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Sustainability Appraisal (SA) of the Cherwell Local Plan Review

Interim SA Report

August 2021

Quality information

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Non-technical Summary

Introduction

AECOM is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Cherwell Local Plan Review ("the plan"). Once in place, the plan will establish a spatial strategy for growth, allocate sites to deliver the strategy and establish development management policies to guide decisions on planning applications.

The plan is currently at an early stage of preparation, with an "Options Paper" published for consultation. This Interim SA Report is published in order to inform the consultation and subsequent work to prepare a draft plan.

Specifically, the table below introduces the information presented in this Interim SA (ISA) Report.

Aspect of the Options Paper		Information presented within this ISA Report
Thematic policy	The Paper presents options under 15 thematic headings.	A narrative discussion is presented under the 'SA framework', which essentially comprises a list of 20 sustainability topic headings. Under each of the SA framework headings, the aim is to present an informal discussion of options likely to give rise to significant effects.
Place-specific strategy/policy	The Paper presents sets of options (ranging from one set to six sets) for each of the District's six key 'places'.	An appraisal 'matrix' is presented for each of six places, with each matrix presenting an appraisal of mutually exclusive (i.e. 'alternative') options. In each case, the alternatives are: 1) lower growth; and 2) higher growth.

Further discussion of 'scoping' the nature of appraisal work to present within this ISA Report is presented within the main body of the report, below. A key message is that SA must focus on appraising "the plan and reasonable alternatives",[1] with appraisal findings focused only on effects likely to be 'significant'.

Appraisal findings

Summary appraisal findings are presented below under six headings:

- Thematic policy
- Banbury
- Bicester
- Kidlington and surrounding villages
- Upper Heyford
- Rural area

Thematic policy

Section 2 of this report presents an informal discussion options under each of the headings that together comprise the SA framework. The table below presents the conclusion of each narrative.

SA topic	Appraisal conclusions in respect of the proposed thematic policy options
Air and wider environmental quality	Proposed policy options in respect of digital infrastructure are strongly supported, given the potential reduce the need to travel. Certain options in respect of employment land are supported, whilst others give rise to a concern, particularly focusing "mostly on previously developed land, including in less sustainable locations". There is a need to secure employment growth in locations where the effect will not be to increase HGV and light goods vehicle traffic along road routes associated with problematic air quality.

[1] Regulation 12(2) of the Environmental Assessment of Plans and Programmes (SEA) Regulations [2004]

SA topic	Appraisal conclusions in respect of the proposed thematic policy options
Biodiversity	The proposed biodiversity options are supported, as they respond to the current national priorities (also sub-regional and Oxfordshire-wide) on taking a strategic, spatially targeted approach to planning for biodiversity net gain (as opposed to simply leaving matters to the planning application stage). The options that propose an emphasis on planning for natural capital and ecosystem services are also supported, although there is a need to avoid unduly distracting from efforts to plan effectively for biodiversity net gain, given that approaches and methods may take some time to bed in.
Climate change mitigation	The proposal to establish "meeting the challenge of climate change" as a key theme to guide the plan is supported, although there is a need to ensure clarity of message, and a clear focus on priority issues, namely per capita transport emissions and built environment emissions within new communities. The proposal to consider setting local sustainable design and construction policy is supported, although there is a need to ensure clarity of message, avoiding an overly complicated local policy environment. The option of allocating land for renewable energy is highly proactive, in line with the 2030 net zero target imperative, but could prove challenging to implement, and there is a need to also ensure a focus on criteria-based policy (particularly with a degree of spatial targeting, e.g. broad areas of search) in support of community-led initiatives.
Climate change adaptation	The proposal to establish "meeting the challenge of climate change" as a key theme to guide the plan is supported, although there is a need to ensure clarity of message, and a clear focus on priority issues, potentially flood risk, overheating, water resources and taking a natural capital approach to planning. There is evidence that climate change adaptation is being considered from the outset, as part of wide-ranging policy formulation, and this will need to continue to be the case moving forward.
Communities	The Options Paper proposes a notably proactive approach in respect of planning for children's play space and outdoor sports provision, responding to latest evidence and understanding. Similarly, the Options Paper recognises the crucial importance of "reimagining" town centres, although there is clearly more work to be undertaken ahead of determining what this means in practice. A wide range of other proposed policy options perform well, from a 'communities' perspective, and few potential tensions are highlighted, although it is recognised that 'larger than local' economic growth objectives could potentially lead to a tension with local objectives around securing good employment.
Crime	Options which promote the adoption of 'place shaping principles', particularly in relation to infrastructure delivery, town centres, children's play and sports provision are supported.
Digital infrastructure	Proposed policy options in respect of digital infrastructure are strongly supported
Education and skills	The proposed Local Plan Review themes should enable a positive approach to planning for education and skills through the Local Plan, although there is a need for further work to identify specific priorities.
Employment Economic growth	The Options Paper is clear regarding the difficult choices that will need to be made around employment land strategy, which is strongly supported. There will undoubtedly be a need to balance sub-regional and national economic growth objectives with a range of local objectives.
Flood risk	The proposed focus on a natural capital approach is strongly supported. National policy in respect of directing sensitive uses away from flood risk zones and considering the downstream implications of development in flood plains, is currently being updated, hence there will be a need to respond to the latest policy and guidance through the next stages of the Local Plan Review.

SA topic	Appraisal conclusions in respect of the proposed thematic policy options
Health	A wide range of the proposed policy options lead to positive implications for the achievement of health and wellbeing objectives. In particular housing focused options that would ensure access to high-quality housing for all are supported, as is the proposal to adjust the IDP methodology to ensure that decisions on infrastructure are made with a clear understanding of implications for healthy place shaping. Options supportive of reimagining town centres are also supported, from a health perspective, given retail trends and increased value attributed to leisure and recreation space following the C-19 pandemic. Certain sport and recreation options are supported, while others give rise to a concern, in particular "continuing the current policy approach of securing new pitch provision as part of strategic development". The options requiring ambitious targets for sustainable construction and requiring major development to include environmental net-gain are also supported.
Historic environment	Options in respect of town centres, employment land and sustainable construction have implications for the historic environment, which will need detailed consideration. There is clearly much potential to take an integrated approach to planning for the historic environment alongside natural capital at landscape scales, including at the scale of the sensitive river valleys, which are associated with historic settlement and important transport corridors.
Homes	Options that would see increased affordable housing and housing quality requirements are broadly supported, on the basis of the available evidence; however, moving forward, there will be a need to take careful account of the latest technical evidence (also Government policy) and carefully consider implications for whole plan viability, noting the need to also support high environmental standards.
Land and soils	Employment land spatial strategy could well have significant implications for loss of best and most versatile agricultural land, noting that agricultural land quality varies significantly across the District. There is also strong support for housing within town centres, and wider urban areas, from a perspective of wishing to minimise pressure on the agricultural land resource.
Landscape	There is much potential to realise landscape objectives as part of an integrated strategy that takes account of wide-ranging objectives, including biodiversity, heritage and other wide-ranging natural capital. Cherwell is considered well suited to an integrated strategy of this nature, recognising the potential to identify large-scale distinctive landscape character areas, for example the Cherwell valley. Employment land strategy has clear implications for landscape objectives, including because of locational factors (e.g. proximity to transport routes) and the demand for warehouses, and renewable energy strategy also potentially has implications.
Poverty, disadvantage and social exclusion	A wide range of policy options could lead to effects. The great majority of policy options presented within the Options Paper could lead to positive effects, perhaps most notably those around housing and town centres, although certain options give rise to a degree of concern, notably focusing employment land "mostly on previously developed land, including in less sustainable locations".
Transport	Employment must be in accessible locations, as far as possible, and in locations where the effect will not be to increase traffic (including HGVs) on problematic parts of the road network. There is a need to carefully consider the movement and transport implications of changing strategy for town centres, recognising that these tend to be the most accessible parts of the District. A positive approach to enhancing digital infrastructure is strongly supported, from a transport perspective, given the potential to capitalise on recent home working trends. A change in emphasis as part of infrastructure delivery planning, to ensure that healthy place-shaping is a priority, is potentially supported from a transport perspective.
Waste	The option of setting design and construction standards above those required by Central Government is supported, in addition to the option to focus employment development on previously developed land.
Water	The Options Paper has limited implications for water resources or water quality, given the current available evidence, hence this will need to be a focus of further detailed work ahead of preparing a draft plan for consultation.

Banbury

Section 3 of this report presents an appraisal of two early, high-level alternatives for Banbury:

- Option 1 (**lower growth**) – would still involve housing growth in the plan period, in addition to that which is already committed. Given that Banbury is one of the largest settlements, this could include non-strategic urban extensions together with urban infill or other small sites. A lower growth strategy could also mean aiming to restrict housing growth in the town centre, in order to prioritise and protect other town centre uses. It could translate into a reduced level of housing at Banbury Canalside and other larger town centre or edge of centre sites.
- Option 2 (**higher growth**) – would likely involve one or more strategic urban extensions and/or a new settlement closely linked to the town. A higher housing growth strategy could also translate as support for changes use to residential within the town centre (e.g. higher densities) and predominantly housing focused schemes at Banbury Canalside or other larger town centre and edge of centre sites.

The appraisal conclusion is as follows:

> Option 1 (lower growth) is preferable in respect of certain environmental topics, where Banbury is relatively constrained, or faces particular growth-related issues. Specifically, Option 1 is judged to be preferable in respect of flood risk, historic environment, 'land and soils' and landscape objectives. As for Option 2 (higher growth), this is supported in respect of topics where there is an opportunity for growth to support investment in infrastructure (particularly transport and community infrastructure, but also low carbon) and/or support mixed use strategic schemes, to include employment land. However, it is recognised that the potential for higher growth to achieve 'planning gain' is highly uncertain at this very early stage in the plan-making process.

Bicester

Section 4 of this report presents an appraisal of two early, high-level alternatives for Bicester:

- Option 1 (**lower growth**) – could still involve some housing growth in the plan period, above that which is already committed to 2031. As the District's second largest settlement and given the town's strategic location within the Oxford to Cambridge (Ox Cam) Arc, lower growth might include one or more non-strategic urban extensions (or the release of further land associated with one current sites). A lower growth strategy could also mean aiming to restrict housing growth in and around the town centre (see discussion above, under Banbury).
- Option 2 (**higher growth**) – would likely involve strategic urban extensions and/or a new settlement closely linked to the town, in addition to schemes already committed or identified within the current Local Plan. A higher housing growth strategy could also translate into higher town centre housing growth (discussed above, under Banbury) and potentially growth to support strategic community/cultural facilities and additional economic development.

The appraisal conclusion is as follows:

> Option 1 (lower growth) is preferable in respect of certain environmental topics, where Bicester is relatively constrained, or faces particular growth-related issues. Specifically, Option 1 is judged to be preferable in respect of biodiversity and the historic environment. As for Option 2 (higher growth), this is supported in respect of topics where there is an opportunity for growth to bring support investment in infrastructure (notably transport related, but also low carbon); however, it is recognised that the potential for higher growth to achieve 'planning gain' is highly uncertain at this early stage.

Kidlington and surrounding villages

Section 5 of this report presents an appraisal of two early, high-level alternatives for Kidlington:

- Option 1 (**lower growth**) – would involve limited housing growth, given the location within the Green Belt and the level of committed growth,[2] however, there could be a need to support continued employment growth, given the existing employment cluster and Kidlington's strategic location within the Oxford Knowledge Spine.
- Option 2 (**higher growth**) – would likely involve some limited additional housing growth (e.g. infill), but the focus (it is assumed, for the purposes of this appraisal) would be an added emphasis on employment growth, to include Green Belt release. There could also be steps taken to expand Kidlington village centre and/or deliver new strategic green infrastructure, which would likely include enabling housing development.

[2] The Cherwell Local Plan Partial Review (2020) directs 4,400 homes across North Oxford, Kidlington, Begbrooke and Yarnton.

The appraisal conclusion is as follows:

> Option 1 (lower growth) is preferable in respect of certain environmental topics, where the Kidlington area is relatively constrained, or faces particular growth-related issues. Specifically, Option 1 is judged to be preferable in respect of biodiversity, 'land and soils' and landscape objectives. As for Option 2 (higher growth (employment focused)), this is supported in respect of 'economy and employment' objectives, because there is a well understood employment/economic growth opportunity.

Upper Heyford

Section 6 of this report presents an appraisal of two early, high-level alternatives for Upper Heyford:

- Option 1 (**lower growth**) – allocate further land for housing and employment at Heyford Park, beyond that which is already planned for within the current plan period (2011-2031)..
- Option 2 (**higher growth**) – limit further development beyond that which is already planned for within the current plan period (2011-2031).

The appraisal conclusion is as follows:

> Option 1 is preferable in respect of certain environmental topics, where Upper Heyford is relatively constrained, or faces particular growth-related issues. Specifically, Option 1 is judged to be preferable in respect of climate change mitigation, historic environment 'land and soils' and landscape objectives As for Option 2, this is supported in respect of 'economy and employment' objectives, because there is a growth opportunity, although significance is currently uncertain.

Rural area

Section 7 of this report presents an appraisal of two early, high-level alternatives for the rural area:

- Option 1 (**lower growth**) – would involve a continuation of the current strategy, which stems from the adopted Core Strategy (2015), with a new emphasis on ensuring that all villages / village clusters see some housing growth over the plan period in-line with housing needs (as far as these can be quantified).
- Option 2 (**higher growth**) – would involve a step-change in growth in the rural area, relative to the trend over recent years. The Local Plan could include allocations at those villages where there is considered to be a particular need (e.g. due to a lack of recent housing growth, or a need to support village services and facilities) or opportunity (e.g. due to a good level of services/facilities, or good connectivity to a higher order centre), or where there are sites that stand-out as performing strongly (including from a deliverability perspective).

The appraisal conclusion is as follows:

> Option 1 is preferable in respect of certain environmental topics, where the rural area is relatively constrained, or faces particular growth-related issues. Specifically, Option 1 is judged to be preferable in respect of air quality, climate change mitigation, the historic environment and transport (with several of these issues are inter-related, namely issues relating to air quality, climate change mitigation and transport). As for Option 2, this is supported in respect of 'housing' objectives, primarily because significant rural housing needs are thought likely to exist.

Next steps

The next step will be to define and appraise reasonable alternative growth scenarios, defined as alternative "land supply" options, where each option involves a supply of land to meet objectively identified needs over the plan period. Defining growth scenarios will involve a step-wise process, to include exploring broad distribution options (building on the appraisals presented in this report), individual site options (as far as possible, recognising these will be numerous) and options for particular settlements / sub-areas (this is typically a key step). It is anticipated that work to define growth scenarios will be influenced by the Oxfordshire Plan 2050, and potentially also the Ox Cam Arc Spatial Framework. However, there is a need to be mindful that either the Oxfordshire Plan or the Arc Spatial Framework could subject to delays, in which case the Local Plan Review would still need to be progressed.

Subsequent to the appraisal of reasonable growth scenarios, the Council will be in a position to prepare a draft ("Preferred Options") version of the Local Plan, and publish it for consultation. Following the consultation, there will be further work to refine growth scenarios, prior to the Council finalising the Local Plan for publication under Regulation 19 of the Local Planning Regulations. The formally required SA Report will be published alongside, presenting all of the information required by the SEA Regulations. The Local Plan and SA Report will then be submitted for examination.

1 Introduction

1.1 Background

1.1.1 AECOM is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Cherwell Local Plan Review ("the plan"). Once in place, the plan will set a spatial strategy for growth, allocate sites to deliver the strategy and establish development management policies to guide decisions on planning applications. The Local Plan is being prepared alongside the emerging Oxfordshire Plan 2050.

1.1.2 SA is a means of exploring the likely effects of an emerging plan, and alternatives, with a view to minimising adverse effects and maximising the positives. SA of Local Plans is a legal requirement.[3]

1.1.3 The plan is currently at an early stage of preparation, with an "Options Paper" published for consultation. This Interim SA Report is published in order to inform the consultation and subsequent plan-making.

1.2 SA explained

1.2.1 It is a requirement that SA is undertaken in-line with the Environmental Assessment of Plans and Programmes Regulations 2004. In-line with the Regulations, a report (known as **the SA Report**) must be published for consultation alongside the draft plan that essentially 'identifies, describes and evaluates' the likely significant effects of implementing 'the plan, and reasonable alternatives'. The report must then be considered, alongside consultation responses, when finalising the plan.

1.2.2 More specifically, the SA Report must answer **three questions** -

- What has Plan-making / SA involved up to this point?
  - including with regards to consideration of 'reasonable alternatives'
- What are the SA findings at this stage?
  - i.e. in relation to the draft plan
- What are next steps?

1.3 This Interim SA Report

1.3.1 Currently the Council is not consulting on a draft plan; rather, the Council is consulting on 'options', having previously consulted on 'issues' in 2020. There is no strict requirement for SA work at this early stage in the plan-making process; nonetheless, this 'Interim' SA Report is produced with the intention of informing plan-making, and presenting stakeholders with insights in respect of the sustainability implications of the various options presented the consultation document.

Structure of this report

1.3.2 The structure of this report responds to that of the consultation document, as follows:

- Section 2 – deals with the options presented for **thematic / district-wide policy issues**.
- Section 3 – deals with the options presented for **Banbury**.
- Section 4 – deals with the options presented for **Bicester**.
- Section 5 – deals with the options presented for **Kidlington and surrounding villages**.
- Section 6 – deals with the options presented for **Upper Heyford**.
- Section 7 – deals with the options presented for the **rural area**.
- Section 8 – presents **conclusions** and **next steps**.

[3] Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside plan-making. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (NPPF, 2018). The Town and Country Planning (Local Planning) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' plan document

2 Thematic policy

2.1 Introduction

2.1.1 The aim here is to present an appraisal of the thematic policy options presented within the Options Paper.

2.2 Approach and methodology

2.2.1 At this stage it is considered appropriate to present an appraisal in the form of **a single narrative**, as opposed to presenting a series of appraisal matrices – one for each of the sets of options presented in the consultation document. The specific approach to appraisal is as follows:

A narrative discussion is presented under the 'SA framework', which essentially comprises a list of 20 sustainability topic headings (see further information in **Appendix I**). Under each of the SA framework headings, the aim is to present an informal discussion of options giving rise to "likely significant effects."[4]

2.2.2 A narrative appraisal is considered appropriate given the early, high-level nature of the options presented for consultation at the current time, and on the basis that not all the options presented are in the form of mutually exclusive alternatives. The aim is to ensure that SA work is focused, concise and proportionate, focusing only on effects judged to be 'significant' (as opposed to every conceivable effect).[4] This is a key element of best practice in the opinion of AECOM, mindful of recent experience[5] and the Planning White Paper (2020).[6] There will be the potential to undertake more formal work to explore thematic policy reasonable alternatives at subsequent stages of the plan-making process.[7]

2.2.3 The focus of the appraisal narrative is on the *options* presented within the thematic section of the Options Paper; however, some consideration is also given to other aspects of the consultation document, including the *themes* and *objectives* that are proposed to guide and focus plan-preparation, and policy proposals in terms of which the consultation document poses a *question* to consultees without setting out options.

2.3 Air and wider environmental quality

SA objective: Protect and where possible improve air quality and prevent light pollution

2.3.1 Air pollution is number three in the list of "top sustainability challenges in Oxfordshire", as measured by annual cost to the economy, as set out within the Oxfordshire Plan consultation document (2021). Within Cherwell, there are four designated air quality management areas (AQMAs): two in Banbury; one in Bicester and one in Kidlington. In addition, there is a need to consider the Oxford city-wide AQMA.

2.3.2 The key issue is air pollution from road transport and, whilst this is set to decrease dramatically over coming years due to the anticipated national switch-over to electric vehicles (EVs), this is a priority issue nationally at the current time, is set to remain a major issue in the short term (e.g. over the next ten years) and will remain an issue following the switch-over to EVs, e.g. due to particulates generated from brakes, tires and road surfaces. The recently published UK Transport Decarbonisation Plan (2021) includes a major focus on minimising the need to travel, supporting 'modal shift' away from the private car and supporting the switch-over to EVs in order to meet decarbonisation targets, but there is also a strong recognition that achieving these decarbonisation goals will also lead to major benefits for air quality. For example, the Plan explains: *"We will support decarbonisation by investing more than £12 billion in local transport systems over the current Parliament, enabling local authorities to invest in local priorities – including those related to decarbonisation such as reducing congestion and improving air quality."*

[4] Paragraph 009 of the SA section within the Government's Planning Practice Guidance

[5] For example, the Plan:MK Inspector's Report (2019) stated: *"The approach taken in Milton Keynes is a particularly focused and narrative-based approach which has appropriately concentrated on those areas where there are genuine significant effects and reasonable alternatives. The outcome is a more transparent report that avoids the issue of sustainability appraisal becoming an unmanageable audit trail of options that are either not sufficiently distinct alternatives and/or options that have no significant effect in terms of the SA (including environmental) objectives."*

[6] The White Paper proposed to abolish *"unnecessary assessments and requirements that cause delay and challenge in the current [Local Plan] system..."* It also lamented assessments that *"do not sufficiently aid decision-making"* and *"swathes of evidence base documents"*, and explained: *"The challenge we face – an inefficient, opaque process and poor outcomes."*

[7] An informal, narrative based appraisal is also considered justified recalling that SA work at this current, early stage in the plan-making process is voluntary, such that there is flexibility in respect of the approach to SA that is taken (indeed, there is much flexibility in respect of all plan-making work undertaken under Regulation 18 of the Local Planning Regulations).

