for additional land to be allocated for employment use at Kidlington. It is recognised that Kidlington has a very different economic role from the other villages in the District, and accordingly, the need for more employment land is likely to be higher. However there is insufficient land available within the village (on non-green belt land) to meet this need. The need for employment land to accommodate higher value employment uses in the research and development sector demonstrates exceptional circumstances leading to the need for a small scale review of the Green Belt.

C.230 The University of Oxford plays a significant and leading role in research both in the UK and worldwide and in this context Begbroke Science Park is a vital site. The University is moving towards delivery of the remaining phase of its core site; however, once complete, further growth is constrained by the Oxford Green Belt. The amount of scientific research however continues to expand. There are two exceptional circumstances that justify a small scale review of Green Belt boundaries around the Science Park; the location of the Science Park, given the importance of being directly linked to University facilities and the research environment; and the potential for the Science Park to deliver wider benefits for the immediate locale through support for the development of a high-tech cluster and through the wider District with expected growth in scientific research, connecting with local businesses, nurturing enterprise and drawing investment into the District.

C.231 In addition to supporting development of the existing sites above, the Council proposes that a local Green Belt review will be undertaken in preparing the Local Plan Part 2 in the vicinity of London-Oxford Airport and the Begbroke Science Park as illustrated on the Kidlington map. The boundaries shown on the proposals map are indicative only; the review will need to consider exactly how and where the Green Belt boundary will be changed to accommodate employment uses. Any subsequent development proposals will need to have regard to the design and place making principles outlined in Policy Kidlington 1 below.

Policy Kidlington 1: Accommodating High Value Employment Needs

We will undertake a small scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations:

(A) Langford Lane /Oxford Technology Park/ London –Oxford Airport

(B) Begbroke Science Park

Key site specific design and place shaping principles:

- **Design for buildings that create a gateway with a strong sense of arrival including when arriving from the airport**
- **A Transport Assessment and Travel Plan should accompany any development proposals which should show how public transport links to the area will be improved**
- **A well designed approach to the urban edge, which achieves a successful transition between town and country environments**
- **Development that respects the landscape setting of the site**
- **A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape**
- **Public art will need to be provided for**
- **A development that preserves and enhances biodiversity, with the enhancement, restoration or creation of wildlife corridors**
- **A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses**
- **The height of buildings to reflect the scale of existing employment development in the vicinity**
- **Provision for sustainable drainage, including SuDS, in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5**
- **An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary**
- **A soil management plan may be required to be submitted with planning applications to ensure that soils will be retained onsite and used where possible.**

Strategic Development: Kidlington 2 - Strengthening Kidlington Village Centre

C.232 It is important that Kidlington centre is supported and strengthened to help meet the aspirations of Kidlington and to ensure that the everyday shopping needs of residents are met, avoiding the need for unnecessary journeys to Oxford, Bicester and other destinations.

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

C.234 Many improvements to the village centre have been implemented in recent years in a partnership between the District Council, Kidlington Parish Council and the Kidlington Village Centre Management Board, including most recently the pedestrianisation of the core retail area throughout the day.

C.235 The 2012 Retail Study showed that significant new development should not be directed to Kidlington but that the centre needed some further environmental improvements and the evening economy should be encouraged. It is proposed to expand the geographical area defined as Kidlington Village Centre to include land on the western side of the Oxford Road and other small areas of commercial uses. The exact boundary will be determined in Part 2 of the Local Plan. The aim of the extension is to:

- support the viability and vitality of the existing village centre
- encourage economic activity
- assist with the connectivity between the existing village centre and the civic, community and green open space at the Exeter Hall area
- contribute to and maximise the benefits of improvements to the character and appearance of the village centre and the public realm.

Policy Kidlington 2: Strengthening Kidlington Village Centre

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

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

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

C.5 Our Villages and Rural Areas

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

C.236 Most of rural Cherwell's economically active residents commute to their workplaces, and less than a quarter of them work within 5km of home. There are limited employment opportunities in Cherwell's villages. Kidlington is the exception to this pattern. In recent years it has developed its high technology, office and airport offerings, positioning itself to absorb the potential overflow from Oxford University's spin off businesses. Kidlington is well connected with easily accessible business premises, and is well positioned to continue to provide for overflow needs from Oxford.

C.237 The key economic issues facing the villages and rural areas are:

- Addressing the changing needs of the rural economy and the District's farming communities. Farming remains of vital importance to Cherwell's rural identity and to local food production. In order to remain viable many farms are diversifying into tourism, recreation, food retail and other types of business.
- Ensuring that there are appropriate opportunities for local rural employment and to support home working will be important; there is a lack of fast broadband in some locations.
- The need to support the vibrant visitor economy in a way which contributes to the local economy whilst also preserving the local environment.
- The need to support the economic role of Kidlington.
- Potential future demand for airport expansion at Kidlington and the potential for employment land in this location.
- Preserving the canal and its immediate surroundings whilst maintaining and realising its recreational potential.

C.238 Our vision for our rural areas is that our villages should be "lived in" as well as "slept in". To achieve this, rural areas must seek to provide appropriate opportunities for new jobs such as support for farm diversification proposals and rural employment opportunities that are sustainable and support local communities, whilst at the same time protecting the landscape and built environment of the District. In particular we will encourage appropriate proposals that can support a vibrant tourist economy whilst also preserving the local environment.

C.239 At Kidlington, we will support the function of the Village Centre as a vibrant heart of the village and build on Kidlington's strength as a focus for employment

generating development as a quality centre for office and laboratory based businesses, recognising its proximity to Oxford.

Meeting the Challenge of Building Sustainable Villages and Rural Areas

C.240 Cherwell District has many attractive villages with valued built and natural environments. High house prices and an emphasis on commuting by private car mean that those of limited means, and those seeking to live, work and access services locally, can be disadvantaged. There are also pockets of deprivation in Cherwell's rural areas.

C.241 The key community issues facing the villages and rural areas are:

- A lack of affordable homes of all types. There is a lack of private rented homes, social rented housing stock and smaller homes generally. In some areas there is a lack of any new housing coming onto the market at all. House prices are more expensive in Kidlington and the rural areas compared to Banbury and Bicester, meaning that it is less likely that those born in a village will be able to purchase a house there.

- The Council's Playing Pitch and Green Space Strategy and 2011 Open Space Update have identified that there are deficiencies in open space provision in the rural areas.

- The number of permanent local services is generally declining. Public transport provision is variable across the rural areas. In smaller and more isolated villages, it can be infrequent or non existent. There is a need to protect services and facilities and improve them wherever possible.

- A lack of school places, meaning that housing developments might require the village school to expand. An assessment of education provision will need to inform development proposals.

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

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

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

C.244 The key environmental issues facing the villages and rural areas are:

- The need to protect the biodiversity of the rural areas. The Oxford Meadows Special Area of Conservation, which is of European importance, is located 2km from Kidlington.

- The need to address the challenges faced by the legacy of major developments that have taken place in the rural areas. In particular, the MOD

has developed significant assets across the District, and over time their needs for these will change. The former RAF base at Upper Heyford has particular challenges as it is redeveloped for new uses.

- The impact of growth and new development in the rural areas may impact upon the quality, character and landscape setting of villages.

- Any further expansion of Kidlington needs to be carefully considered in relation to the Green Belt.

- The rural areas are not congested when compared to the towns but traffic is an issue in the rural area owing to the high level of commuting to larger urban areas. Traffic congestion is an issue for Kidlington. The Sustainable Community Strategy highlights the need to address traffic management and issues resulting from the main road bisecting the village.

C.245 The major environmental challenge for our villages and rural areas is to maintain and enhance the quality of our natural, built and historic environment in the face of pressures for new development. In addressing this challenge the Local Plan aims to protect and enhance biodiversity; support a pattern of development which reduces people's need to travel, maximises opportunities to use public transport and, minimises additional levels of road traffic and pollution.

Our Vision and Strategy for Our Villages and Rural Areas

C.246 By 2031, we will have protected and, where possible, enhanced our services and facilities, landscapes and the natural and historic built environments of our villages and rural areas. We will have encouraged sustainable economic opportunities and we will have provided 5,392 (2011-2031) dwellings in total in the rural area including Kidlington and the development of a new settlement at the former RAF Upper Heyford.

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

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

What will Happen and Where

C.249 In identifying the strategic approach towards new development in our villages and rural areas, this Local Plan must do three things. It must:

- identify the overall level of growth to be developed within the rural areas

- identify a sustainable hierarchy of villages to set a framework for considering how proposals within villages will be determined

- identify an approach for distributing growth across the different villages within the rural areas.

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

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

C.251 To this end, Policy Villages 1 provides a categorisation of the District's villages to ensure that unplanned, small-scale development within villages is directed towards those villages that are best able to accommodate limited growth. The Policy establishes which villages are, in principle, appropriate for conversions and infilling (Category C) and which are suitable for accommodating minor development (Categories A and B). Policy Villages 2 provides for additional planned development to be accommodated at the most sustainable villages (Category A) to meet District housing requirements and to help meet local needs. Policy Villages 3 seeks to respond to often acute issues of affordability in rural areas and allows for affordable housing to be provided in any of Cherwell's villages to meet locally identified needs in locations or on sites that might otherwise not be appropriate. Policy Villages 4 establishes a framework for addressing open space, sport and recreation deficiencies at the villages. Policy Villages 5 seeks to deliver the new settlement at the former RAF Upper Heyford.

C.252 We do not allocate specific sites within villages in this document. The suitability of individual sites will be considered through work on a Local Plan Part 2, where appropriate, through the preparation of Neighbourhood Plans or through the determination of planning applications for planning permission. Neighbourhood Plans may provide an opportunity for local communities to propose development not identified in the Local Plan providing it is in general accordance with the Local Plan's strategic policies and objectives. Where Neighbourhood Plans have been prepared, formally examined, and have been supported through a local referendum, they will be adopted as part of the statutory Development Plan. The Council will advise and support Parish Councils and relevant Neighbourhood Forums in preparing their Plans.

C.253 Development proposed in villages will be required to be built to exemplary design and building standards as set out in Section B3: Policies for Ensuring Sustainable Development.

Policy Villages 1: Village Categorisation

C.254 Policy Villages 1 provides a categorisation of villages to guide the consideration of small-scale proposals for residential development within the built-up limits of settlements. Village categorisation helps understand which villages are in principle best placed to sustain different levels of residential development. The Policy ensures that unanticipated development within the built-up limits of a village is of an appropriate scale for that village, is supported by services and facilities and does not unnecessarily exacerbate travel patterns that are overly reliant on the private car and which incrementally have environmental consequences. Policy Villages 1 seeks to manage small scale development proposals (typically but not exclusively for less than 10 dwellings) which come forward within the built-up limits of villages. It also informs Policy Villages 2 which provides a rural allocation for sites of 10 or more dwellings at the most sustainable category A villages and which will guide preparation of both the Local Plan Part 2 and Neighbourhood Plans.

C.255 Villages have been categorised based on the following criteria:

- population size
- the number and range of services and facilities within the village (shops, schools, pubs, etc.)
- whether there are any significant known issues in a village that could be materially assisted by an increase in housing (for example to maintain pupil numbers at a primary school)
- the accessibility (travel time and distance) of the village to an urban area by private car and public transport (including an assessment of any network constraints)
- accessibility of the village in terms of walking and cycling
- local employment opportunities.

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

C.257 The principle of categorising villages is well established within the District, with this approach being taken in both the Cherwell Local Plan 1996 and the Non-Statutory Cherwell Local Plan in 2004. It is considered that this approach is still appropriate.

C.258 This Local Plan has also considered the issue of village clustering. Some villages, which may not necessarily have many services and facilities of their own, are geographically close to villages which do have services and facilities. People living in the

rural areas may use services and facilities in other nearby villages. Those larger villages with services and facilities (the 'service centre' villages) in combination with the smaller "satellite" villages can be considered to form a functional "cluster". Clustering will allow for:

- the support of community facilities (such as shops) in service centres, by locating new development and therefore people/customers close to as well as within service centre villages
- small sites to come forward for development in satellite villages where sites in service centres may be limited
- the reduction in length of car journeys in the rural areas (i.e. between satellite villages and service centres)
- where appropriate, the potential for developer contributions or other mechanism to support the delivery of infrastructure and services to be applied to needs in any village in a cluster.

C.259 It is not proposed that clustering forms part of the development strategy in 'Policy Villages 2: Distributing Growth Across the Rural Areas' as the services and facilities in most satellite villages are too limited to sustainably accommodate the development of larger allocated sites. However, it is considered to be a role for satellite (Category B) villages to accommodate minor development which is set out in 'Policy Villages 1: Village Categorisation' below.

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

Policy Villages 1: Village Categorisation

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

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

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

C.261 There is a need for Cherwell's villages to sustainably contribute towards meeting the housing requirements identified in Policy BSC1. Policy Villages 1 allows for the most sustainable villages to accommodate 'minor development' and all villages to accommodate infilling or conversions. The appropriate form of development will vary depending on the character of the village and development in the immediate locality. In all cases, 'Policy ESD 15: The Character of the Built and Historic Environment' will be applied in considering applications.

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

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

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

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

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

C.266 The category B villages are satellite villages associated with a larger service centre. The satellite villages are: Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington. They do not 'score' highly enough in their own right to be included as category A villages but are considered to be appropriate for minor development because of the benefits of access to a service centre within a village cluster. For example, Claydon, Great Bourton, Mollington and Wardington benefit from their relationship with Cropredy. As smaller settlements, the satellite villages have been given a separate 'B' Category as they would not be suitable for larger scale development provided for by Policy Villages 2.

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

C.268 Appropriate infilling (and minor development for affordable housing) in these "satellite villages" may help to meet needs not only within the village itself but also the larger village with which it is clustered.

C.269 Policy Villages 1 applies to all villages in the District including those that are, in whole or in part, within the Green Belt. The general extent of, and policy for, the Green Belt is set out in 'Policy ESD 14: Oxford Green Belt' and on the Policies Map (Appendix 5: Maps). The villages of Kidlington, Yarnton and Begbroke (all "category A" villages) are "inset" villages within the Green Belt and therefore will not be covered by Green Belt policy. All other villages within the Green Belt, however, are "washed over" by Green Belt designation and Policy ESD 14 will apply in relation to whether development maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. Policy ESD14 will apply in the same way for those parts of Weston on the Green and Bletchingdon that lie within the Green Belt.

Policy Villages 2: Distributing Growth across the Rural Areas

C.270 The Local Plan must set out an approach for identifying the development of new sites for housing across the rural areas to meet local needs in sustainable locations

and to meet the strategic targets set in 'Policy BSC 1: District Wide Housing Distribution'.

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

Completions (2011-2014):

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

Planning Permissions at 31/3/14:

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

C.272 In the interests of meeting local housing need in rural areas, an allocation is also being made to enable the development of some new sites (for 10 or more dwellings) in the most sustainable locations. A further 750 dwellings will be developed in the rural areas including Kidlington. Sites for 10 or more dwellings that have received planning permission after 31 March 2014 will contribute in meeting these requirements. Additionally, a realistic windfall allowance of 754 homes is identified for sites of less than

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

Policy Villages 2: Distributing Growth across the Rural Areas

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

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

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

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

Policy Villages 3: Rural Exception Sites

C.273 Housing is generally less affordable in rural areas than in Cherwell's towns. There are also less new housing opportunities than in urban areas and a low turnover of existing social or 'affordable' homes. This makes it particularly difficult for those who cannot afford market housing including many newly forming households. The Council's Housing Strategy (2012-17) highlights that the attraction of rural areas adds to the pressure on affordability. Allowing opportunities for small scale affordable housing to meet local needs as an exception to planning policies which otherwise restrain development can provide homes for people in rural areas who otherwise might have to move out of their communities.

C.274 Such 'rural exception sites' do not have the same economic value as market housing sites. It is therefore important that the key parties involved work in partnership. In limited occasions consideration will be given to the introduction of market housing to enable a degree of cross-subsidisation. This approach is supported by the National Planning Policy Framework.

C.275 The Council will support proposals for community self-build or self-finish affordable housing where they will meet a specific, identified local housing need and particularly where they will result in suitable empty properties being brought into residential use. Arrangements will be made to restrict the occupancy of the housing to ensure that it continues to meet local needs in perpetuity.

C.276 In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the degree of harm that would be caused, for example to the appearance of the village, the surrounding landscape or to the historic environment. It will be particularly important that proposals for developments in the Green Belt are able to demonstrate that there are no alternative sites outside of the Green Belt that could reasonably meet the identified needs (for example if part of the village lies outside the Green Belt or needs could be met in another village close by).

C.277 In considering the number of homes proposed and the form of development, the suitability of villages to accommodate additional development will be assessed having regard to 'Policy Villages 1: Village Categorisation' and to demonstrated local housing need.

C.278 Where rural exceptions sites are shown to be unviable, the Council will consider whether an element of market housing would be appropriate to secure the delivery of affordable housing. 'Open-book' analysis of the costs of development will be expected. The policy sets a limit of 25% market housing. This will be kept under review and, if necessary, adjusted by way of a Supplementary Planning Document.

C.279 The Council will work in partnership with the Oxfordshire Rural Community Council, Parish Councils, Registered Providers and other interested parties in identifying suitable opportunities.

Policy Villages 3: Rural Exception Sites

The Council will support the identification of suitable opportunities for small scale affordable housing schemes within or immediately adjacent to villages to meet specific, identified local housing needs that cannot be met through the development of sites allocated for housing development.

Arrangements will be secured to restrict the occupancy of the housing to ensure that it continues to meet local needs in perpetuity.

Market housing for private rent or sale will only be considered on rural exception sites in the following circumstances:

- **The number of market homes should not exceed 25% of the total number of homes proposed**
- **The market housing must be shown to be required to secure the viability of the proposal and development costs must be justified**
- **No alternative, suitable site is available to provide a rural exception site and a robust site search can be demonstrated**
- **The market housing ensures that no additional subsidy for the scheme is required**
- **The development has the support of the local community**
- **The total number of dwellings and the scale of development is in keeping with the categorisation, character and form of the village and its local landscape setting.**

Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation

C.280 The evidence base studies have identified a number of existing deficiencies and future shortfalls in provision in Kidlington and the Rural Areas. The action plans contained in the Playing Pitch and Green Space Strategies (See Appendix 3: Evidence Base) recommended deficiencies being met through a combination of improvements to the quality and accessibility of existing facilities, using existing areas of one type of provision to meet deficiencies in another type, and the provision of new areas of open space. 'Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision', 'Policy BSC 11: Local Standards of Provision - Outdoor Recreation' and 'Policy BSC12: Indoor Sport, Recreation and Community Facilities' will be used to help address existing deficiencies in provision and future development needs.

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

Table 11: Rural Sub Areas: Open Space

Sub Area	**Wards**
Rural North	Adderbury, Bloxham and Bodicote, Cropredy, Hook Norton, Sibford, Wroxton
Rural Central	Caversfield, Deddington, Fringford, The Astons and Heyfords
Rural South	Ambrosden and Chesterton, Yarnton, Gosford and Water Eaton, Kirtlington, Launton, Otmoor

Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation

In terms of addressing existing deficiencies in Kidlington, based on the findings of the Playing Pitch Strategy and Green Space Strategy (as updated by the 2011 Open space Update) land would need to be allocated for the following if possible:

- **1 new junior football pitch**
- **A park ideally on the northern outskirts of Kidlington**
- **11.29 ha of amenity open space with priority provision in South ward**
- **1.51ha of allotments.**

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

- **1 adult football pitch**
- **4 junior football pitches**
- **5 mini-soccer pitches**
- **0.4ha park ideally on the northern outskirts of Kidlington**
- **0.1ha natural/semi-natural green space**
- **0.4ha amenity open space**
- **0.2ha allotments.**

These strategies were formulated before the amount and preferred distribution of development in the District for an extended plan period had been established, and as a result future needs will need to be updated to cover the period through to 2031.

In terms of addressing existing deficiencies in the rural areas, based on the findings of the Playing Pitch Strategy and Green Space Strategy (as updated by the 2011 Open space Update) new areas of open space would be required for the following:

- **6.38 ha of amenity open space in Rural North sub-area with priority provision in Adderbury, Bloxham and Bodicote, Cropredy and Sibford Wards**
- **2.87 ha of amenity open space in Rural South sub-area with priority provision in Gosford and Water Eaton, Kirtlington, Launton, Otmoor and Yarnton.**

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

Rural North Sub Area	Rural Central Sub Area	Rural South Sub Area
2 junior pitches	1 junior pitch	1 junior pitch
1 mini-soccer pitch	1 mini-soccer pitch	1 mini-soccer pitch
2 cricket pitches	2 cricket pitches	2 cricket pitches
5.3ha of natural/semi-natural green space (through new provision or public access agreements)	1.5ha amenity open space	2.7ha amenity open space
2.6ha amenity open space		1 tennis court
		1 bowling green subject to local demand

C.282 It is important that provision to meet future open space and recreation needs is made in conjunction with new housing, in order to achieve development that secures sustainable communities. The Local Plan sets out the framework for housing development in Kidlington and the Rural Areas but site specific allocations will be determined by the Local Plan Part 2 and this will include allocations to help address deficiencies in open space, sport and recreation provision for the plan period.

C.283 As indicated above, the strategies were formulated before the amount and preferred distribution of development in the District for an extended plan period had been established, and as a result future needs will need to be updated as the Local Plan Part 2/Neighbourhood Plans are progressed.

Policy Villages 5: Former RAF Upper Heyford

C.284 The former RAF Upper Heyford site is located 7 km north west of Bicester, in an isolated rural location, within the parishes of Upper Heyford, Somerton and Ardley. The airbase site measures approximately 500 hectares in total.

C.285 The US Air Force vacated the airbase in 1994 and since 1996 this unique site has been allocated for residential led mixed uses as enabling development to secure environmental improvements and conservation of the heritage interest of the site associated with its former use as a Cold War military base.

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

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

C.288 The site was previously subject to a policy from the Oxfordshire Structure Plan 2016 (Policy H2) which was saved by the South East Plan and retained upon the South East Plan's revocation. Policy Villages 5 below replaces Policy H2 in guiding the future redevelopment of the site and provides a positive policy framework within which opportunities to accommodate development are considered having regard to known constraints, principally heritage, ecology and transport impacts associated with additional development.

C.289 Since the airbase closed in 1994 temporary planning permissions were granted for the reuse of a large number of the buildings on the site. At present there are just over 300 residential dwellings on the site, the majority of which are rented. Buildings used for employment purposes provide around 1000 jobs. The Cherwell

Innovation Centre is also located on the site, providing serviced offices and flexible office space, lab space, and meeting rooms. The Centre is home to a large number of science, technology and knowledge-based businesses. Paragon Fleet Solutions operate on a large part of the former airbase, undertaking office, technical and transport related activities centred around 'car processing'.

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

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

C.291 The site is allocated in this Local Plan as a means of securing the delivery of a lasting arrangement on this exceptional large scale brownfield site, whilst additional greenfield land is now allocated in the context of meeting the full objectively assessed housing needs of the District by realising the opportunities presented by the development of this new settlement. The former airbase site currently has planning permission for a new settlement of some 1,075 homes (gross), and 'Policy Villages 5' provides for additional development through a combination of the intensification of the density of development proposed on the less sensitive previously developed parts of the site, and new, limited, greenfield development around the main airbase site in locations that will be complementary to the approved development. The additional development areas are shown on inset map 'Policy Villages 5'. The policy allows for residential development focused to the south of the flying field, avoiding the most historically significant and sensitive parts of the site, and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road). Given the rural and isolated location of the settlement, and its significant heritage interest, securing adequate transport arrangements and funding the necessary mitigation of transport and heritage impacts will be of particular importance, whilst 'Policy Villages 5' also makes provisions relating to the importance of high quality design to reflect the distinctive character areas of the site.

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

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

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

Policy Villages 5: Former RAF Upper Heyford

Development Area: 520 ha

Development Description: This site will provide for a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) and necessary supporting infrastructure, including primary and secondary education provision and appropriate community, recreational and employment opportunities, enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved, compatible with achieving a satisfactory living environment. A comprehensive integrated approach will be expected.

Housing

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

Employment

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

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

Infrastructure Needs

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

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

Key site specific design and place shaping principles:

- **Proposals must demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the site identified as Policy Villages 5**
- **In order to avoid development on the most historically significant and sensitive parts of the site, new development is to be focused to the south of the flying field and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road)**
- **The areas proposed for development adjacent to the flying field will need special consideration to respect the historic significance and character of the taxiway and entrance to the flying field, with development being kept back from the northern edge of the indicative development areas**
- **The release of greenfield land within the allocated site Policy Villages 5 will not be allowed to compromise the necessary environmental improvements and conservation of heritage interest of the wider site**
- **The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car, with the provision**

of footpaths and cycleways that link to existing networks. Improved access to public transport will be required

- Development should accord with Policy ESD 15 and include layouts that maximise the potential for walkable neighbourhoods with a legible hierarchy of routes
- Retention and enhancement of existing Public Rights of Way, and the provision of links from the development to the wider Public Rights of Way network, including the reinstatement of the historic Portway route across the western end of the extended former main runway as a public right of way on its original alignment
- Layouts should enable a high degree of integration with development areas within the 'Policy Villages 5' allocation, with connectivity between new and existing communities
- Measures to minimise the impact of traffic generated by the development on the surrounding road network will be required through funding and/or physical works, including to any necessary capacity improvements around Junction 10 of the M40, and to the rural road network to the west of the site and around Middleton Stoney including traffic calming and management measures
- Development will provide for good accessibility to public transport services and a plan for public transport provision will accompany any planning application
- Design and layout should reflect the management and mitigation of noise impacts associated with the development
- A Travel Plan should accompany any development proposals
- The construction of the settlement on the former technical core and residential areas should retain buildings, structures, spaces and trees that contribute to the character and appearance of the site and integrate them into a high quality place that creates a satisfactory living environment
- Integration of the new community into the surrounding network of settlements by reopening historic routes and encouraging travel by means other than private car as far as possible
- The preservation of the stark functional character and appearance of the flying field beyond the settlement area, including the retention of buildings of national interest which contribute to the area's character (with limited, fully justified exceptions) and sufficient low key re-use of these to enable appropriate management of this area
- The achievement of environmental improvements within the site and of views to it including the removal of buildings and structures that do not make a positive contribution to the special character or which are justified on the grounds of adverse visual impact, including in proximity to the proposed settlement, together with limited appropriate landscape mitigation, and reopening of historic routes
- The conservation and enhancement of the ecological interest of the flying field through appropriate management and submission of an Ecological Mitigation and Management Plan, with biodiversity preserved and

enhanced across the site identified as 'Policy Villages 5', and wildlife corridors enhanced, restored or created, including the provision for habitat for great crested newts and ground nesting birds in particular. A net gain in biodiversity will be sought

- Development should protect and enhance the Local Wildlife Site (including the new extension to the south)
- Visitor access, controlled where necessary, to (and providing for interpretation of) the historic and ecological assets of the site
- Provision of a range of high quality employment opportunities, capable of being integrated into the fabric of the settlement, and providing that the use would not adversely affect residents or other businesses and would not have an unacceptable impact on the surrounding landscape, historic interest of the site, or on nearby villages
- New and retained employment buildings should make a positive contribution to the character and appearance of the area and should be located and laid out to integrate into the structure of the settlement
- A full arboricultural survey should be undertaken to inform the masterplan, incorporating as many trees as possible and reinforcing the planting structure where required
- New development should reflect high quality design that responds to the established character of the distinct character areas where this would preserve or enhance the appearance of the Former RAF Upper Heyford Conservation Area
- New development should also preserve or enhance the character and appearance of the Rousham, Lower Heyford and Upper Heyford Conservation Area, as well as the Oxford Canal Conservation Area, and their settings
- Development on greenfield land within 'Policy Villages 5' should provide for a well-designed, 'soft' approach to the urban edge, with appropriate boundary treatments
- Management of the flying field should preserve the Cold War character of this part of the site, and allow for public access. New built development on the flying field will be resisted to preserve the character of the area
- Landscape/Visual and Heritage Impact Assessments should be undertaken as part of development proposals and inform the design principles for the site
- Proposals should demonstrate an overall management approach for the whole site
- A neighbourhood centre or hub should be established at the heart of the settlement to comprise a community hall, place of worship, shops, public house, restaurant, and social and health care facilities. Proposals should also provide for a heritage centre given the historic interest and Cold War associations of the site
- The removal or remediation of contamination or potential sources of contamination will be required across the whole site

- **The scale and massing of new buildings should respect their context. Building materials should reflect the locally distinctive colour palette and respond to the materials of the retained buildings within their character area, without this resulting in pastiche design solutions**
- **Public art should be provided**
- **Recycling and potential reuse of demolition materials where possible**
- **The provision of extra care housing and the opportunity for self build affordable housing in accordance with Policies BSC 3 and BSC 4**
- **Public open space should be provided to form a well connected network of green areas, suitable for formal and informal recreation**
- **Provision of Green Infrastructure links to the wider development area and open countryside**
- **Take account of the Council's Strategic Flood Risk Assessment for the site**
- **Provision of sustainable drainage including SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the Council's Strategic Flood Risk Assessment development should be set back from watercourses**
- **Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5**
- **Development on the site will be required to investigate the potential to make connections to and utilise heat from the Ardley Energy Recovery facility to supply the heat demands of residential and commercial development on the site**
- **An archaeological field evaluation to assess the impact of the development on archaeological features**
- **In all instances development proposals will be subject to the other appropriate development plan policies.**

Section D - The Infrastructure Delivery Plan

D.1 The Infrastructure Delivery Plan (IDP) provides confidence that critical infrastructure can be supported, that the Plan's development strategy is deliverable, and that social, physical and green infrastructure can be secured to enable the planned development. The Local Plan includes provision for a range of key infrastructure such as schools, new strategic highway improvements including those on peripheral routes, and 'green' infrastructure. The IDP identifies indicative costs attributable to the proposed levels of growth, requirements of each type of growth, and considers how and when infrastructure should be provided having regard to the phasing of development and possible funding opportunities.

D.2 The infrastructure needed to support the Cherwell Local Plan will be delivered through partnership working between public, private and voluntary sector organisations. The Council is working with those organisations which have a role in providing services and facilities in Cherwell and has identified in the Infrastructure Delivery Plan the projects and initiatives required to support the Local Plan policies and overall strategy.

D.3 The IDP identifies the infrastructure necessary for the successful delivery of this plan and informed the policies for Building Sustainable Communities in Section B and Cherwell's Places in Section C. Many sites require infrastructure, such as road access, new schools, neighbourhood and health facilities. The planning process determines at what point in a development they are required. The IDP identified costs as far as possible and gaps in funding in consultation with the infrastructure and service providers operating in Cherwell.

D.4 The funding of infrastructure has traditionally proved to be challenging because of the expense it required. Therefore a cautious, realistic approach has informed the infrastructure assessment of the sites and the Plan as a whole. The involvement of landowners and developers is essential to the delivery of the Plan and continues as an active process, in many cases leading to planning applications for a number of the key strategic developments.

D.5 Our planning for infrastructure is taking a long term focus, using available funding from both the public and private sector wisely. Planning properly for growth over a 20 year period (2011-2031) requires a strategic and rational approach to investment where priorities are set and the phasing of investment is mapped out to secure maximum gain.

D.6 The Local Plan presents an opportunity to take an integrated approach to growth management where infrastructure investment and delivery are coordinated with land-use proposals.

Policy INF 1: Infrastructure

D.7 Infrastructure as defined in the Planning Act 2008, covers a wide range of infrastructure types and can include schools, sports facilities, transport, culture, green infrastructure, community, health and social care facilities among others.