2.3.3 In light of these introductory remarks, the first options of note are those presented in respect of **Digital infrastructure**, as high speed broadband will support a continuation of the recent trend towards homeworking and video conferencing, serving to reduce the need to travel and, in turn, serving to reduce car trips, traffic congestion and air pollution. The proposal is to prepare a dedicated criteria-based policy in respect of digital infrastructure, to reflect the importance of the issue/opportunity. A more specific proposal is to set detailed requirements in respect of 'future proofing', which could provide useful certainty to the development industry, building on recent experience in respect of future proofing for EV charging infrastructure, and tying-in with future proofing for major changes to the way that buildings are heated.

2.3.4 Secondly, there is a need to consider policy options presented in respect of **Employment land**, recognising that HGV and light goods vehicle (LGV) movements are a major contributor to air pollution and noise/vibration issues, and can also discourage cycling and give rise to wider road safety concerns. One option presented for consultation would see employment land "mostly on previously developed land, including in less sustainable locations", and this does give rise to notable concerns, from an 'air and wider environmental quality' perspective, as such locations may not be well connected to the strategic road network, e.g. potentially ex-MOD land. There is also potentially a similar concern with focusing employment land "at the larger villages", recognising that relatively few people will live and work within the same village, and given the susceptibility of rural roads to problematic traffic congestion. Employment growth will tend to be well located, from an air quality perspective, when directed to higher order settlements, although there can still be air pollution issues arising from peak-time congestion. For example, at Banbury, where there are two AQMAs, the Community Involvement Paper (2020) explains: *"Whilst the town centre and residential areas are well served by public transport many of the employment areas to the north and east of the town have a poor service particularly outside peak time. Many also have poor quality cycle and pedestrian links."*

2.3.5 Other options of note relate to:

- Sustainable construction – the desire to achieve air tightness and, in turn, high building thermal efficiency can lead to tensions with objectives relating to indoor air quality. There is good potential to address this by carefully considered ventilation, whether that be passive or active, but ventilation measures must be appropriately operated, maintained etc by building occupants. Another concern over recent years has been in respect of the air pollution associated with combined heat and power (CHP) centres integrated within communities; for example, it has long been established that a network of three CHP engines ('energy centres') should be embedded within the NW Bicester strategic urban extension, to supply heat across the development via a network of piping to carry hot water. However, CHP is now redundant as a low carbon technology for domestic heating, following the recent decarbonisation of the national grid, which lends support for heat pump technologies (which generate heat from electricity).
- Renewable energy – wind and solar farms can give rise to visual and other amenity impacts; however, there is little reason to suggest that this will be a particular issue for the Cherwell Local Plan Review.
- Housing space standards – there could potentially be a correlation between good space standards and good standards of indoor air quality, although this is uncertain.
- Natural capital – a natural capital approach will typically involve giving consideration to the ecosystem services generated by trees, habitat patches and linear habitat features and green open space, which can include mitigating air pollution. For example, the England Tree Action Plan (2021) explains that: *"We know that the right woodlands in the right places can deliver carbon sequestration, biodiversity gains, flood prevention and better water, soil, and air quality, as well as job creation and wider social benefits for people able to enjoy them." [emphasis added]*

2.3.6 In conclusion:

- Proposed policy options in respect of digital infrastructure are strongly supported, given the potential reduce the need to travel.
- Certain options in respect of employment land are supported, whilst others give rise to a concern, particularly focusing "mostly on previously developed land, including in less sustainable locations". There is a need to secure employment growth in locations where the effect will not be to increase HGV and light goods vehicle traffic along road routes associated with problematic air quality.

2.4 Biodiversity

SA objective: Conserve and enhance the district's biodiversity and geodiversity

2.4.1 Key biodiversity issues and opportunities relate to spatial strategy, more so than thematic policy; however, there is nonetheless much potential to set thematic policy, to guide planning applications, that is supportive of achieving biodiversity objectives. Indeed, there is a considerable focus nationally, at the current time, on ensuring that steps are taken through the planning application process to avoid and mitigate negative effects and realise opportunities – both onsite and offsite – such that the net effect is positive for biodiversity. This approach is known as securing biodiversity 'net gain', with the emerging Environment Bill set to mandate that all qualifying schemes secure a 10% net gain, and the potential for Local Plans to set policy requiring a higher percentage net gain, where there is evidence to support such an approach.

2.4.2 Beginning with the **themes and objectives** proposed to guide preparation, it is noted that biodiversity objectives primarily sit under the "healthy place-shaping" theme. This is potentially appropriate; however, there is a need to recall that not all areas of biodiversity value require a focus on 'shaping' (albeit all invariably require active management, e.g. Otmoor). It is appropriate for the Local Plan Review to focus on a small number of key themes, and three is a good number; however, there is perhaps a need to confirm that a small number of key themes should feed into a list of objectives (as is currently the case), as opposed to emerging from a list of objectives. As a further point, in support of this suggestion, it is noted that the 'natural capital' objective listed under the 'climate change' theme focuses only on one ecosystem service (carbon sequestration), somewhat contrary to the natural capital approach to planning.

2.4.3 Moving on to the proposed policy options, the focus of the **Biodiversity** options is around setting policy to guide the local approach to securing biodiversity net gain(s). Most importantly, there is a need to consider where any offsite habitat enhancement or creation, that might be required in order to secure a net biodiversity gain, should be located. There are strong arguments for directing habitat enhancement/creation efforts to locations in proximity to the development site in question, including with a view to avoiding polarisation of landscapes (in the broadest, geographical sense) over the long term. However, on the other hand, there is a national focus on building a Nature Recovery Network, with efforts spatially targeted at priority areas. The Government is currently consulting on guidance for the preparation of Local Nature Recovery Strategies (LNRSs), which will be critical to effective spatial targeting of habitat enhancement/creation (as part of wider efforts to secure biodiversity net gain), but adoption of a LNRS for Oxfordshire could still be some time away. Hence, as a stop-gap, there is clear merit to prioritising efforts within the established network of Conservation Target Areas.

2.4.4 The proposed policy options that would see a positive approach taken in respect of taking a **Natural capital** approach to planning are also supported from a biodiversity perspective. Planning for biodiversity is a cornerstone of efforts to secure natural capital and flows of ecosystem services, hence efforts to promote the value of natural capital and ecosystem services will help to 'sell' the value of biodiversity. Having said this, the option of requiring major development proposals to "demonstrate environmental net gain" could be a step too far, were the effect to distract from efforts to plan for biodiversity net gain (BNG), recognising that the development industry, planning authorities, stakeholders delivery partners (etc.) undoubtedly require time to build capacity and embed best practice approaches to BNG. Tools are emerging in respect of calculating environmental net gain, but these are in their relative infancy. Defra's emerging guidance on LNRSs (2021) is clear that "wider environmental goals" should be a focus of LNRS preparation, but is equally clear that the priority focus should be biodiversity.

2.4.5 Finally, there is a need to note the **Infrastructure delivery** options, in particular the proposal to update the Infrastructure Delivery Plan (IDP) methodology to "consider social and environmental benefits of schemes and the contributions they make to [the plan's three key themes]". It is clearly the case that infrastructure schemes can lead to biodiversity impacts, for example linear schemes (railways, roads, pipelines) can necessitate loss of habitat, or otherwise need to pass through or across sensitive areas, for example flood plains, potentially affecting functional connectivity between habitat patches.

2.4.6 In conclusion:

- The proposed biodiversity options are supported, as they respond to the current national priorities (also sub-regional and Oxfordshire-wide) on taking a strategic, spatially targeted approach to planning for biodiversity net gain (as opposed to simply leaving matters to the planning application stage).

- The options that propose an emphasis on planning for natural capital and ecosystem services are also supported, although there is a need to avoid unduly distracting from efforts to plan effectively for biodiversity net gain, given that approaches and methods may take some time to bed in.

2.5 Climate change mitigation

SA objective: Minimise the district's contribution to climate change

2.5.1 Cherwell District Council declared a climate emergency in July 2019, following declaration of a national climate emergency in May 2019, and the passing into law of an amendment to the Climate Change Act 2008 in July 2019, which set 2050 as the national net zero target date. This target date was set broadly in line with the recommendations of the Climate Change Committee, which were made to reflect the international "Paris Agreement" (2015). Most recently, in April 2021, the UK Government committed to an interim target of 78% reduction against 1990 levels by 2035, in line with a further recommendation made by the Climate Change Committee. This interim target is now set to be enshrined in law.

2.5.2 The District Council has committed to 2030 as a net zero target date for its own activities as an organisation; however, more importantly, there is a commitment to *"do our part to achieve a net zero carbon district by 2030 and lead through example."* Achieving net zero by 2030 is highly ambitious, and will require that decarbonisation is a central focus of the Local Plan, albeit the Local Plan can only ever have a somewhat marginal effect on district-wide emissions because of limited ability to influence per capita emissions (in particular built environment, but also transport to an extent) of those who live within existing communities that will not be a focus of change, as directed through the Local Plan. It will be critical that steps are taken both through spatial strategy / site selection and development management policy (both area/site specific and thematic/district-wide). As part of this, there will also be a need to carefully consider the viability of decarbonisation focused policy requirements, avoiding a situation where policy is set (following whole plan viability testing), leading to a degree of comfort in respect of achieving the required decarbonisation trajectory, but not delivered in practice, due to unforeseen site specific viability challenges.

2.5.3 Beginning with the **themes and objectives** proposed to guide preparation, the proposal that "meeting the challenge of climate change" should be one of the three key themes to guide plan-making preparation – and support wide-ranging engagement – is supported. However, there is a need to ensure clarity of message around the particular key issues and opportunities that should be a focus of the plan, as opposed to those that are less within the remit or scope of the plan, or are of more limited significance (e.g. retrofitting historic buildings). There is a need to be clear that minimising per capita transport and built environment emissions is an overriding priority for the plan, in contrast to supporting carbon sequestration (albeit this is still important); and that the required programme of retrofitting existing properties (e.g. to improve thermal efficiency, and replace gas central boilers with heat pumps) is largely outside of the control of the Local Plan (as acknowledged within the Options Paper itself at paragraph 5.6.1). It is also suggested that there should be a clear distinction between objectives relating to climate change mitigation / decarbonisation versus climate change adaption / resilience.

2.5.4 Within the Climate Change section of the Options Paper, key options are presented in respect of **Sustainable construction**. The key question is whether or not to set local policy in respect of regulated operational emissions, that is the emissions associated with the operation of buildings that are dealt with by the Building Regulations. It has recently been clarified (following a lack of clarity of recent years) that it is within the remit of Local Plans to do so.[8] However, at the same time, the Government has confirmed that it will be tightening Building Regulations over the coming years. Specifically, there is a commitment to tighten Building Regulations to the point whereby the Regulations require achievement of a defined Future Homes Standard (FHS) by 2025.[9] As such, there is arguably relatively little to be gained by setting locally specific headline targets in respect of regulated operational emissions. Rather, there is an argument for deferring to the Building Regulations, given the Government's FHS commitments, and recognising that there is merit to a consistent national approach and, in turn, a helpful degree of clarity and welcomed certainty for the development industry. However, on the other hand, there is an argument for requiring an improvement on Building Regulations through the Local Plan Review, as a contingency for unforeseen delays to the FHS timetable. This is the "do minimum" approach recommended by the UK

[8] This clarity was provided in the Government's response to the Future Homes Standard consultation (2021).
[9] Also, the Government confirmed that, as an interim step towards the Future Homes Standard, Building Regulations will be tightened by 31% (in terms of maximum allowed operational emissions) in 2022.

Green Building Council (UKGBC) Policy Playbook (2021), which explains:

"The [FHS] consultation concluded that a 31% reduction in carbon emissions compared to the current [Building Regulations] is viable now on a national scale. Indeed the Government confirmed on 19 January 2021 that this 31% uplift will now come into effect in 2022. It is critical to reduce carbon emissions from new homes if the Government's net zero emission target is to be met. Given this urgency, there is no credible reason to delay the implementation of the 31% reduction target in the wait for the [FHS]."

2.5.5 It is also recommended that careful consideration is given to policy options that would involve going beyond simply setting out a required overall improvement on Building Regulations. Specifically, policy could specify *how* these improvements should be achieved, in particular the extent to which a 'fabric first' approach should be implemented; for example, the UKGBC Policy Playbook (2021) suggests that, as a minimum, Local Plan policy should require: *"A fabric first approach shall be prioritised, ensuring that at a minimum the thermal performance of the whole envelope exceeds that of the notional specification by 5%."* Also, the Local Plan might set requirements in respect of non-operational emissions (that is the emissions associated with a building regardless of its operational use, including emissions from construction, retrofitting and demolition) and potentially unregulated operational emissions. However, there are question-marks regarding the viability of such policy options and concerns regarding creating a complex and confusing policy environment.

2.5.6 Secondly, the Options Paper presents policy options in respect of **Renewable energy**. The option of allocating sites for renewable energy generation (in practice, likely to mean solar farms, but potentially also wind farms) is supported, from a climate change mitigation perspective, because this would represent a highly proactive approach, in line with the 2030 net zero target imperative. However, it is recognised that setting a clear criteria-based policy would also represent a proactive approach, helping to increase rates of delivery relative to the current situation, and would also support "community-led initiatives", which are encouraged by the NPPF (paragraph 156). Consideration could also be given to identifying broad areas (NPPF paragraph 155 suggests that identifying 'areas' for renewable energy generation equates to a positive approach) as opposed to detailed site allocations; and consideration could be given to safeguarding land, *as per* the recently published Cornwall Climate Emergency DPD.

2.5.7 Thirdly, there is a need to consider the decarbonisation implications of the **Town centre and retail options**, and specifically the choice between enabling a market led approach – likely to involve a increase in new homes within town centres created through permitted development rights – versus taking measures (as far as possible) to maintain core areas of town centre uses (both 'traditional' uses, including retail, and wider uses such as leisure, recreation and cultural uses). On one hand housing within town centres can be supportive of efforts to minimise transport emissions, support delivery of heat networks (which require high densities and a fine grained mix of uses), and can also lead to the major investment needed to deliver regeneration and wider efforts to reimagine town centres. However, on the other hand, there is a need to maintain the characteristic configuration and density of town centre uses to achieve a 'critical mass', and avoid this being unduly eroded by new homes in the 'wrong' locations. On balance, it seems clear that there will often be an important role for strategic planning to ensure clusters, or zones, of uses within town centres, in order to ensure that town centres remain attractive as destinations for residents across the District, including with a view to meeting a range of needs (retail, service, leisure etc), and therefore minimising the need to travel by private car.

2.5.8 A range of other policy options potentially have implications for climate change mitigation and achieving the ambitious district-wide 2030 net zero target date. Focusing on emissions from transport, there is support for **Employment land** policy options that would see new employment land directed to locations where the effect would be to minimise the need to commute by car (or, at least, commute longer distances). Also, the policy options supportive of taking a positive approach to planning for **Digital infrastructure** are supported, as homeworking negates the need to commute to employment locations by car.

2.5.9 In conclusion:

- The proposal to establish "meeting the challenge of climate change" as a key theme to guide the plan is supported, although there is a need to ensure clarity of message, and a clear focus on priority issues, namely per capita transport emissions and built environment emissions within new communities.
- The proposal to consider setting local sustainable design and construction policy is supported, although there is a need to ensure clarity of message, avoiding an overly complicated local policy environment.

- The option of allocating land for renewable energy is seen as highly proactive, and in line with the 2030 net zero target imperative, but could prove challenging to implement, and there is a need to also ensure a focus on criteria-based policy (particularly with a degree of spatial targeting, e.g. broad areas of search) in support of community-led initiatives.

2.6 Climate change adaptation

SA objective: Support the district's adaptation to unavoidable climate change

2.6.1 Climate change adaptation is a cross-cutting topic, and whilst flood risk is potentially an overriding climate change adaptation issue, this is a focus of stand-alone discussion below (Section 2.12). Looking beyond flood risk, there is a very wide range of policy interventions needed nationally to ensure resilience to the anticipated and potential impacts of climate change, as recently explored through major reports published by the Committee on Climate Change Adaptation Sub-Committee. However, it can be a challenge to identify key priorities for the key aspects of Local Plan-making, namely spatial strategy / site selection and the establishment of development management policy (both area/site specific and thematic / area-wide). The Committee on Climate Change has recently published a range of sector-specific briefing notes on climate change adaptation priorities, but there is no briefing notes dedicated to spatial plan-making.

2.6.2 Having made these introductory remarks, the first point to make is that the proposal to present "meeting the challenge of climate change" as one of the three **themes** to guide preparation of the plan is supported. Under this theme, key **objectives** relate to "delivering developments" that are resilient, and taking a natural capital approach to planning; this focus is broadly supported. However, it is suggested that 'delivering developments' must be viewed at different scales (spatial strategy, site selection, master planning, building design), and that planning for natural capital must be 'sold' as an approach that delivers very wide-ranging ecosystem services (there is currently a focus on carbon sequestration due to the objective being under the 'climate action' theme).

2.6.3 Within the Climate Change section of the Options Paper, the focus is on decarbonisation, which does not give rise to a concern. Elsewhere, key options are presented in respect of planning for **Natural capital** and ecosystem services. A strong emphasis on planning for natural capital is supported, including on the basis that there is a major focus on planning for natural capital within the Ox Cam Arc (see https://www.oxcamlncp.org). However, as per the discussion above, under 'biodiversity', there is a need to avoid an undue focus at the expense of other priority issues. For example, there would be a concern were it to be the case that a focus on planning for natural capital in support of improving the water flow regime in upper catchments led to undue comfort regarding flood risk or water quality within rivers.

2.6.4 Secondly, there is a need to consider the **Town centre and retail** options. This is because planning for the urban heat island effect, and overheating more generally, is a key issue within urban areas, with best practice approaches to master planning and urban design evolving rapidly. A key consideration is ensuring strategically located greenspace and shading, which is a reason for taking a strategic, plan-led approach to town centres, avoiding a situation whereby the market delivers high density housing in the 'wrong' location. The Community Involvement Paper (2020) highlighted the need to improve green infrastructure provision within urban areas, and the Oxfordshire Plan consultation document (2021) discusses "*re-imagining and re-purposing town centres*", hence it is anticipated that planning for town centres and wider urban areas, including with a view to securing resilience to climate change, will be an important issue / opportunity to be addressed through the Local Plan Review.

2.6.5 Other options of note relate to:

- Infrastructure delivery - the option to explore an IDP methodology which considers the climate change implications of infrastructure strategy / scheme options is supported.
- Biodiversity - a focus on Oxfordshire's Conservation Target Areas (CTAs) is potentially supported, from a perspective of securing wide-ranging ecosystem service benefits, including flood risk attenuation.
- Children's play - the option of *"setting expectations… e.g. inclusion of pocket parks, play streets and informal play within open space areas*" is supported. The importance of good access to outside space, including through the summer months, was highlighted by the experience of national lockdowns in 2020.

2.6.6 In conclusion:

- The proposal to establish "meeting the challenge of climate change" as a key theme to guide the plan is supported, although there is a need to ensure clarity of message, and a clear focus on priority issues, potentially flood risk, overheating, water resources and taking a natural capital approach to planning.
- There is evidence that climate change adaptation is being considered from the outset, as part of wide-ranging policy formulation, and this will need to continue to be the case moving forward.

2.7 Communities

SA objective: Create and sustain vibrant communities including preventing noise pollution

2.7.1 Creating and sustaining vibrant communities means both shaping existing urban areas, in particular town and village centres, and directing greenfield growth to locations where the impacts to existing communities will be minimised – for example avoiding over-burdening of transport and community infrastructure - and where 'planning gain' can be realised, to the benefit of new and existing communities.

2.7.2 Mindful that certain 'communities' related topics are best discussed under other topic headings, below, (notably under the 'Health' and 'Poverty, Disadvantage and social exclusion' headings), a primary set of options to discuss is that presented in respect of **Town centre and retail**. As discussed above, under 'Climate change adaptation', there is a need to reimagine town centres. Strategic planning has an important role to play, although there will also be a need to work very closely with the development industry, including with a view to securing funding for infrastructure including community and green infrastructure. The national context, in respect of planning for town centres is evolving rapidly, including on the basis of much recent and ongoing research including on retail trends and the increasing value attributed to greenspace and environmental quality, hence the Local Plan Review will need to respond accordingly.

2.7.3 Secondly, it is considered appropriate to discuss **Children's Play**, which is a notable focus in the Options Paper, and appropriately so given the key role to be played by Local Plans. There has been much evolving good practice, in respect of planning for children's play, over recent years and decades; however, there is much further potential to improve practice, informed by recent and ongoing research. The proactive approach proposed by the Options Paper is supported, on the basis that *"the traditional approach to play areas does not offer enough opportunities for creative play particularly for younger children, and those for older children can exclude some groups. The approach being advocated is one that seeks to create 'play friendly' environments incorporating opportunities throughout developments, rather than in a single location."*

2.7.4 Following on from this, the Options Paper proposes a change in tack around providing for **Outdoor sports** facilities, on the basis that "*the current policy approach of securing new pitch provision as part of strategic development sites"* has led to fragmented provision that has been underused. The proposed new approach of securing and establishing "sports hubs" at main settlements is supported, including as this is the approach advocated by National Sporting bodies and other stakeholders. It is considered that more centralised sports hubs can act as a focus for the whole community and facilitate club development more effectively. The option to *"use financial contributions from developers in lieu of on-site provision on strategic sites to enhance existing facilities, to enable increased use"* is also supported.

2.7.5 There is also a need to discuss the options for **Employment land**, recognising that creating and sustaining vibrant communities includes providing accessible employment opportunities. The option of focusing a level of growth *"at the main urban centres"* performs well, from a 'communities' perspective, given the potential to support active travel and foster a sense of local community. In this light, focusing employment growth at "*transport nodes and less sustainable areas",* is seen as potentially problematic, as while it would utilise the districts' transport links, it would likely increase congestion issues, increasing out-commuting from the main centres. This option would, however, contribute towards improving access to services, facilities, homes and jobs in the less urban/ rural areas. Likewise, positive and negative effects are likely to be seen through the option of focusing growth at the "*large villages",* given their less sustainable location when compared with Bicester, Banbury and Kidlington.

2.7.6 Other options of note relate to:

- Renewable energy – renewable energy schemes can lead to social-economic benefits, helping rural communities thrive, providing jobs and overall prosperity. However, renewable energy schemes can also adversely impact residential amenity and the distinct characteristics that define communities. Therefore, support is also given to the option to: *"Use a criteria-based policy to assess the appropriateness of proposals for renewable energy generation"*. There is a need to "support community-led initiatives for renewable and low carbon energy", in-line with NPPF paragraph 156; however, there is also a need to consider the option of taking a more proactive approach through the Local Plan Review, recognising the imperative of decarbonisation, which could mean allocating sites or broad areas.
- Digital infrastructure - the Oxfordshire Digital Infrastructure Strategy (2020) sets out that society is increasingly dependent on high-quality digital infrastructure provision. All options presented will therefore positively impact Cherwell's communities by ensuring all new development is fully supported by high-quality digital provision. As set out in the Oxfordshire Plan consultation document (2021), benefits to the community include facilitating efficient home working, reducing the need to travel, smart mobility (e.g. on demand services) and delivering 'smart homes', including in support of electricity tariffs geared to electric heating and EV charging.
- Sustainable construction - the option to *"set sustainable design and construction standards for residential and non-residential development in Cherwell above those required by Central Government"* is supported. The implementation of higher energy efficiency standards could bring a range of benefits for the quality of life of residents, delivering sustainable communities through enhancing the energy efficiency of housing, lowering energy costs, reducing fuel poverty, and supporting health and wellbeing through the delivery of high-quality homes. However, whilst increased energy efficiency in new housing will bring a range of benefits for the quality of life of residents, as set out through the Options Paper, there is potential for a stricter policy to affect the deliverability and viability of new developments. There is also a need to carefully design-in effective ventilation as part of highly thermally efficient homes.
- Infrastructure delivery - the option of *"updating the methodology to consider social and environmental benefits of schemes and the contributions they make to Climate Action, Healthy Place Shaping, and a Sustainable Economy"* is supported, supplementing the main objectives of the Oxfordshire Plan (see consultation document 2021). As set out in the consultation document *"good growth in Oxfordshire will: Be healthy and inclusive, with all development addressing inequalities and contributing positively to the overall health and wellbeing of Oxfordshire's communities, environment and economy."* The increased emphasis on supporting '*strong, vibrant and healthy communities'* is further reflected through the recent NPPF updates (2021) and the National Design Code (2020).

2.7.7 In conclusion:

- The Options Paper proposes a notably proactive approach in respect of planning for children's play space and outdoor sports provision, responding to latest evidence and understanding.
- Similarly, the Options Paper recognises the crucial importance of "reimagining" town centres, although there is clearly more work to be undertaken ahead of determining what this means in practice.
- A wide range of other proposed policy options perform well, from a 'communities' perspective. Few potential tensions are highlighted, although it is recognised that 'larger than local' economic growth objectives could potentially lead to a tension with local objectives around securing good employment.

2.8 Crime

SA objective: Reduce crime and disorder and the fear of crime

2.8.1 The latest statistics (July 2018 – June 2019) show that the crime rate in Cherwell is 67 per 1,000 of the population, which is just below the wider Thames Valley area of 68 per 1,000 of the population. However, between 2011 and 2019, there was an increase in both crime rates and in the severity of crime score.[10]

[10] ONS (2019) Crime severity score – experimental statistics; see https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/articles/researchoutputsdevelopingacrimeseverityscoreforenglandandwalesusingdatareportedbythepolice/2016-11-29

2.8.2 Issues explored through the Options Paper are unlikely to have any direct implications on crime; however, the **Town centres & retail** options are of note. In particular, the option to *"maximise flexibility in the town centre for different uses, such as community and leisure"* (including green, open spaces) is supported, recognising the potential to positively impact upon perceptions of personal safety, particularly at night.

2.8.3 For the same reason, the **Children's play** option to *"seek opportunities to integrate play facilities throughout towns and developments identifying minimum standards and setting expectations through design and other place making policies e.g. inclusion of pocket parks, play streets and informal play within open space areas"* is supported, provided that facilities are well-located, e.g. avoiding the risk of antisocial behaviour. Similarly, the options in respect of **Outdoor sports provision** are of relevance, particularly the option of establishing sports hubs at the main settlements. Sports hubs would, by their nature, be used throughout the much of the day and week, thereby discouraging crime and antisocial behaviour, and could also be supportive of organised community activities aside from sports.

2.8.4 There is also a need to briefly touch upon the **Infrastructure delivery** options, recognising that the Healthy Place-Shaping Principles form one of the core themes and are also included in the Oxfordshire Plan Consultation document (2021) with a wider ambition to *"create safe environments, addressing the fear and perception of crime, including improving safety for all road users."* Therefore, the option of *"updating the methodology to consider social and environmental benefits of schemes and the contributions they make to Climate Action, Healthy Place Shaping, and a Sustainable Economy"* is supported given that the implementation of health place shaping principles, alongside infrastructure delivery, may support reduced crime and the fear of crime in the long term.

2.8.5 In conclusion:

- Options which promote the adoption of 'place shaping principles', particularly in relation to infrastructure delivery, town centres, children's play and sports provision are supported.

2.9 Digital infrastructure

SA objective: Ensure that digital infrastructure meets the needs of current and future generations

2.9.1 The Oxfordshire Digital Infrastructure Strategy and Delivery Plan (2020) highlights that there are few areas in the UK where the importance of world-class digital infrastructure is as pronounced as in Oxfordshire. Whilst this critical infrastructure will secure business competitiveness and economic growth, it is noted that society is increasingly dependent on high-quality digital infrastructure provision for our everyday needs.[11] This dependency was exacerbated during the recent COVID-19 pandemic where digital provision was key in enabling many people to continue to work and access services and facilities remotely.

2.9.2 The Oxfordshire Digital Infrastructure Strategy and the national Future Telecoms Infrastructure Review (2018) outline that in order to provide for this more digital world there is a need to deliver near 85% nationwide coverage of full fibre by 2025, and deployment of 5G to the majority of the country by 2027.[12] The rollout of enhanced digital infrastructure is identified as vital for both rural and urban Oxfordshire.

2.9.3 All of the options presented in relation to **Digital infrastructure** are supported given all seek to protect and improve digital connectivity. The option to *"provide a policy with the requirements expected from new development to provide digital connections and be designed to accommodate future digital infrastructure needs (future proofing)"* reinforces the importance of long-term spatial planning as set out through the Oxfordshire Plan consultation document (2021), recognising that the way people live their lives is increasingly influenced by changes brought about by technology and innovation. For example, the availability of high-quality fixed and mobile digital connectivity can significantly impact on the need to travel, with trends such as flexible and home working dependant on its continued provision. Para 114 of the NPPF (2021) makes clear that planning policies should '*support the expansion of electronic communication networks, including next generation mobile technology (such as 5G) and full fibre...'*

[11] https://digitalinfrastructureoxfordshire.co.uk/whats-next/timeline-strategy/digital-infrastructure-strategy
[12] https://www.gov.uk/government/publications/future-telecoms-infrastructure-review

2.9.4 Other options to note are in respect of **Employment land**. Considering the changing requirements of different employment sectors, and changing local service needs, the flexible approach of *"providing a mixture" of options* (i.e. of mixed use and specific use sites*)* is supported, allowing digital infrastructure and any associated employment sectors to thrive. Notably, the Oxfordshire Local Enterprise Partnership (LEP) has identified automotive and motor sport, creative and digital, electronics and sensors, life sciences, and space technologies as being five key industries for the future.

2.9.5 In conclusion:

- Proposed policy options in respect of digital infrastructure are strongly supported

2.10 Education and skills

SA objective: Maintain and improve levels of education and skills in the population overall

2.10.1 Local Plan-making has a critical role to play in respect of delivering new schools in the right locations (also supporting the expansion of schools); and ensuring a highly skilled workforce is also a key objective for the Local Plan Review, recognising the national importance of realising opportunities to enhance the Oxfordshire's economic productivity, particularly within the knowledge economy.

2.10.2 In this light, the proposed **themes** and **objectives** for the Local Plan Review are supported. However, under the 'sustainable local economy' theme it is suggested that consideration should be given to means of supporting skills through the Local Plan Review beyond encouraging local companies to invest in the local workforce; and under the 'health place-shaping' theme it is suggested that there might be a more explicit focus on planning for school capacity and further education, given the potentially key role for the Local Plan.

2.10.3 With regards to policy options, none deal directly with education and skills; however, a number are of indirect relevance. Notably, the proposed approach of proactively planning for **Digital infrastructure** is strongly supported, recognising the importance of education and skills training from home.

2.10.4 In conclusion:

- The proposed Local Plan Review themes should enable a positive approach to planning for education and skills through the Local Plan, although there is a need for further work to identify specific priorities.

2.11 Employment and economic growth

SA objectives: Ensure high and stable levels of employment across the district; and Sustain and develop economic growth and innovation and support the long-term competitiveness of the district

N.B. for the purposes of this early appraisal commentary, the decision has been taken to present a single discussion covering both 'employment' and 'economic growth'. Moving forward, efforts will be made to draw a distinction between, on the one hand, meeting local employment needs and, on the other hand, ensuring that the District's economy contributes most fully to sub-regional and national growth objectives.

2.11.1 The Options Paper presents a detailed review of the wide-ranging policy context that serves to identify clear economic growth objectives for Cherwell and also recognises certain tensions that can exist, for example around delivering new warehousing space, which is in high demand nationally, but which is associated with low employment densities. There are likely to be difficult choices to be made in respect of employment land strategy in respect of quantum, location and type, plus there will be a need to carefully consider the employment role of town centres and employment in rural areas.

2.11.2 The need to make difficult choices is reflected in the **Employment land** options presented. However, in practice, there is likely to be a need to support a strategy that is an amalgam of the options presented. This could mean supporting new employment land at a range of locations, to include the main urban centres, transport interchanges and larger villages. With regards to the option of supporting new employment land on previously developed land in less 'sustainable' locations, this option is not supported from a sustainability perspective on balance, although it is recognised that employment land in such locations might face relatively few barriers to delivery, which is an argument in favour. In practice, a key consideration is likely to be delivering new employment land in such a way that the effect is to support agglomerations in the form of clusters and corridors, and if 'less sustainable locations' fall in such areas, then they could prove suitable.

2.11.3 The options presented under the **Town centres and retail** heading are also of note, given Oxfordshire's Economic Recovery Plan (2021), which highlights that the role of city and town centres has changed as a result of COVID-19, and that there is a "*requirement for places to fundamentally reimagine what these locations will look like, and how the buildings and facilities will be utilised effectively to draw people back.*"[13] There will be a need to explore the employment role of town centres, including in terms of office space, reflecting the increase in home working; however, the extent to which this will be a primary consideration for Cherwell's town centres remains to be seen.

2.11.4 Another important consideration is the rural economy, with the Options Paper setting out an objective to "support a sustainable rural economy including sustainable agriculture and farm diversification; and support our farmers in food production whilst ensuring the effective management of the natural environment." There will be a need to consider whether existing thematic, district-wide development management policy relating to farm diversification and farm buildings requires adjustment, or can broadly rolled forward, and another important point for consideration will relate to delivering new employment land at villages, including potentially flexible working spaces, which could necessitate some enabling housing.

2.11.5 A final point to note is the potential for the Local Plan Review to support growth industries, including 'green jobs', including relating to **natural capital** and **sustainable construction**. In this respect, several the policy options presented within the Options Paper are supported.

2.11.6 In conclusion:

- The Options Paper is clear regarding the difficult choices that will need to be made around employment land strategy, which is strongly supported. There will undoubtedly be a need to balance and reconcile sub-regional and national economic growth objectives with a range of local objectives.

2.12 Flood risk

SA objective: Reduce the risk from all sources of flooding

2.12.1 The predominant risk of flooding within Cherwell is due to flooding from rivers and watercourses, and Banbury stands-out as a town with some flood risk constraints associated with the River Cherwell, although Bicester (tributary of the River Ray) and Kidlington (River Cherwell) are also subject to constraint. Numerous villages and hamlets are also associated with a degree of flood risk, including in the east of the District, noting that the gradient of the River Ray is among the lowest in the UK, which makes the catchment particularly vulnerable to flooding.

2.12.2 Surface water flood risk is also an important consideration, with the Cherwell Level 1 SFRA Update (2017) identifying several areas at particular risk, including Banbury, Kidlington, Launton, Ropredy, Tadmarton, and Bloxham. It is noted that the Oxfordshire Authorities are commissioning a Strategic Flood Risk Assessment (SFRA) to inform the production of the Oxfordshire Plan, which will provide up-to date information on flood risk, from all sources, and will be based upon the latest evidence and modelling, including the latest climate change projections.

2.12.3 As reflected through the Oxfordshire Plan consultation document (July 2021), when considering flood risk management and adaptation in Cherwell (and subsequently at the Oxfordshire scale), the priority should be to work with natural processes wherever possible, utilising natural flood management methods. This approach can help to deliver wider benefits for people and wildlife by helping to restore habitats, improve water quality and increasing resilience to climate change.

2.12.4 The importance of 'acting now' to minimise and adapt to flood risk is reflected in the National Flood and Coastal Erosion Risk Management Strategy for England (2020), which recognises the importance of strategic planning, with a priority to "*help local places better plan and adapt to future flooding*".

[13] https://www.oxfordshirelep.com/sites/default/files/uploads/Oxfordshire%20ERP%20Action%20Plan%20-%20FINAL%20%2826th%20February%202021%29_0.pdf

2.12.5 While the Options Paper does not present any specific flood risk focused options at this stage, there is a need to consider policy options presented in terms of **Natural capital**, recognising that extending and strengthening Cherwell's green and blue infrastructure can deliver a wide range of ecosystem services, including flood storage and attenuation. Support is therefore given to the option to: *"Include a policy in the Plan requiring major development proposals to a) be supported by a natural capital assessment to demonstrate the impact of the proposal and b) demonstrate environmental net gain".* However, 'traditional' approaches to planning for flood risk management will also need to remain a key focus of plan-making.

2.12.6 Other options of note relate to:

- Sustainable construction – recognising the opportunities presented through new development to design-in Sustainable Drainage Systems (SuDS) and resilience to flooding; however, it is recognised that the current focus is on achieving 'net zero' new homes.
- Location of employment land – there is a need to carefully consider whether employment land is an appropriate use within floodplains, including mindful of increasing down-stream flood risk. It is noted that a considerable amount of employment land at Banbury, for example, is in within flood zone 2.

2.12.7 In conclusion:

- The proposed focus on a natural capital approach is strongly supported.
- National policy in respect of directing sensitive uses away from flood risk zones and considering the downstream implications of development in flood plains, is currently being updated, hence there will be a need to respond to the latest policy and guidance through the next stages of the Local Plan Review.

2.13 Health

SA objective: Improve the health and wellbeing of the population and reduce inequalities in health

2.13.1 The 2011 Census statistics suggest that perceived health in Cherwell is generally good with 85% of the population in very good or good health.[14] Nonetheless, Cherwell has an ageing population, and residents suffer from a range of health conditions. Isolation and loneliness have been found to be a significant health risk, with data showing Banbury and Bicester Town as being in the highest risk quartile of all neighbourhoods in England (2016).[15]

2.13.2 There is significant and growing evidence on the physical and mental health benefits of green spaces; however, in recent years, accessible green spaces and habitats have decreased due to increases in the extent of urban areas and housing density. The experience of the COVID-19 pandemic has promoted a greater appreciation of accessible green/open spaces, in addition to the importance of active travel to support healthy lifestyles. Increasing active travel uptake in the District is a key objective for the emerging Local Plan, noting that in November 2017/18, 33.3% of Cherwell adults participated in active travel (at least twice in the last 28 days) which is below the national average (38.8%).[16]

2.13.3 Health is a highly cross-cutting issue, such that options across a wide range of policy areas could lead to implications; however, one immediate stand-out consideration is the importance of high-quality **housing** for the achievement of health objectives. A number of the options presented are positive, from a health perspective, including the option of increasing the percentage requirement of affordable housing required on qualifying sites, and the option of introducing *"a policy which requires all new dwellings to meet the nationally described space standard…"* The option of introducing accessibility standards for a proportion of new homes is also of note, as the effect would be to assist older and disabled people to remain living independently in their own homes, supportive of health and wellbeing objectives.

[14] https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/bulletins/2011censuskeystatisticsforenglandandwales/2012-12-11#health
[15] http://data.ageuk.org.uk/loneliness-maps/england-2016/
[16] https://www.gov.uk/government/collections/walking-and-cycling-statistics

2.13.4 The cross-cutting nature of health-focused policy is also reflected in the policy options presented under the **Infrastructure delivery** heading. One proposal is to update the Infrastructure Delivery Plan (IDP) methodology *"to consider social and environmental benefits of schemes and the contributions they make to Climate Action, Healthy Place Shaping, and a Sustainable Economy"*, which is supported, from a health and wellbeing perspective. This approach would align with emerging Oxfordshire Plan proposals, with the recent consultation document explaining that *"good growth in Oxfordshire will: Be healthy and inclusive, with all development addressing inequalities and contributing positively to the overall health and wellbeing of Oxfordshire's communities, environment and economy."* The increased emphasis on delivering 'healthy places' is further reflected in the recent NPPF updates (2021) and the National Design Code (2020).

2.13.5 A next port of call is the series of **Town centre and retail** options. The points discussed above under the Communities heading, in respect of reimagining town centres in order to secure their long-term role, are also of clear relevance to any discussion of health objectives. Another important consideration is ensuring active travel links between residential areas and town centre and ensuring that town centres are at the heart of town-wide green/blue infrastructure networks.

2.13.6 Other notable considerations relate to the **Biodiversity** focused options, all of which are supported to some extent, given all will support delivery of biodiversity net-gain. In particular, the options highlight a need to strike a balance between, on the one hand, wishing to secure and enhance biodiversity in close proximity to development sites so that new communities can easily benefit, with, on the other, delivering strategic enhancements, for example making accessible whole stretches of river valley. Within Cherwell, there is clear potential to take a strategic approach to enhancing and making accessible the Cherwell river valley, leading to wide-ranging ecosystem service benefits, including health and wellbeing related objectives.

2.13.7 Other options of note relate to:

- Natural capital - the option to *"require major development proposals to be supported by a natural capital assessment and requiring environmental net gain to be demonstrated"* is supported, given environmental net gain can also deliver social and health benefits.
- Sustainable construction - the Oxfordshire Plan consultation document is noted for its proposal to set a framework for housing quality and undertaking health impact assessments to improve the quality of life for residents. The option to *"set sustainable design and construction standards for residential and non-residential development in Cherwell above those required by Central Government"* is therefore supported, recognising the increased potential to deliver positive effects for health and wellbeing. This is linked to the delivery of high-quality, energy efficient housing, which will support good physical and mental health through creating healthy indoor living environments with healthy air temperatures, humidity levels, noise levels, and improved air quality. This has potential to benefit the health and wellbeing of groups with poor health, including older people or disabled people. However, whilst increased energy efficiency in new housing will bring a range of benefits for the quality of life of residents, as set out through the Options Paper, there is potential for a stricter policy to affect the deliverability and viability of new developments, and ensuring good ventilation within buildings is a consideration.
- Children's play - safe and stimulating play facilities are essential for a child's wellbeing, health and future development. The Oxfordshire Children and Young People's Plan 2018-2023 sets the strategic direction and priorities for services for children, young people and families in Oxfordshire, which includes 'access easy ways to get active' and 'have a place to feel safe'. As set out in the options paper, there is emerging research that suggests the traditional approach to play areas do not offer enough opportunities for creative play, particularly for younger children or, can be exclusionary for some groups of older children. The option to "*to integrate play facilities throughout towns and developments identifying minimum standards and setting expectations through design and other place making policies e.g. inclusion of pocket parks, play streets and informal play within open space areas*" is therefore supported, utilising opportunities throughout developments to provide inclusive and accessible spaces. The option will support the health and wellbeing of children (and in turn parents), offering high-quality play and informal recreation opportunities in child-friendly neighbourhood environments, rather than in isolated locations.