D.8 Infrastructure is a critical underpinning for the development strategy of the District. Infrastructure such as transport, energy, water, waste and communications, as well as community infrastructure in education and health are essential to meet the needs of residents. Other infrastructure types relate to quality of life and environmental protection or enhancements.

D.9 Although the Council wishes to secure all infrastructure items identified in the IDP, given the resources available to us and our partners, it is likely we will have to prioritise infrastructure items at some point in time.

D.10 The criterion for including items in the IDP is that they have an important role in achieving the vision of the Plan and enable the delivery of strategic policies. The IDP provides a category for each infrastructure item, depending on the level of risk it poses to the delivery of the Local Plan.

D.11 Infrastructure should be provided as an integral part of development in order to achieve the vision and objectives of the Plan. The approach to infrastructure provision is set out within Section B: 'Policies for Development in Cherwell' and Section C: 'Policies for Cherwell's Places'. Infrastructure will need to be provided and phased alongside development and the Local Plan sets out the key elements of infrastructure requirements.

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

D.13 The Local Transport Plan sets out the likely transport infrastructure requirements and priorities for Cherwell aimed at tackling congestion, promoting sustainable travel, safer roads and improving the street environment. The specific schemes and projects are included in the Infrastructure Delivery Plan in Appendix 8.

D.14 Cherwell's future success depends on key public bodies such as the District Council, Town and Parish Councils and Oxfordshire County Council working together on the sustained implementation of this strategy over the long term.

D.15 This plan seeks to support growth by securing infrastructure to ensure development is sustainable and takes into account existing infrastructure deficits. Infrastructure to support housing and employment development is essential to the creation of sustainable communities. The plan considers the physical, social and green infrastructure needed to enable the amount of development proposed taking into account its type and distribution.

Policy INF 1: Infrastructure

The Council's approach to infrastructure planning in the District will identify the infrastructure required to meet the District's growth, to support the strategic site allocations and to ensure delivery by:

- **Working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure**
- **Identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery**
- **Completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space**
- **Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social and community facilities.**

Key Infrastructure Requirements

D.16 In order to ensure the right infrastructure is provided to support the growth set out in the Local Plan, a detailed schedule of infrastructure requirements is set out in the Infrastructure Delivery Plan contained in Appendix 8.

D.17 The IDP suggests that infrastructure to support the local transport network will be a key priority for the delivery of the strategic site allocations in Bicester and Banbury. The Plan supports the delivery of highway capacity improvements on peripheral routes at Bicester and capacity improvements to north-south and east-west routes at Banbury as set out in the IDP schedule in Appendix 8. The Local Plan contains site-specific information relating to infrastructure requirements and a Developer Contributions SPD is being prepared.

D.18 In addition to key transport infrastructure, there are a number of specific issues and deficiencies to be considered further which include the need for new burial capacity at both Bicester and Banbury. In Banbury, the Canalside development (Policy Banbury 1: Banbury Canalside) sets out the development and infrastructure requirements for the redevelopment of the area comprising a mix of uses including up to 700 homes, retail, 15,000sqm of town centre/commercial uses, public open space and multi storey car parks. The now completed Banbury Flood Alleviation Scheme is important to the delivery of the site.

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

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

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

D.21 The Local Plan Part 2 will allocate non strategic sites in the District and provide greater certainty to the specific location of growth in the rural areas. More detailed information on the provision of infrastructure in the rural areas will arise through the progression of this DPD, and Neighbourhood Plans.

Infrastructure Proposals for Bicester, Banbury, Kidlington and Rural Areas

D.22 The projects included in the IDP (Appendix 8) were identified following the assessment of policies, and discussions with infrastructure providers. Deficiencies and future infrastructure needs were informed by evidence documents and plans and programmes from infrastructure providers and other organisations. The projects are directly linked to the Local Plan and divided into 3 schedules reflecting planned growth in Bicester, Banbury, and Kidlington and Rural Areas.

Overview of Future Growth in Bicester 2011-2031:

- North West Bicester Eco-Town of 6,000 homes and jobs with 40% open space (3,293 expected to be delivered by 2031)
- Graven Hill, 2,100 homes, logistics and distribution hub
- Land at Bure Place, Town Centre Redevelopment (Phase 2)
- Extension to Bicester Town Centre (Area of Search)
- South West Bicester Phase 1 1,462 homes and 726 homes at Phase 2
- South East Bicester 1,500 homes
- Bicester Business Park
- Employment land at Bicester Gateway
- Employment Land at North East Bicester
- Tourism-led development at Former RAF Bicester
- Gavray Drive 300 homes
- New Cemetery.

Overview of Future Growth in Banbury 2011-2031:

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

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

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

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

D.23 The IDP indicates where and when infrastructure is needed. It also indicates potential costs, means and sources of funding, and the delivery progress of infrastructure projects. These have been categorised as critical, necessary or desirable to reflect their relevance to the delivery of the Local Plan.

Critical	Necessary	Desirable
Infrastructure without which development cannot commence.	Infrastructure necessary to support development but the precise timing and phasing is less critical and development may commence ahead of its provision.	Infrastructure is desirable in order to build sustainable communities. Timing and phasing is not critical over the plan period.

D.24 In some instances, infrastructure may be needed ahead of development taking place and some projects such as the Banbury Flood Alleviation Scheme have already been delivered. These projects are included in the IDP because they enable the forthcoming delivery of policies and allocations.

D.25 The IDP is a live document supporting the Local Plan and it will be adjusted to reflect changes in circumstances and strategies over time. It will be monitored alongside Policy INF 1 – Infrastructure, as detailed in the Local Plan Monitoring Framework (Appendix 6) and delivery progress reported in the Annual Monitoring Report.

Section E - Monitoring and Delivery of the Local Plan

E.1 Effective monitoring is important to ensure that Local Plan policies are being implemented and are achieving their aims, given that all development proposals are subject to viability testing.

E.2 Our monitoring report will measure and report on the effectiveness of policies within the Local Plan and associated documents. It will report on a range of data to assess whether:

- policy targets have been met, or progress is being made towards meeting them
- policy targets are not being met, or are not on track to being achieved, and the reasons for this
- policies are having an impact in respect of national and local policy targets, and any other targets identified in local development documents
- policies need adjusting or replacing because they are not working as intended
- policies need changing to reflect changes in national policy or strategic needs
- appropriate infrastructure is being delivered to support growth.

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

E.4 Our monitoring report will be published at least every 12 months. Under the previous legislation, reports have been published at the end of each calendar year and relate to the previous monitoring year (1 April to 31 March). They have focused on measuring the progress of Local Plan preparation, and on the collection of data for the (now removed) national set of indicators. These can be viewed online at http://www.cherwell.gov.uk.

The Monitoring Framework

E.5 For each policy in the Local Plan, we have developed an indicator and a target, which will be used to measure the policy's effectiveness. The Sustainability Appraisal (SA) also lists a number of 'significant effects indicators' which will be used to monitor the 'significant effects' identified in the SA. Data collected on these indicators will be reported on in our monitoring report. A summary of the indicators is set out below, grouped together under the relevant theme of the Local Plan. The detailed Monitoring Framework is included as Appendix 6.

E.6 We have also developed a set of trajectories for housing and employment to address delivery across the programme period as a whole. These are of necessity indicative, but are a clear baseline against which overall implementation can be assessed. They include completions and strategic developments which have an existing planning permission.

Theme One - Achieving a Sustainable Local Economy

E.7 The strategic employment trajectory which follows shows how the release of the strategic development sites set out in Section C 'Policies for Cherwell's Places' would secure significant employment growth in Cherwell that is focused on Bicester and Banbury. There are other smaller sites which are excluded from this assessment.

E.8 We will use a number of indicators (see Appendix 6)to monitor how well policies are delivering our aim of 'achieving a sustainable local economy'. These include:

- change of use/loss of employment land to non-employment use (hectares)/gain of employment floorspace
- allocated employment land completed, committed and remaining
- employment development on non allocated land (hectares)
- amount of retail/town centre uses completed within and outside of town centres
- diversity of uses within urban centres
- amount of new tourism development in the District
- numbers of visitors to tourist attractions in the District.

Theme Two - Building Sustainable Communities

E.9 The housing trajectory which follows shows how the release of the strategic development sites set out in Section C 'Policies for Cherwell's Places' would enable the overall housing growth targets to be met and a 5 year supply to be maintained. Although the trajectory sets out when delivery can reasonably be expected, it does not prevent earlier or accelerated delivery.

E.10 Housing delivery will be monitored to ensure that the projected housing delivery is achieved. The District is required by the NPPF and the NPPG to maintain a continuous five year supply of deliverable (available, suitable and achievable) sites as well as meeting its overall housing requirement. The District must also provide an additional buffer of 5% on top of its five year land supply delivery requirement. This increases to 20% where there has been a record of persistent under delivery. The Council's housing land supply position will be formally reported and comprehensively reviewed on an at least annual basis in the monitoring report. Updates to the housing land supply position will be undertaken during the year should there be a significant change in circumstances to the District's housing land supply position.

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

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

E.12 We will also use a number of indicators (see Appendix 6) to monitor how well policies are delivering our wider aim of 'building sustainable communities'. These include:

- housing completions on previously developed land
- density of housing completions
- affordable housing completions / acquisitions
- housing completions by type and size
- number of extra care units completed
- number of Gypsy and Traveller pitches and Travelling Show people plots provided/lost
- number (or floorspace) of new health care facilities provided
- number (or floorspace) of new community facilities provided
- number of new educational places provided (primary/secondary/tertiary)
- amount, type and location of open space/sport/recreation facilities
- areas deficient in recreation provision by type and amount
- open space/sport/recreation facilities lost to development
- developer contributions towards open space/sport/recreation facilities
- number of areas of open space achieving quality standards.

Theme Three - Ensuring Sustainable Development

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

- planning permissions granted contrary to Environment Agency advice on flood risk grounds
- number/capacity of consented renewable energy schemes
- number of consented developments making use of District heating
- number of developments achieving BREEAM standards, and at what level
- permissions granted contrary to BBOWT/Natural England/Environment Agency advice
- area of biodiversity habitat/number of species
- progress towards Conservation Target Area targets (not set or monitored by the Council, but by the Oxfordshire Local Nature Partnership 'Wild Oxfordshire')
- number of ecological surveys submitted with applications

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

Delivering the Local Plan

E.14 Data on these indicators will be gathered and reported on an at least annual basis. We will also report on whether the established targets have been met, and, if not, what actions are to be taken to ensure they are met in future.

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

- Local Plan Part 2
- Neighbourhood Plans
- Town wide masterplan SPDs for Bicester and Banbury
- Site specific SPDs for Canalside and , Bolton Road
- Developer Contributions SPD and where appropriate other funding mechanisms to support the delivery of infrastructure and services which could include a Community Infrastructure Levy or other tariff system
- Sustainable Buildings in Cherwell SPD.

E.16 We have worked with our delivery partners including Oxfordshire County Council during the preparation of this Local Plan and its Infrastructure Delivery Plan to ensure the Council focuses on the monitoring and delivery of strategic policies with the right infrastructure at the right times.

E.17 We will continue to work with neighbouring authorities and other organisations on cross boundary issues through the Oxfordshire Growth Board and the two Local Enterprise Partnerships covering the District, amongst others. The Duty to Cooperate Topic Paper shows joint working undertaken during the preparation of the Local Plan, and details the various forums and organisations we work with on a regular basis to debate and coordinate strategic planning issues. Actions resulting from cooperation with other local planning authorities or organisations will be reported in the monitoring report.

E.18 Our Monitoring Report will assess the effectiveness of the Local Plan including the rate of delivery of allocated sites by measuring performance against the indicators identified in the Monitoring Framework.

E.19 If the supply of deliverable housing land drops to five years or below and where the Council is unable to rectify this within the next monitoring year there may be a need for the early release of sites identified within this strategy or the release of additional land. This will be informed by annual reviews of the Strategic Housing Land Availability Assessment.

E.20 We have worked with infrastructure providers and landowners to allocate deliverable strategic sites in and around the towns of Bicester and Banbury as the most sustainable locations in the Policies for Cherwell Places in section C of the Local Plan.

E.21 If lack of infrastructure funding were to delay the delivery of sites, we will work with our partners to seek alternative sources

of funding. In doing this we will explore a range of funding mechanisms available through public and private sources such as grants and contributions, incentives schemes such as New Homes Bonus, prudential borrowing or opportunities to reduce infrastructure costs.

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

Local Plan Housing Trajectory 2011-2031

	Completions 2011-2014	Permissions Granted at 31 March 2014	Local Plan: New Allocation 2014-2031	Total Projected Supply 2014-2031	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31	Plan Period Total Supply 2011-2031
Bicester																						
North West Bicester (Bicester 1)	0	393	2900	3293	71	143	179	210	210	210	210	210	210	210	210	210	210	200	200	200	200	3293
Graven Hill (Bicester 2)	0	0	2100	2100	0	0	50	150	200	200	200	200	200	200	200	150	100	100	100	50	0	2100
South West Bicester Phase 1	280	1362	100	1462	136	200	200	200	200	200	200	126	0	0	0	0	0	0	0	0	0	1742
South West Bicester Phase 2 (Bicester 3)	0	0	726	726	0	0	70	70	70	70	140	140	90	76	0	0	0	0	0	0	0	726
South East Bicester (Bicester 12)	0	0	1500	1500	0	0	50	150	150	150	150	150	150	150	150	150	100	0	0	0	0	1500
Gavray Drive (Bicester 13)	0	0	300	300	0	0	50	125	125	0	0	0	0	0	0	0	0	0	0	0	0	300
Talisman Road (approved site)	0	125	0	125	20	45	40	20	0	0	0	0	0	0	0	0	0	0	0	0	0	125
Other sites - 10 or more dwellings	48	54	100	154	12	12	10	10	10	10	10	10	10	10	10	10	10	10	10	0	0	202
Windfall sites - less than 10 dwellings	37	*71*	104	104	8	8	8	8	8	8	8	8	8	4	4	4	4	4	4	4	4	141
Sub-Total	**365**	**2005**	**7830**	**9764**	**247**	**408**	**657**	**943**	**973**	**848**	**918**	**844**	**668**	**650**	**574**	**524**	**424**	**314**	**314**	**254**	**204**	**10129**
Banbury																						
Canalside (Banbury 1)	0	0	700	700	0	0	0	0	0	50	50	100	100	100	100	100	100	0	0	0	0	700
Southam Road (Banbury 2)	0	600	0	600	0	145	150	150	155	0	0	0	0	0	0	0	0	0	0	0	0	600
West of Bretch Hill (Banbury 3)	0	0	400	400	0	50	120	120	110	0	0	0	0	0	0	0	0	0	0	0	0	400
Bankside Phase 1	8	1082	0	1082	50	150	150	150	150	150	100	100	82	0	0	0	0	0	0	0	0	1090
Bankside Phase 2 (Banbury 4)	0	0	600	600	0	0	0	0	0	0	50	100	100	100	100	100	50	0	0	0	0	600
North of Hanwell Fields (Banbury 5)	0	0	544	544	0	75	125	125	75	84	60	0	0	0	0	0	0	0	0	0	0	544
Bolton Road (Banbury 8)	0	0	200	200	0	0	0	75	75	50	0	0	0	0	0	0	0	0	0	0	0	200
South of Salt Way - West (Banbury 16)	0	0	150	150	0	0	50	100	0	0	0	0	0	0	0	0	0	0	0	0	0	150
South of Salt Way - East (Banbury 17)	0	145	1200	1345	0	40	55	50	100	100	100	100	150	150	100	100	100	100	100	0	0	1345
West of Warwick Road	0	300	0	300	0	50	90	90	70	0	0	0	0	0	0	0	0	0	0	0	0	300
Drayton Lodge Farm (Banbury 18)	0	0	250	250	0	0	0	50	75	100	25	0	0	0	0	0	0	0	0	0	0	250
Higham Way (Banbury 19)	0	0	150	150	0	0	25	100	25	0	0	0	0	0	0	0	0	0	0	0	0	150
Other sites - 10 or more dwellings	105	219	150	369	22	22	22	22	22	22	22	22	22	22	22	22	21	21	21	21	21	474
Windfall sites - less than 10 dwellings	100	*156*	416	416	32	32	32	32	32	32	32	32	32	16	16	16	16	16	16	16	16	516
Sub-Total	**213**	**2502**	**4760**	**7106**	**104**	**564**	**819**	**1064**	**889**	**588**	**439**	**454**	**486**	**388**	**338**	**338**	**287**	**137**	**137**	**37**	**37**	**7319**
Elsewhere																						
Former RAF Upper Heyford (Villages 5)	0	761	1600	2361	50	100	150	150	150	150	150	150	150	150	150	150	150	141	140	140	140	2361
DLO Caversfield	85	111	0	111	40	40	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	196
Rural Areas (incl. Kidlington) - 10 or more dwellings	247	888	750	1638	133	130	130	130	130	130	130	100	100	100	100	75	50	50	50	50	50	1885
Windfall sites - less than 10 dwellings	196	*255*	754	754	58	58	58	58	58	58	58	58	58	29	29	29	29	29	29	29	29	950
Sub-Total	**528**	**2015**	**3104**	**4864**	**281**	**328**	**369**	**338**	**338**	**338**	**338**	**308**	**308**	**279**	**279**	**254**	**229**	**220**	**219**	**219**	**219**	**5392**
Grand Total	**1106**	**6522**	**15694**	**21734**	**632**	**1300**	**1845**	**2345**	**2200**	**1774**	**1695**	**1606**	**1462**	**1317**	**1191**	**1116**	**940**	**671**	**670**	**510**	**460**	**22840**

Notes:

1. The trajectory represents the anticipated annual rate of housing delivery in the current housing market (2014). It does not preclude the earlier delivery of sites.

2. Permissions for windfall sites - less than 10 dwellings (shown in italics) are not taken into account in figures for 'Total Projected Supply 2014-2031' nor for 'Plan Period Total Supply 2011-2031' to avoid double counting with the windfall allocation for the plan period.

3. Projections will change in the light of future monitoring.

Local Plan Employment Trajectory 2011-2031

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

Appendix 1 Background to Cherwell's Places

1.1 Cherwell is situated in north Oxfordshire and lies between London and Birmingham, immediately north of Oxford and south of Warwick / Leamington Spa. The District shares boundaries with Oxford City, South Oxfordshire, Vale of White Horse, West Oxfordshire, Aylesbury Vale, South Northamptonshire and Stratford-on-Avon districts.

Cherwell Today

1.2 Cherwell is predominantly a rural District. It has two towns, Banbury in the north and Bicester in the south, and a third urban centre at Kidlington, a very large village close to Oxford. The District has over 90 villages and hamlets.

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

1.4 Banbury is principally a manufacturing town and service centre whilst Bicester is a garrison town with a military logistics, storage and distribution and manufacturing base. Both towns featured as important economic locations in the former Regional Spatial Strategy. Kidlington functions as a village service centre but has a larger, varied employment base benefiting from its proximity to Oxford, its location next to the strategic road network, and the location of London-Oxford Airport immediately to the north.

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

1.6 The M40 motorway passes through Cherwell close to Banbury and Bicester. There are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. The rail link from Bicester to Oxford is being improved as part of wider east-west rail objectives. The District has a clear social and economic relationship with Oxford and to a lesser extent with Northamptonshire. Banbury has its own rural hinterland and housing market area which extends into South Northamptonshire and less so into West Oxfordshire and Warwickshire. London has a significant commuting influence.

1.7 The character of Cherwell's built environment is diverse but distinctive. Banbury and Bicester have changed as a result of post-war expansion and economic growth brought about by the M40 but retain their market town origins. The District has a few fairly large, well served villages and many smaller villages but no small towns as in other parts of Oxfordshire such as

Chipping Norton or Wallingford. In the north of the District, the predominant traditional building material is ironstone; in the south, limestone. Many villages have retained their traditional character. Cherwell has approximately 2,300 listed buildings, an increasing number of conservation areas (presently 60), 59 Scheduled Ancient Monuments and a number of registered parks and gardens and a historic battlefield. In some areas the MoD's presence has influenced the built environment.

1.8 Cherwell's natural environment is also varied. The River Cherwell and Oxford Canal run north-south through the District. There are Ironstone Downs in the north-west (a small proportion of which is within the Cotswolds Area of Outstanding Natural Beauty in the north west of the District), the Ploughley Limestone Plateau in the east and the Clay Vale of Otmoor in the south. Part of the Oxford Meadows Special Area of Conservation lies north of the boundary with Oxford City and the District has a large number of designated wildlife sites, Sites of Special Scientific Interest and other designated areas of natural interest. Approximately 14% of the District lies within the Oxford Green Belt to the south which surrounds the urban area of Kidlington.

1.9 Development in the District has been led by waves of urban expansion to Banbury and Bicester as part of a countywide approach to focus growth on Oxford and its satellite country towns. An urban extension to the north of Banbury of over 1,000 homes was completed in 2008/09. Urban extensions producing some 1600 homes at Bicester were completed in 2004/05. Average housing completions from 2001 to 2014 were 520 per annum, 38.5% of which were in Banbury, 23% in Bicester and 38.5% elsewhere. Banbury's town centre benefited from redevelopment in the 1990s and is regionally important. Improvements to Bicester town centre have been permitted to provide much needed retail, leisure and community facilities and are now largely complete.

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

Bicester Today

1.11 Bicester is a rapidly expanding historic market town with a long-standing military presence. It has grown substantially over the last 50 years and now has a population of approximately 30,000. This represents population growth of 50% since 1981 and, influenced by the strategy in this Plan, further growth, to approximately 40,000 people is projected by 2026. Bicester's growth has been influenced by its location on the strategic road network close to Junction 9 of the M40, where the A34 meets the A41. It is also close to Junction 10 with the A43 which connects the M40 and M1. Bicester has a particularly close economic relationship with Oxford.

1.12 A substantial programme of continuing development in the town is in place. Planning permission has been granted for a strategic housing site of 1,642 homes at 'South West Bicester' Phase 1, including a health village, sports provision, employment land, a hotel, a new secondary school, a community hall and a local centre. A new perimeter road has now been built to serve the development and to assist in removing through traffic from the town centre. North West Bicester was identified by Government as a location for an eco-town development. Bicester's location within the Oxford sub-region and on the Oxford-Cambridge arc makes it well

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

1.13 Phase 1 of a £50m redevelopment of the town centre has now been completed including a Sainsburys supermarket, other retail premises, and a cinema. 'Bicester Village', an internationally successful factory outlet centre at the southern edge of Bicester, has also recently expanded. The Council has granted planning permission for a new business park comprising 50,000m2 of B1 employment space and a hotel to the south of Bicester Village and east of the A41. Full build out of this will be subject to improvements to Junction 9 of the M40.

1.14 In terms of other significant infrastructure, development commenced in summer 2013 for the replacement of Bicester's community hospital. In terms of rail improvements, in 2013, Chiltern Railways commenced work to upgrade the railway between Oxford and Bicester, to significantly improve services between Oxford and London via Bicester and provide an alternative to using the M40 and A34. This will result in improved services from Bicester and the redevelopment of Bicester Town Railway Station. Furthermore, the East West Rail Link Project, which will pass through Bicester, seeks to establish a strategic railway connecting East Anglia with Central, Southern and Western England.

1.15 The town's military presence remains today. MoD Bicester to the south of the town is a major logistics site for the Defence Storage and Distribution Agency (DSDA) and has an army, other military and civilian presence. The site extends to some 630 hectares from the south of Bicester into the rural area around the villages of Ambrosden and Arncott. Logistics operations at the Graven Hill site are being rationalised and consolidated, with the development of a new 'Fulfilment Centre' at Arncott's existing 'C' site, releasing much of the land at the Graven Hill site for allocation for development in this Local Plan. The MoD wishes to retain its valued presence in Cherwell and it remains a major employer in the District. Former RAF Bicester to the north east of the town was established as a Royal Flying Corps Aerodrome and became a Royal Air Force station. The site is now a Conservation Area and retains: "… better than any other military airbase in Britain, the layout and fabric relating to pre-1930s military aviation…". It also has "...the best-preserved bomber airfield dating from the period up to 1945…" (English Heritage). The airfield itself is now used by a gliding club.

1.16 Other major employers at Bicester include Bicester Village (about 1500 people), Tesco (about 400 people) and Fresh Direct (fruit and vegetable merchants employing about 350 people). Bicester does however experience high levels of out-commuting, particularly to Oxford, and this is a significant issue for the Local Plan.

1.17 Bicester was identified in the former South East Plan as a main location for development within the Central Oxfordshire area sub-region around Oxford to improve its self-containment. The South East Plan had previously stated that every opportunity should be taken to promote the town, amongst other things, as a new location for higher value and knowledge-based business. Bicester is generally less constrained than Banbury in terms of landscape sensitivity, flooding and agricultural land quality but has more designated ecological constraints. Under-provision of services and facilities is a concern. Whilst some measures, such as town centre redevelopment, are in place to address this, more needs to be done. Improving self-containment and delivering

jobs, services, facilities, traffic management measures and other infrastructure to match Bicester's rapid and continuing expansion and reduce levels of deprivation are central to this strategy.

Banbury Today

1.18 Banbury is the largest of Cherwell's two towns and is a commercial, retail, employment and housing market centre for a large rural hinterland. It had been identified as a Primary Regional Centre in the revoked South East Plan. Although still a market town, Banbury expanded rapidly in the 1960s to assist in dealing with London's housing needs. Since then, it has seen continued economic and population growth in part due to the construction of the M40 motorway.

1.19 Banbury's major employers are the Horton General Hospital to the south of the town centre (about 1,200 people) which serves North Oxfordshire and neighbouring areas, Kraft (about 800 people) to the north of the town centre, and the District Council based in the adjoining village of Bodicote to the south (about 700 people). The main employment areas are to the north and east of the town.

1.20 The town has two residential areas which suffer significantly from deprivation: an area in western Banbury in and around the Bretch Hill estate, built to accommodate overspill from London; and parts of Grimsbury, originally a Victorian area to the east of the town centre which expanded with the construction of local authority housing and has experienced further development over the past 20 years. Grimsbury has relatively high numbers of people from ethnic minority groups.

1.21 Banbury experienced major retail redevelopment in the 1990s (Castle Quay) which has brought great benefits to the town centre but has also made it more challenging for the historic High Street area. Areas of land east and west of the railway station to the east of the town centre have been in need of regeneration for some years. The easternmost area - the former Cattle Market and adjoining land - has now been developed. The 'Canalside' industrial area to the west is more challenging as significant parts of it are in active use by a wide range of businesses.

1.22 Banbury is located on the River Cherwell / Oxford Canal corridor and its development potential is constrained by sensitive landscape and topography in most directions. This includes the Cherwell Valley, Sor Brook Valley and significant ridgelines. Banbury experienced serious flooding in 1998 and to a lesser extent in 2007. A flood alleviation scheme for the town has now been delivered. Junction 11 of the M40 lies immediately to the north east of the town and the motorway runs close to the town's eastern perimeter. Currently traffic must pass through the town centre or through residential areas to travel between Junction 11 and the south side of town.

Kidlington Today

1.23 Kidlington, in the south of the District, makes a proud claim to be Britain's largest village with a population of about 15,000. By reason of its size, and due to its function as an employment and service centre, it comprises the District's third urban area. Kidlington is located only 5 miles north of Oxford City and is located near a major junction connecting 3 separate A roads - the A34, A40 and A33. Kidlington operates as a local shopping centre which primarily serves customers from the local vicinity. The village centre fulfils the role of 'top up' or convenience shopping. Within the centre there was found to be a relatively high proportion of service and office sector

dominance whilst outside of the centre, there is a concentration of employment generating development to the west of the village around Langford Lane, with Langford Business Parks, Spires Business Park and the Oxford Motor Park. London-Oxford Airport is also situated in this area. One of the challenges at Kidlington is meeting the needs of an urban area constrained by surrounding Green Belt.

Our Villages and Rural Areas Today

1.24 There are over 90 villages and hamlets in Cherwell. Bloxham, in the north of the District, is the second largest village (after Kidlington) with a population of just over 3,000. Yarnton, to the south west of Kidlington, has a population of about 2,500. Adderbury, Deddington, Hook Norton and Bodicote, each in north Cherwell, also have populations in excess of 2,000.

1.25 Each of Cherwell's villages has its own unique character and many have conservation areas which help to conserve and enhance their historic core. All of the villages have seen growth over the centuries, and some have grown significantly in the 20th and 21st centuries.

1.26 Cherwell's villages can be generally characterised as having a fairly limited number and range of services and facilities, however there are significant differences between villages. The larger villages often have some or all of the following; a post office, primary school, shops, pubs, bus services, recreation areas and community halls and other community facilities. Some also have local employment opportunities.

1.27 The character of the rural area is varied and includes land of significant landscape and biodiversity value. A small part of the Cotswolds AONB lies within the north western part of the District and to the south lies the Oxford Meadows Special Area of Conservation. This environment helps attract tourists to the area to destinations such as Hook Norton Brewery, the Cropredy festival and the Oxford Canal.

Former RAF Upper Heyford

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

1.29 Over the last 10 years numerous applications have been made seeking permission to either develop the whole site or large parts of it and a number have gone to appeal demonstrating the significant environmental and heritage constraints and the complexities of the site. An application in 2008 proposed a new settlement of 1,075 dwellings (gross) (761 net), together with associated works and facilities including employment uses, community uses, school, playing fields and other physical and social infrastructure for the entire site. Following a major public inquiry in 2008 the Council received the appeal decision from the Secretary of State in January 2010. The appeal was allowed, subject to conditions, together with 24 conservation area consents that permitted demolition of buildings on the site including 244 dwellings. The 2010 permission granted consent for some of the many commercial uses already operating on temporary consents on the site. More recently, and following a change of ownership of the site, a new outline application was made and granted in 2011 for a revised scheme focusing on the settlement area only. A new masterplan was produced in which the same numbers of dwellings were proposed with the majority of the existing units retained but the development area extends further westwards. Residential development has now commenced south of Camp Road. The delivery of a new settlement at this exceptional brownfield site is therefore underway.

Appendix 2 Links between Policies and Objectives

Appendix 2: Links between Policies and Objectives

Policy Title	Policy Number	Relevant Strategic Objective
A Strategy for Development in Cherwell		
Presumption in Favour of Sustainable Development	Policy PSD1	All objectives
Theme One: A Sustainable Local Economy		
Employment Development	SLE 1	1, 3, 12, 13
Securing Dynamic Town Centes	SLE 2	1, 3, 4, 6, 10, 12, 13, 14, 15
Supporting Tourism Growth	SLE 3	2, 5, 10, 13, 14, 15
Improved Transport and Connections	SLE 4	10, 13
High Speed Rail	SLE 5	10, 12, 15
Theme Two: Building Sustainable Communities		
District Wide Housing Distribution	BSC 1	6, 7, 8, 9, 10, 12
Effective and Efficient Use of Land - Brownfield Land and Housing Density	BSC 2	6, 7, 8, 9, 10, 12
Affordable Housing	BSC 3	8
Housing Mix	BSC 4	7, 9
Area Renewal	BSC 5	3, 10, 14
Travelling Communites	BSC 6	7, 10
Meeting Education Needs	BSC 7	10

Policy Title	Policy Number	Relevant Strategic Objective
Securing Health and Well-Being	BSC 8	10
Public Services and Utilities	BSC 9	10
Open Space, Sport and Recreation Provision	BSC 10	10, 11, 14, 15
Local Standards of Provision - Outdoor Recreation	BSC 11	10, 11, 14, 15
Indoor Sport, Recreation and Community Facilities	BSC 12	10, 11, 14
Theme Three: Ensuring Sustainable Development		
Mitigating and Adapting to Climate Change	ESD 1	11, 12, 13, 15
Energy Hierarchy	ESD 2	11
Sustainable Construction	ESD 3	11
Dencentralised Energy Systems	ESD 4	11
Renewable Energy	ESD 5	11
Sustainable Flood Risk Management	ESD 6	11
Sustainable Drainage Systems (SUDS)	ESD 7	11
Our Core Assets		
Water Resources	ESD 8	11
Protection of Oxford Meadows SAC	ESD 9	15
Protection and Enhancement of Biodiversity and the Natural Environment	ESD 10	11, 15
Conservation Target Areas	ESD 11	11, 15
Cotswolds AONB	ESD 12	12, 14
Local Landscape Protection and Enhancement	ESD 13	12, 14

Policy Title	Policy Number	Relevant Strategic Objective
Oxford Green Belt	ESD 14	12, 14
The Character of the Built and Historic Environment	ESD 15	6, 14
The Oxford Canal	ESD 16	10, 13, 14, 15
Green Infrastructure	ESD 17	10, 11, 14, 15
Policies for Cherwell's Places		
Bicester		
North West Bicester Eco-Town	Bicester 1	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Graven Hill	Bicester 2	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
South West Bicester Phase 2	Bicester 3	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Bicester Business Park	Bicester 4	1, 10, 11, 12, 13, 14
Strengthening Bicester Town Centre	Bicester 5	1, 3, 4, 10, 14
Bure Place Town Centre Redevelopment Phase 2	Bicester 6	1, 3, 4, 10, 14
Meeting the Need for Open Space, Sport and Recreation	Bicester 7	10, 14
RAF Bicester	Bicester 8	1, 3, 5, 10, 14
Burial Site in Bicester	Bicester 9	10
Land at Bicester Gateway	Bicester 10	1, 10, 11, 12, 13, 14
Employment Land at North East Bicester	Bicester 11	1, 10, 11, 12, 13, 14
South East Bicester	Bicester 12	1, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15

Policy Title	Policy Number	Relevant Strategic Objective
Gavray Drive	Bicester 13	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Banbury		
Banbury Canalside	Banbury 1	3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Hardwick Farm, Southam Road (East and West)	Banbury 2	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
West of Bretch Hill	Banbury 3	3, 6, 7, 8, 10, 11, 12, 13
Bankside Phase 2	Banbury 4	6, 7, 8, 10, 11, 12, 13, 14, 15
North of Hanwell Fields	Banbury 5	6, 7, 8, 10, 11, 12, 13, 14, 15
Employment Land West of M40	Banbury 6	1, 10, 11, 12, 13, 14
Strengthening Banbury Town Centre	Banbury 7	1, 3, 4, 10, 14
Land at Bolton Road	Banbury 8	1, 3, 4, 10, 14
Spiceball Development Area	Banbury 9	3, 4, 10, 12, 14, 15
Bretch Hill Regeneration Area	Banbury 10	1, 3, 6, 7, 8, 9, 10, 12, 14
Meeting the Need for Open Space, Sport and Recreation	Banbury 11	10, 14
Land for the Relocation of Banbury United FC	Banbury 12	10, 14
Burial Site Provision in Banbury	Banbury 13	10
Cherwell Country Park	Banbury 14	10, 14, 15
Employment Land North East of Junction 11	Banbury 15	1, 10, 11, 12, 13, 14
Land south of Salt Way (West)	Banbury 16	6, 7, 8, 9, 10, 11, 12, 13, 14, 15

Policy Title	Policy Number	Relevant Strategic Objective
Land south of Salt Way (East)	Banbury 17	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Land at Drayton Lodge Farm	Banbury 18	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Land at Higham Way	Banbury 19	6, 7, 8, 9, 10, 11, 12, 13, 14, 15
Kidlington		
Accommodating High Value Employment Needs	Kidlington 1	1, 10, 11, 12, 13, 14
Strengthening Kidlington Village Centre	Kidlington 2	1, 3, 4, 10, 14
Our Villages and Rural Areas		
Village Categorisation	Villages 1	6, 7, 8, 9, 10, 12, 13, 14, 15
Distributing Housing Growth Across the Rural Areas	Villages 2	6, 7, 8, 9, 10, 12, 13, 14, 15
Rural Exception Sites	Villages 3	6, 7, 8, 9, 10, 14
Meeting the Need for Open Space, Sport and Recreation	Villages 4	10, 14
Former RAF Upper Heyford	Villages 5	6, 7, 8, 9, 10, 12, 13, 14, 15
Delivering the Local Plan		
Infrastructure	INF 1	10

Appendix 3 Evidence Base

Economic Evidence

Cherwell Economic Analysis Study (Aug 2012)

Cherwell Retail Study update (Nov 2010)

Cherwell Retail Study (Oct 2012)

Cherwell Tourism Development Study (Aug 2008)

Employment Land Review (July 2006)

Employment Land Review update (Feb 2012)

PPS6 Town Centres Study (Dec 2006)

Area Renewal and Bretch Hill Regeneration Area Background Paper (Jan 2014)

Oxfordshire Strategic Economic Plan (March 2014)

The Oxfordshire Innovation Engine (Oct 2013)

South East Midlands Strategic Economic Plan (March 2014)

Cherwell Economic Analysis Addendum (August 2014)

Updated Employment Land Forecasts (May 2014)

Environmental & Energy Evidence

Addendum to Habitats Regulations Assessment (stage 1 - screening of Proposed Submission Draft Local Plan, Aug 2012) Final Screening of Proposed Changes March 2013 (March 2013)

Addendum to Habitats Regulations Assessment (stage 1 - screening of Proposed Submission Draft Local Plan, Aug 2012) Final Screening of Proposed Changes March 2013 and Further Proposed Changes October 2013 (Oct 2013)

Background Paper on Policies ESD 1-5 of the Proposed Submission Local Plan (Aug 2012)

Banbury Analysis of Potential for Strategic Development - Final Report (Sept 2013)

Banbury Environmental Baseline Report - Final Report (Sept 2013)

Banbury Green Buffers Report - Final Report (Sept 2013)

Banbury Landscape Sensitivity and Capacity Assessment - Final Report (Sept 2013)

Bicester Environmental Baseline Report - Final Report (Sept 2013)

Bicester Green Buffers Report - Final Report (Sept 2013)

Bicester Landscape Sensitivity and Capacity Assessment - Final Report (Sept 2013)

Canalside Level 2 SFRA (Oct 2012)

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

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

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

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

Landscape Sensitivity and Capacity Assessment (Sept 2010)

Renewable energy and sustainable construction study (Sept 2009)

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

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

Addendum to Habitats Regulations Assessment (Stage 1 Screening of Proposed Submission draft Local Plan, Aug 2012) Final Screening of Proposed Changes March 2013

Addendum to Habitats Regulations Assessment (Stage 1 Screening of Proposed Submission draft Local Plan, Aug 2012) Final Screening of proposed Changes March 2013 and Further Proposed Changes October 2013

Banbury Landscape Sensitivity and Capacity Assessment Addendum (August 2014)

Bicester Landscape Sensitivity and Capacity Assessment Addendum (August 2014)

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

Upper Heyford Landscape Sensitivity and Capacity Assessment (August 2014)

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

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

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

Upper Heyford Assessment Interim Final Report (August 2014)

Heritage Evidence

Oxford Canal Conservation Area Appraisal (Oct 2012)

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

RAF Upper Heyford Revised Comprehensive Planning Brief SPD (2007)

RAF Upper Heyford Conservation Area Appraisal (2006)

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

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

Former RAF Upper Heyford Conservation Plan (2005)

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

The 2014 approved masterplan for the site

Housing Evidence

Affordable Housing Viability Study (March 2010)

Affordable Housing Viability Study update (March 2013)

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

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

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

Cherwell, West Oxfordshire and South Northamptonshire Gypsy and Traveller Needs Assessment 2012/13 (Jan 2013)

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

Living in Cherwell (July 2010)

Local Plan Background Paper - extra care/elderly accommodation (Feb 2013)

Needs Assessment for Travelling Showpeople - executive summary (Nov 2008)

Oxfordshire Strategic Housing Market Assessment (SHMA) (Dec 2007)

Strategic Housing Land Availability Assessment (SHLAA) - Final Report (Oct 2013)

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

Oxfordshire SHMA 2014 - Oxfordshire Economic Forecasting Final Report 2014

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

Cherwell Housing Deliverability (May 2014)

Strategic Housing Land Availability Assessment Update (August 2014)

Village Categorisation Update October 2014

Infrastructure Evidence

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

Banbury Movement Study (Feb 2013)

Bicester Integrated Transport and Land Use Strategy - draft (BICITLUS) (Feb 2009)

Bicester Movement Study (Feb 2013)

Cherwell Rural Areas Integrated Transport and Land Use Study (Aug 2009)

Banbury Movement Study Addendum (2014)

Bicester Movement Study Addendum (2014)

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

Bicester Transport Modelling (October 2014)

Banbury Highway Model: Forecasting Report (October 2014)

Upper Heyford Transport Technical Note (October 2014)

District Wide Transport Note (October 2014)

Summary of Transport Technical Note (October 2014)

Leisure Evidence

Green Space Strategy & background document (July 2008)

Open Space update (Sept 2011)

Playing Pitch Strategy & background document (July 2008)

PPG17 Assessment - indoor sports and recreation facilities assessment (Aug 2006)

PPG17 Assessment - open space, sport and recreational facilities needs assessment audit and strategy (Aug 2006)

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

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

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

Plan-Wide Evidence

Banbury Canalside Viability Study (Sept 2013)

Local Plan Viability Study (Oct 2013)

Local Plan Viability Update Executive Summary (August 2014)

Local Plan Viability Update (September 2014)

Superseded Studies

Assessing the type and size of housing stock required in Cherwell (SUPERSEDED) (Sept 2009)

Banbury Analysis of Potential for Strategic Development - Final Draft (SUPERSEDED) (March 2013)

Banbury Environmental Baseline Report - Final Draft (SUPERSEDED) (March 2013)

Banbury Green Buffers Report - Final Draft (SUPERSEDED) (March 2013)

Banbury Landscape Sensitivity and Capacity Assessment - Final Draft (March 2013) (SUPERSEDED)

Bicester Environmental Baseline Report - Final Draft (SUPERSEDED) (March 2013)

Bicester Green Buffers Report - Final Draft (SUPERSEDED) (March 2013)

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

Cherwell Housing Needs Assessment (SUPERSEDED) (June 2008)

Cherwell Housing Needs Assessment (SUPERSEDED) (June 2009)

Strategic Housing Land Availability Assessment (SHLAA) - Draft Final Report 2013 (SUPERSEDED) (April 2013)

Wroxton and Drayton Strategic Heritage Impact Assessment Report - Final Draft (SUPERSEDED) (March 2013)

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

Interim Transport Technical Note (August 2014)

Relevant Documents/Data Sources

Annual Monitoring Reports

Cherwell in Numbers 2010

Conservation and Urban Design Strategy for Cherwell 2012 – 2015

Economic Development Strategy 2011 – 2016

Low Carbon Environmental Strategy (2012)

National Heat Map (Department of Energy & Climate Change)
http://tools.decc.gov.uk/nationalheatmap/

Oxfordshire Data Observatory
http://insight.oxfordshire.gov.uk/cms/

Oxfordshire Local Transport Plan
http://www.oxfordshire.gov.uk/cms/public-site/local-transport-plan

Oxfordshire Wildlife and Landscape Study
http://owls.oxfordshire.gov.uk/wps/wcm/connect/occ/OWLS/Home//

Appendix 4 Glossary

Phrase	Definition
Accessible Green Space Standards	Model standards devised by English Nature (now Natural England) for the provision of 'natural' greenspace, i.e. accessible areas that also provide potential wildlife habitat. The model sets out that no person should live more than 300m from their nearest area of natural greenspace of at least 2ha in size; that there should be at least one accessible 20ha site within 2km of home; that there should be one accessible 100ha site within 5km of home; and that there should be one accessible 500ha site within 10km of home.
Adoption	The approval, after independent examination, of the final version of a Local Plan by a local planning authority for future planning policy and decision making.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Annual Monitoring Report (AMR)	A report produced at least annually assessing progress of the LDS and the extent to which policies in Local Development Documents are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Area Action Plan (AAP)	A type of Development Plan Document focused upon an area which will be subject to significant change.
Area of Outstanding Natural Beauty (AONB)	Areas of national importance for their landscape character and appearance, within which the conservation and enhancement of their natural beauty is a priority. A small area of the Cotswolds AONB falls within the District.
Biodiversity	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
Climate Change	The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.

Phrase	Definition
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Conservation Area	A locally designated area of special architectural interest, where the character or appearance is desirable to preserve or enhance.
Development Plan	The statutory term used to refer to the adopted spatial plans and policies that apply to a particular local planning authority area. This includes adopted Local Plans (including Minerals and Waste Plans) and Neighbourhood Development Plans and is defined by Section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan Documents (DPDs)	Documents which make up the Local Plan. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	A statutory duty placed on public bodies to cooperate constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.
Eco-innovation hub	A 'green technology' cluster of environmental goods and services businesses.
Embodied Energy	The energy bound up in making a building's materials, transporting them to the site and constructing the building.
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.
Examination	The process by which an independent Planning Inspector considers whether a Development Plan Document is 'sound' before it can be adopted.
European Union (EU)	Union of European Member States
Flood Zones	Areas of land assessed as being of low risk (Flood Zone 1), medium (Flood Zone 2), high (Flood Zone 3a) and the functional floodplain (Flood Zone 3b).
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
Green Corridors	Green spaces that provide avenues for wildlife movement, often along streams, rivers or other natural features. They often provide pleasant walks for the public away from main roads.
Green Infrastructure	The network of accessible, multi-functional green and open spaces.

Phrase	Definition
Gypsies and Traveller	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependant's educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
Habitats Regulations Assessments (HRA)	HRA is required under the European Directive 92/43/ECC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 Site.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, etc.
Infrastructure Delivery Plan (IDP)	The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Plan. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development.
LAP	Local Area for Play
LEAP	Local Equipped Area for Play
Listed Buildings	Buildings and structures which are listed by the Department for Culture, Media and Sport are being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation.
Local Development Documents (LDDs)	The collective term for Development Plan Documents, Supplementary Planning Documents and other documents containing statements relating to planning policy and the development and use of land.
Local Development Scheme (LDS)	A Local Development Scheme is a statutory document required to specify (among other matters) the documents which, when prepared, will comprise the Local Plan for the area. It sets out the programme for the preparation of these documents.
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the District and strategic policies and proposals to deliver that vision.
Local Strategic Partnership (LSP)	A group of people and organisations from the local community including from public, private, community and voluntary sectors within a local

Phrase	Definition
	authority area, with the objective of improving the quality of life of the local community.
Local Transport Plan (LTP)	A transport strategy prepared by the local highways authority (the County Council).
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
MUGA	Multi-Use Games Area
National Planning Policy Framework (NPPF)	A document setting out the Government's planning policies.
National Planning Practice Guidance (NPPG or PPG)	The Government's planning guidance supporting national planning policy.
NEAP	Neighbourhood Equipped Area for Play
Neighbourhood Plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Oxford/Cambridge corridor	A spatial concept focused on the economic influence of Oxford and Cambridge. The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities.
Performance Engineering	Advanced manufacturing / high performance engineering encompass activities which are high in innovation and the application of leading edge technology, and which form a network of businesses which support, compete with and learn from each other.
Planning & Compulsory Purchase Act 2004	This Act amended the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.
Planning Inspectorate	The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents.
Planning Policy Statement (PPS)	Formerly produced by central Government setting out national planning policy. These have been replaced by the NPPF.

Phrase	Definition
Policies Map	Maps of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.
Regulations	This means "The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended" unless indicated otherwise. Planning authorities must follow these when preparing Local Plans.
Saved Policies	Policies in historic development plans that have been formally 'saved' and which continue to be used until replaced by a new Local Plan.
Site Specific Allocations	Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals.
South East Plan (SEP) (now revoked)	One of the former Regional Spatial Strategies revoked by Government. The South East Plan was approved in May 2009 and set out the long term spatial planning framework for the region for the years 2006-2026. It was revoked by the Government in March 2013 with the exception of two policies.
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes and stake holders which influence the nature of places and how they function.
Special Areas of Conservation (SAC)	A SAC is an area which has been given special protection under the European Union's Habitats Directive.
Statement of Community Involvment (SCI)	The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all LDDs and in development control decisions.
Strategic Environmental Assement (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Flood Risk Assessment (SRA)	An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area.

Phrase	Definition
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of the land capacity across the District with the potential for housing.
Strategic Housing Market Assessment (SHMA)	SHMAs are studies required by Government of local planning authorities to identify housing markets, and their characteristics, that straddle District boundaries. Their purpose is to inform Local Plans in terms of housing targets, housing need, demand, migration and commuting patterns and the development of planning and housing policy.
Submission	The stage at which a Development Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Documents (SPDs)	Documents which provide guidance to supplement the policies and proposals in Development Plan Documents.
Sustainable Drainage Systems (SuDS)	SuDS seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SuDS involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Sustainable Community Strategy (SCS)	Sets an overall strategic direction and long-term vision for the economic, social and environmental wellbeing of an area.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".
Travelling Showpeople	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers as defined above.
Windfalls	Unidentified sites that are approved for development.

Appendix 5 Maps

5.1 Cherwell District Policies Map

5.2 Key Policies Map: Bicester

5.3 Key Policies Map: Banbury

5.4 Key Policies Map: Kidlington

Bicester Inset Maps

Policy Bicester 1: North West Bicester Eco-Town

Policy Bicester 2: Graven Hill

Policy Bicester 3: South West Bicester Phase 2

Policy Bicester 4: Bicester Business Park

Policy Bicester 5: Strengthening Bicester Town Centre

Policy Bicester 6: Bure Place Town Centre Regeneration Phase 2

Policy Bicester 8: Former RAF Bicester

Policy Bicester 10: Bicester Gateway

Policy Bicester 11: Employment Land at North East Bicester

Policy Bicester 12: South East Bicester

Policy Bicester 13: Gavray Drive

Banbury Inset Maps

Policy Banbury 1: Banbury Canalside

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

Policy Banbury 3: West of Bretch Hill

Policy Banbury 4: Bankside Phase 2

Policy Banbury 5: North of Hanwell Fields

Policy Banbury 6: Employment Land West of M40

Policy Banbury 7: Strengthening Banbury Town Centre

Policy Banbury 8: Bolton Road Development Area

Policy Banbury 9: Spiceball Development Area

Policy Banbury 10: Bretch Hill Regeneration Area

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

Policy Banbury 14: Cherwell Country Park

Policy Banbury 15: Employment Land North East of Junction 11

Policy Banbury 16: South of Salt Way - West

Policy Banbury 17: South of Salt Way - East

Policy Banbury 18: Land at Drayton Lodge Farm

Policy Banbury 19: Land at Higham Way

Kidlington Inset Maps

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

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

Policy Kidlington 2: Strengthening Kidlington Village Centre

Our Villages and Rural Areas Inset Maps

Policy Villages 5: Former RAF Upper Heyford

Thematic Maps

Theme Map - Biodiversity

Theme Map - Community Facilities

Theme Map - Economy

Theme Map - Green Infrastructure

Theme Map - Historic Environment

Theme Map - Landscape

Theme Map - Renewable & Low Carbon Energy

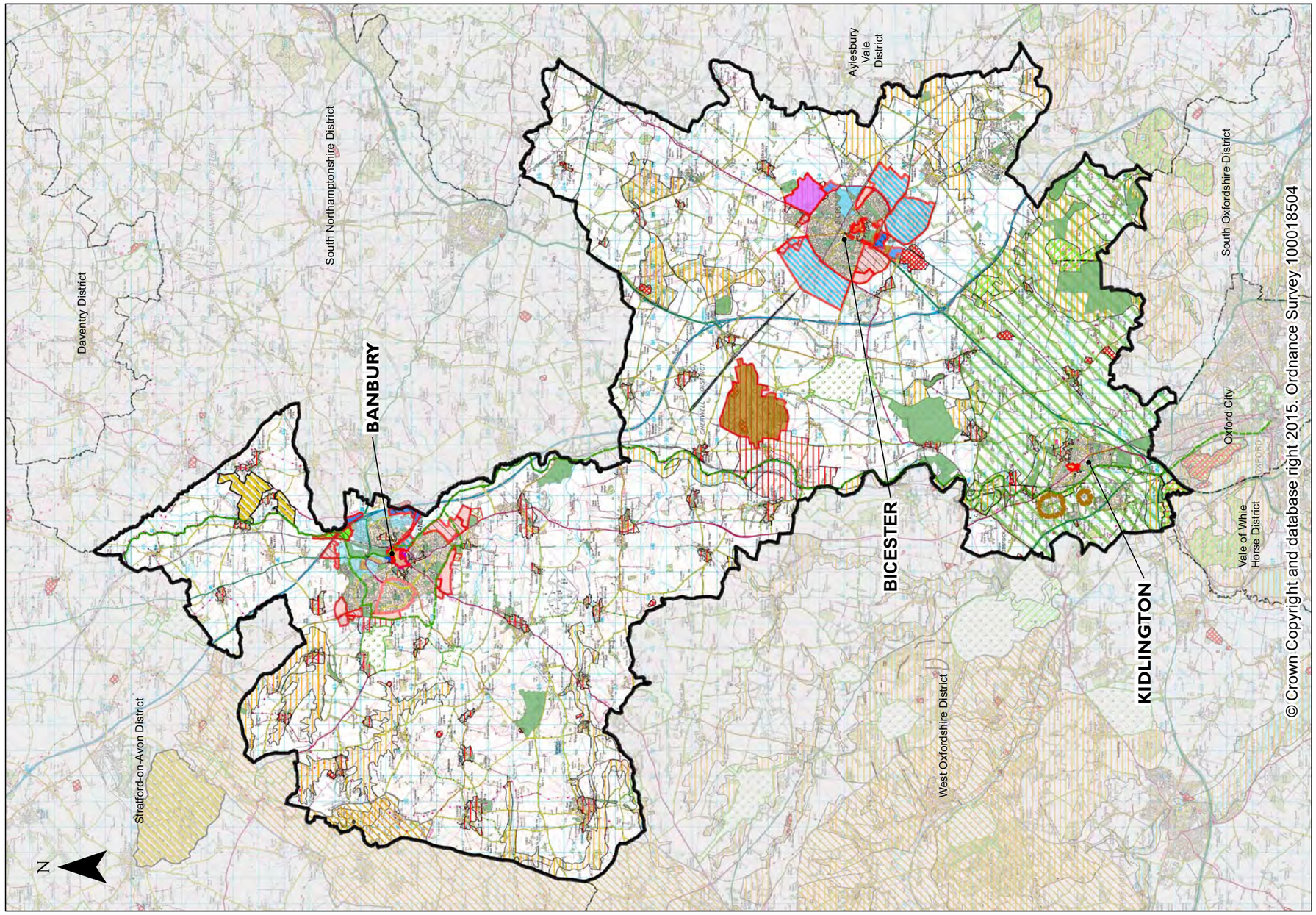
Theme Map - Retail

Key to maps

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

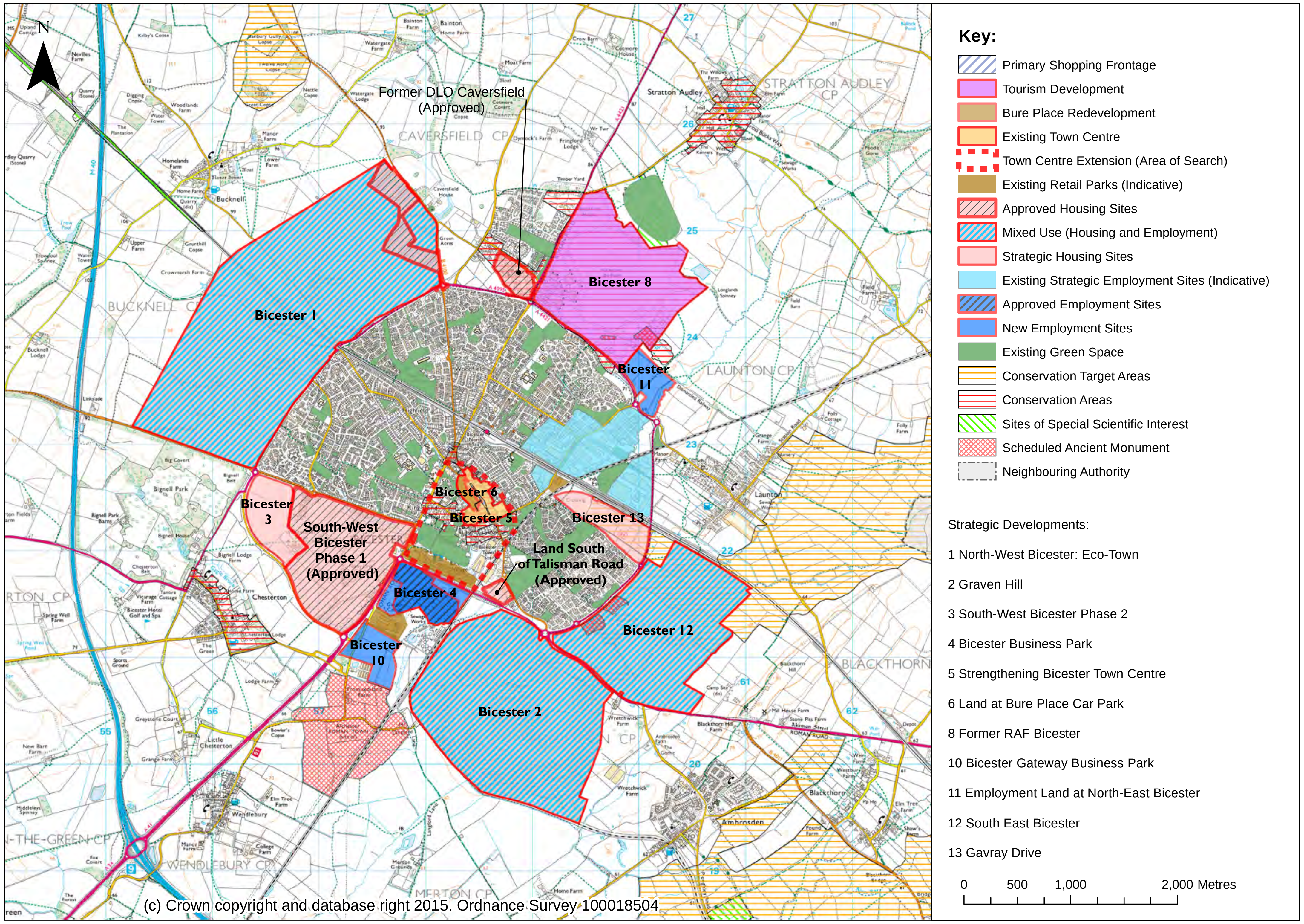
5.1 Cherwell District Policies Map

5.1 Cherwell District Policies Map



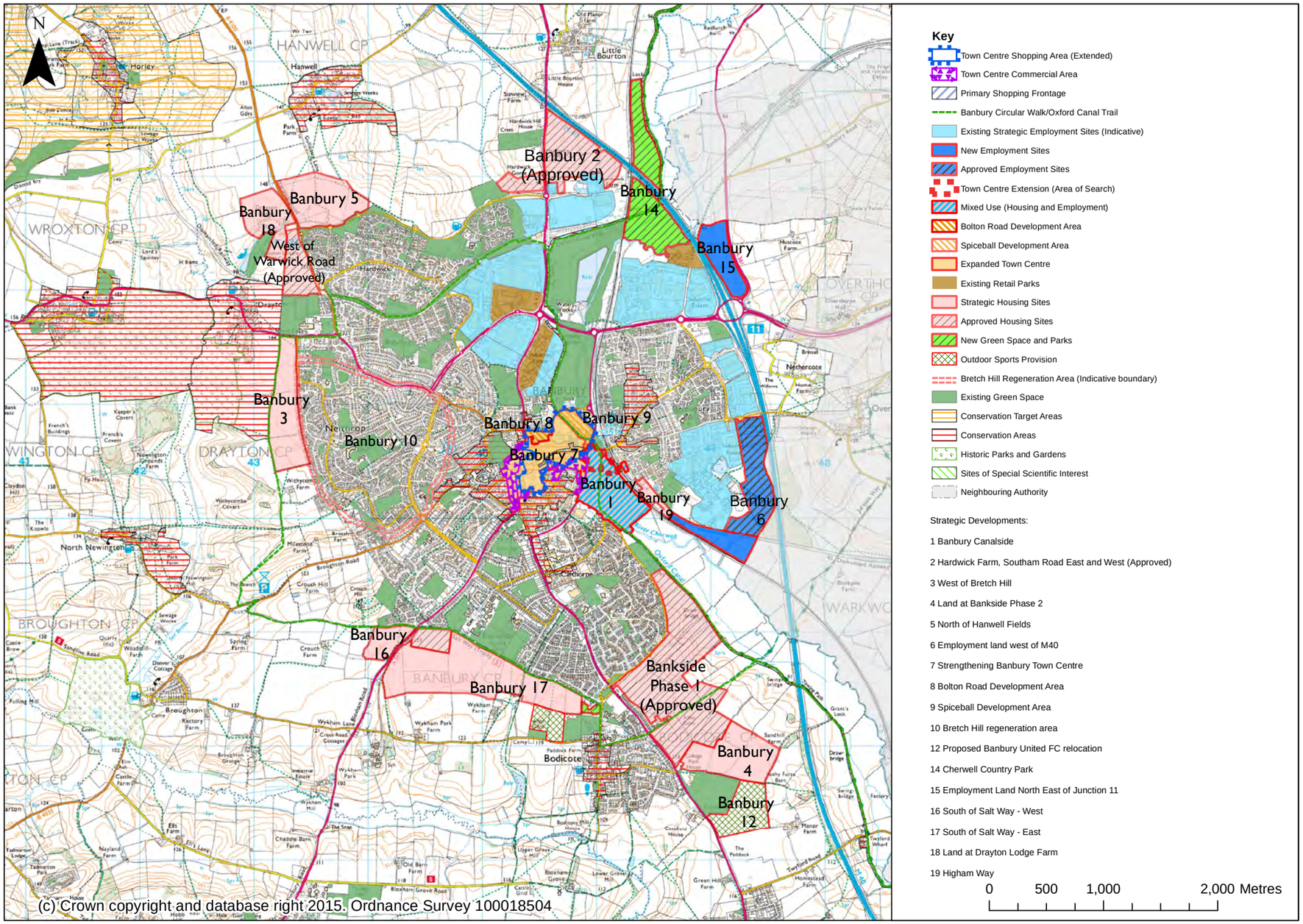
5.2 Key Policies Map: Bicester

5.2 Key Policies Map: Bicester



5.3 Key Policies Map: Banbury

5.3 Key Policies Map: Banbury



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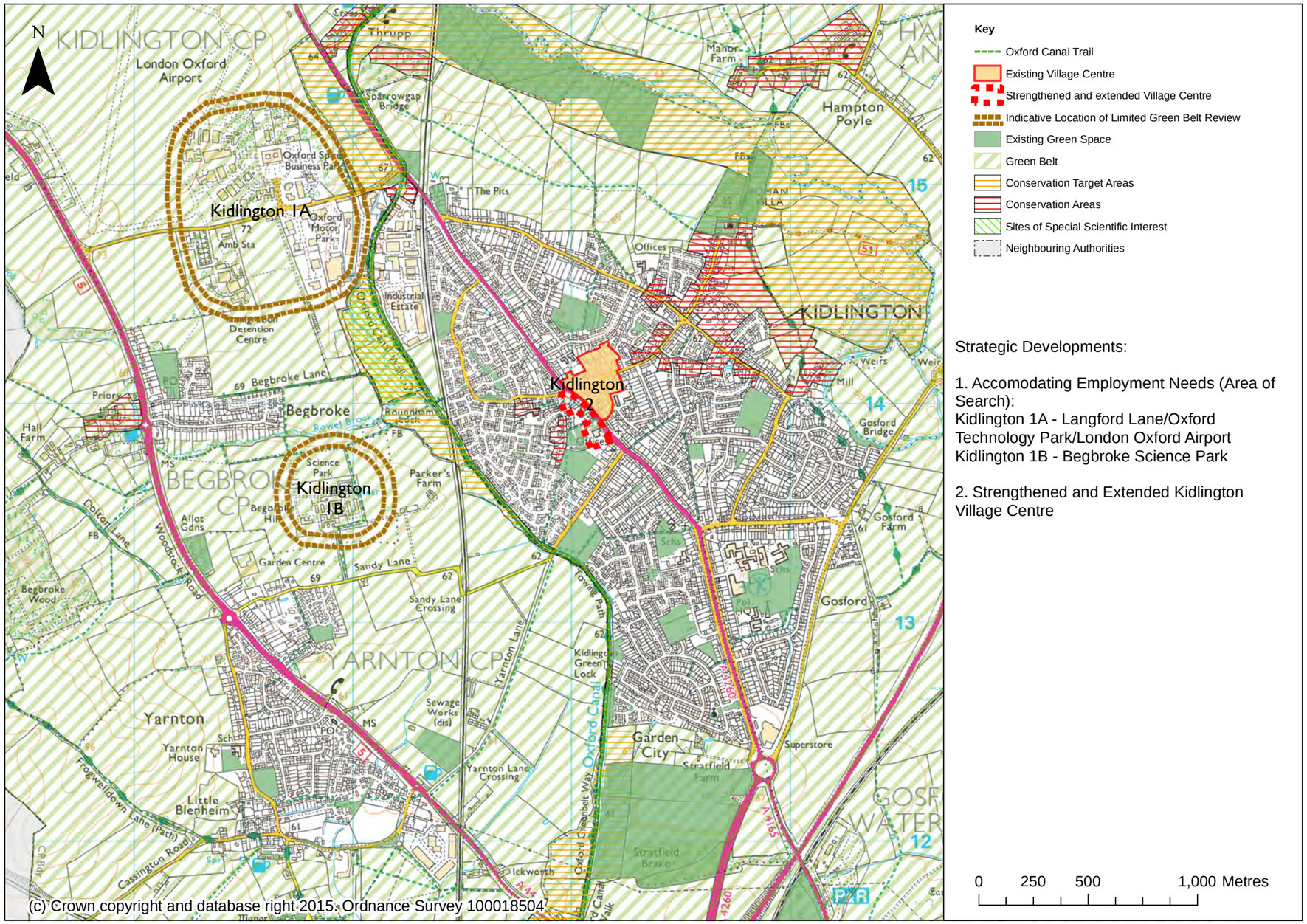
5.4 Key Policies Map: Kidlington