- Outdoor sports facilities - The Public Health England report 'Improving access to greenspace' highlights how the COVID-19 pandemic has made many of us all the more aware of how much we value and rely on our outdoor spaces to support our health and wellbeing.[17] In light of the increased understanding and appreciation of the mental and physical benefits of outdoor activity, and given the deficiencies in parts of the district, the options to *"secure and establish sports hubs at main settlements"* and *"use financial contributions from developers in lieu of on-site provision on strategic sites to enhance existing facilities, to enable increased use"* are supported. This is given these options would likely improve accessibility to sports facilities and open space for all, supporting the delivery of connected, healthy places. Concern is raised for the option to *"continue the current policy approach of securing new pitch provision as part of strategic development sites",* as this has been seen to result in fragmented sports provision with poor quality underused pitches, and associated management and maintenance issues.
- Digital infrastructure - all options presented will positively impact the health of the district by ensuring all new residents have full access to high-quality digital provision which has become increasingly important for accessing services and keeping communities connected.

2.13.8 In conclusion:

- A wide range of the proposed policy options lead to positive implications for the achievement of health and wellbeing objectives.
- In particular housing focused options that would ensure access to high-quality housing for all are supported, as is the proposal to adjust the IDP methodology to ensure that decisions on infrastructure are made with a clear understanding of implications for healthy place shaping.
- Options supportive of reimagining town centres are also supported, from a health perspective, given retail trends and increased value attributed to leisure and recreation space following the C-19 pandemic.
- Certain sport and recreation options are supported, while others give rise to a concern, in particular "*continuing the current policy approach of securing new pitch provision as part of strategic development".*
- The options requiring ambitious targets for sustainable construction and requiring major development to include environmental net-gain are also supported.

2.14 Historic environment

SA objective: Protect, enhance and make accessible for enjoyment, the district's historic environment

2.14.1 There are many heritage assets within the District including 60 Conservation Areas, over 2,300 Listed Buildings, 38 Scheduled Monuments, eleven Historic Parks and Gardens and one Historic Battlefield. There are also locally designated and undesignated assets, including ancient routeways and other sites of archaeological interest. In terms of historic character and setting southern areas of the District (13.8%) sit within the setting of historic Oxford and are protected by the Oxford Green Belt. Consideration is also given to Blenheim Palace World Heritage Site, which lies directly to the west of the District boundary.

2.14.2 Beginning with the **themes** and **objectives**, the historic environment and heritage is a focus under the 'healthy place-shaping' theme, which is appropriate. This includes both protecting assets and enhancing and increasing access in-line with NPPF paragraph 190, which encourages a 'positive' strategy. Various matters are currently discussed alongside biodiversity and it is suggested that discussion alongside landscape could be more appropriate. Consideration could also be given to the possibility of encouraging a natural capital approach to managing landscapes (for example, and notably, river valleys) that takes account of the historic environment and heritage, alongside wide-ranging other factors (e.g. biodiversity, landscape, traditional economic uses) to ensure a holistic approach to 'place'.

[17] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904439/Improving_access_to_greenspace_2020_review.pdf

2.14.3 While the Options Paper does not set out explicit options in relation to the Historic Environment, options of note are those presented in relation to **Town centres and retail**, addressing the changing role of centres, and need for town centres to offer a range of uses. From a historic environment perspective, there is an argument for tempering change within town centres, for example seeking to resist residential development where the effect could be to erode historic character strongly associated with retail and other traditional town centre uses. This approach could be in-line with the National Design Guide (2021), which recognises the need to *"respond positively to the pattern of uses and activities, including community facilities and local services"*" (National Design Guide, 2021). It is also noted that Historic England encourages *"reviewing and managing shop fronts as a collection rather than individually",*[18] retaining the historic character of local centres, and allowing for the understanding of heritage assets in context. However, it is recognised that there is much potential to support significant change within town centres that is sensitive to heritage and the historic environment, for example through the use of appropriate materials and design; guidance in this respect is provided by Historic England.[19]

2.14.4 Secondly, there is a need to consider options in relation to **Sustainable construction**, recognising that setting standards for sustainable design and construction presents opportunities and challenges in terms of the built historic environment. Retrofitting thermal efficiency and low carbon heating into historic buildings can pose challenges given a need to protect external appearance and the importance of maintaining existing building fabrics and internal features. However, there is advice available from Historic England focusing on the challenges and opportunities for achieving energy efficiency in historic buildings and areas.[20] It is therefore considered that while challenging, setting ambitious standards for proposals can help to i) increase resilience of historic buildings to climate change, ii) secure a sustainable future for designated and non-designated heritage assets, and iii) conserve and where appropriate enhance the design, character, appearance and historical significance of features and areas of historic environment interest. The option to *"Set sustainable design and construction standards for residential and non-residential development in Cherwell above those required by Central Government"* is therefore supported.

2.14.5 Thirdly, there is a need to consider the **Employment land** options. The option of delivering employment growth primarily at the District's larger villages gives rise to a degree of concern, given the potential to impact upon the setting and special character of designated cultural heritage assets. Similarly, a focus on the main urban centres of Banbury, Bicester and Kidlington may lead to adverse effects given the rich heritage present, e.g. recognising assets such as Bicester Airfield and the Oxford Canal. Support is given to the option which focuses growth *"on previously developed land"* recognising that the regeneration of previously developed land provides opportunities to enhance the village/ townscape through the removal of derelict or underused buildings with high-quality development and wider public realm improvements.

2.14.6 The Options Paper also presents an important discussion of Ancient Routeways, which is a matter that could potentially be a focus of forthcoming work to plan at landscape scales for biodiversity (through Local Nature Recovery Strategies) and wider natural capital and ecosystem services. Ancient Routeways will tend to follow valleys which, in turn, will also be a focus of historic and more modern settlement and transport connections, which serves to further highlight the potential to take an integrated approach.

2.14.7 Other options of note relate to:

- Renewable energy - depending on the scale, design and prominence, renewable energy proposals within the setting of a heritage asset may cause harm to the significance of the asset, and there can also be impacts on historic landscapes. As such, while higher level policy provides a level of protection to heritage, the option to "*use a criteria-based policy to assess the appropriateness of proposals for renewable energy generation"* is supported.
- Natural capital - the option to require major development proposals to demonstrate environmental net gain is supported, recognising the potential to consider heritage and the historic environment alongside strict 'environmental' considerations, recognising the links and interdependencies. Setting a requirement for net gain has the potential to enhance and improve the quality of the public realm, which may support the setting of the historic environment and contribute to historic landscape character.

[18] https://historicengland.org.uk/advice/planning/historic-towns-and-high-streets/
[19] https://historicengland.org.uk/advice/hpg/consent/permissonandhas/
[20] https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/

- Infrastructure delivery - the option to *"explore a methodology which considers the wider context of social and environmental benefits of infrastructure and the contribution of infrastructure schemes to […] Healthy Place shaping"* is supported, recognising that healthy place shaping includes *"fostering well-designed beautiful and safe places that support communities' health, social and cultural well-being"* (NPPF, 2021). The historic environment is often an important consideration when planning for infrastructure, including major linear infrastructure, which will often follow river valleys which, in turn, tend to be associated with historic settlement, as well as wide-ranging other valued natural capital etc.
- Children's play - the option to *"seek opportunities to integrate play facilities throughout towns and developments identifying minimum standards and setting expectations through design and other place making policies e.g. inclusion of pocket parks, play streets and informal play with open space areas"* is of note, recognising that parks and green space can contribute to historic character within settlements.

2.14.8 In conclusion:

- Options in respect of town centres, employment land and sustainable construction have implications for the historic environment, which will need detailed consideration moving forward.
- There is clearly much potential to take an integrated approach to planning for the historic environment alongside natural capital at landscape scales, including at the scale of the sensitive river valleys, which are associated with historic settlement and important transport corridors.

2.15 Homes

SA objective: Ensure the opportunity to live in a decent, sustainably constructed and affordable home

2.15.1 The Options Paper is clear that a key consideration for the Local Plan will be in respect of determining a housing requirement (i.e. determining the number of homes that must be delivered, with this figure then a focus of monitoring and reporting on five year housing land supply, as well as reporting performance against the Housing Delivery Test) and how housing should be distributed, including with a view to meeting locally arising housing needs and ensuring a suitably diverse 'portfolio' of committed housing sites that minimises the risk of housing supply trajectory falling below the annualised requirement). However, at this current stage, the focus is on setting development management policy, rather than broad strategy or site selection for housing (given the timing and relationship with the Options presented in the Oxfordshire Plan 2050 consultation). In particular, the focus is on policy around affordable housing and housing quality. These are important considerations; however, there is a need to recall that setting stringent requirements will have cost implications, which will impact on development viability in combination with other policy requirements, for example around decarbonisation and biodiversity net gain.

2.15.2 Beginning with **Affordable housing**, there will be a need to respond to the objective evidence, which will likely evolve over the course of the plan-making process; however, broadly speaking, from a 'housing' perspective, there is support for increasing the percentage of affordable homes that must be delivered on qualifying sites. The current evidence is indicating that this could be necessary, with the Options Paper explaining: *"At April 2021, there were over 1,500 active applications on the Cherwell housing register, an increase from the 1,300 housing register applicants in April 2020."*

2.15.3 Requirements around the tenure of affordable housing are also an important consideration for Local Plans. Again there are cost/viability implications, plus there is a need to take careful account of the latest Government policy and guidance;[21] however, broadly speaking, from a 'housing' perspective, and noting the currently available evidence, there is support for the higher cost option of prioritising *"the provision of social rented housing above other affordable housing tenures"*. The Options Paper explains that *"despite significant residential development over recent years, there remains a lack of new supply of social rented housing in the district. Social rented homes currently account for only 13% of all dwellings in Cherwell, which is below the national average of 19%. Housing remains unaffordable for many."*

[21] For example, earlier this year the Government introduced a new type of affordable tenure called First Homes. Specifically, the Government stipulated that a minimum of 25% of affordable homes secured through developer contributions should be First Homes, which are homes ringfenced for first-time buyers.

2.15.4 Moving on to **Housing quality**, this is a key issue locally, particularly at those settlements that have seen significant housing growth over recent years, notably Bicester and Banbury. Again, whilst it is the case that a final policy approach will need to be determined following consideration of 'whole plan viability', at this current stage, and speaking broadly from a 'housing' perspective, there is support for setting stringent policy requirements, notably by requiring space standards and accessibility standards that are either not included within, or go beyond the minimum requirements set out in Building Regulations.

2.15.5 A range of other options also have implications for 'housing', in so far as they could potentially lead to cost and, in turn, viability implications, which could theoretically conflict with housing objectives in particular securing affordable housing. For example, requiring standards of **Sustainable construction** over-and-above the minimum requirements set out in Building Regulations (which are set to be tightened significantly over coming years, to the point where the 'Future Homes Standard' is required) can lead to significant cost implications. However, having said this, there is increasing precedent nationally of requiring high environmental standards whilst also not comprising affordable housing objectives.

2.15.6 In conclusion:

- Options that would see increased affordable housing and housing quality requirements are broadly supported, on the basis of the available evidence; however, moving forward, there will be a need to take careful account of the latest technical evidence (also Government policy) and carefully consider implications for whole plan viability, noting the need to also support high environmental standards.

2.16 Land and soils

SA objective: Conserve and enhance soil and the efficient use of land

2.16.1 Key considerations relate to protecting best and most versatile agricultural land, avoiding the sterilisation of known minerals resources and, more generally, making best use of previously developed land. Taking matters in turn:

- The majority of land within Cherwell is shown by the nationally available agricultural land quality dataset (which is low resolution, and does not differentiate between grade 3a and 3b quality land) to be of grade 3 quality (good to moderate), with land in the north of the District grade 2 (very good). Some areas have also been surveyed in detail, notably the majority of land surrounding Banbury, with surveys finding most of the land to be of grade 2 quality, along with some grade 1, grade 3a and 3b.
- Minerals Safeguarding Areas within Cherwell include crushed rock North West of Bicester, soft sand in the Duns Tew area and sharp sand and gravel in the Yarnton area.
- The percentage of new dwellings on previously developed land in Cherwell has increased since 2016/17, reflecting the Council's preference to favour the development of previously developed land and the conversion of existing buildings, to limit the impact of new development on the countryside.

2.16.2 Considering these introductory remarks, the first options of note are those presented in respect of the **Location of employment land**. The option to focus employment land *"mostly on previously developed land, including in less sustainable locations"* is most heavily supported given it would minimise the loss of greenfield and best and most versatile land. Focusing growth at the main urban centres is also likely to lead to a reduced level of greenfield development when compared with other options and is therefore also supported. The options to deliver employment growth at *"transport interchanges"* and the *"larger villages"* are more problematic given the likely loss of agricultural land.

2.16.3 Secondly, there is a need to touch upon the **Town centres and retail** options, with support given to the option to "*Maximise flexibility within the town centre for different uses"*. It is considered that applying a more flexible approach to change of use has the potential to create opportunities to increase density and the reuse of land and buildings in urban areas. This will support the efficient use of land.

2.16.4 Other options of note relate to:

- Sustainable construction - the option to *"set sustainable design and construction standards above those required by Central Government"* is supported, given it has increased potential to support a reduction in resource use, in line with increased national focus minimising embedded and other 'non-operational' carbon emissions associated with the built environment.

- Renewable energy - the Options Paper recognises that the Local Plan Review will need to consider the land use implications of renewable energy generation objectives, being Oxfordshire's second largest renewable energy producer. This is reiterated through the Oxfordshire Plan consultation document, which recognises that "*the delivery of strategic scale renewable energy generation will have land use implications".* Therefore, the option of *"using a criteria base policy to assess the appropriateness for renewable energy generation"* is supported, given the potential to increase the consideration of land and soil in decision-making for the location and siting of renewable energy provision. This has the potential to support the protection of high-quality agricultural land, although it is recognised that both options will inevitably lead to some loss of land (until the site is restored to its previous use at the end of its lifecycle).
- Infrastructure delivery – the Council is working jointly with the Oxfordshire authorities to update the 2016 OxIS evidence to help prioritise infrastructure investment across the County, and how best to deliver it. The Oxfordshire Plan consultation document (2021) highlights the importance of considering future infrastructure needs and land use implications to support a sustainable spatial strategy for Oxfordshire. It is considered that this approach should be replicated at the local scale, and therefore the option of *"updating the methodology to consider social and environmental benefits of schemes and the contributions they make to climate action and healthy place shaping…"* is supported.

2.16.5 In conclusion:

- Employment land spatial strategy could well have significant implications for loss of best and most versatile agricultural land, noting that agricultural land quality varies significantly across the District.
- There is also strong support for housing within town centres, and wider urban areas, from a perspective of wishing to minimise pressure on the agricultural land resource.

2.17 Landscape

SA objective: Protect and enhance landscape character and the district's countryside

2.17.1 Cherwell's landscape is largely rural in character with much of the northern part of the District consisting largely of soft rolling hills. The southern half of the district is much flatter, while the northwest lies at the northern edge of the Cotswolds. The valleys of the District's two main rivers – the Cherwell and the Ray – along with their tributaries, are key features that underpin landscape character, and settlement pattern.

2.17.2 While there are no National Parks within the District, the Cotswolds Area of Outstanding National Beauty (AONB) intersects the north-west of the District, and the River Cherwell / Oxford Canal corridor is widely recognised as valued landscape. It is also important to note that approximately 14% of the District lies within the Oxford Green Belt, including land surrounding Kidlington.

2.17.3 While the Options Paper does not set out explicit options in relation to the landscape at the District level, options of note are those presented in relation to **Biodiversity**. The Oxfordshire State of Nature report (2017) found that there continues to be long-term declines in farmland and woodland biodiversity throughout the Oxfordshire, and that there is continued fragmentation and loss of connectivity across the county's landscape, affecting the future viability of habitats and species. Such issues of fragmentation and ecological connectivity will likely be a focus of the forthcoming Local Nature Recovery Strategy, and there will be much potential to integrate wide-ranging 'landscape' considerations as part of the Strategy. On this basis there, is support for the option of prioritising biodiversity efforts within Conservation Target Areas, although it is recognised that there is also merit to focusing biodiversity efforts close to development locations, from a landscape perspective, recognising that development locations will often be at the edge of existing settlements, and settlement-edge landscapes are highly valued by local residents.

2.17.4 It is also important to discuss the **Natural capital** options presented, recognising that delivering biodiversity and wider environmental net gains has the potential to help conserve and enhance landscape character, including its special qualities and sense of place. The option to *"require environmental net gain to be demonstrated"* is therefore supported in respect of landscape objectives.

2.17.5 **Employment land** and **Renewable energy** strategy also clearly has implications for landscape objectives. In respect of employment land, the option to focus employment growth on *"previously developed land"* is supported, with all other options having the potential to lead to the loss of greenfield land, which may be sensitive in landscape terms, particularly around the urban fringes of Banbury and

Bicester.[22] With regards to renewable energy, it is difficult to identify which option is preferable, with a middle ground strategy (involving both allocations and criteria-based policy) potentially preferred.

2.17.6 Other options of note relate to:

- Infrastructure delivery - the option to *"explore a methodology which considers the wider context of social and environmental benefits of infrastructure and the contribution of infrastructure schemes to […] Healthy Place shaping"* is supported, recognising that healthy place shaping includes *"fostering well-designed beautiful and safe places that support communities' health, social and cultural well-being"* (NPPF, 2021). Recognising that the visual appearance and attractiveness of towns and villages is strongly influenced by green space,[23] it will therefore be important for the local plans to contain relevant and effective measures to support a network of healthy places. It is noted that setting county-wide principles, such as those currently included within the Oxfordshire Plan consultation document, will not prevent local principles being established where would reflect the characteristics of the local population.
- Children's play - the landscape of parks and open space areas contribute to the quality and attractiveness of the urban environment, and therefore the option to *"… integrate play facilities throughout towns and developments identifying minimum standards and setting expectations through design and other place making policies e.g. inclusion of pocket parks, play streets and informal play with open space areas"* is supported.

2.17.7 In conclusion:

- There is much potential to realise landscape objectives as part of an integrated strategy that takes account of wide-ranging objectives, including biodiversity, heritage and other wide-ranging natural capital. Cherwell is considered well suited to an integrated strategy of this nature, recognising the potential to identify large-scale distinctive landscape character areas, for example the Cherwell valley.
- Employment land strategy has clear implications for landscape objectives, including because of locational factors (e.g. proximity to transport routes) and the demand for warehouses, and renewable energy strategy also potentially has landscape implications.

2.18 Poverty, disadvantage and social exclusion

SA objective: Reduce poverty and social exclusion

2.18.1 Deprivation is relatively low across Oxfordshire. However, there are areas of persistent deprivation with the most widespread deprivation factor in Oxfordshire relating to barriers to housing and services. The main settlements have benefitted from investment in infrastructure and affordable housing over a number of years and although deprivation and inequalities exist within these communities (notably in parts of Banbury), rural areas have in many cases become increasingly isolated, particularly with the removal of public transport services and restricted growth. It is further considered that COVID-19 is likely to have amplified deprivation and education inequalities.[24]

2.18.2 Poverty, disadvantage and social exclusion are highly cross-cutting issues, such that options across a wide range of policy areas could lead to implications; however, one immediate stand-out consideration is the importance of high-quality **housing**. A number of the options presented are positive, from a poverty, disadvantage and social exclusion perspective, including the option of increasing the percentage requirement of affordable housing required on qualifying sites, and the option of introducing *"a policy which requires all new dwellings to meet the nationally described space standard…"* The option of introducing accessibility standards for a proportion of new homes is also of note, as the effect would be to assist older and disabled people to remain living independently in their own homes.

[22] https://www.cherwell.gov.uk/info/84/evidence-for-adopted-local-plan-part-1/222/environmental-and-energy-evidence/5
[23] https://moderngov.lambeth.gov.uk/%28S%280cmzi2vta2o4ow55m5w2s455%29%29/documents/s56922/02%20value_of_green_space_report1.pdf
[24] https://www.oxfordshirelep.com/sites/default/files/uploads/Oxfordshire%20ERP%20Action%20Plan%20-%20FINAL%20%2826th%20February%202021%29_0.pdf

2.18.3 Secondly, there is a need to discuss the **Town centres and retail** options. There is a need to carefully manage change within town centres, recognising the national focus on strengthening local networks and enabling the delivery of important services to meet local needs. This may include ensuring day-to-day needs are met, as well as some level of care and support for vulnerable people locally. Such options could also support older people to remain living at home, connected in their local communities. The Options Paper recognises that "by designing for the most vulnerable, places can be inclusive at attractive for everyone." This supports the 'Good growth in Oxfordshire' ambition set out in the Oxfordshire Strategic Vision adopted by each of the partner councils in Oxfordshire.[25]

2.18.4 Proposed options in respect of **Employment land** are also of note, given the links between deprivation and access to good jobs, and recognising that, compared to Oxfordshire as a whole, a larger proportion of Cherwell's jobs are in retail, leisure and hospitality with a smaller number in the scientific, technical and education sector. In this light, there is support for the option of focusing new employment *"at the main urban centres"* given the potential to deliver new jobs in proximity to areas of relative deprivation. Additionally, focusing employment growth at "*transport nodes and less sustainable areas",* and "*the larger villages*" is supported, as it would contribute towards addressing rural deprivation and inequalities by improving access to services, facilities, homes and jobs in the less urban/ rural areas.

2.18.5 A wide range of other options could potentially lead to indirect effects:

- Infrastructure delivery - in relation to Cherwell's IDP, the option to "*update the methodology to consider social and environmental benefits of schemes and the contributions they make to Climate Action, Healthy Place Shaping, and a Sustainable Economy"* is supported. This will contribute positively towards the objective to ""*coordinate the identification and provision of infrastructure to support a successful sustainable economy which will help to… address social inequalities."*
- Employment land - support is given to the option to *"provide a mixture of mixed use and specific use sites depending on the location"* given the need to protect existing communities while providing flexibility where opportunities exist. This has the potential to support low levels of poverty and high levels of inclusivity if uses are prioritised in the right locations, supporting accessibility to employment for all.
- Rates of affordable housing - there is a considerable need for affordable housing in the District with over 1,500 active applications on the Cherwell housing register in April 2021, an increase from the 1,300 housing register applicants in April 2020. The Options Paper recognises the need to do more to deliver affordable housing to provide equal opportunities, and therefore support is given to the option to "*increase the percentage requirements of affordable housing required on housing developments of 10 or more units".* This will better support people who can't afford access to the housing market, and those in low paid jobs, reflecting the priorities of the Oxfordshire Plan (see consultation document 2021).
- Affordable housing tenure - the Oxfordshire Plan consultation document (2021) seeks to secure the retention of young people and the 'less well-off' through the proposed adequate provision of affordable housing and to secure sufficient provision for older people too, through extra care, care villages and other types of provision. These priorities are reiterated through the Options Paper reflecting local circumstances with the option to *"increase social housing above other affordable housing"* supported as it will increase support for people with the most serious needs, and can offer greater security than other affordable housing tenures included within the wider definition as set out with the NPPF.
- Housing accessibility - between 1998 and 2018 Cherwell has seen a significant increase in the older 65+ population, with Cherwell's Housing Strategy 2019-2024 aiming to support and meet the increasing demand for adaptations for assisting older and disabled people to remain living in their own homes. The option to *"introduce accessibility standards for a proportion of new homes"* is therefore supported, given it would help to support the Housing Strategy as well as improve accessibility to homes for all residents.
- Housing internal space standards - the Nationally Described Space Standard (NDSS) (2015) include standards for indoor space, and for accessibility and adaptability of new homes, to improve the quality of life for residents and address inequality. Cherwell's challenging housing market is reflected through the Options Paper and Tenancy Strategy (2017), with social deprivation and poverty seen in pockets of the District. The option to "*introduce a policy which requires all new dwellings to meet the nationally described space standard"* is therefore supported, contributing positively towards regenerating more deprived neighbourhoods, and supporting equal opportunities throughout the District.

[25] https://www.oxfordshiregrowthboard.org/projects/oxfordshire-strategic-vision/

- Digital infrastructure - the Options Paper highlights a key objective for Maintaining and Developing a Sustainable Local Economy as "*Support resilient, market-leading digital connectivity across the whole District and facilitate the trend towards increased home working",* particularly in rural areas where digital poverty is an issue. This reflects the findings of Oxfordshire's Economic Recovery Plan (2021), which highlights that digital skills are in high demand and are increasing with more home working. The Recovery Plan seeks to combat digital poverty through targeted skills and finance support that is integrated into existing outreach activities in Oxfordshire's most deprived communities. Ensuring that homes have access to high-quality digital provision will therefore improve access to employment, while also addressing inequalities through reducing the need to travel, and the need for office space and ensure that the benefits of economic growth address existing inequalities. All options are therefore supported and should not be seen as mutually exclusive.
- Children's play – as previously noted, research[26] suggests the traditional approach to play areas do not offer enough opportunities for creative play, particularly for younger children or, in for older children they can exclude some groups. This can be particularly acute in areas that suffer disadvantage. The approach seeking to utilise *"opportunities to integrate play facilities throughout towns and developments identifying minimum standards and setting expectations through design and other place making policies e.g. inclusion of pocket parks, play streets and informal play within open space areas"* is therefore supported, given it will create 'play friendly', inclusive environments throughout developments and increase opportunities to access a variety of facilities.
- Outdoor sports provision - the Options Paper sets out the following objective for healthy place shaping: *"Provide sufficient accessible, well maintained good quality services, facilities and infrastructure, including green and blue infrastructure, to meet health, education, transport, open space, sport, recreations, cultural, social and other community needs, reducing social exclusion and poverty, addressing inequalities in health, and maximising well-being."* Under this objective, the following options are supported as they will likely improve accessibility to sports facilities for all, supporting the delivery of connected, healthy places: *"secure and establish sports hubs at main settlements"; "use financial contributions from developers in lieu of on-site provision on strategic sites to enhance existing facilities, to enable increased use"* However, concern is raised regarding the option to "continue the current policy approach of securing new pitch provision as part of strategic development sites", as this has been seen to result in fragmented sports provision with poor quality underused pitches, and associated issues.
- Sustainable construction - the Oxfordshire Plan consultation document (2021) places an emphasis on achieving high design standards for new development, which are recognised as being essential for reducing inequalities as well as having positive environmental impacts. This is linked to the delivery of high-quality, energy efficient housing, which will support good physical and mental health through creating healthy indoor living environments with healthy air temperatures, humidity levels, noise levels, and improved air quality. This has particular potential to benefit disadvantaged groups with poor health, including older people or disabled people. The option to *"Set sustainable design and construction standards for residential and non-residential development in Cherwell above those required by Central Government"* is therefore supported, recognising that this will help to address inequalities while also reducing energy costs, which will in turn help address poverty in the long term. However, whilst increased energy efficiency in new housing will bring a range of benefits for the quality of life of residents, as set out through the Options Paper, there is potential for a stricter policy to affect the deliverability and viability of new developments.

2.18.6 In conclusion:

- A wide range of policy options could lead to effects. The great majority of policy options presented within the Options Paper could lead to positive effects, perhaps most notably those around housing and town centres, although certain options give rise to a degree of concern, notably focusing employment land "mostly on previously developed land, including in less sustainable locations".

2.19 Transport

2.19.1 Cherwell has excellent transport links, including the M40 motorway and direct rail links from Banbury and Bicester to London, Birmingham and Oxford. The rail link from Oxford to Bicester has recently been upgraded as part of wider East West Rail Project, and a new station at Water Eaton (Oxford Parkway) linking Oxford and London Marylebone via Bicester opened in 2015.

[26] See for example: Reclaiming Play in Cities (2021) by the Real Play Coalition in collaboration with the RTPI

2.19.2 The District Council must work closely with Oxfordshire County Council on transport strategy, as well as England's Economic Heartland, which is a sub-regional organisation that provides strategic direction on transport planning across an area stretching from Swindon to Cambridgeshire. A key consideration for strategic transport planning is around focusing growth and, in turn, investment along strategic corridors, and a series of corridor strategies and place strategies are currently in preparation to support updates to the Local Transport and Connectivity Plan.

2.19.3 The Options Paper does not present specific transport options for the whole district noting that it is unlikely there will be a 'one size fits all' approach to how we travel in future and that the policy approaches for the towns are unlikely to be the same as those required in the rural areas. However, policy options in respect of **Employment land**, **Town centres** and **Digital infrastructure** all have the potential to impact on the need to travel, the modes of travel and the potential to decrease car traffic on problematic parts of the road network. These matters have already been discussed above, for example under Air quality, and are not repeated here, for brevity. The policy options around **Infrastructure delivery** are also of note, recognising that adjusting the IDP methodology to take greater account of "health place-shaping" could lead to an added emphasis on supporting active travel options.

2.19.4 In conclusion:

- Employment land must be in accessible locations, as far as possible, and in locations where the effect will not be to increase traffic (including HGVs) on problematic parts of the road network.
- There is a need to carefully consider the movement and transport implications of changing strategy for town centres, recognising that these tend to be the most accessible parts of the District.
- A positive approach to enhancing digital infrastructure is strongly supported, from a transport perspective, given the potential to capitalise on recent home working trends.
- A change in emphasis as part of infrastructure delivery planning, to ensure that healthy place-shaping is a priority, is potentially supported from a transport perspective.

2.20 Waste

SA objective: Reduce waste generation and disposal, and achieve the sustainable management of waste.

2.20.1 Oxfordshire's Resources and Waste Strategy 2018-2023 has been developed on behalf of all Oxfordshire local authorities through the Oxfordshire Environment Partnership and focusses on Local Authority Collected Waste (N.B. waste disposal is covered by the County's Waste Core Strategy). In 2018/19, the District produced 60,508 tonnes of household waste, of which 54% was sent for reuse, recycling or composting. This compares to an average of 42% for all local authorities in England. The latest district recycling rates rank Cherwell District 44 out of 326 local authorities in England.[27] The Strategy aims to keep household waste growth to zero and increase the amount of household waste recycled to 70% by 2030.

2.20.2 Given the fairly limited scope of the Local Plan to address domestic waste (e.g. that arising from individual homes), the first options of note are in relation to **Sustainable construction**. As construction waste accounts for the largest proportion of waste within the Oxfordshire waste cycle, options regarding sustainable construction are relevant to the 'Waste' topic, with support given to *"setting design and construction standards above those required by Central Government".* While it is recognised that housing growth locally will lead to waste that needs to be managed locally, there are also opportunities for incorporating sustainable waste management practices, such that per capita waste decreases. Further support is therefore given to the option of ""*setting design and construction standards above those required by Central Government*".

2.20.3 Secondly, there is a need to touch on the **Employment land** options, recognising that where development is proposed on brownfield land there may be opportunities for re-using existing buildings and materials. While there is a level of uncertainty on potential for positive effects depending on the previous use of the site, the option to focus development *"mostly on previously developed land, including in less sustainable locations",* is supported from a waste perspective.

[27] https://lginform.local.gov.uk/reports/lgastandard?mod-metric=110&modarea=E07000177&mod-group=AllLaInCountry_England&mod-type=namedComparisonGroup

2.20.4 In conclusion:

- The option of setting design and construction standards above those required by Central Government is supported, in addition to the option to focus employment development on previously developed land.

2.21 Water

SA objective: Maintain and improve water quality and resources.

2.21.1 A key issue for many Local Plans is distributing housing growth to locations where there is headroom capacity at Wastewater Treatment Works (WwTWs), or where there is confidence in the ability to fund and deliver timely upgrades to WwTWs. However, beyond this, there are wide-ranging other considerations for Local Plans, in respect of water resource and water quality objectives. In particular, there is a need to consider setting stringent development management policies (both district-wide and area/site specific) around water efficiency, Sustainable Drainage Systems (SuDS) and local sewer infrastructure. A further consideration, which is increasing in prominence nationally, is the need to take account of rivers and catchments where nitrate pollution is placing a strain on the functioning of internationally aquatic and/or important wetland ecosystems, although it is not clear the extent to which this is an issue for Cherwell.

2.21.2 The recent Oxfordshire Plan consultation document (2021) includes a draft policy on water efficiency and water quality, and also explains that: *"An Oxfordshire focused Water Cycle Study is also being undertaken to inform the production of the Oxfordshire Plan. The Phase 1 Water Cycle Study sets out baseline information on water quality in Oxfordshire and considers, at a high level, the potential impacts of growth. A more detailed Phase 2 Water Cycle Study will be undertaken to help inform the next stages of the plan-making process. It will help to inform where growth is proposed in Oxfordshire and the infrastructure needed to support and mitigate it."*

2.21.3 For the Cherwell Local Plan Review, a key priority will be to take account of the findings of the Oxfordshire Water Cycle Study, as well as any additional work undertaken at a more local scale. There will also be a need to consider the cost/viability implications of setting water efficiency standards above those required by building regulations. A key consideration will be whether to require that new homes achieve a minimum water efficiency of at least 110 litres per person per day, in line with the Government's Housing Optional Technical Standard. There can also be the potential to support or require achievement of credits for water efficiency through certification schemes, for example HQM (residential) and BREEAM (non-residential) certification schemes; however, there is a need to avoid creating an overly complex policy environment.

2.21.4 In conclusion,

- The Options Paper has limited implications for water resources or water quality, given the current available evidence, hence this will need to be a focus of further detailed work ahead of preparing a draft plan for consultation.

3 Banbury

3.1 Introduction

3.1.1 The aim here is to explore options for Banbury.

3.2 Approach and methodology

3.2.1 The Options Paper presents four sets of options for Banbury, covering: Housing and employment growth; Directions for development; Banbury town centre (Article 4 Directions); and Banbury Canalside. However, for the purposes of SA at this stage, it is considered appropriate to define and appraisal a single set of mutually exclusive early, and high-level alternative options, with a view to informing debate and future decisions regarding growth and reasonable alternatives. For the purposes of SA, the following alternatives were defined:

- Option 1 (**lower growth**) – would still involve housing growth in the plan period, in addition to that which is already committed. Given that Banbury is one of the largest settlements, this could include non-strategic urban extensions together with urban infill or other small sites. A lower growth strategy could also mean aiming to restrict housing growth in the town centre, in order to prioritise and protect other town centre uses. It could translate into a reduced level of housing at Banbury Canalside and other larger town centre or edge of centre sites.
- Option 2 (**higher growth**) – would likely involve one or more strategic urban extensions and/or a new settlement closely linked to the town. A higher housing growth strategy could also translate as support for changes use to residential within the town centre (e.g. higher densities) and predominantly housing focused schemes at Banbury Canalside or other larger town centre and edge of centre sites.

3.2.2 An appraisal of these alternatives is presented below in an appraisal 'matrix'. Within each of row of the matrix, the aim is to explore the merits of the alternatives in respect of one aspect of the SA framework (see Appendix I). Specifically, within each row, the aim is to both A) rank the alternatives in order of preference, with "=" used where it is not possible to meaningfully differentiate the alternatives, and "?" used to highlight uncertainty; and B) predict 'likely significant effects' on a five point scale.[28]

3.3 Appraisal findings

3.3.1 Appraisal findings are presented in the appraisal matrix below.

Table 3.1: Appraisal of initial growth scenarios for Banbury

Topic	Option 1: Lower growth	Option 2: Higher growth
	Rank of preference and categorisation of effects	
Air and wider environmental quality	?	?
Biodiversity	?	?
Climate change mitigation	2	1
Climate change adaptation	=	=
Communities	=	=
Crime	=	=
Digital infrastructure	=	=

[28] **Red** indicates a significant negative effect; **amber** a moderate or uncertain negative effect; no colour indicates neutral or uncertain effects; **light green** indicates a moderate or uncertain positive effect; and **dark green** indicates a significant positive.

Education and skills	2	1
Employment	2	1
Economic growth		
Flood risk	1	2
Health	=	=
Historic environment	1	2
Homes	?	?
Land and soils	1	2
Landscape	1	2
Poverty, disadvantage and social exclusion	?	?
Transport	?	?
Waste	=	=
Water	=	=

The appraisal finds Option 1 (lower growth strategy) to perform better in terms of more sustainability topics than is the case for Option 2 (four topics versus three); however, this does not necessarily serve to indicate that Option 1 is best performing overall. This is because no weight is assigned to any of the objectives (i.e. no objective is assumed to be of greater importance than any other), nor are the objectives assumed to have equal weight.

Broadly speaking, Option 1 is preferable in respect of certain environmental topics, where Banbury is relatively constrained, or faces particular growth-related issues. As for Option 2, this is supported in respect of topics where there is an opportunity for growth to support investment in infrastructure (particularly transport and community infrastructure, but also low carbon) and/or support delivery of a strategic mixed use sites, to include employment land; however, it is recognised that the potential for higher growth to achieve 'planning gain' is highly uncertain at this early stage.

Having made these introductory remarks, the following bullet points cover those topics in terms of which it is possible to reach substantive, meaningful conclusions:

- **Air quality** – is a significant issue in Banbury, with two designated AQMAs, including one affecting the town centre. The Community Involvement Paper (2020; see paras 2.58-60) explains that issues stem from the layout of the strategic road network, and the earlier Masterplan SPD (2014) identified relief road options, with a view to improving the network. On this basis, there is an argument for higher growth in support of new/improved transport infrastructure; however, equally, a higher growth strategy could serve to increase traffic pressure on constrained parts of the network, potentially with significant air quality implications.
- **Biodiversity** – the town does not stand-out as highly constrained in biodiversity terms. The key asset is the Cherwell / Oxford Canal corridor, in particular the areas of priority habitat to the northeast and southeast of the town. On one hand, a higher growth strategy could fund strategic enhancements to this corridor, including through the urban area where there is currently very limited priority habitat. However, on the other hand, the potential for growth to impact on sensitive parts of the river corridor (either directly or indirectly, e.g. as a result of new road infrastructure) can be envisaged, plus expansion in other directions could lead to encroachment towards sensitive parklands/former parklands associated with wood pasture priority habitat and/or small woodland priority habitat patches (albeit there is virtually no ancient woodland in this part of the District).
- **Climate change mitigation** – in respect of greenhouse gas emissions from transport, growth at Banbury could support objectives to minimise per capita emissions given the town's employment and community infrastructure offer and rail connectivity; however, there is some uncertainty given the motorway connectivity, and the prevalence of commuting long distances by car to regional employment centres.

With regards emissions from the built environment, a higher growth strategy could involve a strategic urban extension that supports investment in low carbon infrastructure and/or building-level emission standards that go beyond Building Regulations. Additionally, a higher growth strategy within the town centre / urban area could well be supportive of heat networks, which require high densities and a fine grained mix of uses.

- **Climate change adaptation** – focusing on non-flood risk issues, a key consideration is the risk of overheating within homes given the likelihood of increased heat wave frequency in the future. In this respect, a growth strategy that supports higher housing densities within the town centre potentially gives rise to a degree of concern as tall buildings can lead to challenges in respect of solar gain (and necessitate air conditioning), and higher densities could be at the expense of areas of green space that provide shading and serve to mitigate the urban heat island effect. However, these considerations are highly uncertain, with best practice evolving in respect of master planning and design so as to minimise the risk of overheating.
- **Communities** – a range of important 'communities' considerations are discussed under more specific topic headings below. Broadly speaking, there are identified needs for regeneration within certain parts of Banbury, which can be a reason to support a higher housing growth strategy that will, in turn, maximise the potential for investment in infrastructure, including community and green infrastructure. However, it is difficult to suggest that this is a strong reason for exploring higher growth options for the town, as regeneration objectives within the urban area could be achieved as part of an overall lower growth strategy.
- **Education and skills** – the options document identifies a potential need for a new secondary school at Banbury, which is a key reason to explore higher growth strategy options. A larger scale strategic urban extension could well provide land for a new secondary school to serve existing communities as well the new community.
- **Employment and economic growth** – Banbury is an important centre of employment and economic growth reflecting its transport links and good connectivity to Oxford, Silverstone and the West Midlands. On this basis, there is an argument for supporting housing growth at Banbury with a view to ensuring a suitably skilled local workforce. Furthermore, a higher housing growth strategy could support mixed use sites (i.e. sites that deliver both housing and employment), which are likely to be necessary in order to ensure a good mix of new employment land (in addition to employment-only sites, typically in locations less suitable for housing). A further consideration is the possibility of a higher housing growth strategy for the town centre (also Canalside) conflicting with employment growth objectives, but this is uncertain.
- **Flood risk** - some developed areas of central Banbury along the route of the Cherwell are subject to flood risk, albeit this is virtually all flood risk zone 2. There is a need to take a sequential approach to avoiding housing growth in flood risk zones; however, it is anticipated that the unique opportunity to regenerate Canalside or other town centre sites close to the river could lead to an argument in favour of a housing- led development, despite the risks. There will be a need to strike a balance, for example by avoiding higher densities that could make it more challenging to design-out flood risk, and ensure safe access/egress in the event of a flood, hence it is considered appropriate to 'flag' a potential concern with a higher growth strategy.
- **Historic environment** – Banbury is sensitive in historic environment terms and further expansion of the town also risks encroachment on historic villages (mostly with designated conservation areas) and/or registered parks and gardens. As such, there is a concern with a higher growth strategy that would involve one or more strategic urban extensions, or a satellite new settlement, and could also involve higher town centre densities.
- **Homes** – there is currently limited evidence to suggest a *particular* housing need associated with Banbury (or a *particular* need for affordable housing); however, there will be a need to keep this under review. A further consideration is that strategic growth locations – e.g. a strategic urban extension or linked settlement – can lead to good potential to deliver a good mix of housing, potentially to include specialist housing; however, this is uncertain, and it is recognised that there are also 'homes' arguments for dispersing housing more widely.
- **Land and soils** – Banbury is strongly associated with better quality agricultural land, which is an argument for directing growth elsewhere, although it is not unusual to accept some loss of best and most versatile agricultural land in order to facilitate housing growth in locations that are otherwise suitable / sustainable.
- **Landscape** – Banbury is strongly influenced by the Cherwell valley, but has expanded westwards up the valley side and now risks 'spilling' out of the 'bowl'. Equally, there is a risk of creep along the north/south axis of the valley, which is an inherently sensitive landscape. These factors lead to a concern with higher growth.
- **Transport** – there is a well understood opportunity for growth to facilitate new link / relief roads, to the benefit of Banbury's strategic road network. However, equally, higher growth in the 'wrong' location could serve to load unsustainable pressure onto the already congested road network.