5.4 Key Policies Map: Kidlington



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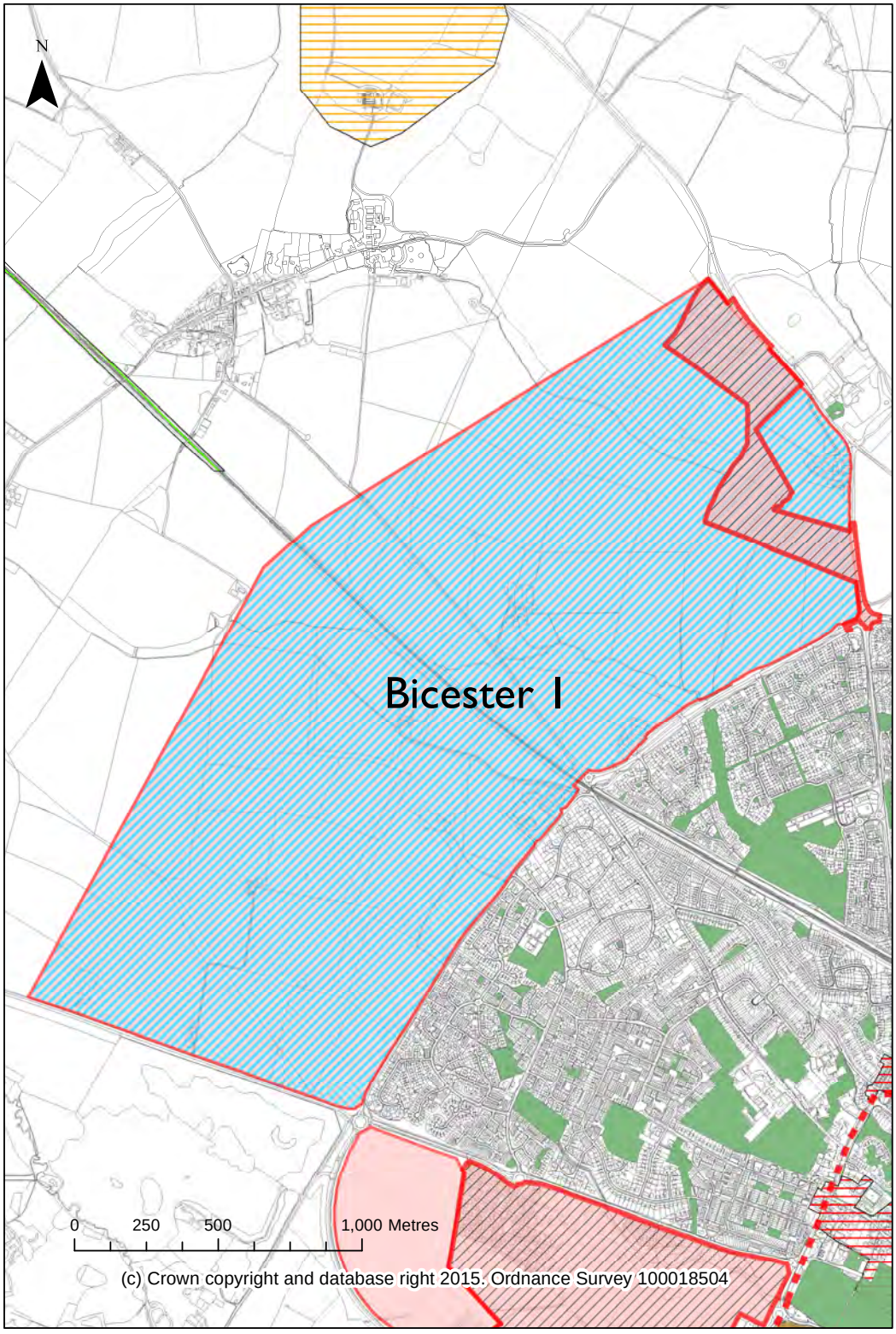
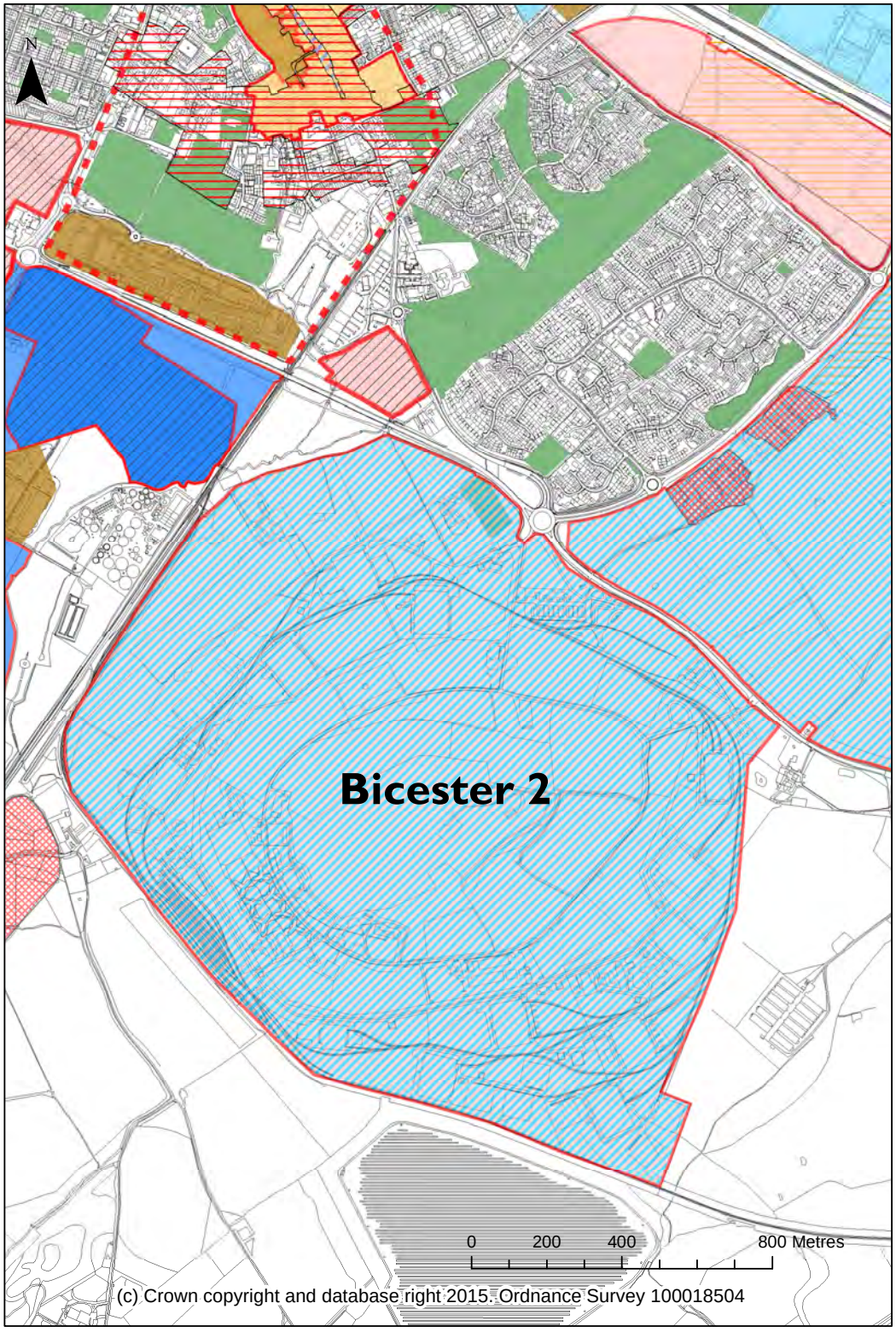
Bicester Inset Maps

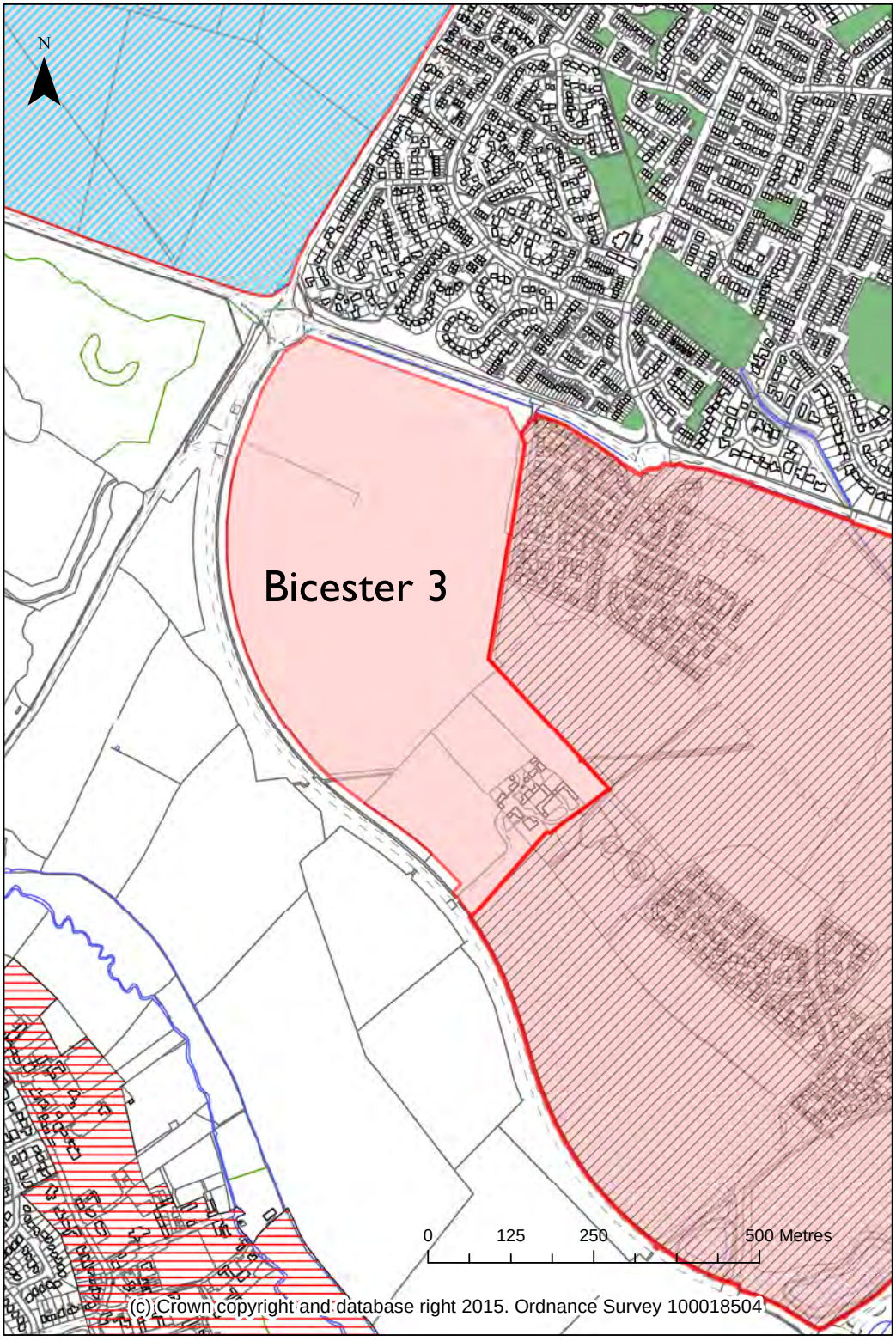
Policy Bicester 1: North West Bicester Eco-Town



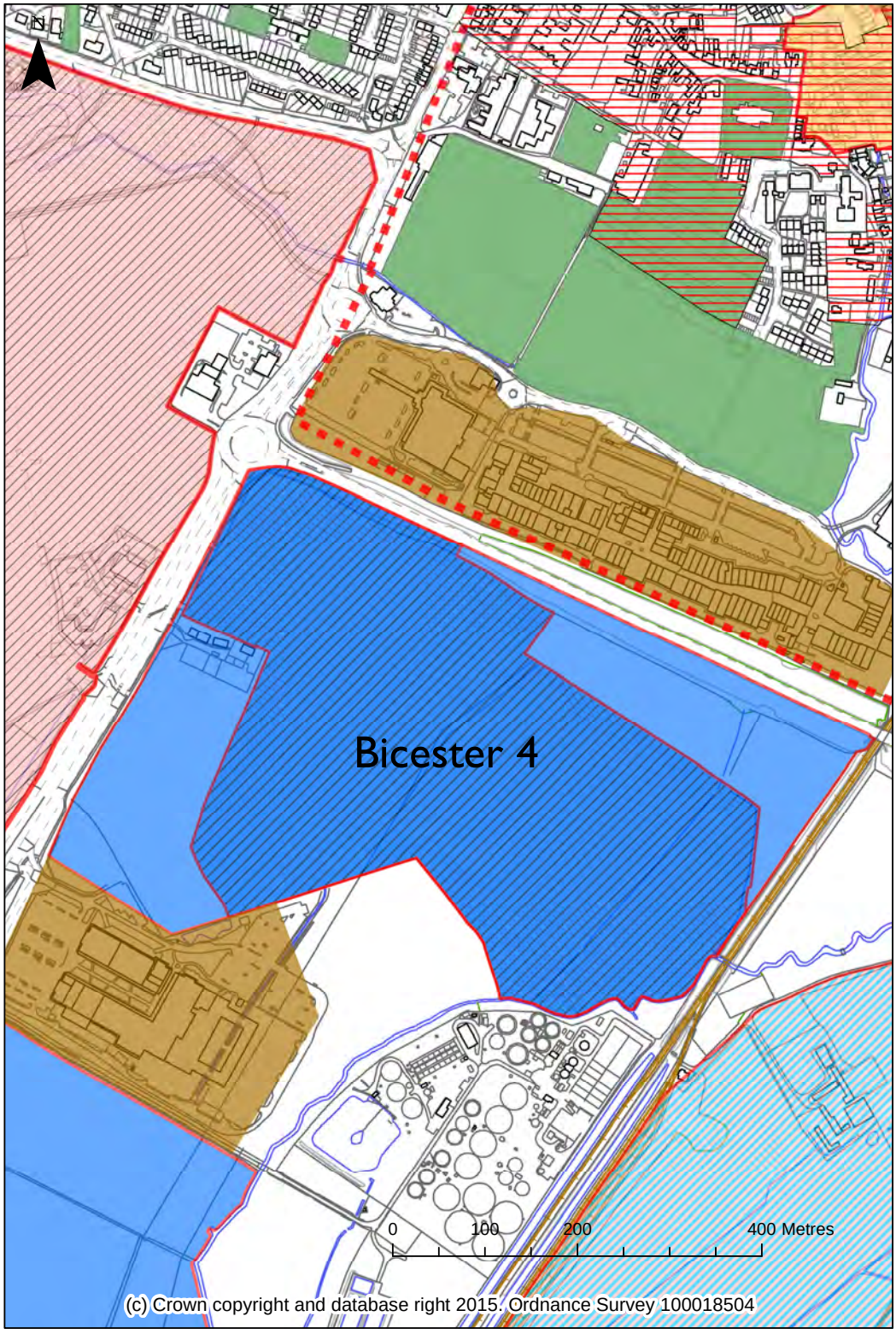
Policy Bicester 2: Graven Hill



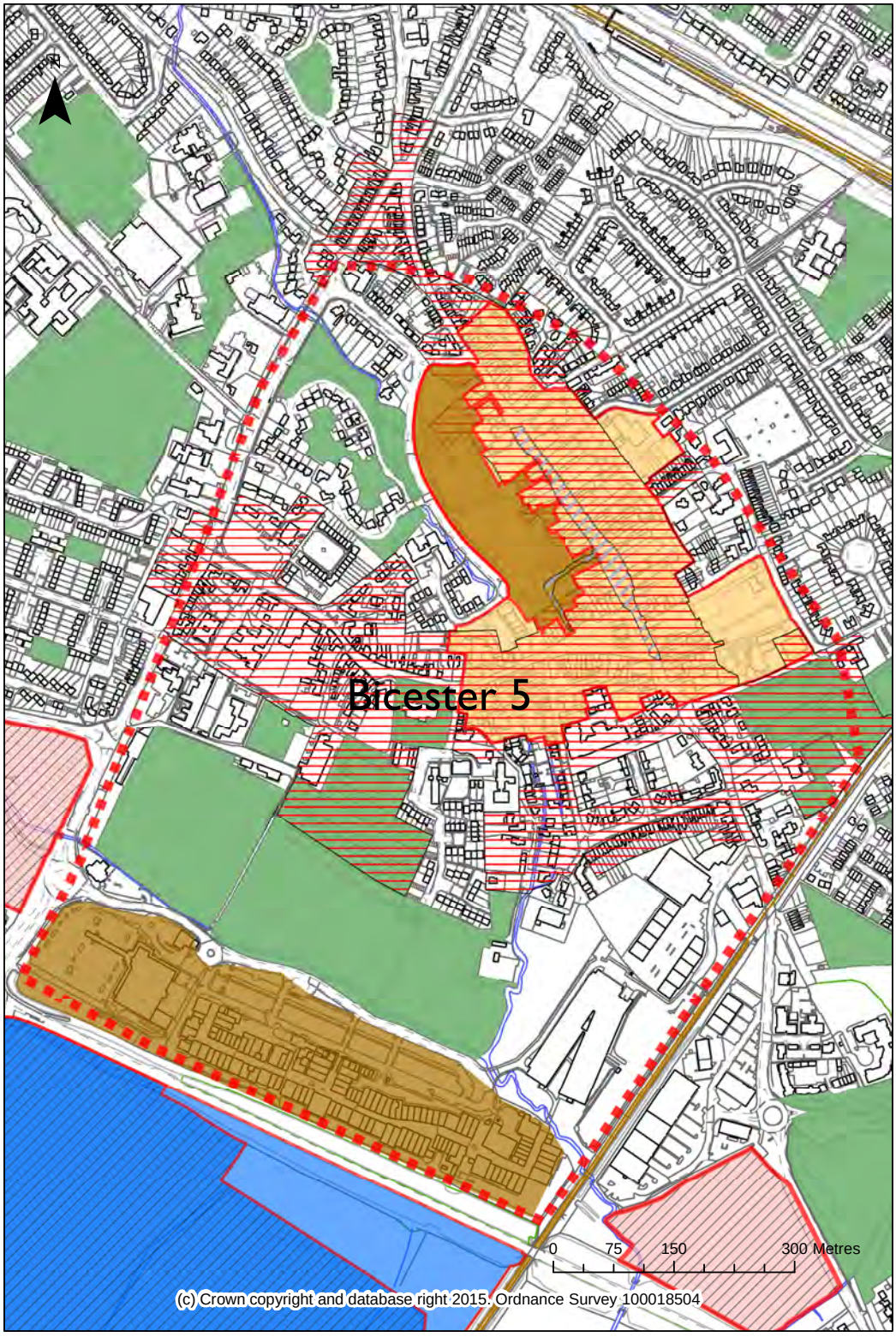
Policy Bicester 3: South West Bicester Phase 2



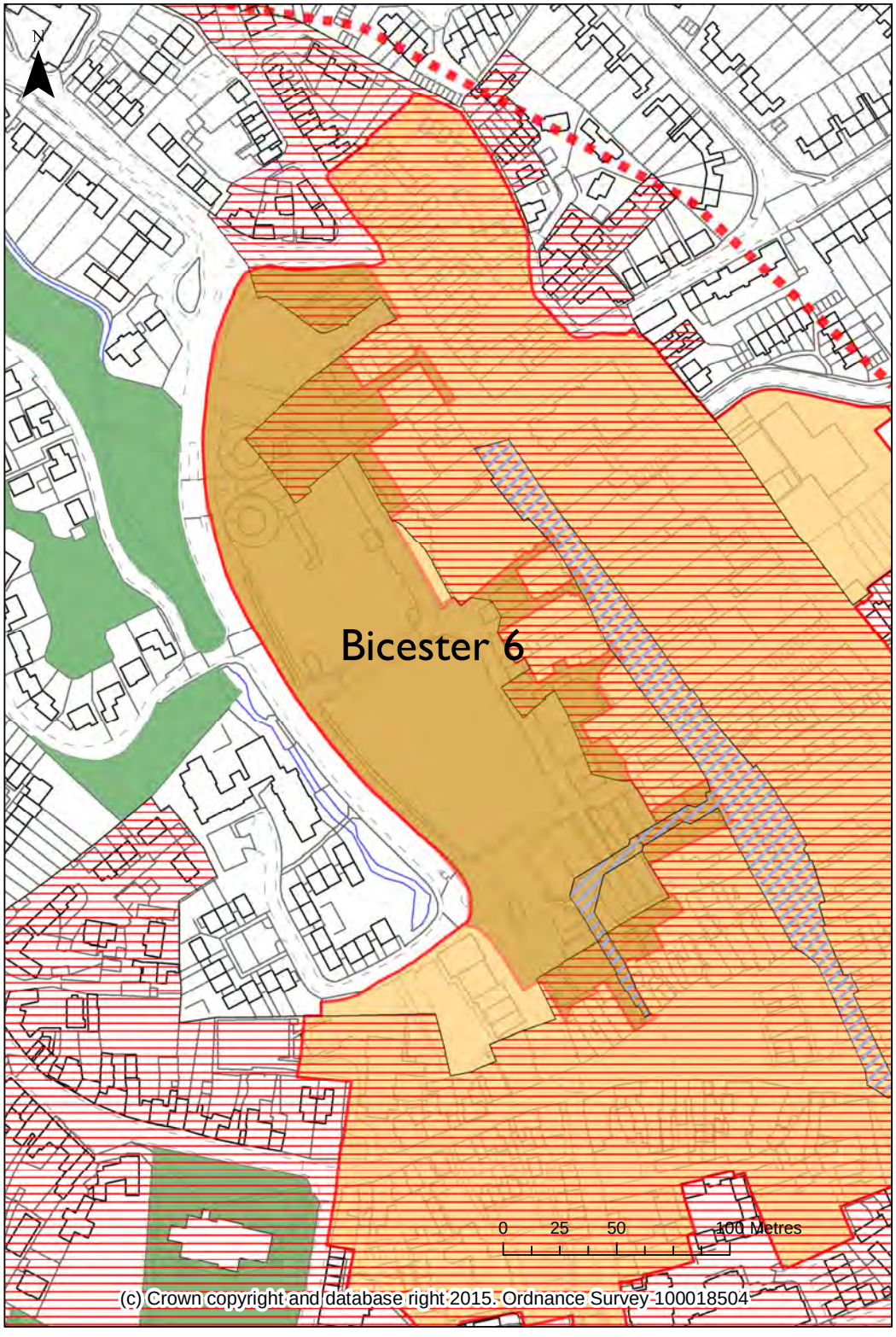
Policy Bicester 4: Bicester Business Park



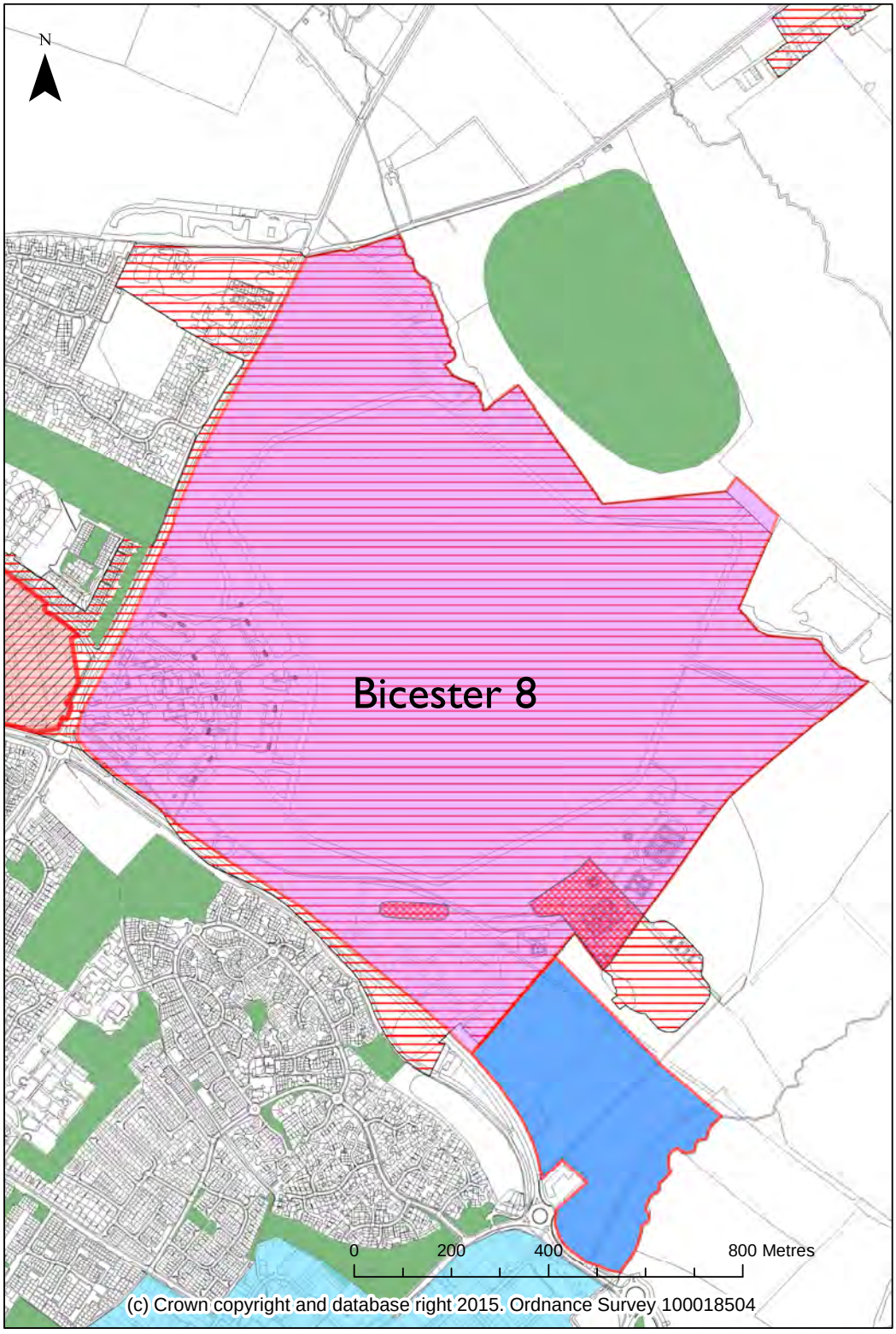
Policy Bicester 5: Strengthening Bicester Town Centre



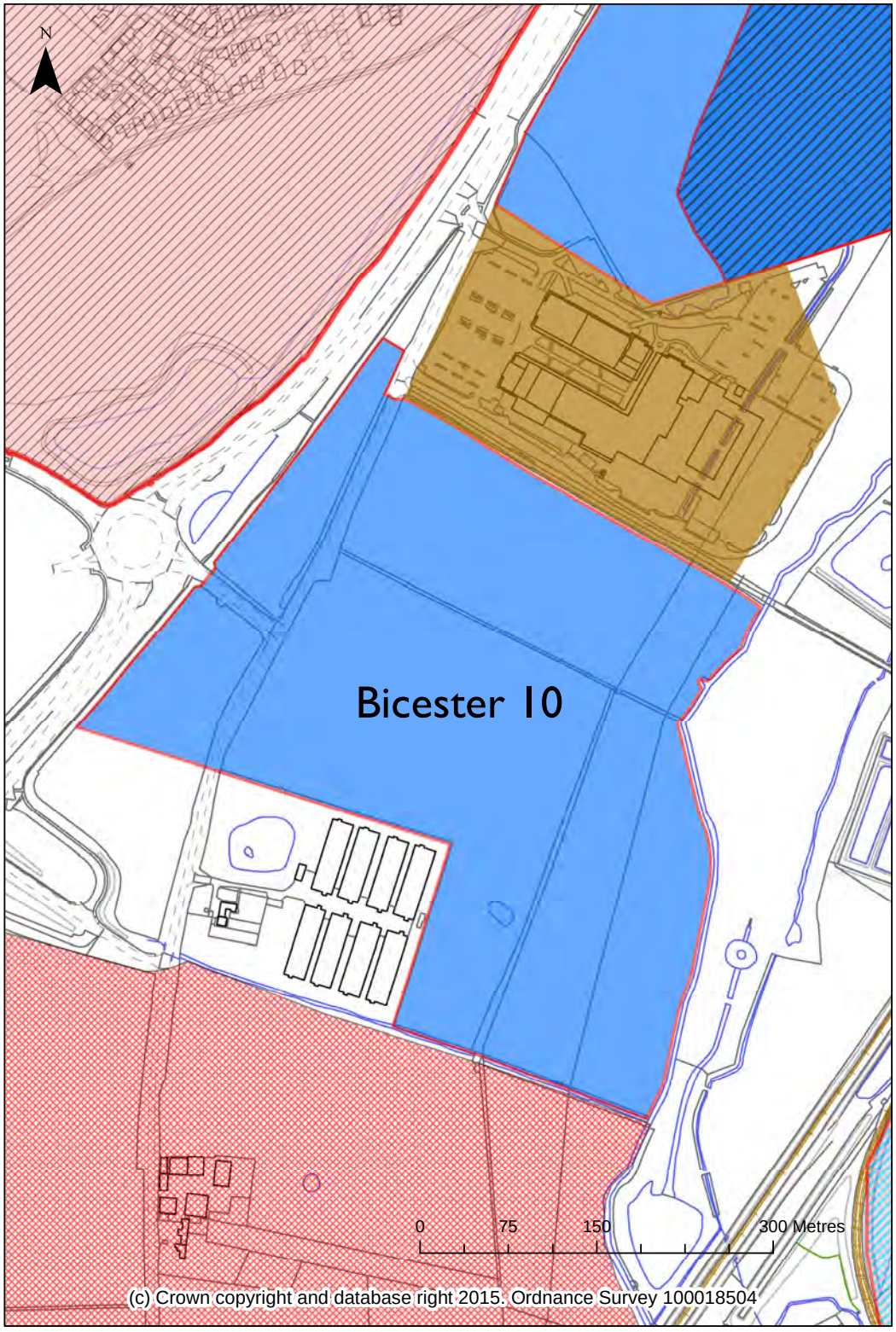
Policy Bicester 6: Bure Place Town Centre Redevelopment Phase 2