4 Bicester

4.1 Introduction

4.1.1 The aim here is to explore options for Bicester.

4.2 Approach and methodology

4.2.1 The Options Paper presents four sets of options for Bicester, covering Housing and Employment Growth; Directions for growth; Bicester town centre (Article 4 Directions); and Community & cultural facilities. However, for the purposes of SA, it was considered appropriate to define and appraisal a single set of mutually exclusive early, and high-level alternative options. The following alternatives were defined:

- Option 1 (**lower growth**) – could still involve some housing growth in the plan period, above that which is already committed to 2031. As the District's second largest settlement and given the town's strategic location within the Oxford to Cambridge (Ox Cam) Arc, lower growth might include one or more non-strategic urban extensions (or the release of further land associated with one current sites). A lower growth strategy could also mean aiming to restrict housing growth in and around the town centre (see discussion above, under Banbury).
- Option 2 (**higher growth**) – would likely involve strategic urban extensions and/or a new settlement closely linked to the town, in addition to schemes already committed or identified within the current Local Plan. A higher housing growth strategy could also translate into higher town centre housing growth (discussed above, under Banbury) and potentially growth to support strategic community/cultural facilities and additional economic development.

4.2.2 An appraisal of these alternatives is presented below in an appraisal 'matrix'. Within each of row of the matrix, the aim is to explore the merits of the alternatives in respect of one aspect of the SA framework (see Appendix I). Specifically, within each row, the aim is to both A) rank the alternatives in order of preference, with "=" used where it is not possible to meaningfully differentiate the alternatives, and "?" used to highlight uncertainty; and B) predict 'likely significant effects' on a five point scale.[29]

4.3 Appraisal findings

4.3.1 Appraisal findings are presented in the appraisal matrix below.

Table 3.2: Appraisal of initial growth scenarios for Bicester

Topic	Option 1: Lower growth	Option 2: Higher growth
	Rank of preference and categorisation of effects	
Air and wider environmental quality	?	?
Biodiversity	1	2
Climate change mitigation	2	1
Climate change adaptation	=	=
Communities	=	=
Crime	=	=
Digital infrastructure	=	=
Education and skills	=	=

[29] **Red** indicates a significant negative effect; **amber** a moderate or uncertain negative effect; no colour indicates neutral or uncertain effects; **light green** indicates a moderate or uncertain negative effect; and **dark green** indicates a significant positive.

Employment	**2**	**1**
Economic growth		
Flood risk	**=**	**=**
Health	**=**	**=**
Historic environment	**1**	**2**
Homes	**?**	**?**
Land and soils	**=**	**=**
Landscape	**=**	**=**
Poverty, disadvantage and social exclusion	**=**	**=**
Transport	**2**	**1**
Waste	**=**	**=**
Water	**=**	**=**

The appraisal finds Option 2 (higher growth strategy) to perform best in terms of more sustainability topics than is the case for Option 1 (three topics versus two), and highlights a stand-out positive effect under Option 2 in respect of employment and economic growth; however, this does not necessarily serve to indicate that Option 2 is best performing overall (see discussion above, under Banbury).

Broadly speaking, Option 1 is preferable in respect of certain environmental topics, where Bicester is relatively constrained, or faces particular growth-related issues. As for Option 2, this is supported in respect of topics where there is an opportunity for growth to bring with it investment in infrastructure (notably transport related, but also low carbon); however, it is recognised that the potential for higher growth to achieve 'planning gain' is highly uncertain at this early stage.

Having made these introductory remarks, the following bullet points cover those topics in terms of which it is possible to reach substantive, meaningful conclusions:

- **Air quality** – is a significant issue in Bicester, despite a near complete ring road (in contrast to Banbury), with an AQMA designated along much of the central corridor (Kings End, Queens Avenue and Buckingham Road), which was the historic route north-south through the town and, correspondingly, is narrow in places. There are strategic road infrastructure upgrade opportunities for the town, but a potentially overriding consideration is the need to deliver new walking and cycling infrastructure (including along the central corridor, and also to overcome the barrier presented by the ring road), and also support improved bus services (notably linking Bicester with nearby villages). The Options Paper presents a detailed discussion of issues and opportunities. Strategic growth could bring with it investment in support of achieving transport objectives for the town, and this could lead to air quality benefits (although the opportunity is perhaps not as clear as at Banbury); however, on the other hand, a higher growth strategy could serve to increase traffic pressure on constrained parts of the network, potentially with significant air quality implications.
- **Biodiversity** – the landscape surrounding Bicester differs greatly to that which surrounds Banbury (discussed above) and, in turn, so do biodiversity issues and opportunities. At immediate consideration is the Upper Ray Meadows (and Bernwood Forest) Living Landscape, as defined by the Berks, Bucks and Oxon Wildlife Trust, to the south and southeast of the town; however, there is little reason to suggest significant growth in this direction (N.B. Glaven Hill, where a committed scheme is set to deliver a 2,100 home urban extension, is a sensitive location, in these terms). Elsewhere, the landscapes surrounding the town are characterised by a moderately high density of small woodland patches, including some small patches of ancient woodland, and including a notable concentration to the north of the town as well as areas of wood pasture priority habitat associated with parklands / former parklands, most notably at Bignell Park. It is difficult to pinpoint strategic biodiversity opportunities that might be realised under a higher growth scenario, short of a very high growth strategy that perhaps leads to major investment being directed to the Upper Ray Meadows (and possibly the Bernwood Forest beyond), and there is a concern regarding the towns expansion encroaching on sensitive habitats (woodlands, parkland and feasibly the Upper Ray Meadows). As such, it is considered appropriate to favour a lower growth strategy, from a biodiversity perspective. However, it is recognised that a higher growth strategy could involve a major focus on designing in the highest quality green and blue infrastructure within sites to link habitats, as well as supporting targeted offsite enhancements.

- **Climate change mitigation** – in respect of greenhouse gas emissions from transport, Bicester has historically been associated with high levels of out commuting by car, but a focus of the Core Strategy (2015) was to increase the local employment offer, and it is also fair to say that the town is very well connected by public transport, notably to Oxford, but soon also to Milton Keynes following completion of EWR Phase 2. However, walking and cycling connectivity within Bicester is an issue. In this light, continued strategic growth is tentatively supported, from a perspective of seeking to minimise transport emissions.

  In respect of emissions from the built environment, a higher growth strategy could involve a strategic urban extension and/or a linked new settlement that delivers ambitious measures aimed at minimising per capita emissions, building on the experiences of recent and committed urban extensions, notably the Northwest Bicester Eco Town. In this light, there is support for exploring higher growth options.
- **Climate change adaptation** – focusing on non-flood risk issues, a key consideration is the risk of overheating within homes, given the likelihood of increased heat wave frequency in the future. In this respect, a growth strategy that supports higher housing densities within the town centre potentially gives rise to a degree of concern, as tall buildings can lead to challenges in respect of solar gain (and necessitate air conditioning), and higher densities could be at the expense of areas of green space that provide shading and serve to mitigate the urban heat island effect. However, the considerations are highly uncertain, with best practice evolving in respect of how-to masterplan and design so as to minimise the risk of overheating.
- **Communities** – again, the situation is notably different to that at Banbury. There are opportunities for growth-related investment to address existing needs for community and green infrastructure, but there are no 'stand-out' opportunities (as currently understood), with it generally being the case that recent committed and urban extensions have involved a focus on delivering new community and green infrastructure alongside housing. A key consideration is potentially delivering strategic enhancements to walking and cycling infrastructure, as discussed above, and to improve inter connectivity. There will be a need for further work to understand the 'communities' related growth opportunities that exist.
- **Education and skills** – it is fair to assume that strategic growth would deliver new school capacity that not only 'consumes the smoke' of the new communities, but also benefits existing communities; however, there are not currently known to be any existing major issues in respect of school or college capacity at Bicester.
- **Employment and economic growth** – Bicester is strategically located within the Oxford Knowledge Spine, and is also very well linked to Milton Keynes, Silverstone and further afield via road and rail. For these reasons, and other reasons besides (see discussion above, under Banbury) there is support for exploring higher housing growth options, from an employment/economy perspective.
- **Flood risk** – parts of east and southeast Bicester are constrained by flood risk, plus there is extensive flood risk to the southeast of the town. However, there is little reason to suggest that a higher housing growth strategy would lead to pressure to consider housing growth within a flood risk zone. Recent and committed growth is primarily focused to the west and north of the town, where there is little flood risk.
- **Historic environment** – given the relatively flat topography, and relative lack of major features to bound growth in the long term, there is a notable concern regarding the town expanding such that it encroaches upon, or surrounds, nearby historic villages, hamlets and farmsteads, and/or historic stately homes with associated parks/gardens. There is also a notable density of scheduled monuments to the south of the town.
- **Homes** – there is currently limited evidence to suggest a *particular* housing need associated with Bicester (or a *particular* need for affordable housing); however, there will be a need to keep this under review. A further consideration is that strategic growth locations – e.g. a strategic urban extension – can lead to good potential to deliver a good mix of housing, potentially to include specialist housing; however, this is uncertain, and it is recognised that there are also 'homes' arguments for dispersing housing more widely.
- **Land and soils** – the low resolution national agricultural land quality dataset shows Bicester as predominantly associated with grade 3'quality land, which may or may not be 'best and most versatile'; however, parts of the town's perimeter have been surveyed in detail, and found to be comprise grade 3b quality land, which is not classified as best and most versatile. On this basis, it is not appropriate to favour lower growth.
- **Landscape** – the landscape surrounding Bicester does not stand-out as sensitive, in the Chewell context; however, this does not mean it is not important and there are concerns regarding unchecked 'sprawl', as discussed above under Historic environment.
- **Transport** – as discussed above, under Air quality, there are significant transport infrastructure opportunities that could be realised under a higher growth scenario. As well as new road infrastructure, growth could serve to deliver strategic upgrades to walking and cycling infrastructure and/or improved bus services.

5 Kidlington and surrounding villages

5.1 Introduction

5.1.1 The aim here is to explore options for Kidlington and the surrounding villages. This area is broadly the geographical area covered by the Partial Review of the 2015 Local Plan.

5.2 Approach and methodology

5.2.1 The Options Paper presents three sets of options for Kidlington and surrounding villages, covering Kidlington centre, employment and greenspace; however, for the purposes of SA, it was considered appropriate to define and appraisal a single set of mutually exclusive early, and high-level alternative options. The following alternatives were defined:

- Option 1 (**lower growth**) – would involve limited housing growth, given the location within the Green Belt and the level of committed growth,[30] however, there could be a need to support continued employment growth, given the existing employment cluster and Kidlington's strategic location within the Oxford Knowledge Spine.
- Option 2 (**higher growth**) – would likely involve some limited additional housing growth (e.g. infill), but the focus (it is assumed, for the purposes of this appraisal) would be an added emphasis on employment growth, to include Green Belt release. There could also be steps taken to expand Kidlington village centre and/or deliver new strategic green infrastructure, which would likely include enabling housing development.

5.2.2 An appraisal of these alternatives is presented below in an appraisal 'matrix'. Within each of row of the matrix, the aim is to explore the merits of the alternatives in respect of one aspect of the SA framework (see Appendix I). Specifically, within each row, the aim is to both A) rank the alternatives in order of preference, with "=" used where it is not possible to meaningfully differentiate the alternatives, and "?" used to highlight uncertainty; and B) predict 'likely significant effects' on a five point scale.[31]

5.3 Appraisal findings

5.3.1 Appraisal findings are presented in the appraisal matrix below.

Table 3.3: Appraisal of initial growth scenarios for Kidlington and surrounding villages

Topic	Option 1: Lower growth	Option 2: Higher growth
	Rank of preference and categorisation of effects	
Air and wider environmental quality	?	?
Biodiversity	1	2
Climate change mitigation	=	=
Climate change adaptation	=	=
Communities	=	=
Crime	=	=
Digital infrastructure	=	=
Education and skills	=	=

[30] The Cherwell Local Plan Partial Review (2020) directs 4,400 homes to North Oxford, Kidlington, Begbrooke and Yarnton.
[31] **Red** indicates a significant negative effect; **amber** a moderate or uncertain negative effect; no colour indicates neutral or uncertain effects; **light green** indicates a moderate or uncertain negative effect; and **dark green** indicates a significant positive.

Employment **Economic growth**	**2**	**1**
Flood risk	=	=
Health	=	=
Historic environment	=	=
Homes	=	=
Land and soils	**1**	**2**
Landscape	**1**	**2**
Poverty, disadvantage and social exclusion	=	=
Transport	=	=
Waste	=	=
Water	=	=

The appraisal finds Option 1 (lower growth strategy) to perform best in terms of more sustainability topics than is the case for Option 2 (three topics versus one); however, this does not necessarily serve to indicate that Option 1 is best performing overall (see discussion above, under Banbury).

Broadly speaking, Option 1 is preferable in respect of certain environmental topics, where the Kidlington area is relatively constrained, or faces particular growth-related issues. As for Option 2, this is supported in respect of 'economy and employment' objectives, because there is a well understood growth opportunity.

Having made these introductory remarks, the following bullet points cover those topics in terms of which it is possible to reach substantive, meaningful conclusions:

- **Air quality** – there is one designated AQMAs at Kidlington; in addition, the village is in close proximity to the city-wide Oxford AQMA. A higher growth strategy at Kidlington, even if focused on employment growth, could lead to additional car movements within these AQMAs, although public transport and cycling links between Oxford and Kidlington are set to improve significantly, notably with a bus rapid transit (BRT) route along the A4260 corridor, supported by a dedicated (segregated) Super Cycleway into Oxford (over the A34).
- **Biodiversity** – the Kidlington area is inherently quite sensitive in biodiversity terms, given the Oxford Canal / Rowel Brook corridor to the west (associated with Rushy Meadows SSSI), the River Cherwell corridor to the east (although there is limited wetland priority habitat in this area), and with land to the west of Begbrooke rising to an important woodland complex. There is also a need to consider the proximity of Oxford Meadows SAC, which is sensitive to recreational pressure, air pollution and impacts to water quality and the water flow regime. For these reasons, and noting the level of committed growth, it is fair to highlight a concern with any higher growth option, albeit it is noted that the Science Park and Oxford Airport area, to the northwest of Kidlington, is associated with relatively limited sensitivity (although Rushy Meadows SSSI is a constraint).
- **Climate change mitigation** – the discussion above, under Banbury and Bicester, has focused on the potential for strategic growth to support efforts to reduce/minimise per capita greenhouse gas emissions from transport and the built environment. However, in the case of Kidlington, the assumption is that any higher growth scenario would likely be predominantly focused on employment growth, so there is not the same opportunity through the Local Plan Review in isolation to achieve this. Nevertheless, when taken with the existing housing allocations there may be some opportunities particularly to increase walking and cycling to employment destinations and improving sustainable transport links into Oxford.
- **Climate change adaptation** – the discussion above, under Banbury and Bicester, has focused on the risk of higher density housing in the respective town centres giving rise to urban heat island and overheating risks; however, there is not likely to be a similar concern at Kidlington and the surrounding villages.
- **Communities** – the Options Paper discusses two particular community infrastructure-related priorities. Firstly, there is the option of expanding the village centre, and secondly the Parish Council has an ambition to significantly enhance the green and blue infrastructure network within and surrounding Kidlington. There could be increased potential to realise these opportunities under a higher growth scenario; however, there is little certainty, particularly given the assumption of any higher growth scenario being predominantly employment focused.

With regards to enhancing the green/blue infrastructure network, this area is predominantly covered by the Green Belt designation which places limitations on potential locations for development. There is, however, an opportunity to consider enhancement of this area. This could necessitate demonstrating added value in terms of natural capital and ecosystem services, for example habitat creation, flood water attenuation and managed access as well as the links and benefits for active communities. However, achieving these natural capital and ecosystem services could involve significant costs, hence the potential to explore how ambitions can be supported by growth.

- **Employment and economic growth** – the Kidlington area is strategically located within the Oxford Knowledge Spine which forms a core component of the Ox-Cam Arc. There are key employment clusters at London-Oxford Airport / Begbroke Science Park / Langford Lane industrial estate. On this basis, there is a reason to explore higher growth options to continue to support economic development in this location.
- **Flood risk** – Kidlington is located between two river corridors, hence there are sensitivities, from a flood risk perspective, plus there is a need to consider the risk of growth leading to increased rates of surface water runoff that, in turn, increase downstream flood risk. Having said this, development with Sustainable Drainage Systems (SuDS) can serve to reduce runoff rates, relative to certain agricultural uses, and growth can deliver or facilitate delivery of strategic flood storage areas or other water attenuation measures (e.g. targeted woodland planting). On balance, and noting the focus on employment land, it is not clear that a higher growth option gives rise to any particular concerns at this stage.
- **Historic environment** – the primary Kidlington Conservation Area (Church Street) is notably located at the northern extent of the village, associated with the River Cherwell, with the Begbroke Conservation Area located to the west of the A44. There is no designated conservation area at Yarnton, although the Oxford Canal Conservation Area (which bisects the entire area) is nearby. In short, there are sensitivities, perhaps most notably Kidlington Church Street Conservation Area, with its prominent grade 1 listed church; however, land in the vicinity of the main employment cluster, to the northwest of Kidlington, is relatively unconstrained, bar a need to consider any risk of long term expansion towards Woodstock and Blenheim Palace.
- **Homes** – the area is set to grow significantly through committed schemes (i.e. those allocated within the Cherwell Local Plan Partial Review). At present, it is unknown how housing will be distributed across Oxfordshire and it is envisaged that the requirements and apportionment between districts will be dealt with via the Oxfordshire Plan process. As such, it is difficult to suggest that higher growth is a preferable option.
- **Land and soils** – the low resolution national agricultural land quality dataset shows the Kidlington area to be predominantly be associated with grade 3'quality land, which may or may not be 'best and most versatile'. On this basis, and taking a precautionary approach, it is appropriate to highlight the merit of lower growth.
- **Landscape** – the landscape surrounding Kidlington and surrounding villages is not associated with any landscape designations, but the river Cherwell and Oxford Canal corridors are clearly of strategic importance, including as they are accessible to the residents of north Oxford, plus there is a need to consider the value of the raised wooded landscape to the west of Begbroke, and its close links to Blenheim Palace. There is also a need to note the Green Belt designation, which whilst not a landscape designation, potentially infers a degree of landscape importance, in the sense that the countryside contributes to rural setting of Oxford City. Land in the vicinity of the main employment cluster is of relatively low sensitivity; however, there is a need to caution against any risk of long term 'sprawl' across a relatively flat landscape with few 'permanent' boundaries. Given these points, and taking a precautionary approach, it is appropriate to highlight the merit of lower growth.
- **Transport** – as discussed above, under Air quality, there are significant transport infrastructure upgrades set to be delivered alongside the strategic housing growth directed to Kidlington and surrounding villages through the Cherwell Local Plan Partial Review. Further strategic employment growth could, and likely would, support additional transport upgrades including those for active travel; however, there are no known stand-out opportunities arising from the options.

6 Upper Heyford

6.1 Introduction

6.1.1 The aim here is to explore options for Upper Heyford.

6.2 Approach and methodology

6.2.1 The Options Paper presents one set of options for Upper Heyford, as follows:

- Option 1 (**lower growth**) – allocate further land for housing and employment at Heyford Park, beyond that which is already planned for within the current plan period (2011-2031)..
- Option 2 (**higher growth**) – limit further development beyond that which is already planned for within the current plan period (2011-2031).

6.2.2 An appraisal of these alternatives is presented below in an appraisal 'matrix'. Within each of row of the matrix, the aim is to explore the merits of the alternatives in respect of one aspect of the SA framework (see Appendix I). Specifically, within each row, the aim is to both A) rank the alternatives in order of preference, with "=" used where it is not possible to meaningfully differentiate the alternatives, and "?" used to highlight uncertainty; and B) predict 'likely significant effects' on a five point scale.[32]

6.3 Appraisal findings

6.3.1 Appraisal findings are presented in the appraisal matrix below.

Table 3.4: Appraisal of initial growth scenarios for Upper Heyford

Topic	Option 1: Lower growth	Option 2: Higher growth
	Rank of preference and categorisation of effects	
Air and wider environmental quality	?	?
Biodiversity	=	=
Climate change mitigation	1	2
Climate change adaptation	=	=
Communities	?	?
Crime	=	=
Digital infrastructure	=	=
Education and skills	=	=
Employment Economic growth	2	1
Flood risk	=	=
Health	=	=
Historic environment	1	2
Homes	=	=

[32] **Red** indicates a significant negative effect; **amber** a moderate or uncertain negative effect; no colour indicates neutral or uncertain effects; **light green** indicates a moderate or uncertain negative effect; and **dark green** indicates a significant positive.

Land and soils	1	2
Landscape	1	2
Poverty, disadvantage and social exclusion	=	=
Transport	?	?
Waste	=	=
Water	=	=

The appraisal finds Option 1 (lower growth strategy) to perform best in terms of more sustainability topics than is the case for Option 2 (four topics versus one); however, this does not necessarily serve to indicate that Option 1 is best performing overall (see discussion above, under Banbury).

Broadly speaking, Option 1 is preferable in respect of certain environmental topics, where Upper Heyford is relatively constrained, or faces particular growth-related issues. As for Option 2, this is supported in respect of 'economy and employment' objectives, because there is a growth opportunity, although significance is uncertain.

Having made these introductory remarks, the following bullet points cover key topics in turn:

- **Air quality** – this is a relatively rural area; hence air quality is of limited concern. There are, however, concerns around traffic – including HGVs and light goods vehicles – on rural roads, and passing through village centres which could have a detrimental localised impact on air and wider environmental quality.
- **Biodiversity** – part of the runway and surrounding open space is shown as priority habitat by the nationally available dataset (magic.gov.uk); however, there is no reason to suggest that this would come under development pressure under a higher growth scenario, including on the basis of the conservation area designation. There are also nearby sensitivities, most notably the River Cherwell and Oxford Canal corridor to the west (but also Ardley Cutting and Quarry SSSI, which is has both geological and biodiversity value); however, the potential for modest expansion (which would necessitate steps to ensure containment / avoid risk of long term 'sprawl') without encroachment on key biodiversity sensitivities can be envisaged.
- **Climate change mitigation** – despite its proximity to Bicester, this is a rural and relatively poorly connected part of the District. As such, there is a concern that additional growth here could conflict with climate change mitigation / decarbonisation objectives, particularly in terms of seeking to minimise per capita emissions from transport. This is potentially a significant concern, noting the stretching nature of the 2030 net zero target.
- **Communities** – any argument for further strategic housing growth would presumably be at least partly based on a desire to achieve a critical mass necessary to support additional community infrastructure, and more generally enable Upper Heyford to form a sense of community and function as a 'place'. However, it is difficult to pinpoint any opportunities, or threshold levels of additional growth that would lead to such benefits. There is also potentially a growth-related opportunity around supporting nearby rural communities; however, again the significance of any such opportunity is not clear at this current stage.
- **Employment and economic growth** – there is an employment growth opportunity at Upper Heyford, which is currently being explored in detail through the Cherwell Employment Needs Study. At the current time, ahead of the Study, it is assumed the opportunity is of limited significance in comparison to opportunities elsewhere at the main settlements and within strategic corridors.
- **Flood risk** – Upper Heyford is not affected by fluvial or surface water flood risk (to any significant extent), reflecting the topography and presumably also the limestone geology. There is a need to be mindful of downstream flood risk, but it is difficult to envisage particular issues, on the basis of available evidence.
- **Historic environment** – is a primary constraint to further growth at Upper Heyford, noting the wide-ranging sensitives, as discussed within the Options Paper. Whilst there could be the potential for modest additional growth whilst avoiding areas of constraint, it is appropriate to flag a concern with a higher growth strategy which could harm the nationally and internationally significant heritage assets.
- **Homes** – the surrounding rural villages could feasibly be associated with a degree of housing need that could be met, at least to some extent, by housing growth at Upper Heyford. However, there is no evidence of this being the case, and it could be that the villages in question are suited to housing modest growth themselves, which would be a preferable approach to meeting any locally arising housing needs, alongside meeting wider objectives, for example around maintaining individual identities and sense of community.

- **Land and soils** – there are brownfield opportunities at Upper Heyford; however, these are limited, given the constraints that exist on much of the wider site, hence growth could lead to pressure on greenfield land. Based on the nationally available agricultural land quality dataset it seems that there is the potential for this land to be classified as 'best and most versatile land'.
- **Landscape** – without wishing to double count the heritage sensitivities discussed above, there are inherent landscape sensitives that are a constraint to further growth at Upper Heyford, noting the raised location at the edge of the Cherwell Valley, along which also runs the Oxford Canal, and the generally rural landscape.
- **Transport** – is a key constraint to further growth at Upper Heyford. There is the potential for further growth to reach the mass necessary to improve the frequency of public transport services to reduce car dependency amongst residents, but it is anticipated that levels would remain high. There may be opportunities to explore improvements to cycling infrastructure to Bicester but the extent to which this is an attractive proposition and alternative to the car for residents is unknown.

7 Rural area

7.1 Introduction

7.1.1 The aim here is to explore options for the rural area.

7.2 Approach and methodology

7.2.1 The Options Paper presents six sets of options for Banbury; however, for the purposes of SA, it was considered appropriate to define and appraisal a single set of mutually exclusive early, and high-level alternative options. The following alternatives were defined:

- Option 1 (**lower growth**) – would involve a continuation of the current strategy, which stems from the adopted Core Strategy (2015), with a new emphasis on ensuring that all villages / village clusters see some housing growth over the plan period in-line with housing needs (as far as these can be quantified).
- Option 2 (**higher growth**) – would involve a step-change in growth in the rural area, relative to the trend over recent years. The Local Plan could include allocations at those villages where there is considered to be a particular need (e.g. due to a lack of recent housing growth, or a need to support village services and facilities) or opportunity (e.g. due to a good level of services/facilities, or good connectivity to a higher order centre), or where there are sites that stand-out as performing strongly (including from a deliverability perspective).

7.2.2 An appraisal of these alternatives is presented below in an appraisal 'matrix'. Within each of row of the matrix, the aim is to explore the merits of the alternatives in respect of one aspect of the SA framework (see Appendix I). Specifically, within each row, the aim is to both A) rank the alternatives in order of preference, with "=" used where it is not possible to meaningfully differentiate the alternatives, and "?" used to highlight uncertainty; and B) predict 'likely significant effects' on a five point scale.[33]

7.3 Appraisal findings

7.3.1 Appraisal findings are presented in the appraisal matrix below.

Table 3.5: Appraisal of initial growth scenarios for the rural area

Topic	Option 1: Lower growth	Option 2: Higher growth
	Rank of preference and categorisation of effects	
Air and wider environmental quality	1	2
Biodiversity	?	?
Climate change mitigation	1	2
Climate change adaptation	=	=
Communities	?	?
Crime	=	=
Digital infrastructure	=	=
Education and skills	=	=
Employment Economic growth	=	=

[33] **Red** indicates a significant negative effect; **amber** a moderate or uncertain negative effect; no colour indicates neutral or uncertain effects; **light green** indicates a moderate or uncertain negative effect; and **dark green** indicates a significant positive.

Flood risk	=	=
Health	=	=
Historic environment	1	2
Homes	2	1
Land and soils	=	=
Landscape	=	=
Poverty, disadvantage and social exclusion	=	=
Transport	1	2
Waste	=	=
Water	=	=

The appraisal finds Option 1 (lower growth strategy) to perform best in terms of more sustainability topics than is the case for Option 2 (four topics versus one); however, this does not necessarily serve to indicate that Option 1 is best performing overall (see discussion above, under Banbury).

Broadly speaking, Option 1 is preferable in respect of certain environmental topics, where the rural area is relatively constrained, or faces particular growth-related issues. Several of these issues are inter-related, namely air quality, climate change mitigation and transport. As for Option 2, this is supported in respect of 'housing' objectives, primarily because significant rural housing needs are thought likely to exist.

Having made these introductory remarks, the following bullet points cover key topics in turn:

- **Air quality** – whilst there are no designated AQMAs within the rural area, there is a need to consider growth leading to increased traffic through the Banbury, Bicester, Kidlington, Oxford and Chipping Norton AQMAs. Rural housing growth does come with a risk of entrenching car dependency, hence there is a need to flag an air quality concern; however, it is recognised that concerns will reduce over time given the imminent switch-over to electric vehicles (see Section 2.3). There is also a need to consider wider environmental quality (also road safety) concerns around increased traffic along narrow rural lanes, and within historic village centres.
- **Biodiversity** – there is little or no reason to suggest that the settlement edges of rural villages will tend to be particularly sensitive in biodiversity terms, although it is noted that many rural villages are clustered along river valleys (in contrast to the District's larger settlements, which have expanded beyond river valleys). A more significant consideration is potentially that a district-wide strategy involving a focus on dispersed, smaller scale housing schemes could be at the expense of a focus on strategic growth locations and, in turn, could potentially lead to a degree of opportunity missed in respect of growth supporting delivery of strategic biodiversity (and wider natural capital) enhancements.
- **Climate change mitigation** – a focus on dispersing growth to rural areas gives rise to certain concerns regarding per capita transport emissions, for the reasons discussed above. Also, dispersed rural growth could lead to opportunities missed in respect of delivering low carbon infrastructure and/or achieving standards of sustainable design and construction that go beyond the requirements of Building Regulations, thereby leading to opportunities missed in respect of minimising per capita emissions from the built environment. However, on the other hand, well targeted growth within the rural area can assist with maintaining rural services and facilities (e.g. primary schools), thereby minimising the need to travel to nearby villages or higher order settlements. On balance, it is appropriate to flag a concern with higher growth, but there are uncertainties.
- **Communities** – well-targeted housing growth can assist with maintaining and enhancing infrastructure in rural areas, including community infrastructure. The Options Paper explains: *"The 2015 Local Plan did not make specific allocations for development, these were intended to be included within a 'part 2' local plan. As such, most of the developments have come forward via the 'market' as speculative developments. This means that it has been more challenging to coordinate infrastructure improvements and supporting services."*

There are likely to be significant opportunities, although there is a need for further work, including with communities, to identify precisely where these exist. It is recognised that a key community-related objective within rural communities will often be around maintaining rural character and identity, and there can be a risk of housing growth conflicting with this objective. On balance, and assuming well located growth, there is support for exploring options that would see increased growth in the rural area relative to the existing strategy; however, there are uncertainties.

- **Employment and economic growth** – the Options Paper discusses the importance of development management policy to guide the development and diversification of agriculture and support sustainable rural tourism and leisure developments. However, it is difficult to suggest that there will be benefits to either a lower or higher growth strategy for the rural area. Housing schemes at villages can sometimes support modest new employment opportunities; however, this will not commonly be the case. It is also the case that house-building at smaller sites in rural areas can support SME housebuilders, but this is of somewhat limited significance.
- **Flood risk** – there is no to suggest potential issues or opportunities with either option as risk is highly dependent upon the specific locations.
- **Historic environment** – a high proportion of rural villages have a designated conservation area, and those without a conservation area tend to have a clear a historic core with numerous listed buildings, plus there is a need to consider valued parish churches (and stately homes) in prominent locations. The degree to which villages have expanded beyond their historic core varies significantly across the District, but it is fair to highlight a risk of a higher growth strategy (Option 2) leading to growth in problematic or sensitive locations.
- **Homes** – the Options Paper explains that: *"Housing in the rural areas is perhaps one of the biggest challenges that the local plan will need to consider."* Whilst it can be difficult to evidence with precision, there is likely to be significant rural housing needs, including a need for affordable housing and smaller homes for younger people, young families and older people wishing to downsize. It will be important that the district-wide portfolio of housing sites identified by the Local Plan Review includes a good proportion of smaller sites, with a view to ensuring that a five year housing land supply can be maintained over the plan period.
- **Land and soils** – housing growth at villages will often involve development of fields, or parts of fields, that are in productive agricultural use; however, this will equally be the case with growth directed to higher order settlements. There is no reason (at this early stage) to suggest that a higher growth strategy for the rural area would result in a greater proportion of growth being directed to higher quality agricultural land.
- **Landscape** – it is difficult to reach firm conclusions, without knowledge of how growth in the rural area would be distributed under a higher growth scenario, let alone specific sites for allocation. Village edge landscapes will tend to valued by local residents, but there can be parts of the edge of a village that are less sensitive. New housing sites at villages will often be quite prominent from the main roads and/or public rights of way that pass through the area, but effects can be considered 'localised', when viewed at the district-scale. The approach to natural capital may go someway to assisting any future decisions about growth are made in an evidenced based way that considers a range of different metrics including landscape.
- **Transport** – without wishing to double count the issues/effects discussed above, under air quality and climate change mitigation, there are quite clear transport-related concerns associated with higher growth in rural areas. Housing growth can deliver important road infrastructure upgrades, for example new footpaths or cycle ways, but the overriding consideration is that higher growth in the rural area could be associated with a relatively high rate of car dependency district-wide, including as a dispersed strategy would not support good access to high frequency, rapid public transport. In turn, an increased rural population would likely lead to increased traffic and congestion on constrained parts of the highway network. This impact is likely to occur even with a switch towards electric vehicles.
- **Waste and water** – there can often be infrastructure constraints in the rural area, but it is difficult to draw strong conclusions at this early stage without knowledge of specific locations.

8 Conclusions and next steps

8.1 Conclusions

8.1.1 This Interim SA Report has explored thematic policy options and then early, high-level reasonable alternatives for each of the District's six places in turn.

8.1.2 In respect of the policy options, there appraisal finds that many are broadly supported in respect of sustainability objectives, although some tensions are highlighted. A range of suggestions are made, which can be considered subsequent to the current consultation, when drafting policies and developing the draft plan.

8.1.3 In respect of the high-level place-specific alternatives (higher growth versus lower growth), in each case the conclusion is that both options are associated with pros and cons against different sustainability objectives. It will be for the Council to 'weigh these in the balance', when considering the appropriate growth strategy, guided by the latest available evidence together with the latest policy context emerging through the Oxfordshire Plan and potentially the Ox Cam spatial framework.

8.2 Next steps

8.2.1 The next step will be to define and appraise reasonable alternative growth scenarios, defined as alternative "land supply" options, where each option involves a supply of land to meet objectively identified needs over the plan period. The growth scenarios will be housing-led, as this will be the key issue for the Local Plan (as it is for virtually all Local Plans), but there will also be a need to consider employment land supply, and potentially also strategy in respect of town centre uses, community facilities, green infrastructure and potentially other land uses besides.

8.2.2 Defining growth scenarios will involve a step-wise process, to include exploring broad distribution options (building on the initial, high-level appraisals presented in this report), individual site options (as far as possible, recognising these will be very numerous) and options for particular settlements / sub-areas (this is typically a key step). It is anticipated that work to define growth scenarios will be influenced by the Oxfordshire Plan 2050, and potentially also the Ox Cam Arc Spatial Framework. However, there is a need to be mindful that either the Oxfordshire Plan or the Arc Spatial Framework could subject to delays, in which case the Local Plan Review would still need to be progressed.

8.2.3 Subsequent to the appraisal of reasonable growth scenarios, the Council will be in a position to prepare a draft ("Preferred Options") version of the Local Plan and publish it for consultation under Regulation 18 of the Local Planning Regulations. An Interim SA Report will be published alongside, essentially presenting an appraisal of "the plan and reasonable alternatives" (SEA Regulations 12(2)).

8.2.4 Following the Preferred Options consultation, there will be further work to explore growth scenarios (and reasonable alternatives in respect of any other specific policy areas / plan issues, for example key DM policy areas), prior to the Council finalising the Local Plan for publication under Regulation 19 of the Local Planning Regulations. The formally required SA Report will be published alongside, presenting the information required by the SEA Regulations. The Local Plan and SA Report will then be submitted for examination.

CHERWELL LOCAL PLAN REVIEW 2040

A Community Involvement Paper Consultation

CONSULTATION STATEMENT

September 2021

Cherwell DISTRICT COUNCIL NORTH OXFORDSHIRE

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1. Introduction

This Consultation Statement describes the first stage of public consultation undertaken on the Cherwell Local Plan Review 2040 which took place for six weeks from 31 July to 14 September 2020. This consultation statement sets out:

- The stakeholders invited to take part in the consultation;
- The consultation and publicity methods used;
- The material that was subject to consultation; and
- A summary of the responses received.

There is a legal process for the preparation of a Local Plan. The Council is required to consult with stakeholders at a number of stages, the first of which is under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. Regulation 18 requires the council to notify stakeholders it is preparing a plan and to invite them to make comments with their views on what the plan should contain. There is flexibility in how the initial stages of consultation and plan preparation can take place.

The timetable for preparation of the Cherwell Local Plan Review 2040 is presented in the latest Local Development Scheme which is available online at https://www.cherwell.gov.uk/info/33/planning-policy/382/local-development-scheme.

This consultation statement complies with the Cherwell Statement of Community Involvement (SCI) which was adopted by the Council on 18 July 2016 and the subsequent SCI Addendum prepared in July 2020 following government advice in response to the COVID-19 pandemic. The SCI sets out who the Council will engage with in preparing key planning policy documents and determining planning applications and how and when they will be engaged. Its aim is to encourage community and stakeholder involvement and sets out clear expectations of the council. The 2016 SCI and 2020 Addendum are available online at https://www.cherwell.gov.uk/info/33/planning-policy/383/statement-of-community-involvement.

2. The 'Duty to Co-operate'

Section 110 of the Localism Act 2011 introduced a 'Duty to Cooperate' which places a legal duty on local authorities to consider strategic planning beyond their boundaries and provides a mechanism to address larger issues than can be dealt with by the local planning authority working alone. Through the 'Duty to Cooperate', the Government expects that Councils will work collaboratively with other prescribed bodies[1] to ensure that strategic issues are properly coordinated and clearly reflected in individual Local Plans. Cherwell District is committed to fulfilling this Duty and, as a matter of practice, works closely with neighbouring authorities[2] and other partner organisations and stakeholders.

The Oxfordshire Councils are assisted in meeting the Duty to Co-operate by an 'Oxfordshire Growth Board' (a Joint Committee) comprising Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council, West Oxfordshire District Council and Oxfordshire County Council. It also includes co-opted non-voting named members from the following organisations:

- Oxfordshire Clinical Commissioning Group
- Environment Agency
- Homes England
- Oxford Universities
- Oxfordshire Skills Board
- Oxfordshire Local Enterprise Partnership

When considering matters that sit under the purview of the Local Transport Board, Network Rail and Highways England have the right to attend the Growth Board as non-voting investment partners.

The duty to co-operate is an ongoing area of activity that is recorded in the Annual Monitoring Report.

The Council notified all Duty to Co-operate authorities and other relevant bodies by letter or email that it was publishing a community involvement paper for a six week period of consultation in July 2020.

The Council is preparing a draft Duty to Co-operate Scoping Statement which seeks to identify the issues which the Cherwell Local Plan Review 2040 will need to address that are likely to be strategic matters and which therefore fall under the duty to co-operate. It also seeks to identify those bodies with which co-operation may be necessary.

[1] The prescribed bodies are defined in the Town and Country Planning (Local Planning) (England) Regulations 2012

[2] Buckinghamshire Council, Oxford City Council, Oxfordshire County Council, South Oxfordshire District Council, Stratford-on-Avon District Council, Vale of White Horse District Council, Warwickshire County Council, West Northamptonshire Council, West Oxfordshire District Council

The Duty to Co-operate Scoping Statement is the first step towards undertaking the duty in relation to Cherwell's Local Plan processes. It will be updated as preparation of the Plan progresses and as discussions advance and evidence is produced. It will form part of the evidence base for the Local Plan. As preparation of the Plan progresses more strategic matters may be identified and so they will be added to those listed here. Conversely it may become apparent that some of the potential topics identified here no longer constitute "strategic matters" and as such may fall away from future versions of the document.

The document will be subject to a six-week period of consultation with Duty to Co-operate authorities and other relevant bodies alongside the next stage of Local Plan consultation in September 2021. These comments will be used to ensure the correct approach to meeting the duty to co-operate is respected throughout the preparation of the Cherwell Local Plan Review 2040.

3. A Community Involvement Paper Consultation

3.1 Background

The Cherwell Local Plan Review 2040 was launched in March 2020 with the publication of the Local Development Scheme (LDS) which sets out the timetable for preparation of the Plan.

A draft community involvement paper was prepared and at a meeting on 6 July 2020 the Council's Executive endorsed the Paper and supporting documents for consultation. The agenda, decisions and minutes for the meeting are available online at https://modgov.cherwell.gov.uk/ieListDocuments.aspx?CId=115&MId=3366&Ver=4.

3.2 Consultation Arrangements

On 31 July 2020 the Council published a community involvement paper for a six week period of consultation to 11.59pm, Monday 14 September 2020. The paper was prepared to engage with residents, businesses and other stakeholders to inform a review of the adopted Cherwell Local Plan 2011-2031. We wanted to ensure that a wide cross-section of views were obtained to help us identify, understand and examine the main social, environmental and economic issues and needs that we will have to consider when we plan for Cherwell's future development needs. The paper did not contain any proposals or policy options but highlighted needs and issues to stimulate discussion and debate. The community involvement paper is attached at Appendix 1.

The community involvement paper was divided into sections centred around district-wide and locality-based issues and needs, key themes, establishing a vision and objectives and methods of engagement. 16 questions were identified for stakeholders to provide comments on. Stakeholders were also able to identity other issues they thought should be reviewed and were invited to make comments on an initial Sustainability Appraisal Scoping Report. The 14 issues stakeholders were asked to comment on were:

- Purpose of this document
- Identification of issues and needs
- District wide planning issues
- Banbury planning issues
- Bicester planning issues
- Kidlington planning issues
- Heyford Park planning issues
- Rural area planning issues
- Key themes
- Maintaining and developing a sustainable local economy
- Meeting the challenge of climate change

- Healthy place-shaping
- Establishing a vision and objectives
- Methods of engagement

The consultation was also accompanied by a 'call for sites'. The call for sites site submission form is available at Appendix 9. A list of sites promoted through the consultation is available at Appendix 12.

3.3 Distribution

On 27 July 2020, emails were sent to all Cherwell and Oxfordshire County Councillors giving advance notice of the start date for the public consultation on the community involvement paper for the Cherwell Local Plan Review 2040. The email included a brief overview of the purpose of the consultation and contained contact details for the Planning Policy team in case of any queries.

A letter enclosing a copy of the public notice about the consultation and paper copies of the community involvement paper and sustainability appraisal scoping report were sent to all Cherwell and Oxfordshire County Councillors prior to commencement of the consultation. Letters were also sent to all Town and Parish Councils/Meetings in the district enclosing a copy of the public notice about the consultation, two consultation posters, the community involvement paper and sustainability appraisal scoping report. We asked all Town and Parish Council/Meetings to help us in publicising the consultation by placing the consultation posts on their notice board and other suitable public places in their area. Contact details for the Planning Policy team were provided in case of any queries or difficulties in accessing the consultation documents online. The public notice and consultation poster are included in Appendix 3 and 4.