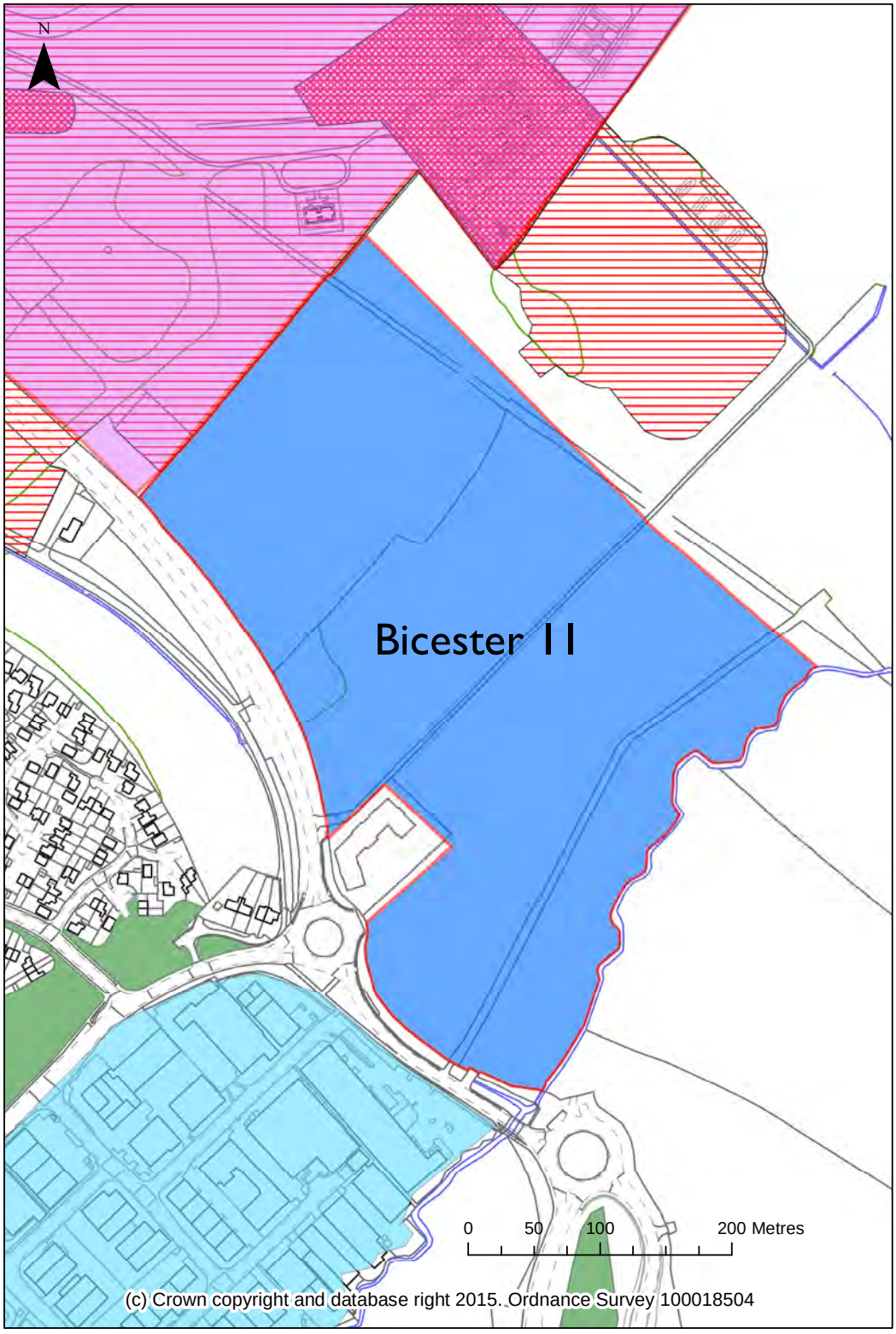
Policy Bicester 8: Former RAF Bicester



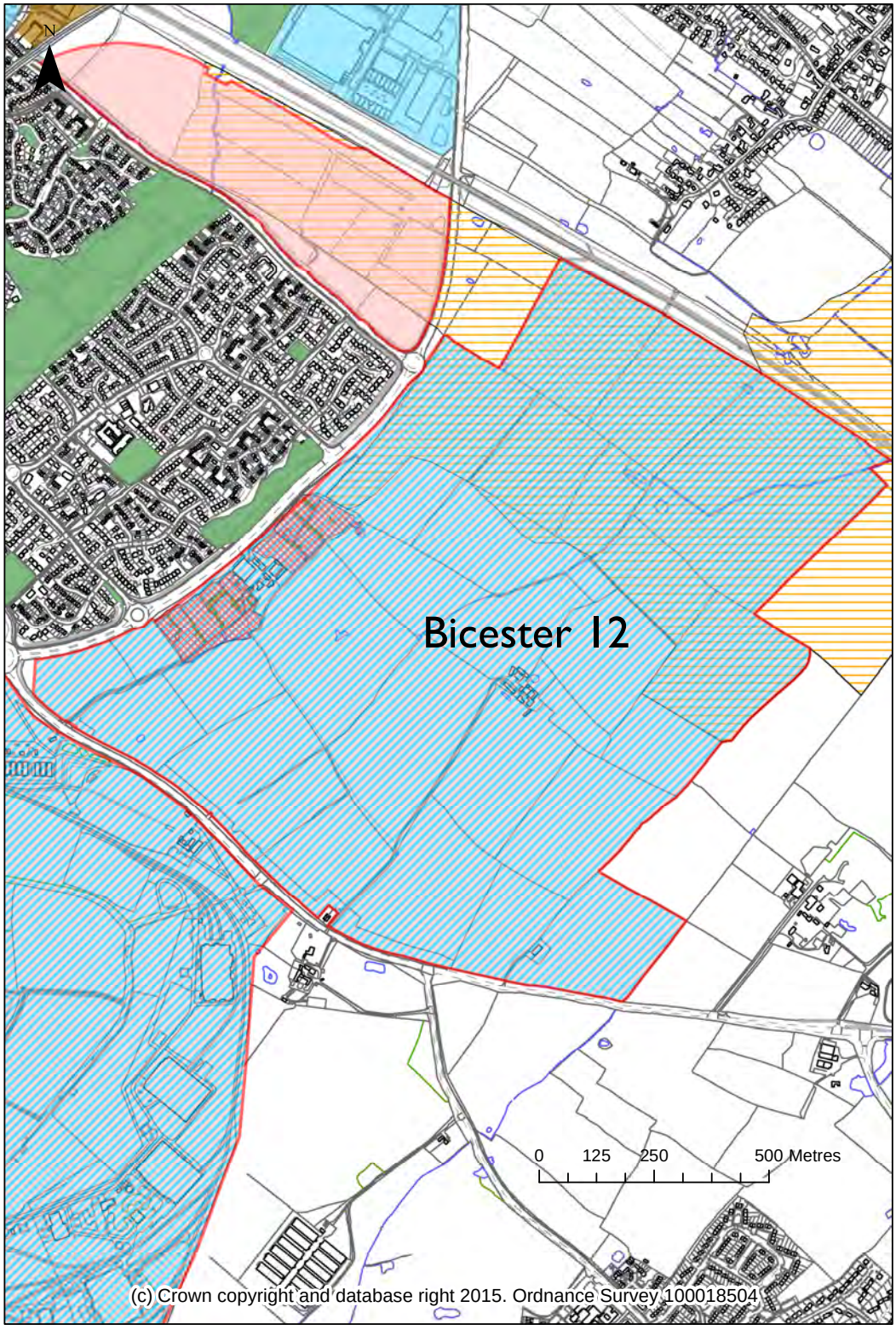
Policy Bicester 10: Bicester Gateway



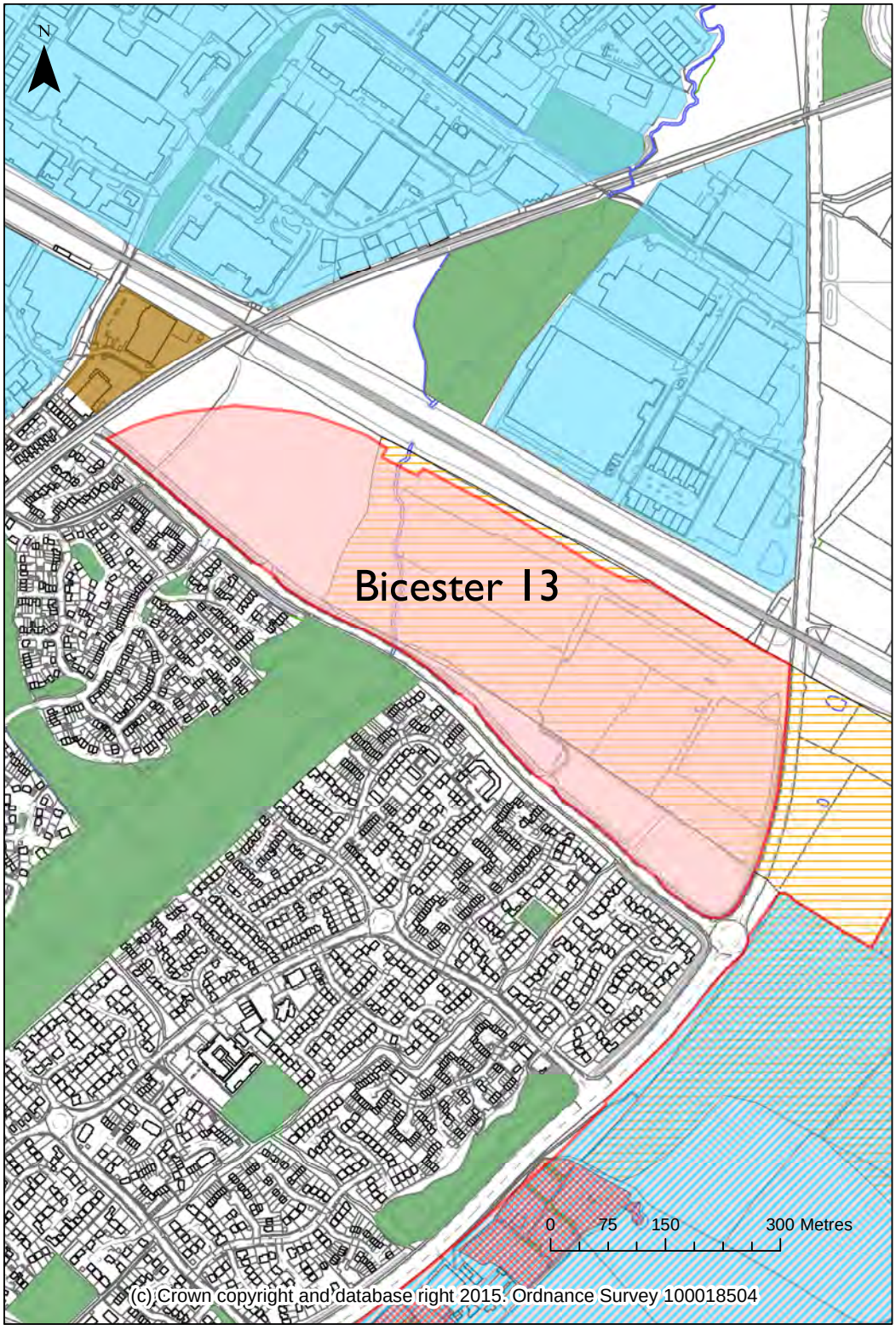
Policy Bicester 11: Employment Land at North East Bicester



Policy Bicester 12: South East Bicester

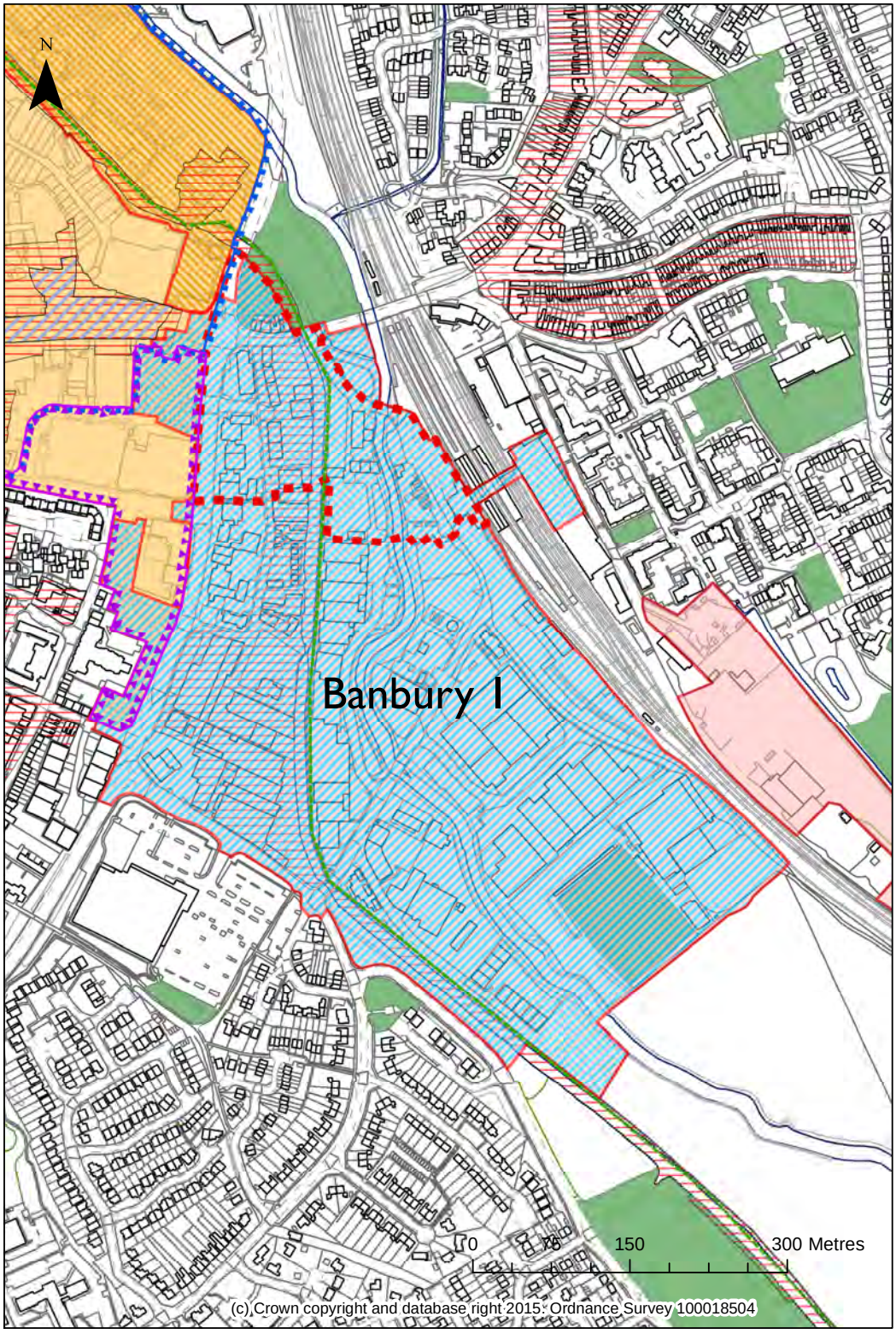


Policy Bicester 13: Gavray Drive

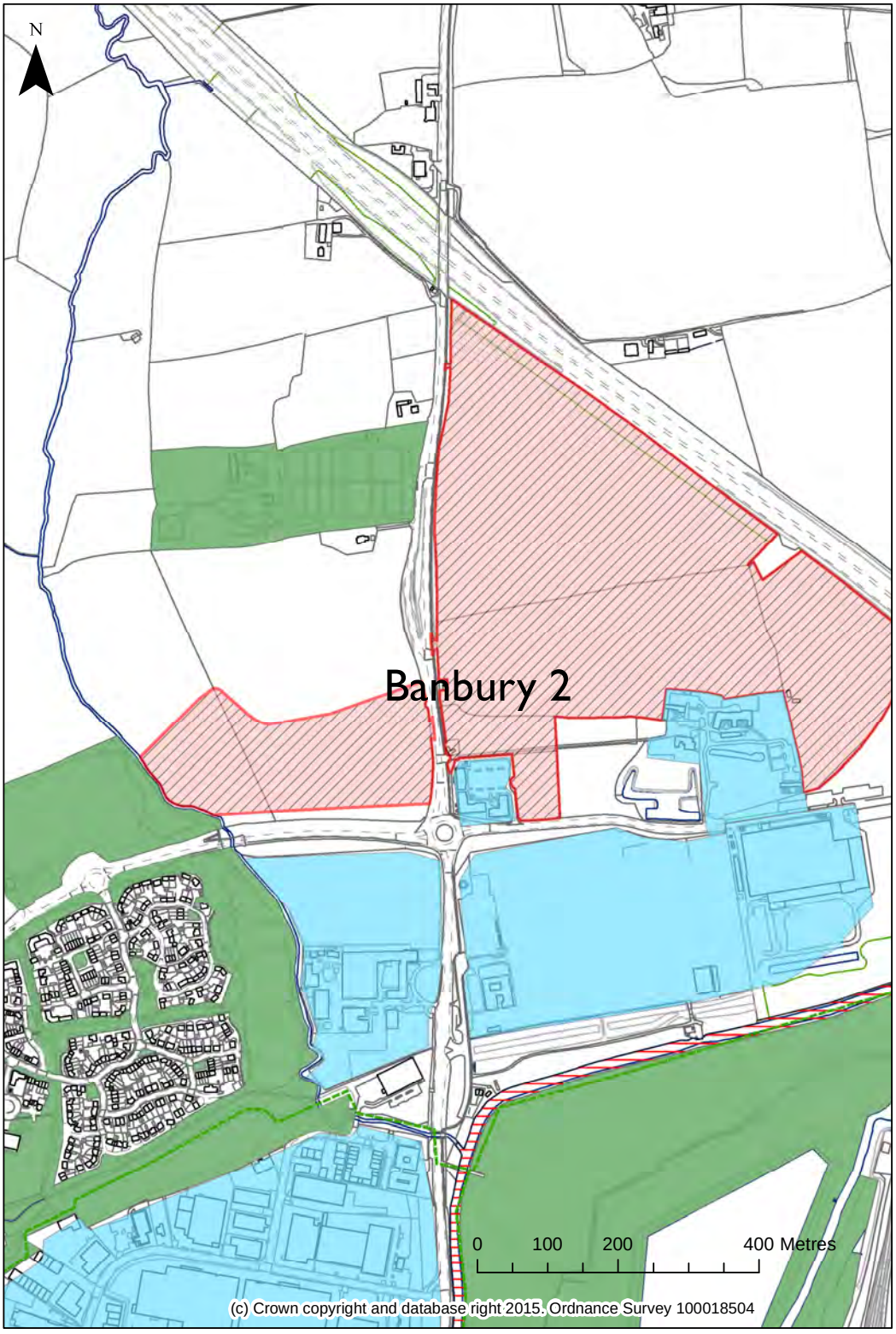


Banbury Inset Maps

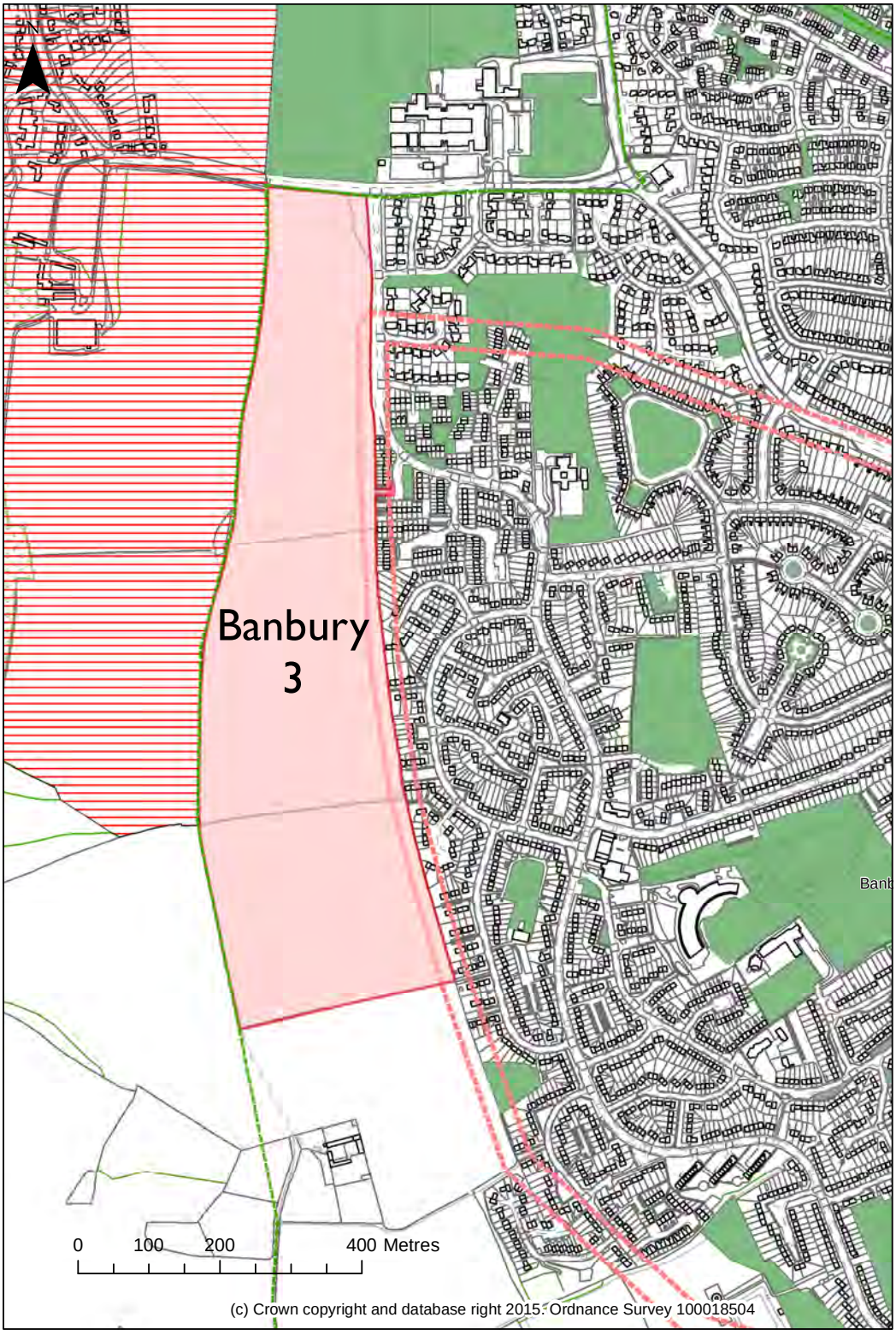
Policy Banbury 1: Banbury Canalside



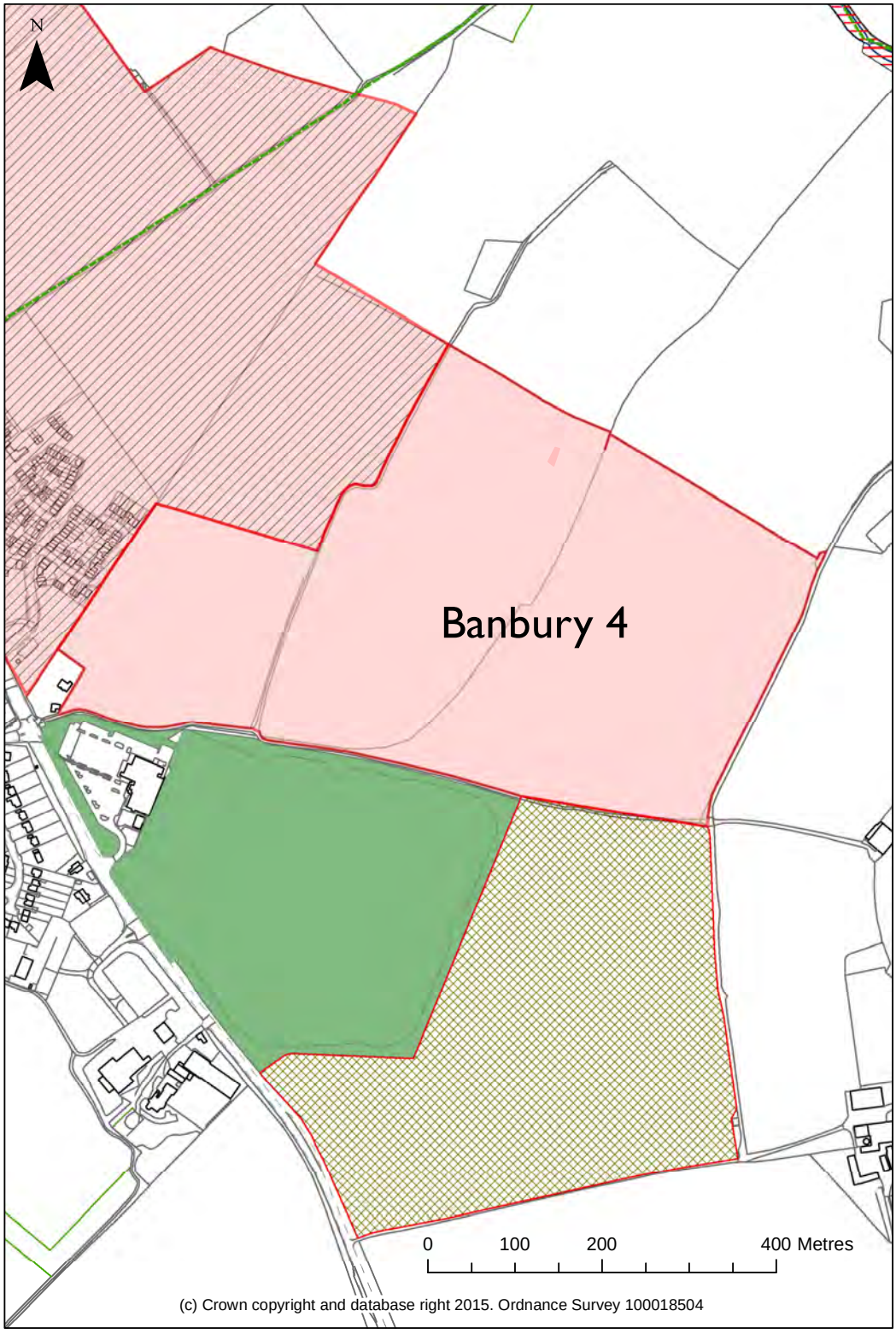
Policy Banbury 2: Hardwick Farm, Southam Road (East and West)



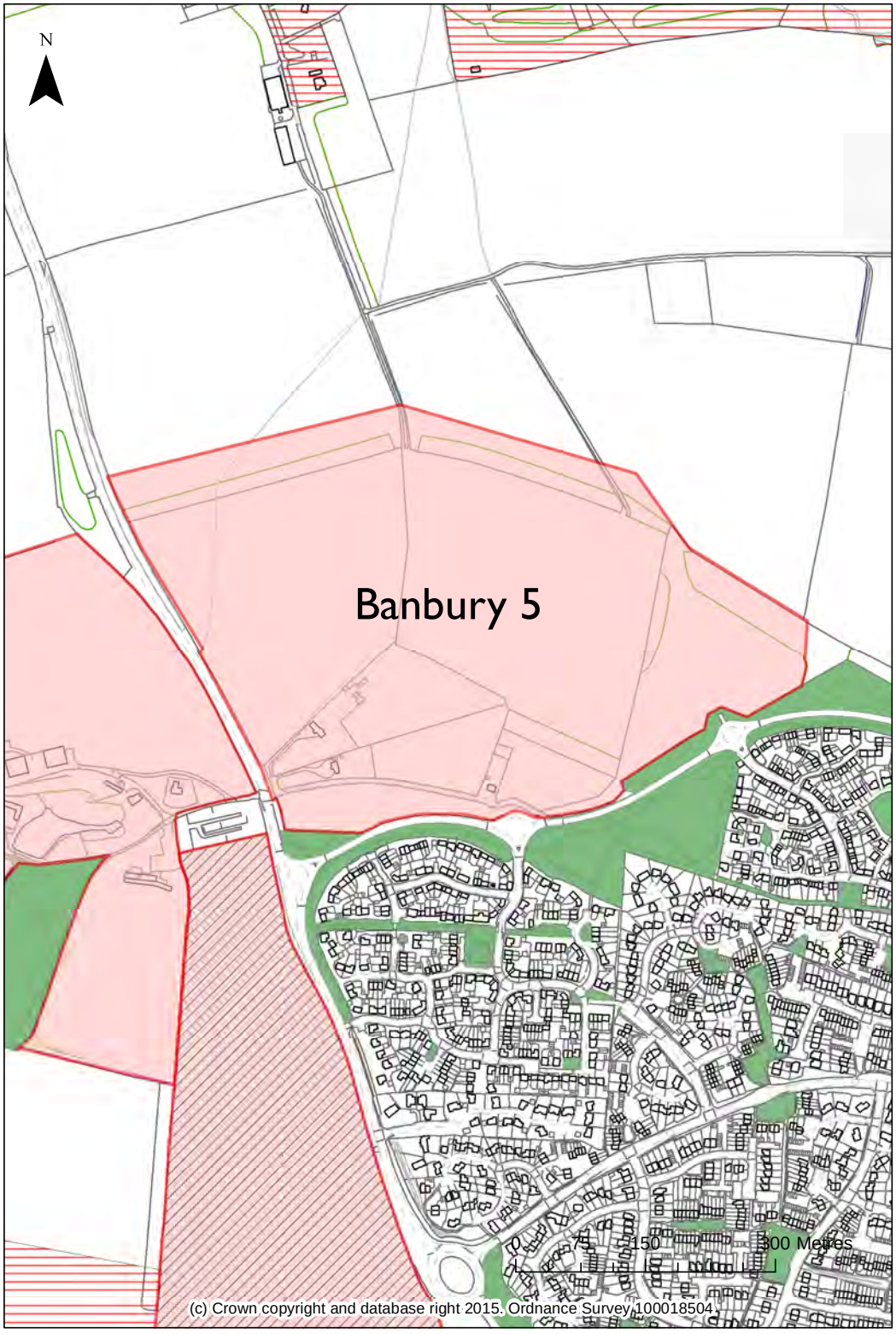
Policy Banbury 3: West of Bretch Hill



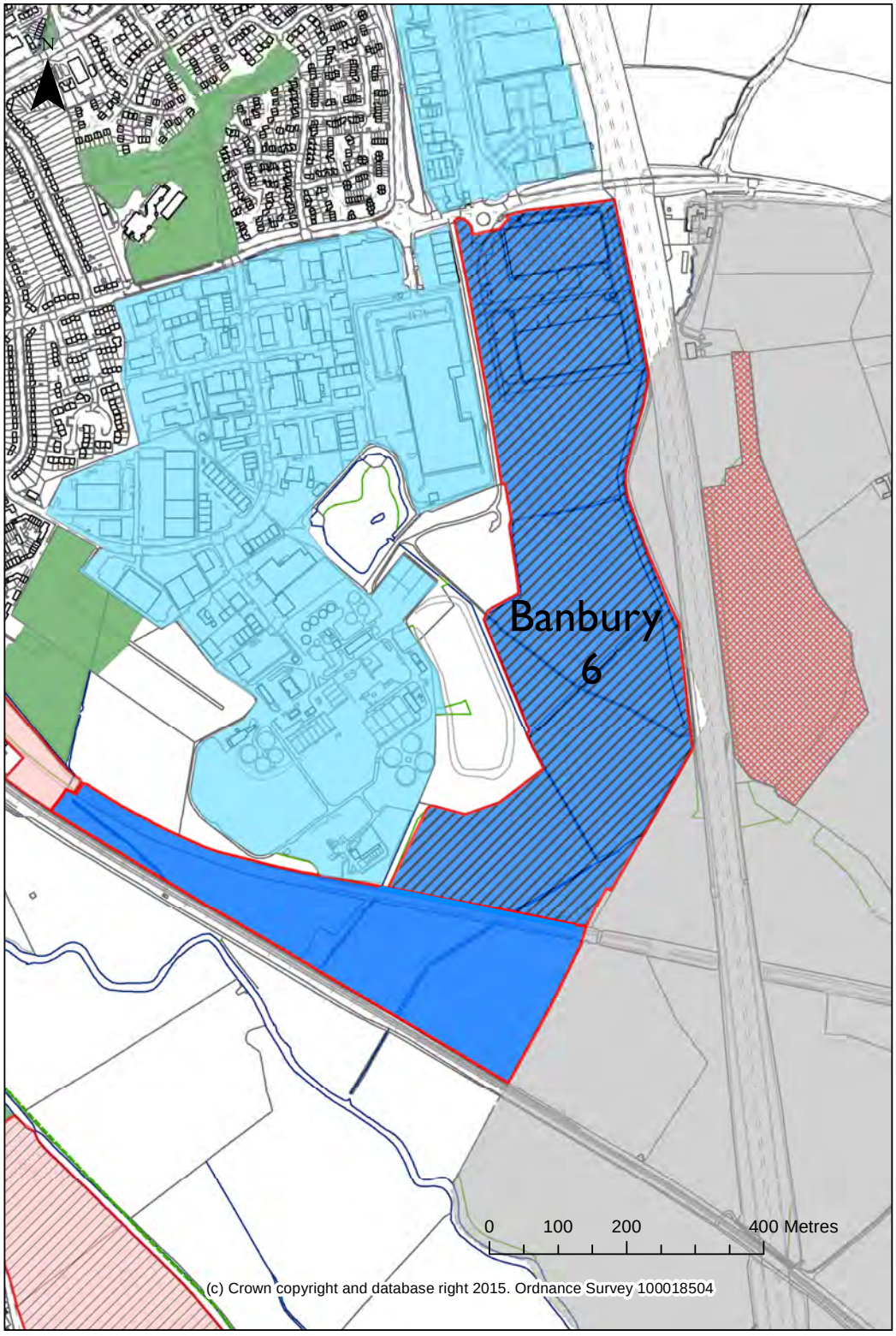
Policy Banbury 4: Bankside Phase 2



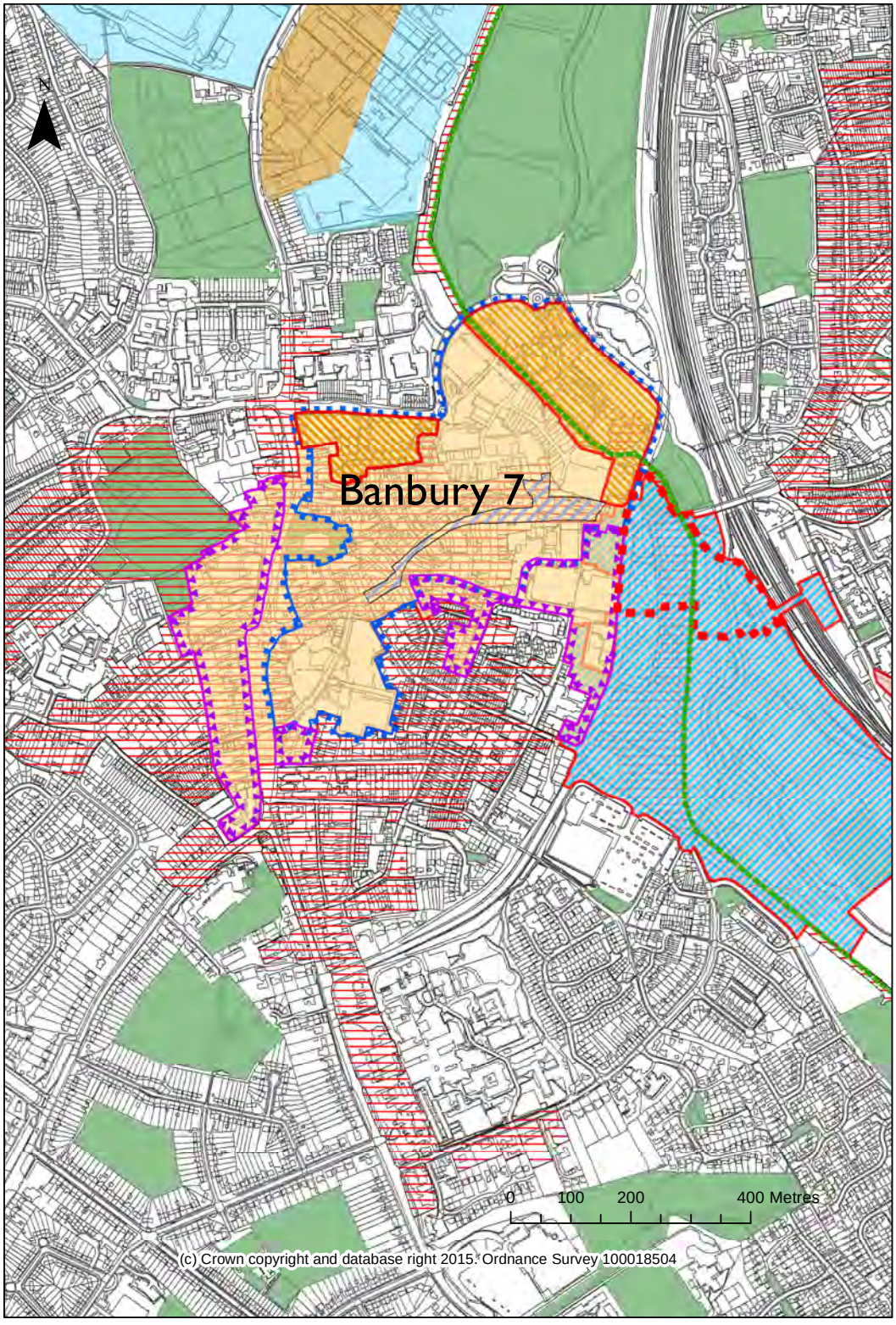
Policy Banbury 5: North of Hanwell Fields



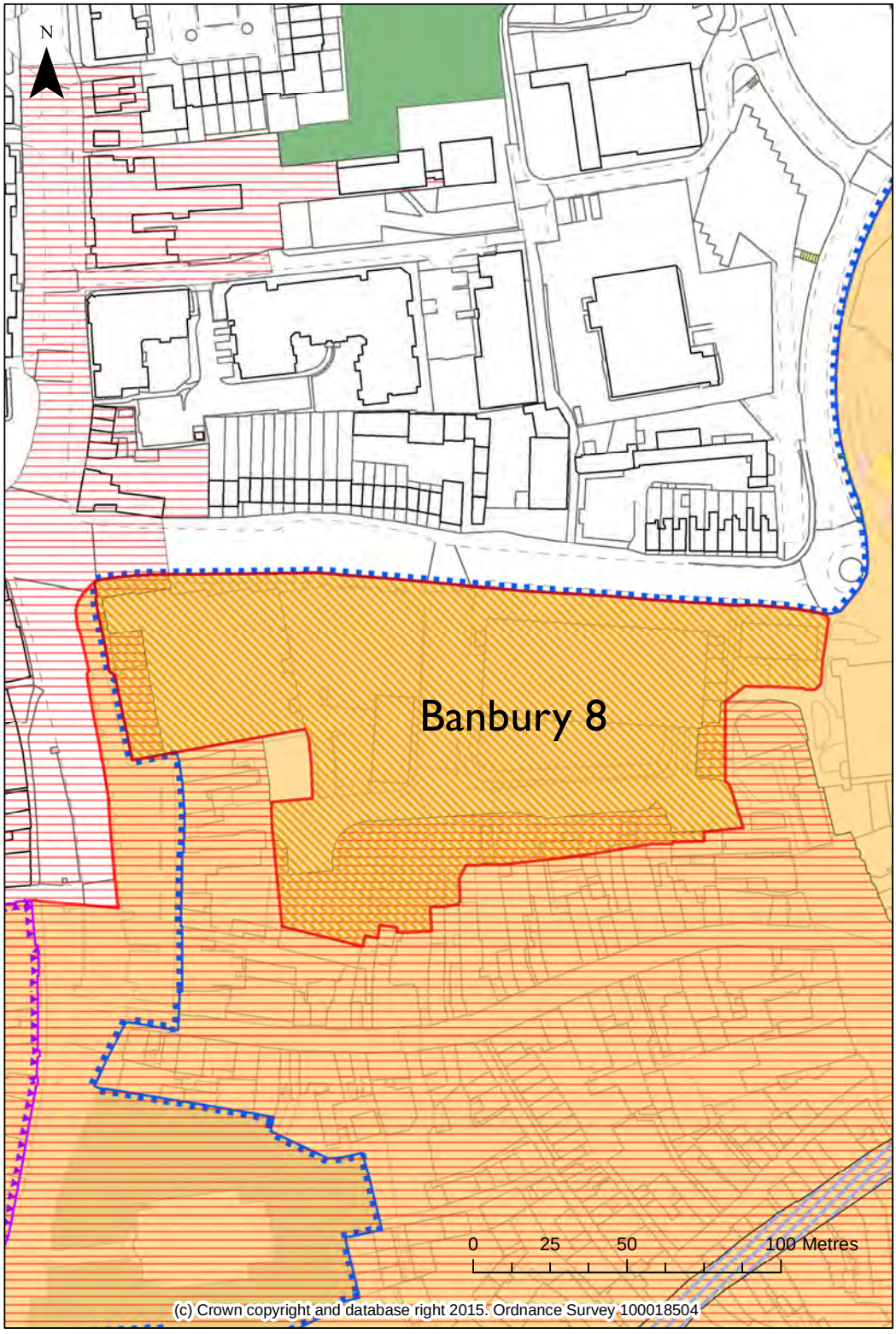
Policy Banbury 6: Employment Land West of M40



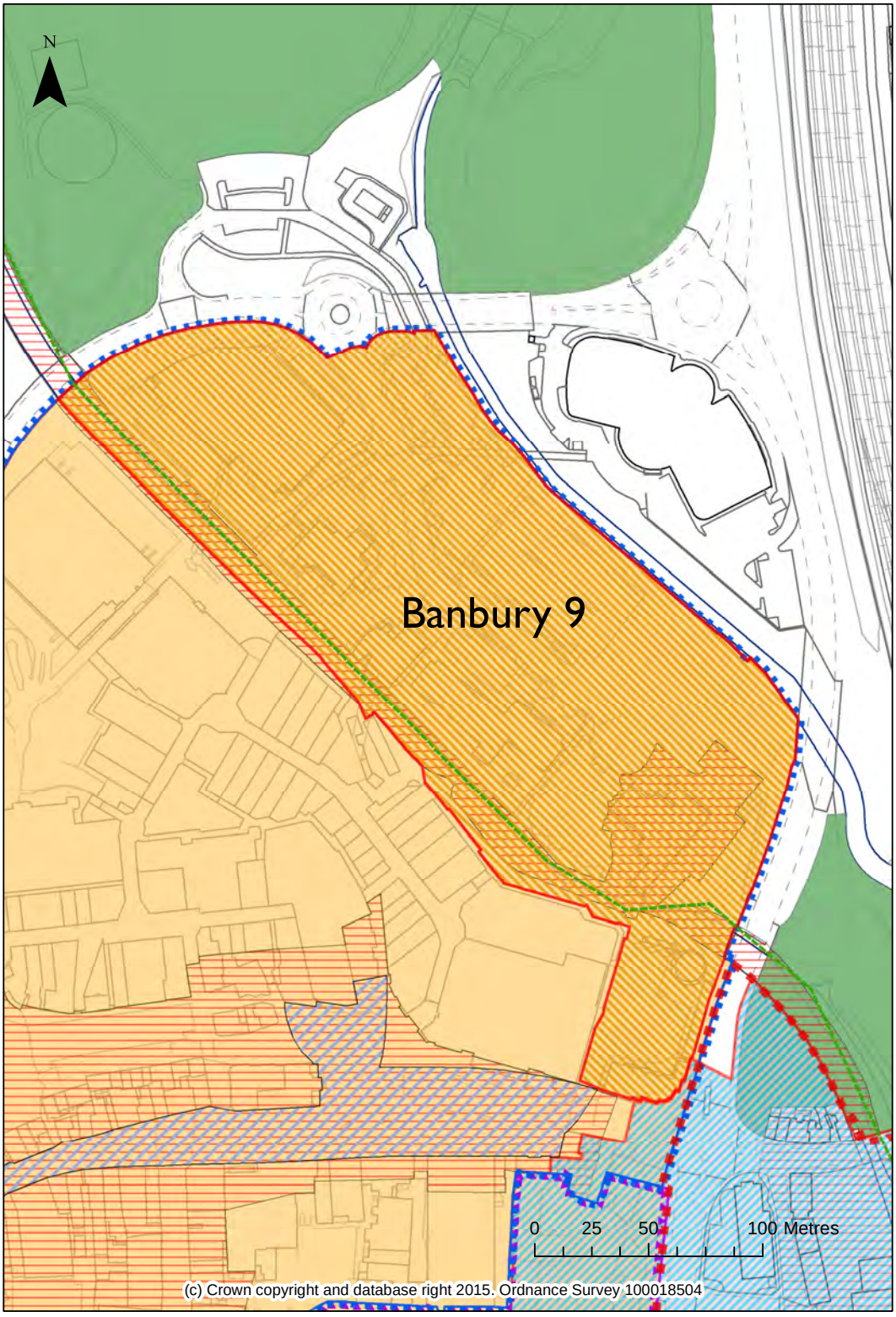
Picture 1 Policy Banbury 7: Strengthening Banbury Town Centre



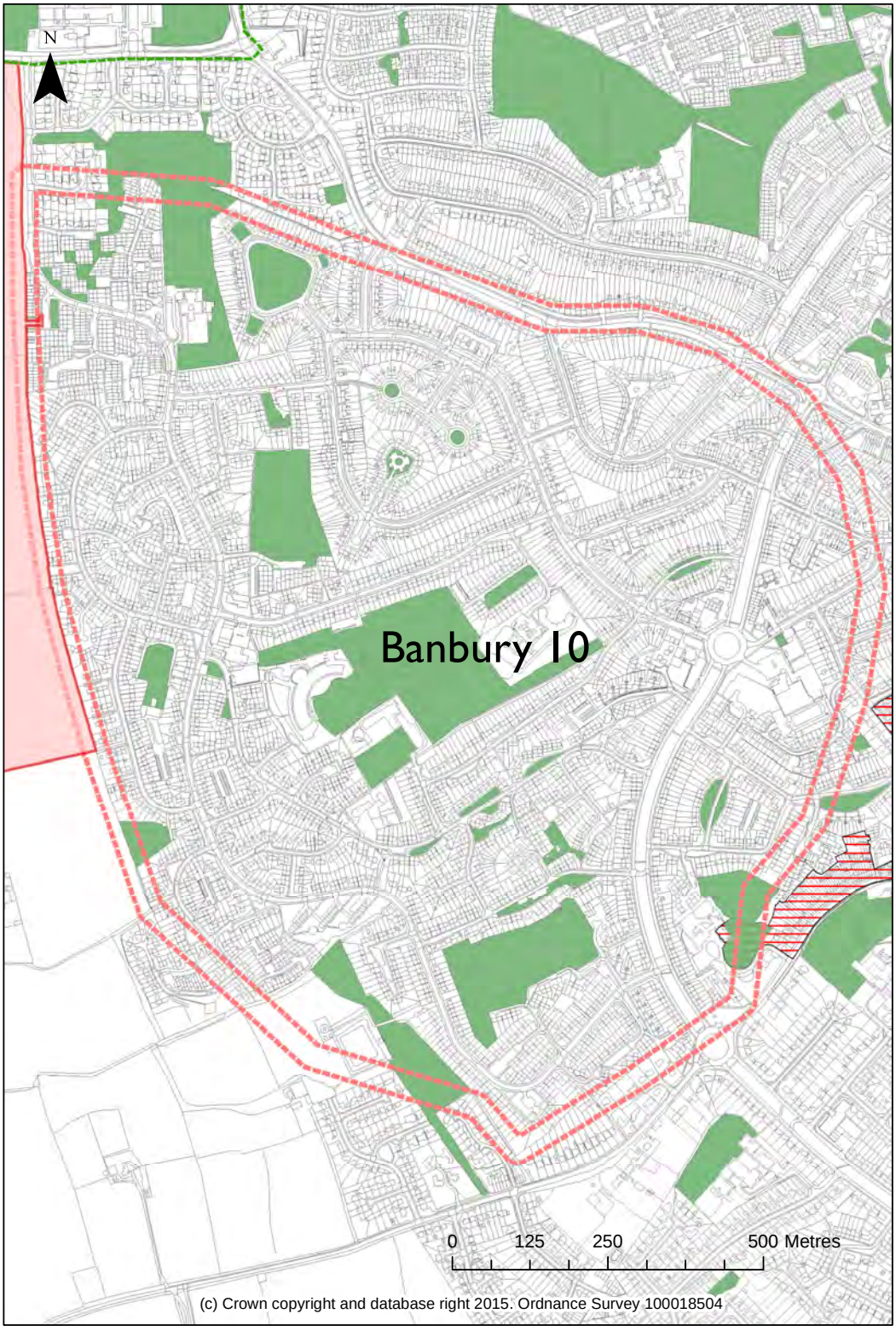
Policy Banbury 8: Bolton Road Development Area



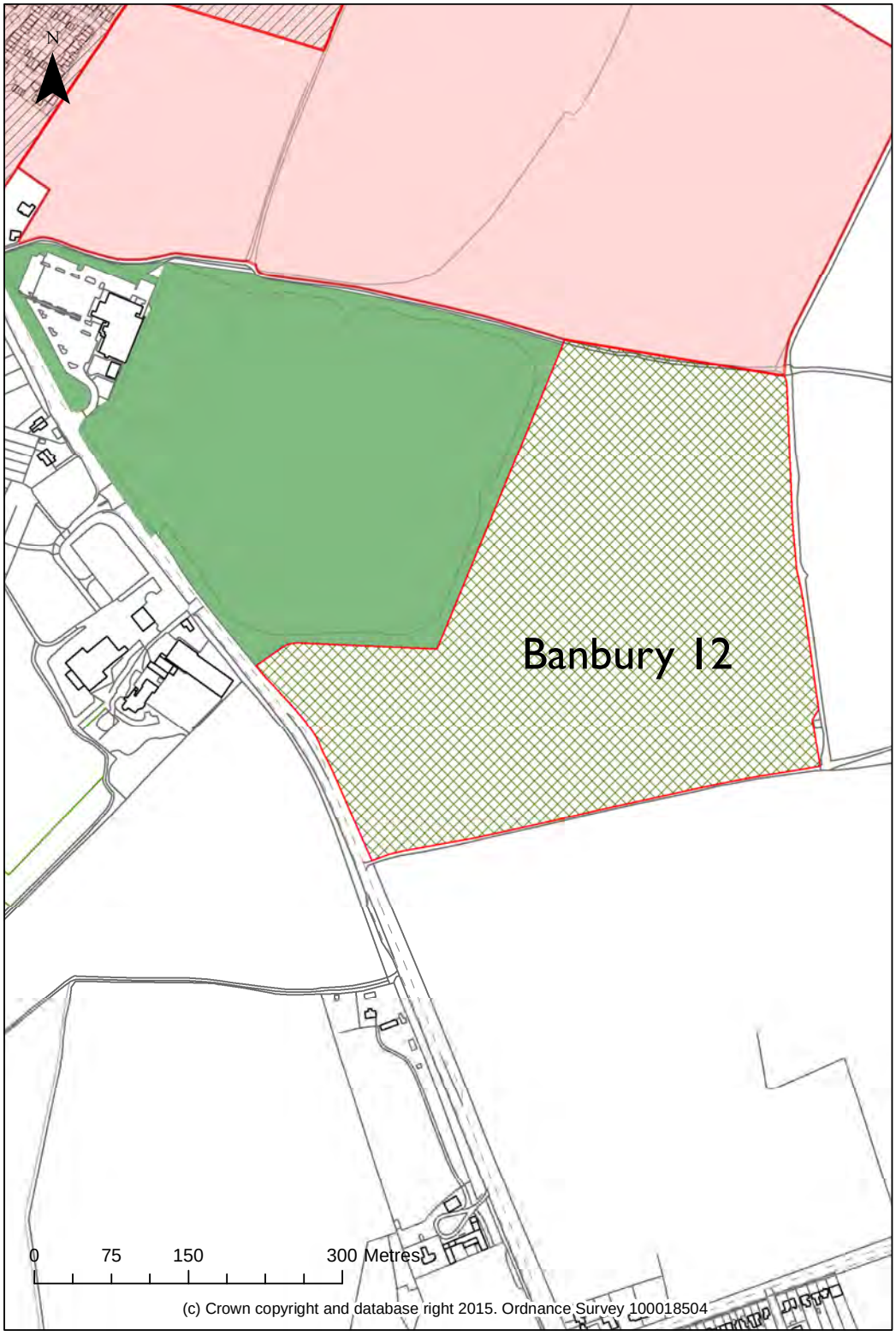
Policy Banbury 9: Spiceball Development Area



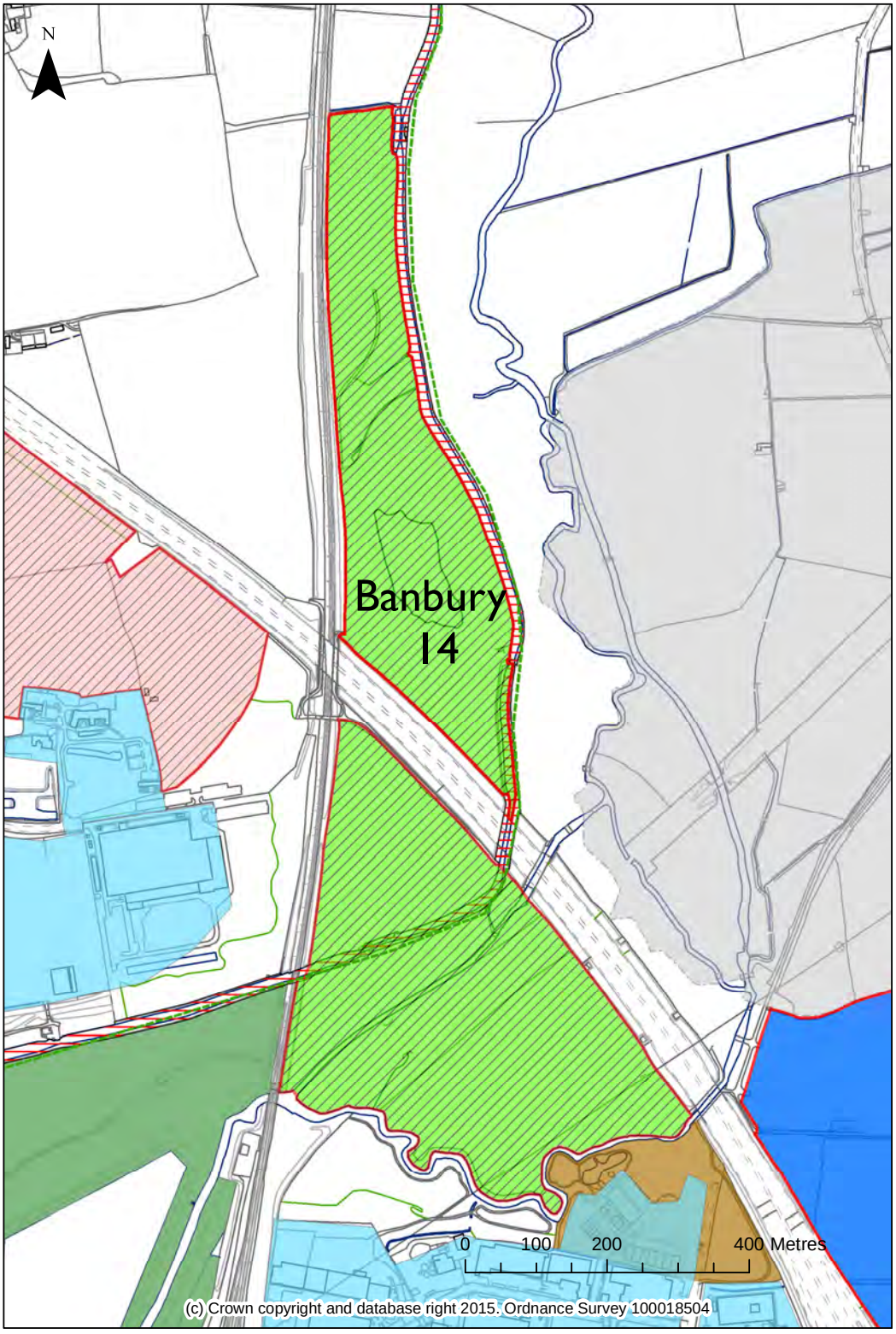
Policy Banbury 10: Bretch Hill Regeneration Area



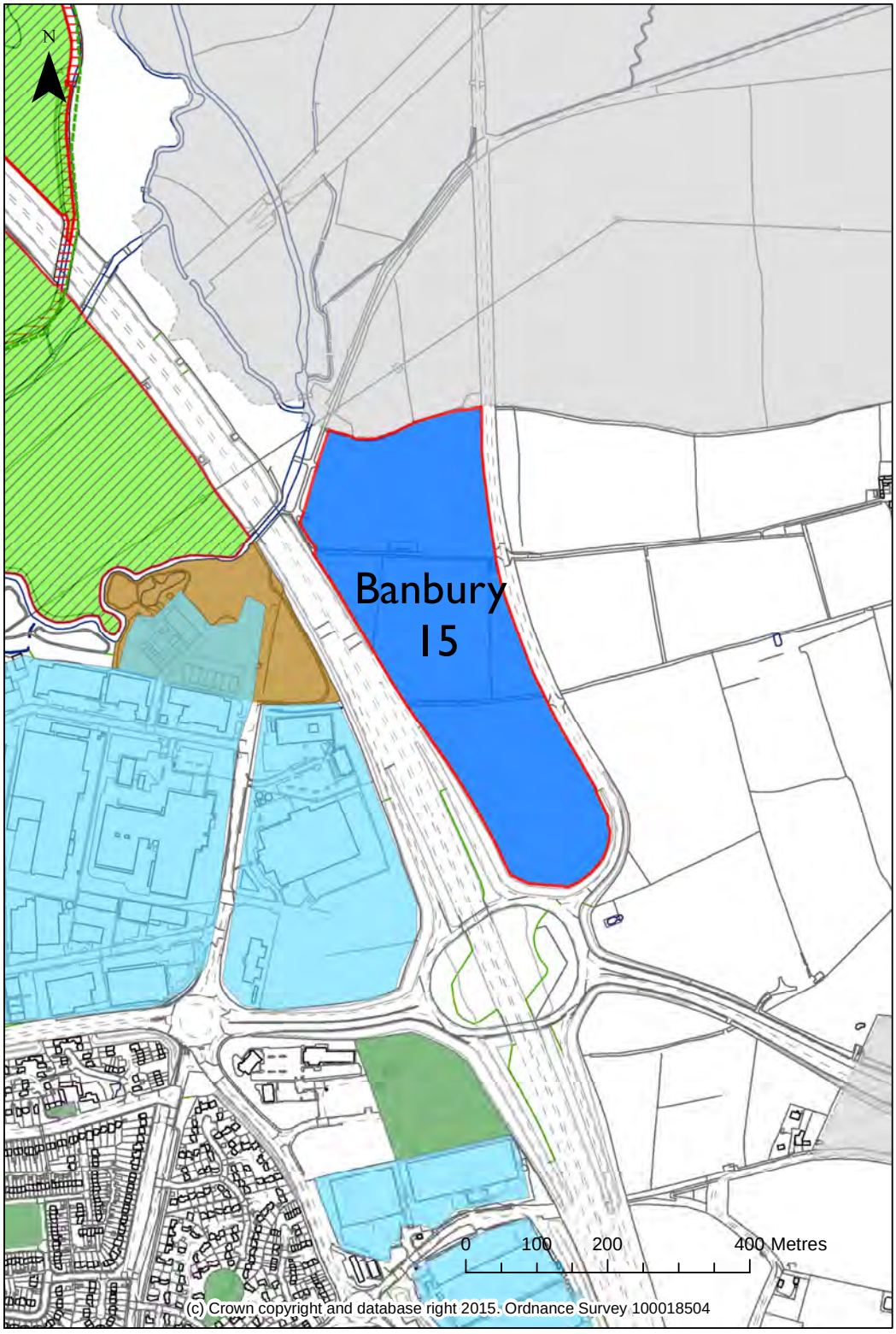
Policy Banbury 12: Land for the Relocation of Banbury United FC



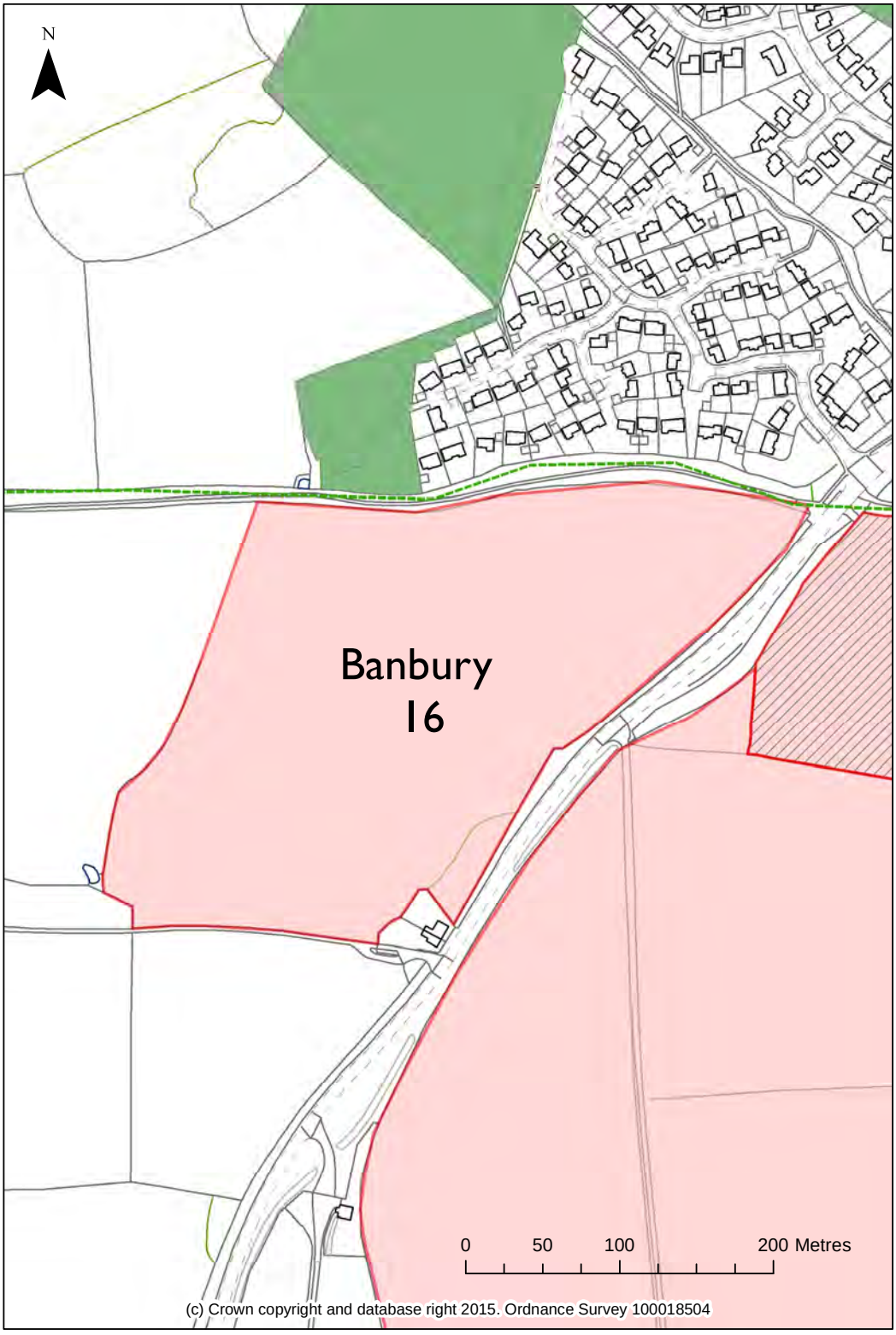
Policy Banbury 14: Cherwell Country Park



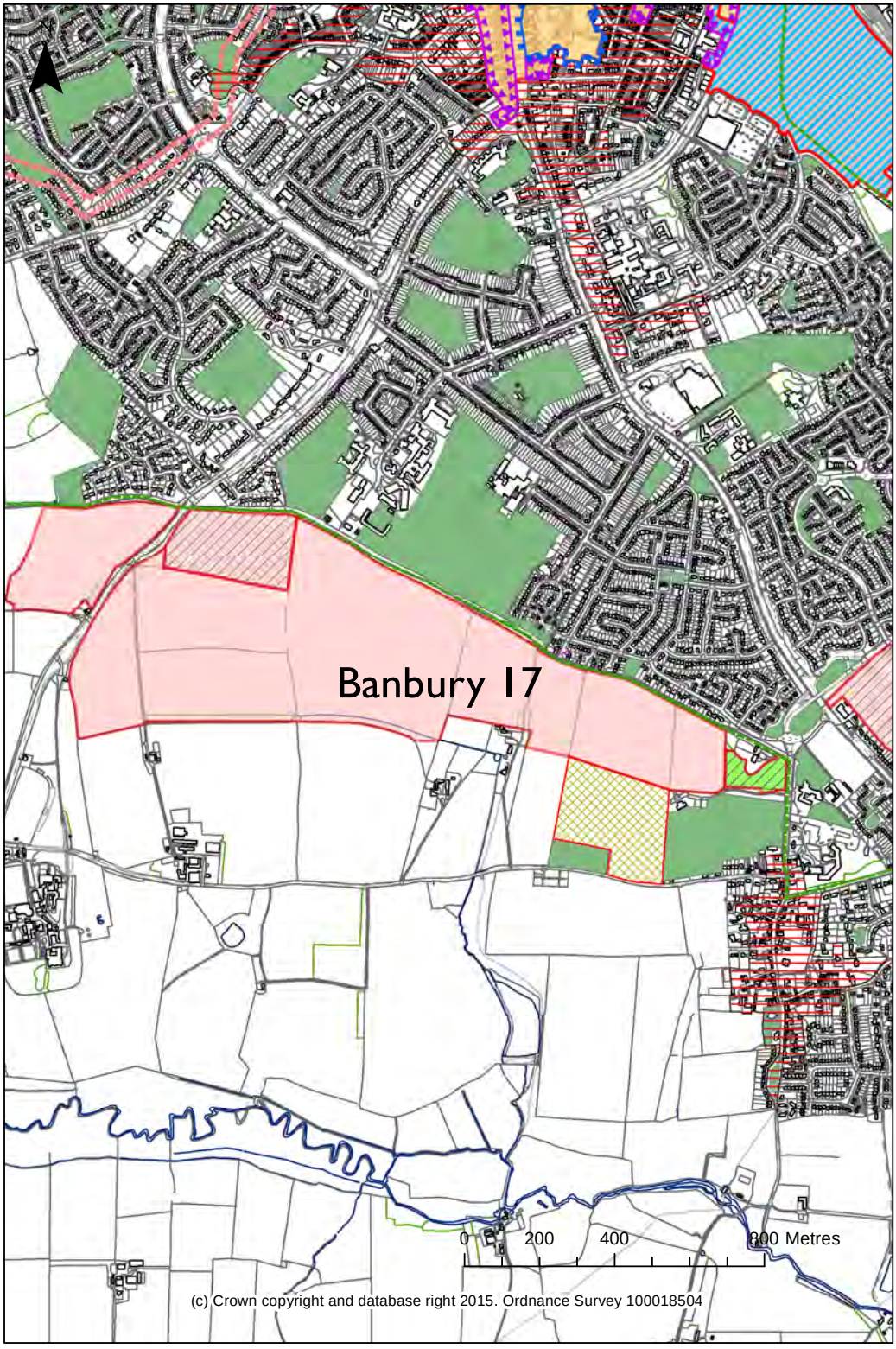
Policy Banbury 15: Employment Land North East of Junction 11



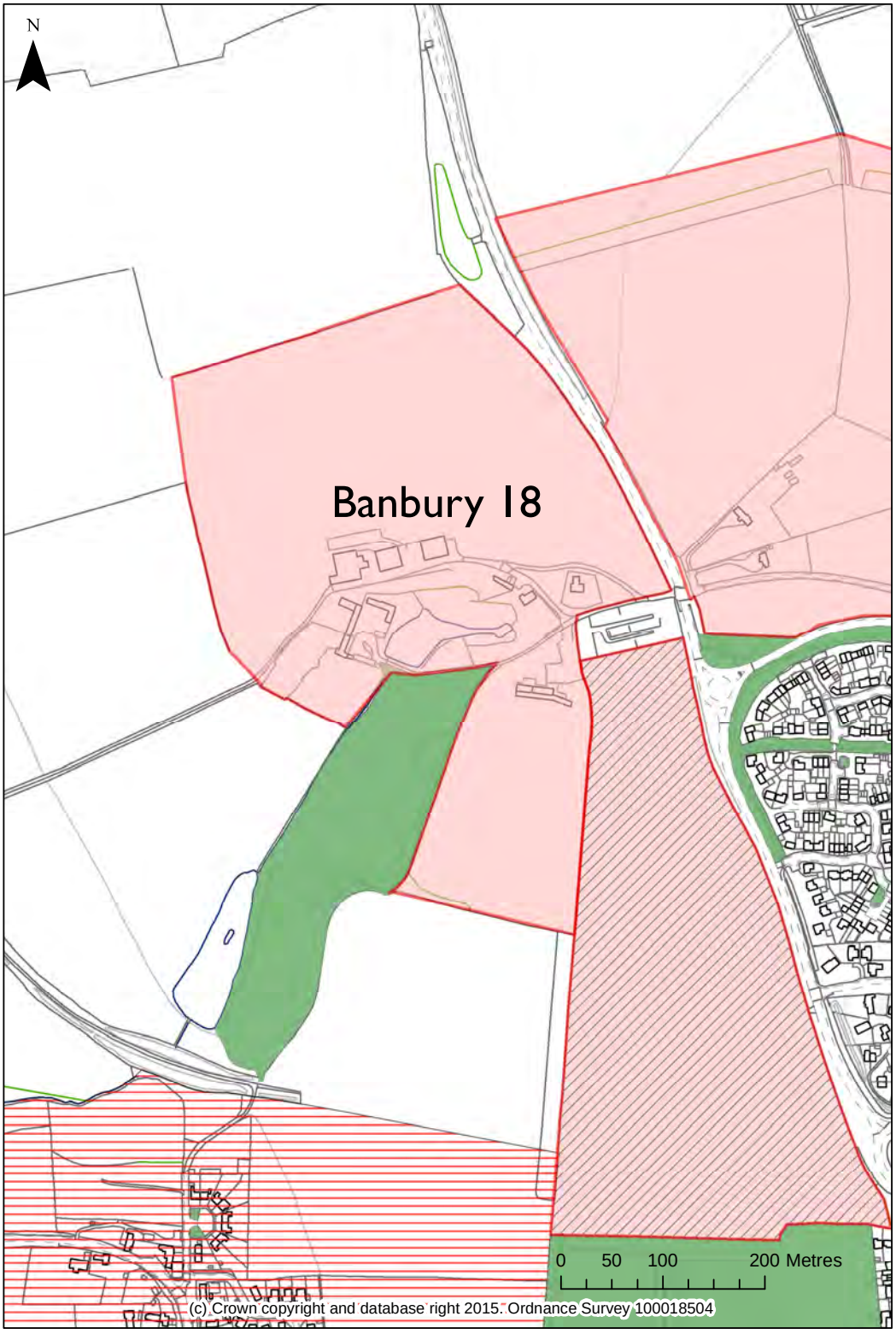
Policy Banbury 16: South of Salt Way - West



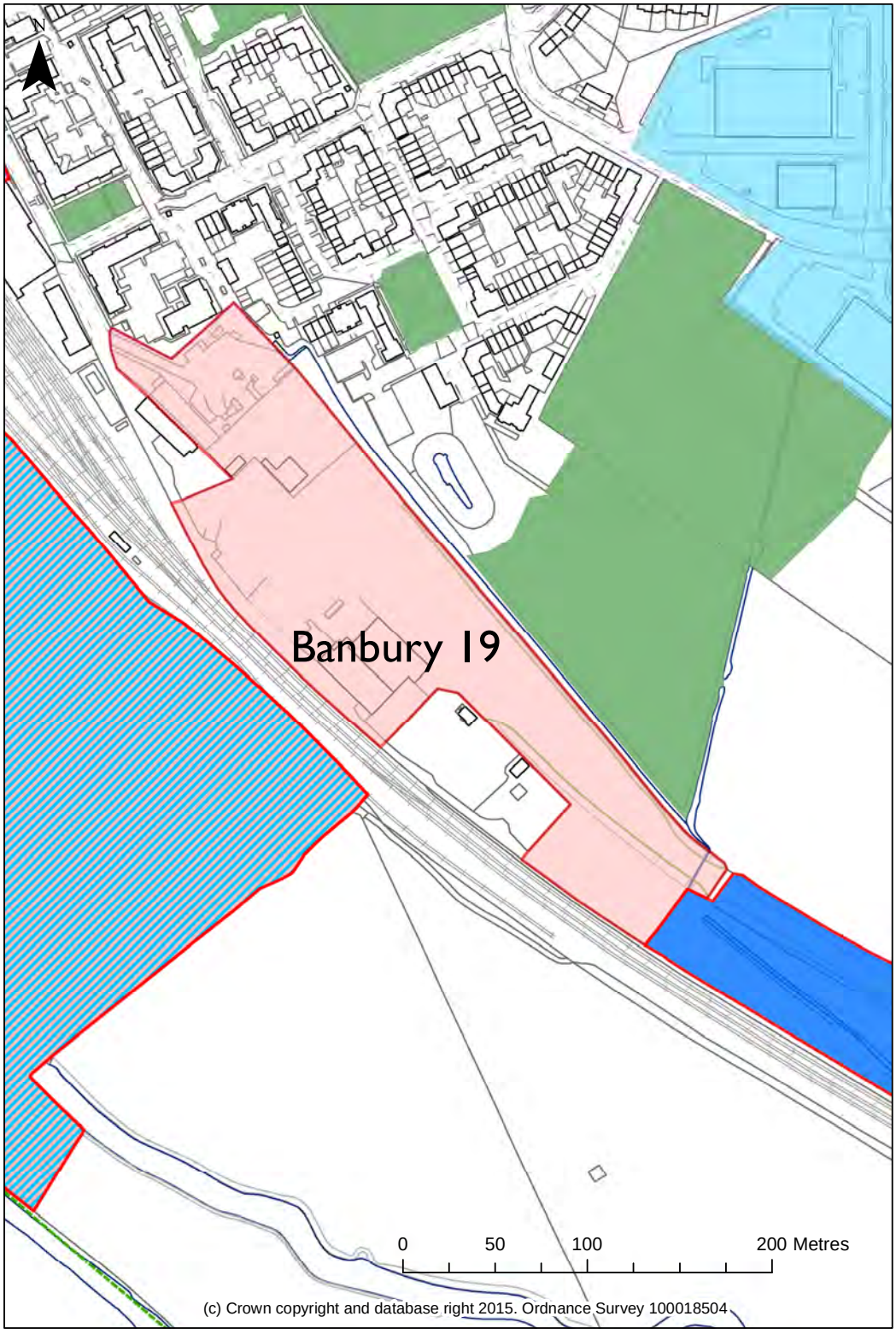
Policy Banbury 17: South of Salt Way - East



Policy Banbury 18: Land at Drayton Lodge Farm

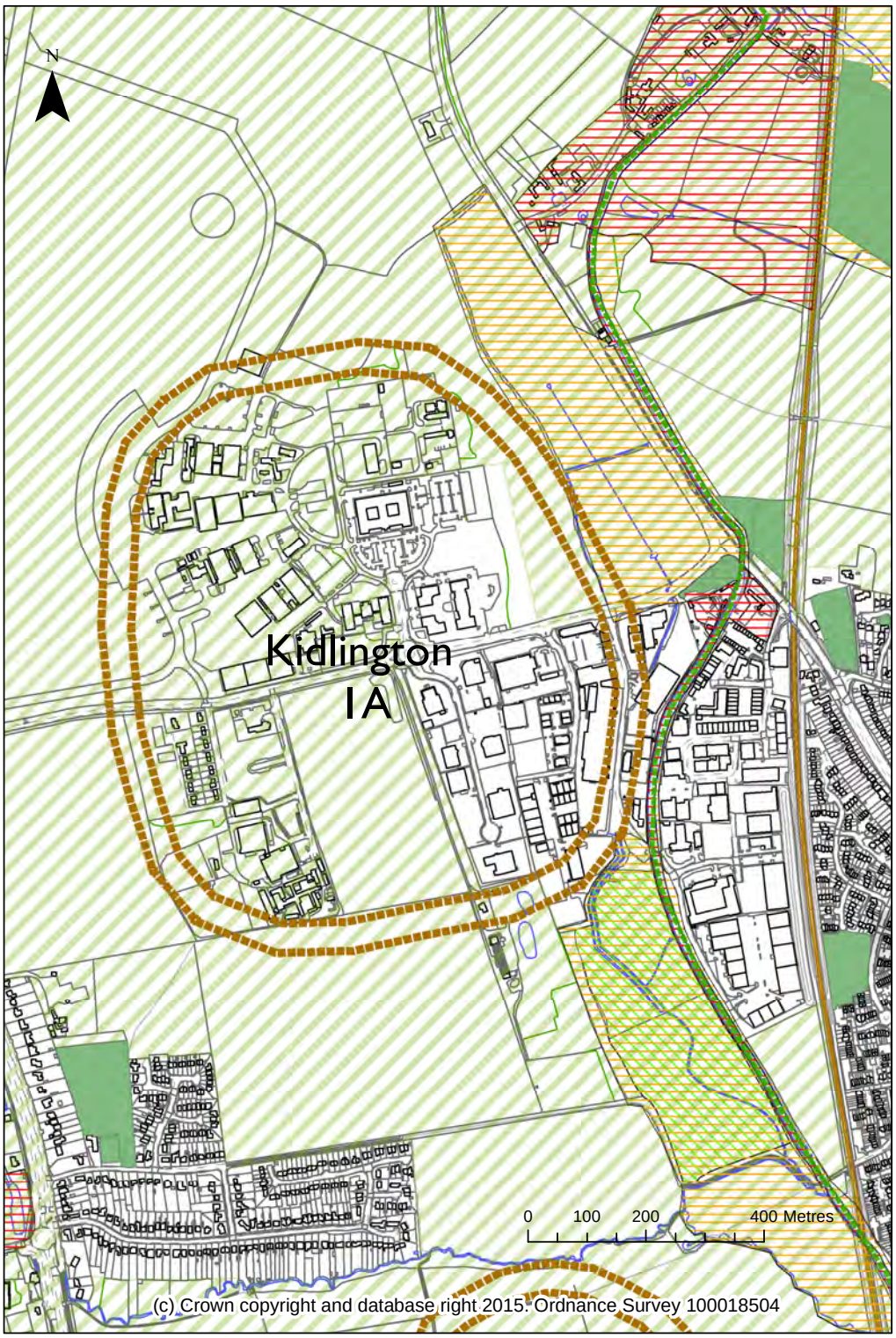


Policy Banbury 19: Land at Higham Way

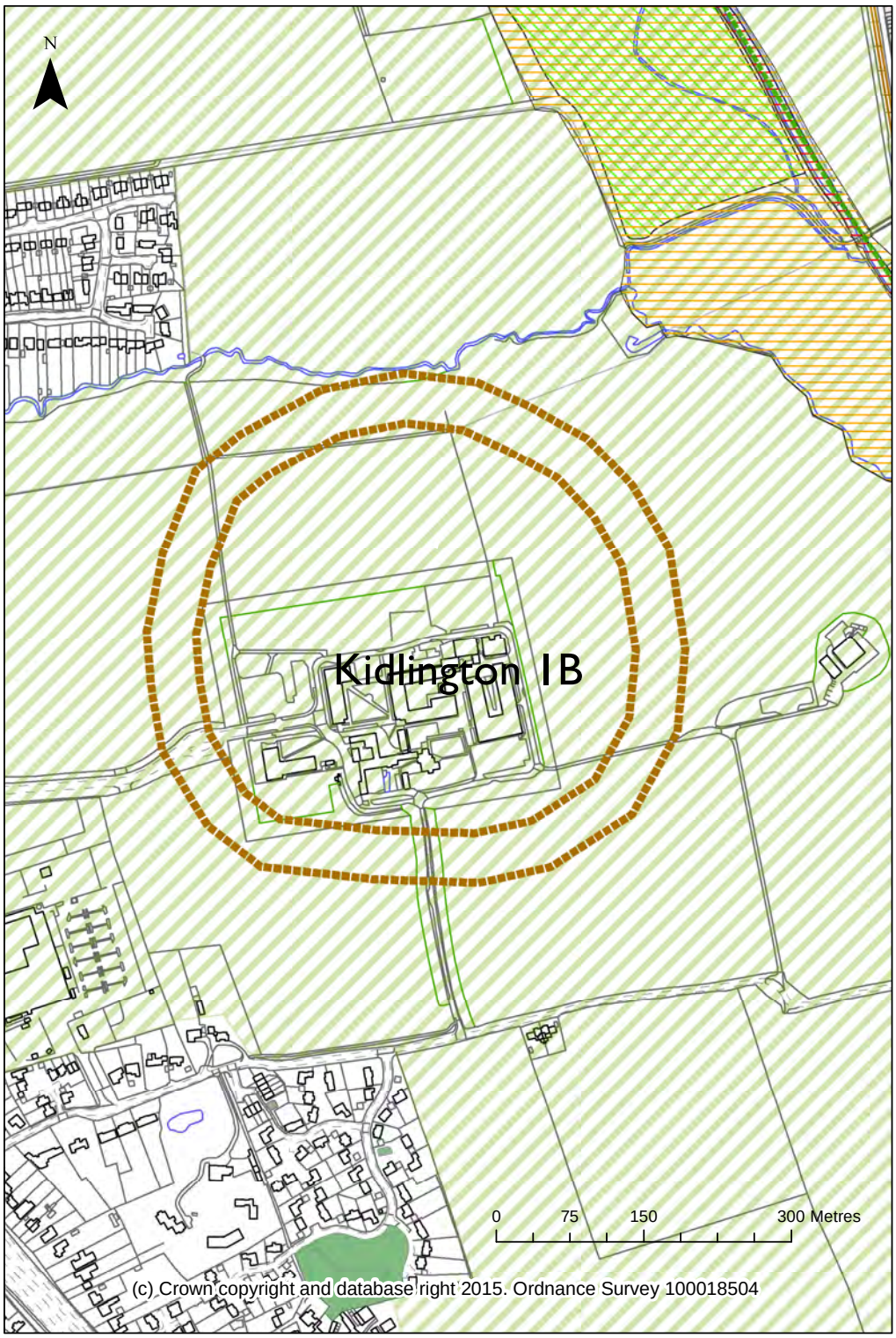


Kidlington Inset Maps

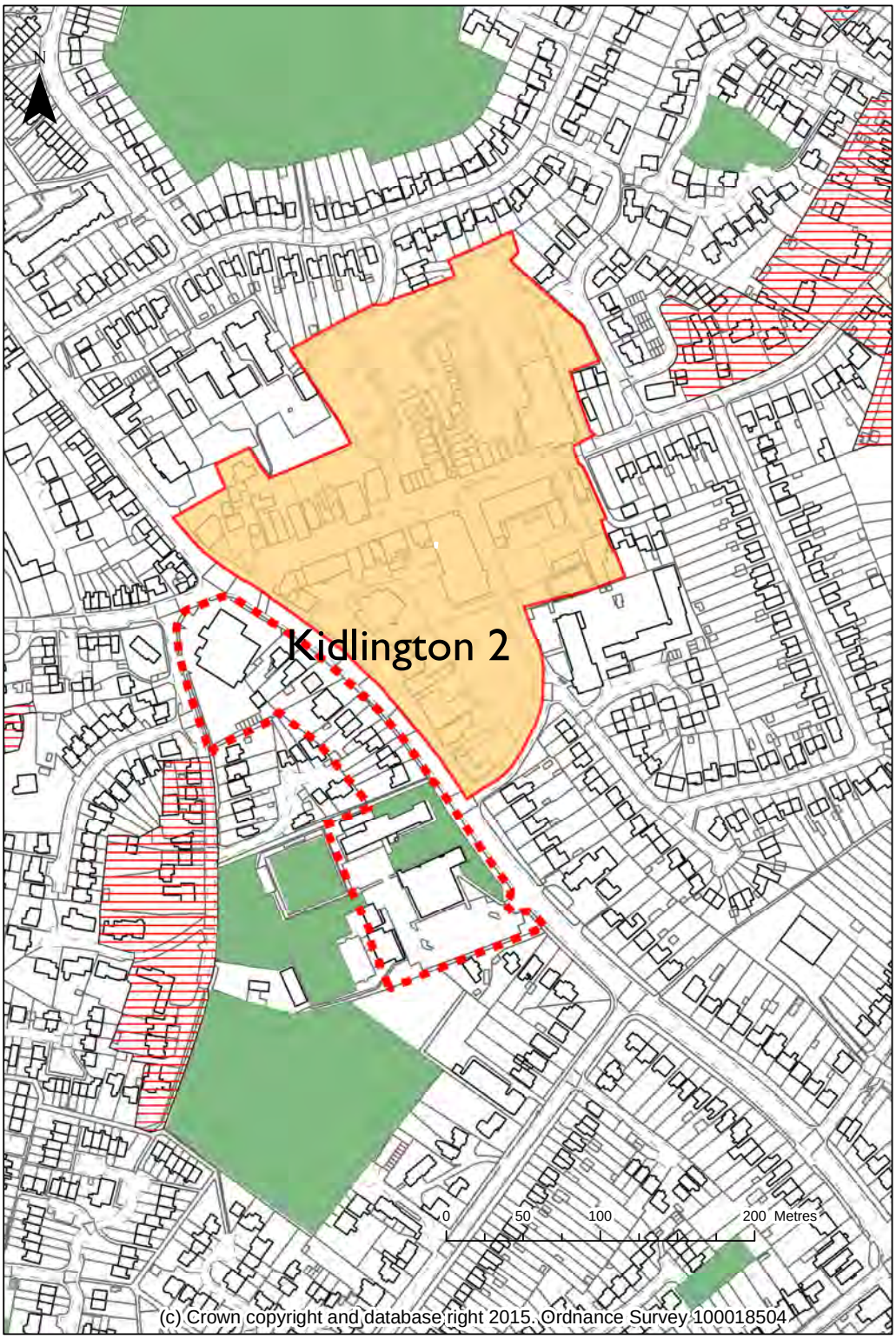
Policy Kidlington 1A: Accommodating High Value Employment Needs - Langford Lane/Oxford Technology Park/London Oxford Airport



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

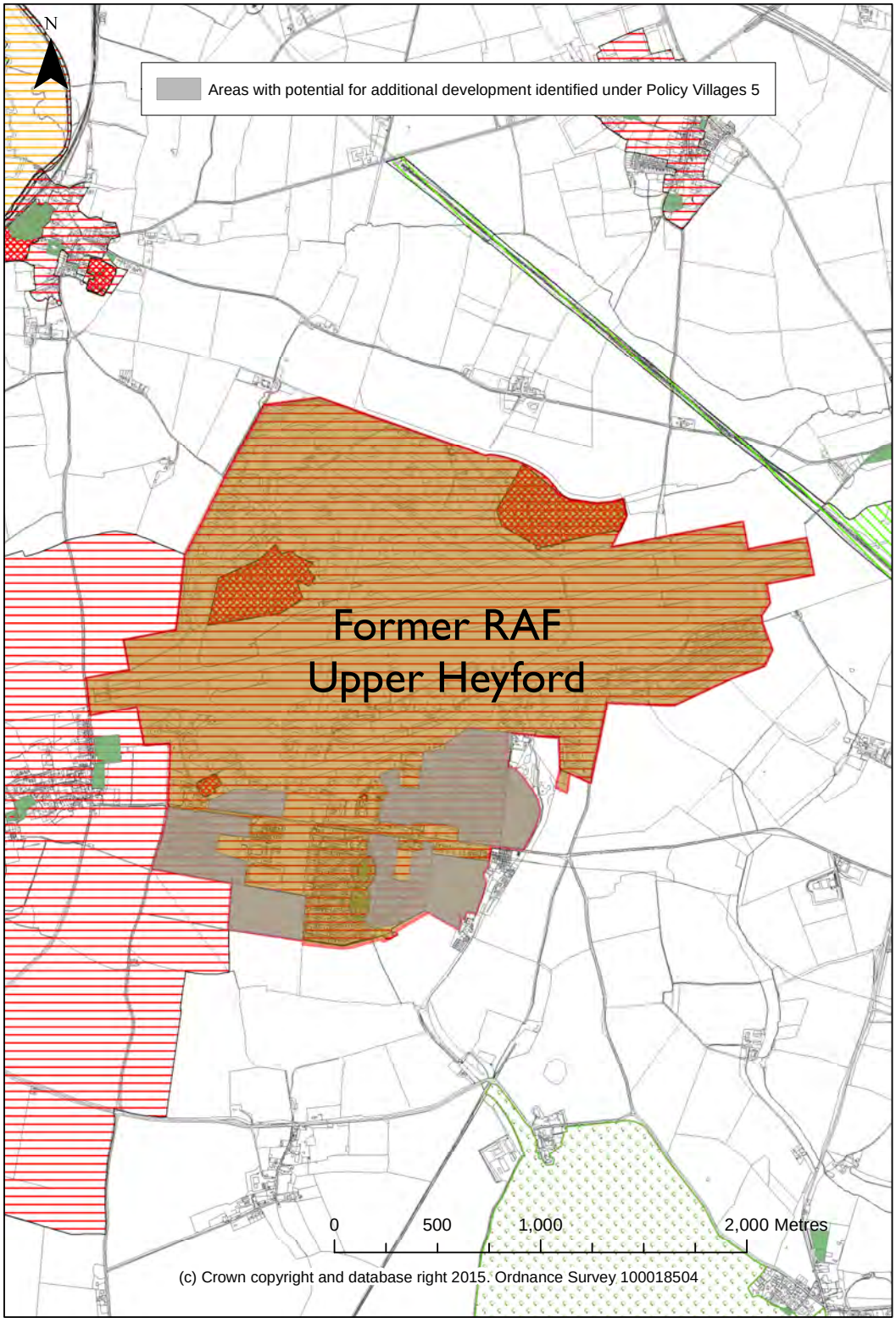


Policy Kidlington 2: Strengthening Kidlington Village Centre



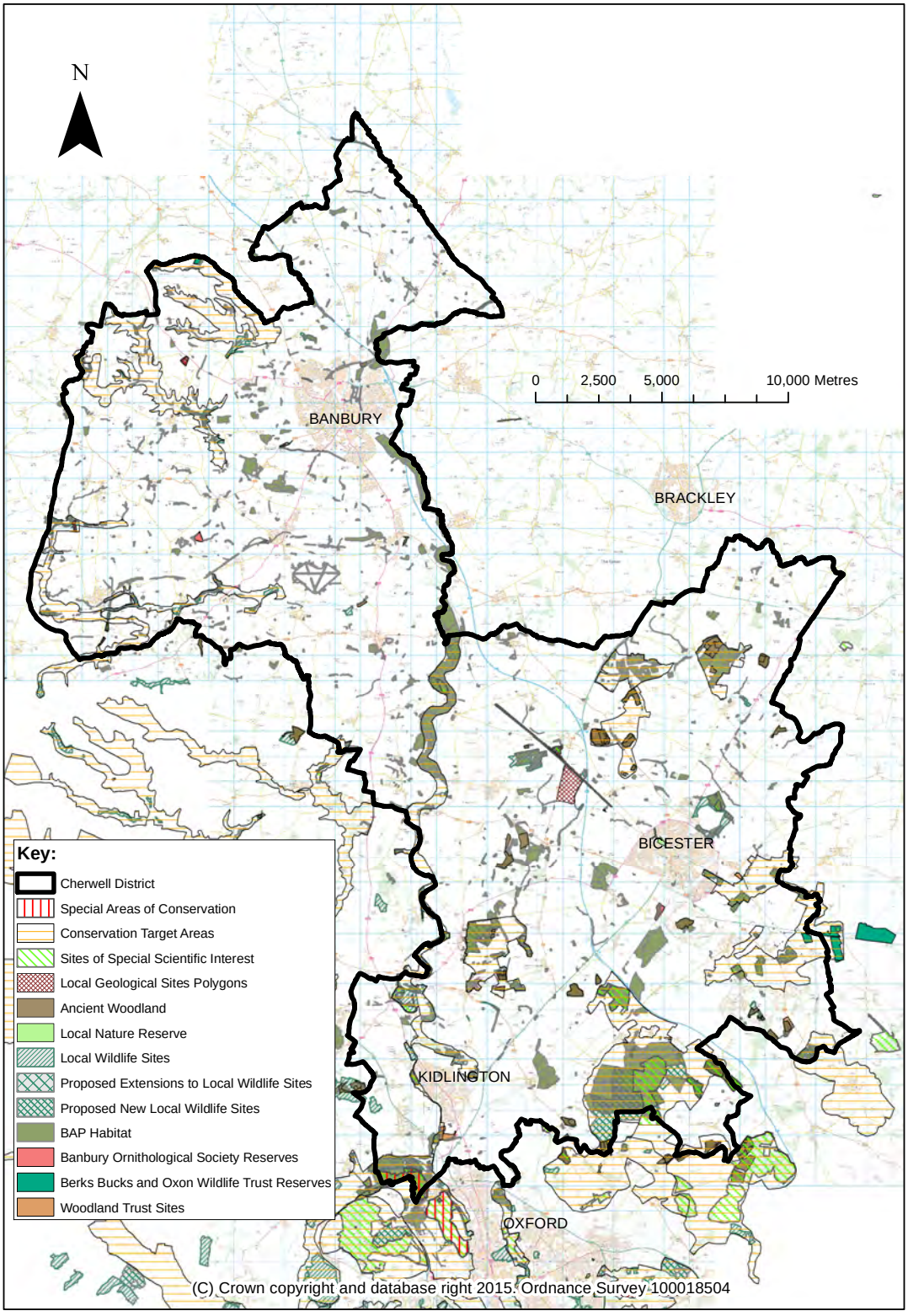
Our Village and Rural Areas Inset Maps

Policy Villages 5 - Former RAF Upper Heyford

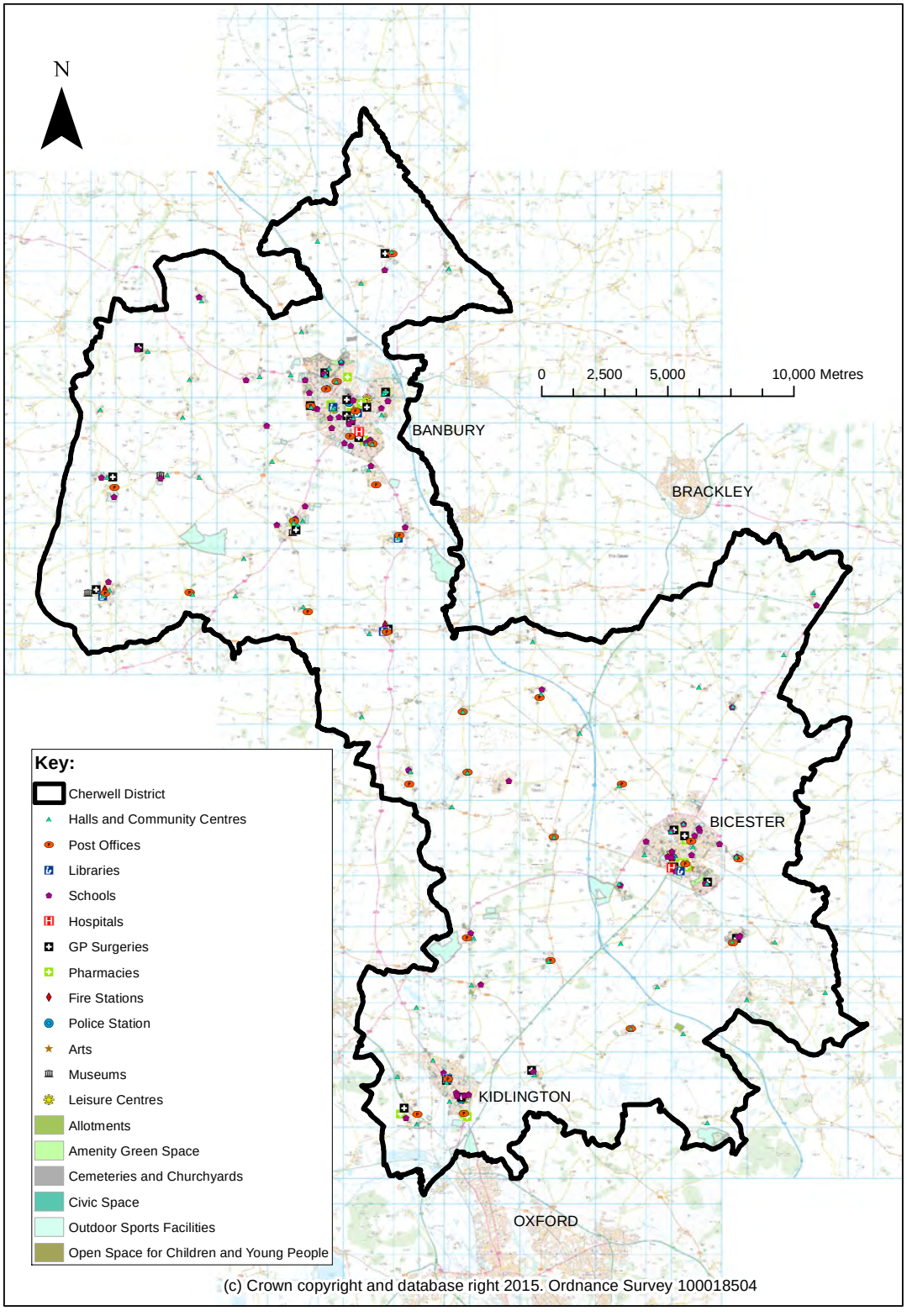


Thematic Maps

Theme Map - Biodiversity



Theme Map - Community Facilities



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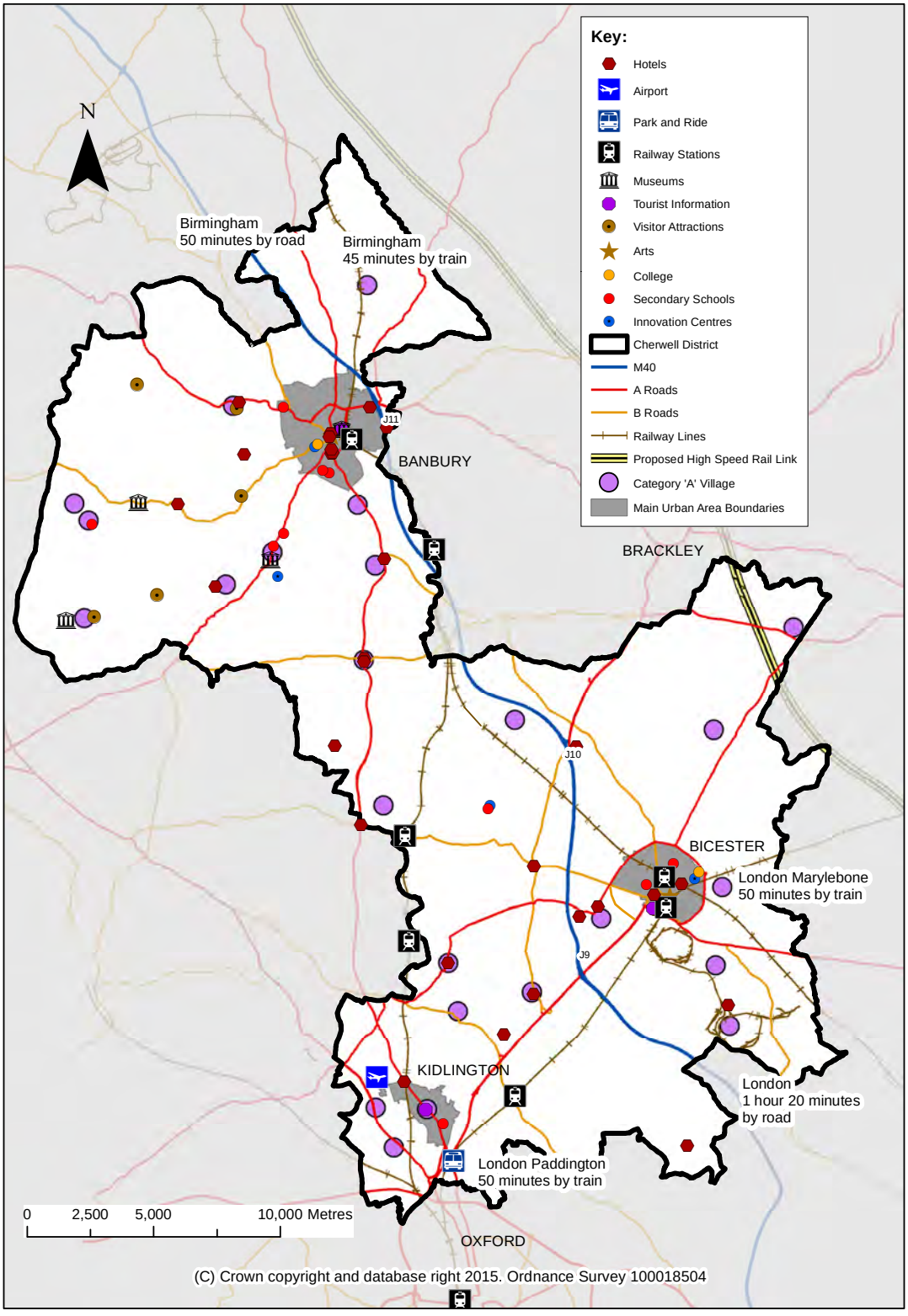
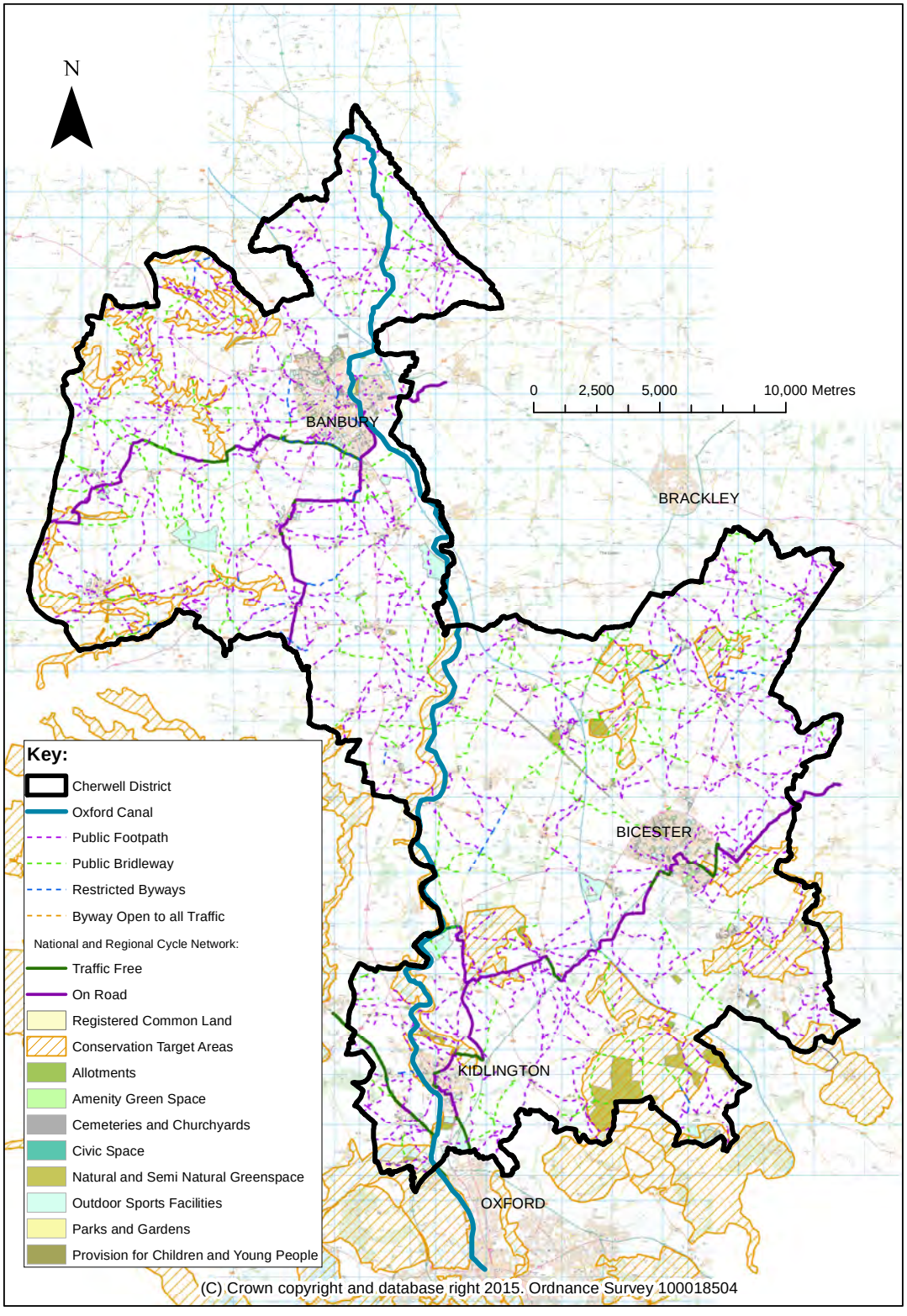
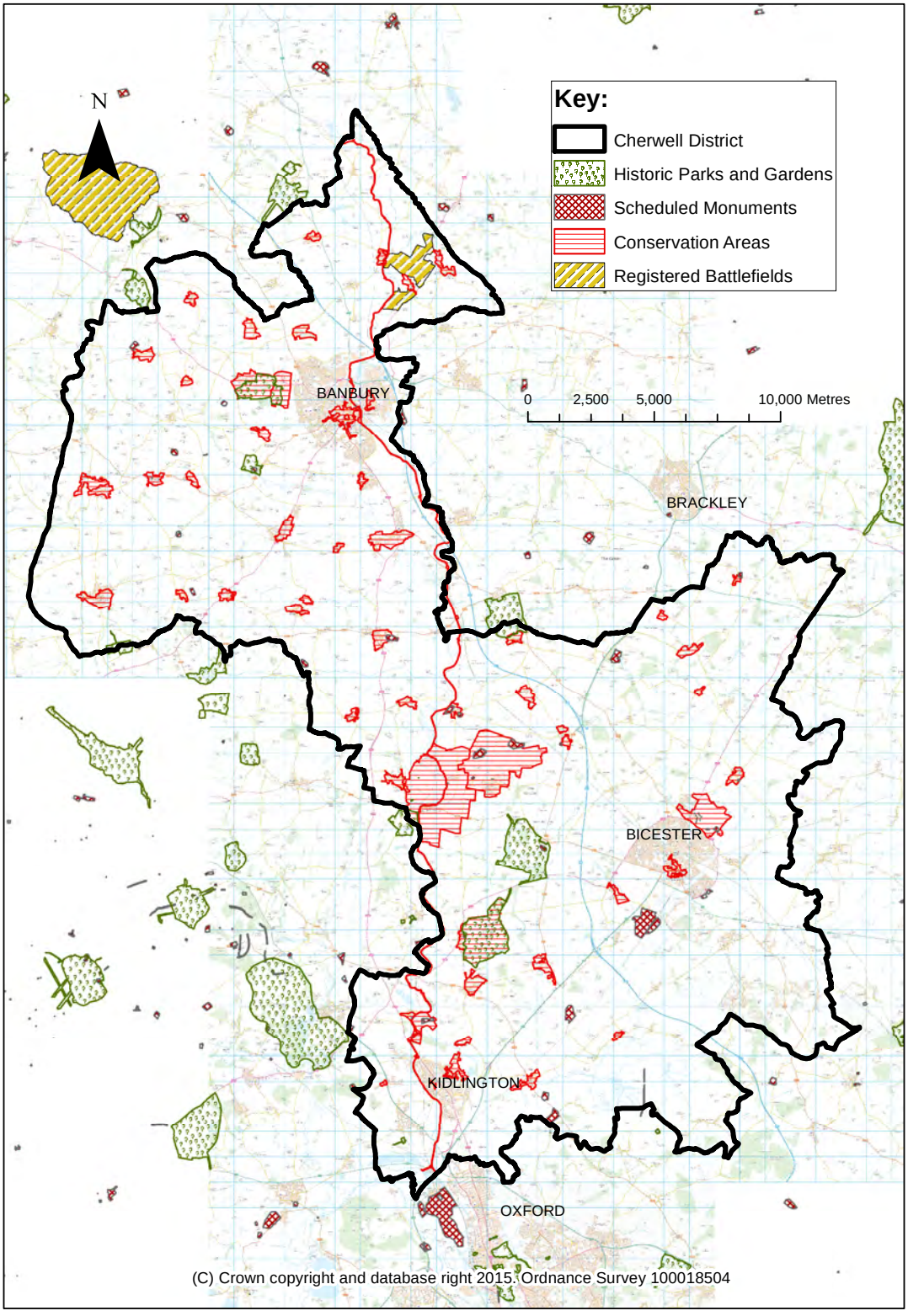
Theme Map - Economy



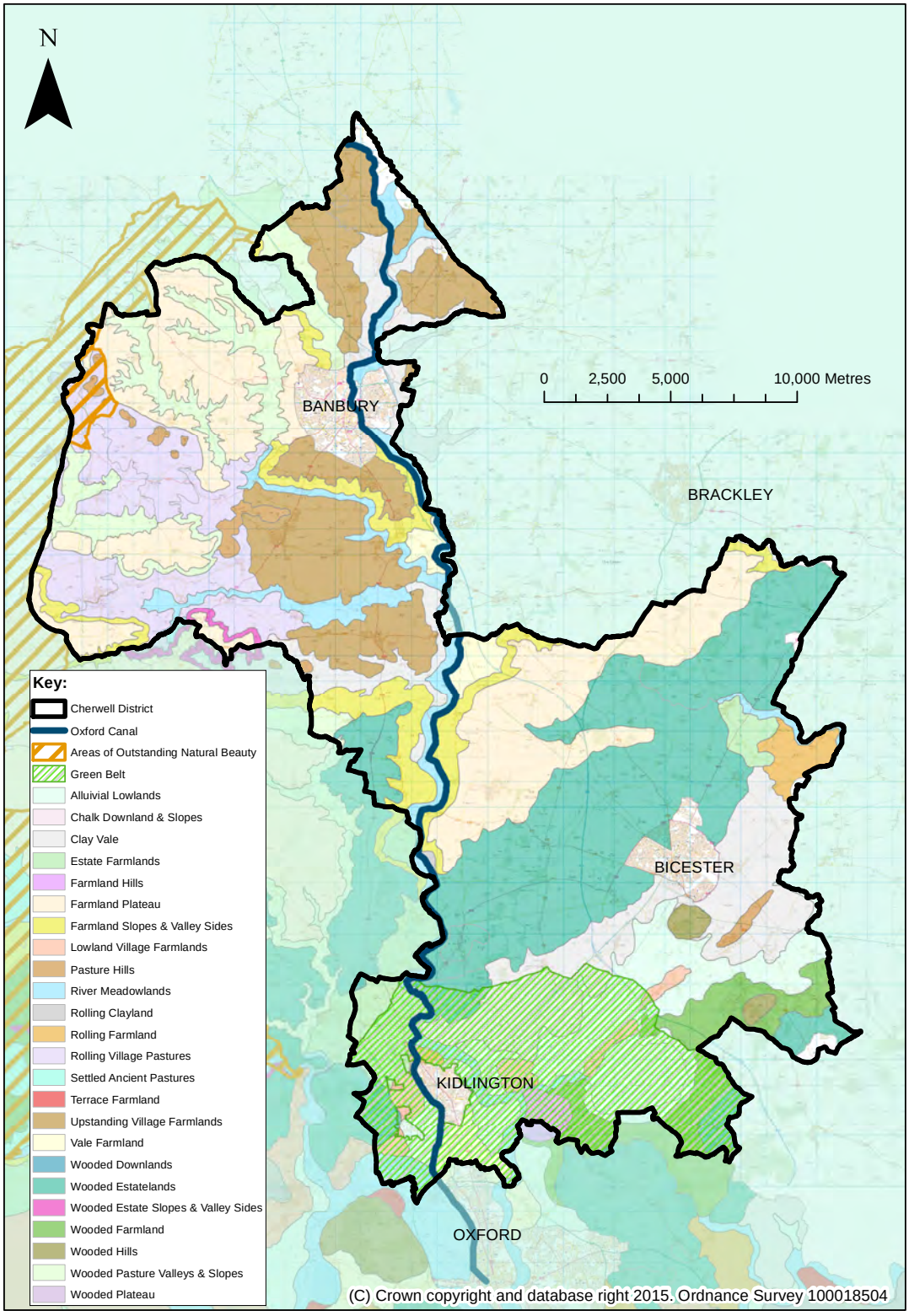
Theme Map - Green Infrastructure



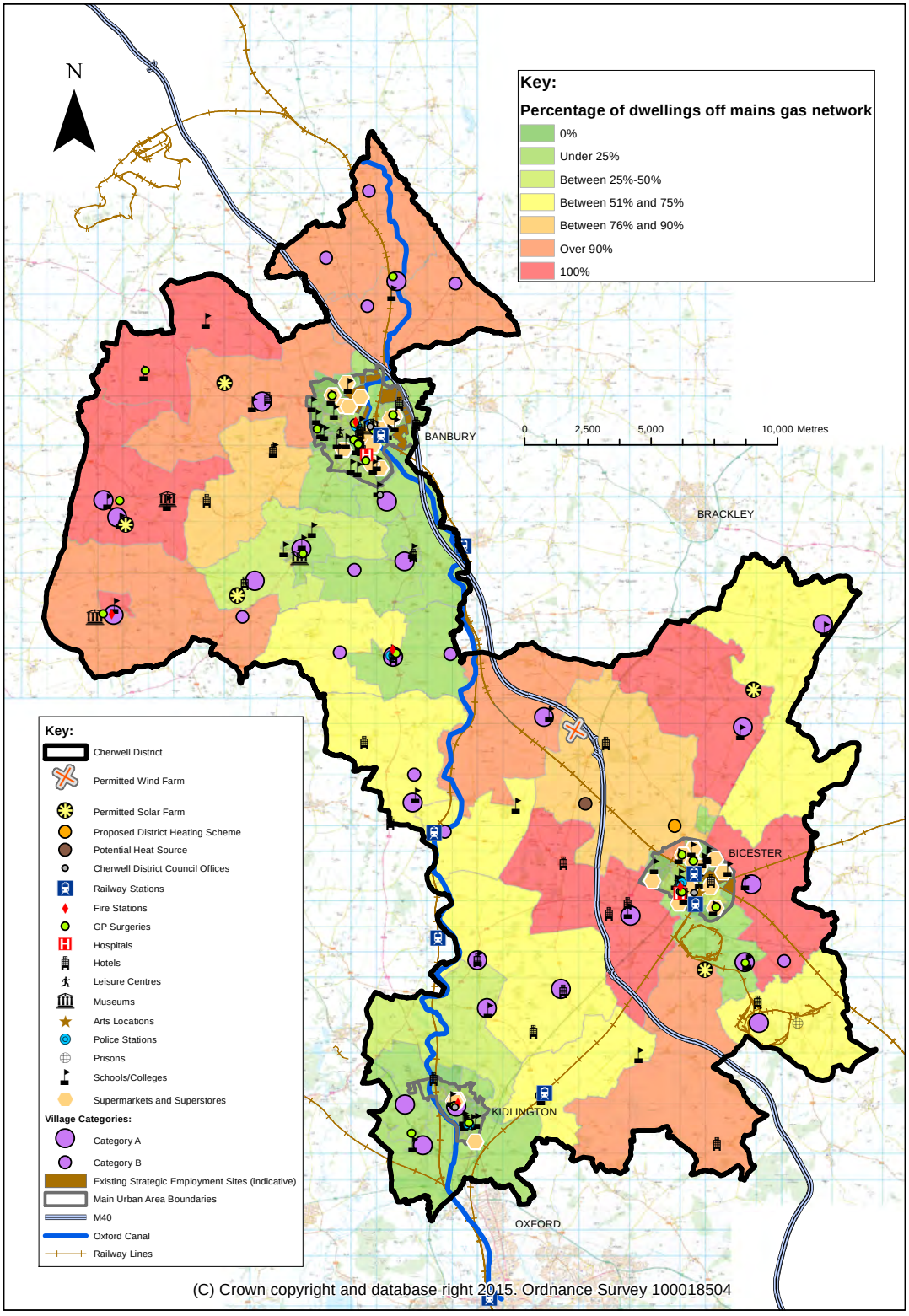
Theme Map - Historic Environment



Theme Map - Landscape



Theme Map - Renewable & Low Carbon Energy



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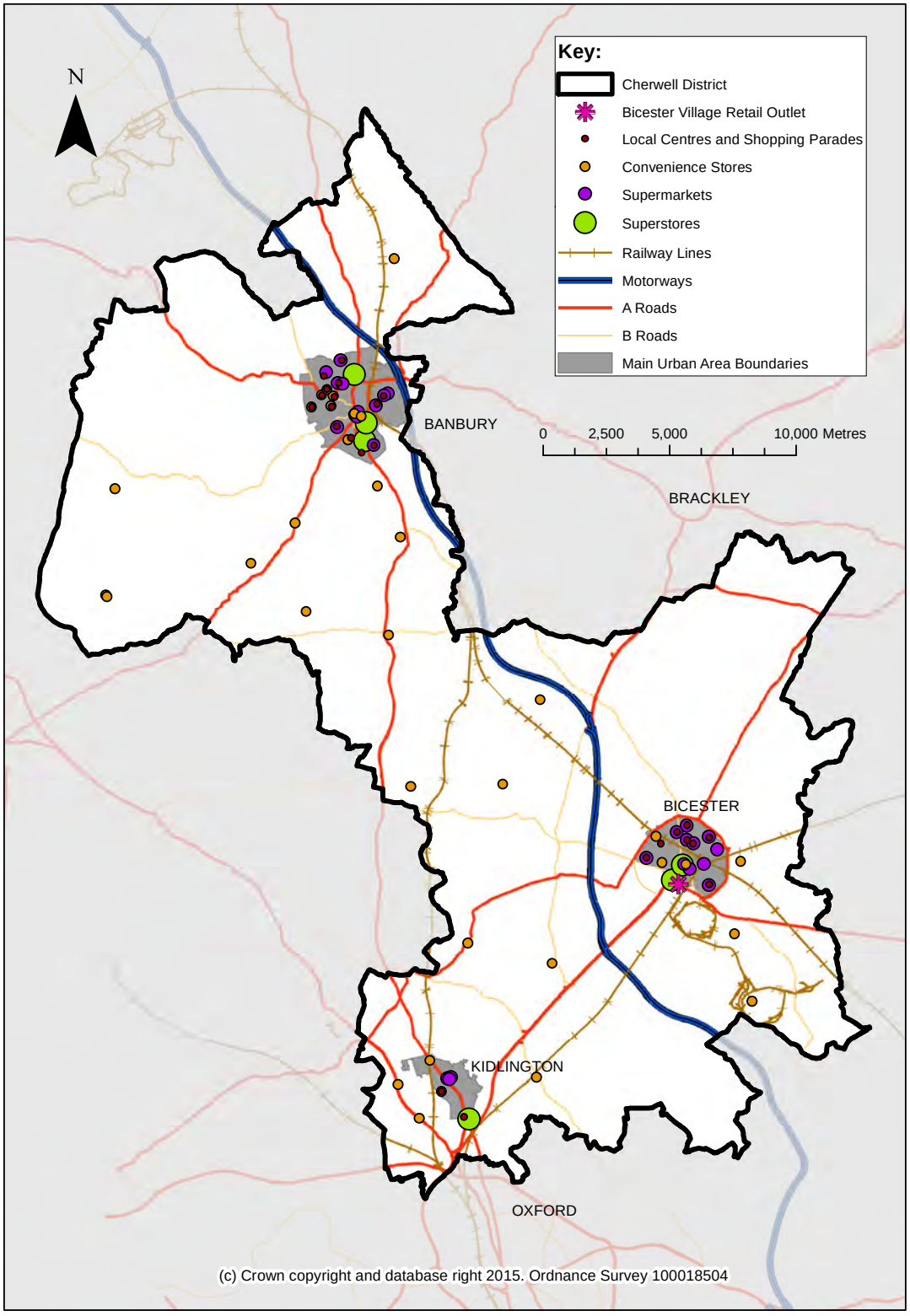
Theme Map - Retail



Appendix 6 Monitoring Framework

The tables below set out the monitoring framework referred to in Section E. The tables list the indicators and targets that will be used to measure the effectiveness of the Local Plan policies. Reporting arrangements and delivery mechanisms are presented in Section E. This monitoring framework will be used alongside the Sustainability Appraisal monitoring framework, as set out in the SA Report, which sets out the indicators required to monitor the 'significant effects' of the plan's policies.

A Strategy for Development in Cherwell

Policy Reference	Policy Title	Local Plan Indicators	Target
PSD 1	Presumption in favour of Sustainable Development	Monitoring of PSD1 is undertaken by Sustainability Indicators	Monitoring of PSD1 is undertaken by Sustainability Indicators

Policies for Development in Cherwell

Theme One: Policies for Developing a Sustainable Local Economy

Policy Reference	Policy Title	Local Plan Indicators	Target
SLE 1	Employment Development	Employment commitments and completions on allocated employment land per sub area (Banbury, Bicester, Kidlington, Rural Areas)	100% take up of allocations by the end of the plan period
SLE 1	Employment Development	Employment commitments and completions on non-allocated employment land per sub area (Banbury, Bicester, Kidlington, Rural Areas)	Yearly increase in employment use class commitments and completions

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

Theme Two: Policies for Building Sustainable Communities

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

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

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

Theme Three: Policies for Ensuring Sustainable Development

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

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

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

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

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

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

Policies for Cherwell's Places

Bicester

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

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

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

Banbury

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

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

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

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

Kidlington

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

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

Our Villages and Rural Areas

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

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

The Infrastructure Delivery Plan

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

Duty to Cooperate

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

Appendix 7 List of Replaced and Retained Saved Policies

Policy Number	Description	Replaced or Retained	Replacement Policy	Does this Affect the Adopted Proposals Map 1996?
Saved Policies of the Cherwell Local Plan 1996				
GB1	Development in the Green Belt	replaced	ESD 14	Yes
GB2	Outdoor Recreation in the Green Belt	retained	-	
GB3	Major Development Sites in the Green Belt	retained	-	
H1	Allocation of sites for housing	replaced	BSC 1 Bicester 1 Bicester 2 Bicester 3 Bicester 12 Bicester 13 Banbury 1 Banbury 2 Banbury 3 Banbury 4 Banbury 5 Banbury 8 Banbury 16	Yes (except BSC1 and Villages 2)

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

Policy Number	Description	Replaced or Retained	Replacement Policy	Does this Affect the Adopted Proposals Map 1996?
H19	Conversion of buildings in the countryside	retained	-	
H20	Conversion of farmstead buildings	retained	-	
H21	Conversion of buildings in settlements	retained	-	
H23	Residential Caravans	retained	-	
H25	Sites for travelling showpeople	replaced	BSC6	No
H26	Residential canal moorings	retained	-	
EMP1	Allocation of sites for employment generating development	part replaced sites replaced at Bicester, Banbury and Kidlington Rural sites retained	SLE 1 Bicester 1 Bicester 2 Bicester 4 Bicester 10 Bicester 11 Bicester 12 Banbury 1 Banbury 6 Banbury 15 Kidlington 1 Villages 5	Yes

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

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

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

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

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

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

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

Appendix 8 Infrastructure Delivery Plan (IDP)

Please see separate document