Email or letter notifications were sent to the consultees listed in the Statement of Community Involvement and anyone who had registered on the Council's Planning Policy database on 30 July 2020. The database includes parish councils, adjacent authorities and parishes, planning agents, statutory consultees, local pressure groups and organisations as well as individuals. The email was accompanied by an e-copy of the public notice about the consultation whilst a printed public notice was enclosed with the letters.

In addition, the three consultation bodies under the SEA Regulations – Natural England, Historic England and the Environment Agency – were sent a separate email inviting comments on the Sustainability Appraisal Scoping Report.

Stakeholders were invited to comment on the community involvement paper generally and answer specific questions. A representation form was prepared as the recommended method for stakeholders to provide comments. The representation form is attached at Appendix 2. In addition, there was the option for respondents to submit comments online via SurveyMonkey.

As a result of the COVID-19 pandemic the Council made some temporary amendments to the Statement of Community Involvement 2016 related to how planning policy documents and planning applications are publicised. The temporary changes outlined in the SCI Addendum (July 2020) were made to respond to the Government's social distancing advice and amended Coronavirus regulations and guidance brought into force on 14 May 2020. The SCI Addendum is available online at https://www.cherwell.gov.uk/info/33/planning-policy/383/statement-of-community-involvement.

We were unable to place hard copy documents for viewing in all our normal deposit locations (Bodicote House, Bicester, Banbury and Kidlington Link Points, Bicester and Banbury Town Councils and libraries) due to restricted public access or temporary closure. Public notices were posted at the deposit locations explaining where the relevant documents could be accessed online and with contact details for those who may have difficulty in doing so.

Where access to documents online could not be achieved, the Planning Policy team could be contacted in order to request a hard copy of the relevant document by post.

3.4 Website and Online Consultation

The Council's Cherwell Local Plan Review 2040 webpages contained all the details relevant to the consultation, including the community involvement paper, related documents and representation form. A link to a SurveyMonkey questionnaire where people could comment on the questions set out in the document online was provided.

A designated email address (PlanningPolicyConsultation@cherwell-dc.gov.uk) was supplied whereby stakeholders could submit representations.

3.5 Press Coverage

A statutory notice was placed in the Oxford Times, Bicester Advertiser and Banbury Guardian to advertise the commencement of the consultation (see Appendix 3).

In addition, a press release and news article raising awareness of the consultation were published on the Council's website and sent to local media and interested stakeholders. The press release and news article are included in Appendix 5 and 6.

On 13 July 2020 an article was published in the Oxford Mail which provided an overview of what a Local Plan is and gave advance notice of the consultation. The article published in the Oxford Mail is included in Appendix 7.

3.6 Social Media

During the six-week consultation, the Council shared discussion points from the community involvement paper on its social media platforms using the #CDCLocalPlanReview hashtag, to encourage people to respond to the consultation. All the posts had a link to the Local Plan

webpage where all the consultation documents could be accessed in full and where people could respond online.

29 July 2020

This post on Twitter and Facebook provided advance notice of the start of the six-week consultation beginning on 31 July 2020 and provided an overview of what a Local Plan is. On Facebook the post reached 5,233 users, generated 26 reactions, 6 comments and was shared 16 times.

31 July 2020

A Twitter post at 8.01am publicised the start of the six-week consultation and a further post at midday focussed discussion on the COVID-19 theme. A post on Facebook outlined what a Local Plan is and provided an overview of the topics and themes that would be highlighted on Facebook using the #CDCLocalPlanReview hashtag. On Facebook the post reached 2,900 users, generated 9 reactions, 7 comments and was shared 4 times.

10 August 2020

This post on Facebook and Twitter focussed discussion on housing mixture including the types of housing that will be built in future. On Facebook the post reached 1,668 users, generated 2 reactions, 5 comments and was shared 4 times.

17 August 2020

This post on Facebook and Twitter focussed discussion on the need to support a sustainable local economy. On Facebook the post reached 1,005 users but did not generate any reactions or comments.

24 August 2020

This post on Facebook and Twitter focussed discussion on environmental themes including the climate emergency, green infrastructure, biodiversity and ecosystems. On Facebook the post reached 737 users, generated 1 reaction and was shared twice.

1 September 2020

This post on Facebook and Twitter focussed discussion on the 'healthy place-shaping' theme. On Facebook the post reached 750 users but did not generate any reactions or comments.

7 September 2020

A post on Twitter focussed discussion on the district's locality-based planning issues.

11 September 2020

This post on Facebook and Twitter confirmed that the consultation was scheduled to end at 11.59pm on 14 September 2020. On Facebook the post reached 1,277 users and the post was shared once.

A record of the posts on social media is included in Appendix 8.

3.7 Town and Parish Council/Meeting Workshops

Town and Parish Councils/Meetings were invited to a consultation workshop on the Cherwell Local Plan Review 2040 in September 2020. The workshops were conducted remotely through Microsoft Teams and took the form of a short introduction and presentation by the Planning Policy team, group discussion and information on next steps. The agenda was circulated in advance and attendees were asked to come to the workshop with three key issue important to their respective communities. The issues arising from the workshops are summarised below.

A list of attendees to the workshops is included in Appendix 10.

3.7.1 Workshop 1 September 2020

Wendlebury

- The Parish asked that with the government's proposed changes to the Planning system could there be work undertaken for the Local Plan Review that will be wasted or will have to be re-done once the changes come in to force.
- Wendlebury is a small local community. Local farmers are engaging with developers to potentially build houses which the Parish and community does not support.
- Wendlebury floods about every 5 years. Cherwell and the EA have undertaken studies which suggests that a lake near the village is needed to resolve this. There should be an opportunity to make this also into a location for the local community to allow for walking and cycling to improve health.
- Rat running and traffic is an issue for the village including potential traffic from new sites at Bicester. COVID-19 meant that the main street in the village was occupied by people able to undertake in leisure activities. The Parish would like to see the road closed at Wendlebury only allowing for emergency vehicles.
- The Parish Council also propose a buffer zone with enhanced woodland between Bicester and Wendlebury.
- Reference was made to the Council's climate declaration it was asked what is happening now in terms of climate change policy. There should be a process to force developers to take account of climate change requirements.

Hornton

- Highlighted that there are concerns about the call for sites process and questioned how this relates to the planning application process and how the Parish would be involved as the site selection process goes forward.
- Need to recognise agricultural diversification.
- The Parish would like to maintain rural characterisation. Nature of landscape in the area and the character of our village could change significantly affected by new development leading to noise, light pollution and traffic.

Merton

- The Parish queried why Merton was identified as a Neighbourhood area in the Community Involvement paper.
- Flooding is a major issue in the village leading to road closures and no access out of the village in both directions.
- Merton is formed by linear development and there should be no back-fill in the village.
- There was support for development on one site in the village but it was refused permission as it was in the Green Belt despite there being a major road very close by which has been built in the Green Belt.
- There is a sub-standard community centre which is used by the rugby club. It should be upgraded for combined use as a sports facility, for community and social use and a working hub for office use, so people working from home are not isolated, and possibly for a GP surgery.
- Traffic calming should be implemented due to rat running from the A34.
- Business development should go ahead on a site in Merton at Merton Grounds Farm.
- The nursing home is closed, nothing is happening and should be developed.
- Expressed concern about the new retail park to the south of Bicester and the effects on Bicester town centre. Out of town development encourages car travel contributing to climate change. Supporting people working from home should be part of the solution to reduce travel and helping to tackle climate change.

Steeple Aston

- Questioned how the sequence of events work in terms of the Oxfordshire Plan/JSSP needing to set objectives in relation to the work being undertaken for the Local Plan Review and whether it is hierarchical.
- Parish comments emailed after the workshop due to experiencing technical difficulties in the workshop:
- Steeple Aston parish currently has two major concerns:
- A proposal by the owners of Hatch End in adjacent Middle Aston to create a 30-unit business park on this rural site. There is unanimous concern from residents that traffic generated by the proposals will have a wholly disproportionate impact on Steeple Aston's narrow lanes and is unacceptable. A large number of objections, including from the PC, were submitted. The application is currently withdrawn pending re-application. The Local Plan message is that, while employment-generating schemes are welcome in principle, they must be of an appropriate scale for rural sites and that traffic flows on rural lanes remain a major concern.
- The parish council recently gave its support to a housing scheme for 10 dwellings at the edge of Steeple Aston village, which CDC planning committee subsequently approved. Officers had recommended refusal on grounds which included a requirement that more homes could be accommodated on the site, including

affordable homes. It was pointed out that Steeple Aston parish has been exemplary in Cherwell in offering rural exception sites in recent years, which have provided 18 affordable homes. The Local Plan message is that villages should not be placed under pressure to take more new dwellings in order to secure affordable homes, regardless of their track record.

Kidlington

- Kidlington Parish will propose a green space around the whole edge of Kidlington through the Local Plan Review. Kidlington will submit this for the call for sites process but questioned whether it mattered that the land may not be in their ownership.
- Would like an urban design masterplan/design statement for the village centre.
- The Parish would like to prevent semi-detached houses being converted into flats due to effects on the community.
- CDC don't have a Community Infrastructure Levy. Infrastructure provision and contributions are difficult to secure and this may help.

Deddington

- The Parish raised that flood risk measures on development sites may be satisfactory for a particular development but cumulatively development will lead to flooding elsewhere in the area. In Clifton the fields have always flooded but now the flood water appears more quickly causing problems for farmers having to move animals.
- There should be a more strategic approach taken on matters such as health where the commissioning group has not been seeking contributions from development and will not have the funds for increasing health care capacity. Generally, the Parish say the contribution of the Clinical Commissioning group has been unsatisfactory.
- CIL money should be spent in the village not in the towns.
- The provision of burial grounds is also an example where funds are required including in Deddington where the Parish has no funds to purchase land for this purpose for its Parishioners.
- Incremental development may not require mitigation, but several sites being developed will have a cumulative effect including on traffic and roads. Consider strategic funding pot to address cumulative impact.
- The current Local Plan protects villages and the Parish proposes all villages be classified as 'renewal' and conservation areas as 'protect' under the government white paper proposals.
- The Community Involvement paper explains that average house prices are 31 % higher than in England. There is a need for affordable housing in Deddington, but very few people qualifying for CDC's housing register. CDC could consider bringing forward a scheme itself at Deddington for affordable housing for both rent and purchase. It was contended that a) the Council may have some housing stock already b) it can borrow money at advantageous rates c) it has the professionals and the expertise required for

housing developments. If a reasonable proportion of the property was sold at a modest profit, together with rents received, the affordable housing would largely pay for itself over time.

Cropredy

- The Parish believes that development should complement the built and natural environment and should not lead to coalescence between villages.
- Maintaining and enhancing services and facilities is important including a bus service into Banbury.
- Housing development should take account of local need as local people cannot afford the homes in the village.
- Themes: The Parish asked how the healthy place shaping theme in the Community Involvement paper will cover the issues the area faces.
- Vision: In terms of a vision for the Plan, this should include that village character be retained but that villages remain alive. Town centres should be maintained, there should be good access to leisure and green spaces and working from home encouraged.

Sibford Gower

- Requested that in terms of village categorisation, that CDC use the new scoping data generated with integrity and objectivity to deliver reasoned and honourable outcomes.
- The Parish raised the need to retain the distinctive character of the two separate Sibford villages, avoiding over development like in Bloxham and Hook Norton.
- There should be preservation of landscape and agricultural land for food production, environmental purposes and personal well-being.
  (It was stated that these also represent the views of Sibford Ferris Parish Council who could not attend)

Ambrosden

- The Parish raised that the village has seen massive growth over the last few years as a category A village which also serves other villages leading to pressure on services. The village has a number of services and facilities which means it ticks all the boxes, but surrounding villages are not receiving development as Category B and C villages. There have been six developments in the village plus development at Graven Hill.
- The Parish would like a buffer zone with Bicester and would like village life to be maintained, and not become part of Bicester as it expands.
- The Parish have objected to new sites and spent money on contesting them but these sites were granted permission anyway. The Parish are not against all development,

and sites that were supported by the Parish were refused permission by the Council. This has also led to no facilities for the village through section 106.

3.7.2 Workshop 2 September 2020

Chesterton

- Would support buffer zones, Bicester is creeping ever nearer.
- The village is also close to M40 and traffic accessing junctions 9 and 10 come straight through the village. Traffic planning seems disjointed, need comprehensive route planning for Bicester and Upper Heyford (including a masterplan). The village which has road bends can't cope with the traffic. Infrastructure needs sorting before housing as it seems to be falling apart.
- Bicester itself has lost its sports ground which was too small and in the wrong place. BSA's application for facilities at Chesterton was rejected but they have sold the Bicester site to Value Retail. Now building for the future with no big sports ground facilities. Sports facilities are needed not just for Bicester but for the surrounding area. A proper designated site closer to Bicester for people to walk and cycle safely to needs to be purchased for the mental and physical well-being of the Bicester community.

Horley

- Supports buffer zones. There is only a one field buffer between Banbury and the parish. They understand the need for housing but without buffers or proper boundaries you lose the rural character on the edge of town and impact on the character of the environment. If not well planned, then it leads to issues- transport and infrastructure problems. Need hard boundaries.
- Common sense that things can't be looked at in isolation. Need to look at where people work; commuters need links to and from the station/motorway, local employment needs more cycle lanes/walking routes. Would assist with climate change- less cars, more cycle lanes or walking. Looking at the road network doesn't work unless looking at where people are trying to get. Take corona virus situation into account, things like meeting hubs and there is no rush to station in the morning commute now, - will things change?
- Vision: NU made valid point regarding climate change; it underpins everything, as if we don't address it everything else is irrelevant. Our vision must be addressing the carbon footprint, the quality of housing, is it ecologically sound, materials, encouragement of walking/ cycling. If we look at climate change as fundamental, then look back at issues. Gives us baseline to refer things back to and test against before we look at quality of housing/healthcare provision.

Kidlington

- 4400 houses planned in the Partial Review is of concern. There is a lack of infrastructure and whilst not many houses are planned in Kidlington parish, they will have a significant impact on traffic congestion. Would like the number reduced.
- Interested in what was said about the need for firm boundaries. Kidlington PC is thinking about a linear park around the village to link green spaces with each other, they think it's important and the proposal will come from the PC. This may require purchasing land or negotiating with farmers. GI can create boundaries in a flexible way.
- Development west of the canal- take account of what could be big green space.
- The PC is apprehensive about the erosion of the Green Belt particularly between Kidlington and Oxford.
- Want to create green spaces for biodiversity and big enough for people to enjoy and make the most of the canal corridor.
- Any development to take place needs to have green infrastructure to be integrated. Section 106 money to be used. Would like to see pedestrian and cycle networks to link different parts of the village.
- Themes: Agrees that healthy place shaping should come up the list. People need to like their environment; there need to be cycleways with proper surfacing, where people feel safe, and more sports facilities. The obesity issue is massive, need to make sure families feel ok about walking/cycling, that routes are safe and bypass congestion.
- Are health facilities a determinant? How much cross over is there with health care facilities? Space requirements/settings may change. Practices are changing and there is potential for a big healthcare centre.

Launton

- Would like buffer zones. Appreciates these were rejected by the Planning Inspector before, but they would protect the villages around Bicester from encroachment. There are concerns of being absorbed (Caversfield too). Requested that buffer zones are re-visited as part of the Review.
- Will villages still have village categorisation, how will villages be protected?
- What is happening to Local Plan Part 2? Will it be properly considered as part of the Review?
- What are the implications of the Government White Paper for the Local Plan Review?
- When is the Call for Sites? Villagers get upset when they spot land made available by farmers or other people. Can the information be made more local so villagers can see it more easily (village map of sites?) Can it be done as a live process as this may help sway some worries. On the other hand, it may be better to leave until the end to dissuade additional sites being put forward.
- Please try to avoid consulting over holiday periods particularly at Christmas.

Swalcliffe

- More for information in the consultation paper; it talks about the low level of unemployment. If we need to sell why the housing must come here, who is the housing for, is it for commuters or for people who work locally?
- Themes: The three themes cover the points made by others at this meeting. Perhaps Healthy Place Shaping should be pushed up to the top; that would get community support. Climate Change underpins everything.
- Vision: climate change and sustainable community need to be at heart of vision. One thing the paper mentions is the Oxford Cambridge Arc. What impact will that have on the district, what can we do to benefit from it? How does rail/road fit with climate change?

3.7.3 Workshop 3 September 2020

Hampton Gay and Poyle

- Hampton Gay and Poyle are very small villages.
- The Parish Council raised flooding as significant issue, including from the river Cherwell and that development in the flood plain will make it worse. Ditch clearance is not being addressed and the Parish questions who is responsible for keeping the ditches clear so water can flow into the rivers.
- Traffic through the villages, including rat running, causes safety issues and air pollution.
- Buses travelling from Bicester to Oxford through the village stop once an hour. This is unacceptable in terms of providing a service and the bus is too big for country lanes. Consideration should be given to reduced bus fares which will discourage car use.
- The Parish is of the view that cycling from the Parish to Oxford should be encouraged. Cycling in and to Oxford is picturesque but convoluted and often on pavements which is dangerous. COVID-19 provides an opportunity for cycling and cycleways, but they should be direct and fast.
- Affordable housing needs to be for local people and questions how this can be enforced. For example, people from London will be buying houses in the area due to the provision of the excellent new Parkway station which enables access to London within an hour.
- Hampton Gay does not have fibre optic communications making connection very slow.
- The Parish questioned how the workshop relates to the plan making process and making comments to the Local Plan Review.

Horton-cum-Studley

- Horton-cum-Studley is a small village, probably the most southerly village in Cherwell and very close to South Oxfordshire District Council. The Parish is horrified with what SODC have proposed in their Local Plan in terms of housing growth and is concerned that Oxford (7 miles away) will encroach and coalesce with the village.
- The village is half way between Oxford and Bicester. People are travelling by car through the village to Oxford and Bicester from across the County leading to

significant traffic issues. The Parish highlights how there is a significant speeding issue which featured in the Oxford Mail. The monitoring of speeding and the implementation of measures is difficult due to the form of the village based around the main road. There are already speeding signs and the 30 mph signs are permanently triggered by speeding vehicles in the village. The volume of traffic has also increased as more people access Bicester.

- There is only a twice weekly bus service which is funded by the Parish Council. There are vulnerable, isolated people in village who have limited access to public transport.
- The Parish is of the view that the conversation on affordable housing should be about the provision of social housing and the inclusion of key workers. 80 % of market value is not affordable anyway and Cherwell should be making provision for social housing in the Local Plan Review.
- The Parish questioned how isolation and loneliness fits into the proposed themes in the Community Involvement Paper.

Shutford

- Shutford is a small village with no major issues associated with through traffic as the village is not on a major road, but it has significant problems with the maintenance of the road, including potholes. The Parish considers the roads are unsuitable for carrying traffic and ice and snow causes the village to be cut off in the winter.
- There is one bus a day which is not at the right time and there are lots of older people in the village who are isolated. The Plan should start looking at introducing something different such as a community taxi system, which could is funded by villages. There are concerns over speeding and the Parish has tried 20 mph signs and running surveys, but issues remain.

Banbury Town Council

- The Town Council is part way through forming its views at the point of the workshop but will finalise them for the written response.
- The Town Council believes that the appropriate levels of affordable housing need to be achieved and the long standing 30% and 35% policy requirement in the Local Plan may no longer be appropriate with some other areas/policies now proposing 50%. Applying a lower threshold for affordable housing to all development, or at least to developments with three or more dwellings, rather than 11 in the current Plan, should also be examined for the Local Plan Review.
- Some tourist areas in the Country have proposed policies to prevent second homes and this should be considered for the Local Plan Review. Hook Norton for example is increasingly becoming plagued by second homes.
- The Town Council would support policies that support the town/urban centres and would hope that the Parishes would also. The Plan should examine how town centres might change post pandemic in light of what the government is proposing in the White Paper.

- Policies in the Plan should ensure commercial units are developed for a range of sizes, should consider the implications of COVID-19 and diversification of the economy. The Town Council is of the view that we are good at making sure that housing policies secure a mix, but for commercial uses we have often allowed the market to deliver what it wants to deliver, which has been mainly large units. The Council should capture development opportunities for commercial development in connection with the Oxford Cambridge Arc.
- Mechanisms should be in place for delivering difficult mixed-use sites, for example Canalside in Banbury. The Local Plan should provide a policy base for bringing these forward if the SPD does not.
- Banbury is the focus for northern part of the District and attracts a lot of traffic including in relation to providing access to the M40. The Plan should focus on methods for reducing traffic; including additional junctions and the south east link road in Banbury.
- The Local Plan Review could explore more centralised sports provision in the town coming forward rather than on a piecemeal basis.
- A green lung through the middle of Banbury based on the river and canal should be provided. If this is not provided in the proposed SPD, then the Local Plan should be the appropriate place where this is explored.
- The Town Council generally agree with all the issues identified in the Community Involvement Paper, except that the paper identifies a shortage of burial space which is no longer the case. Banbury Town Council has acquired a site at Hardwick Hill to meet demand and the planning permission for the site has been recently renewed. The Local Plan should not seek to provide a site but be about requiring developers to make the right funding contributions towards the delivery of burial space.
- In terms of the themes in the Community Involvement Paper, and in particular the local economy theme, the Town Council is of the view that, working with the County Council, secondary schools and higher education should provide the skills to match the needs of local businesses, encouraging business growth.
- In general terms the Town Council supports the Council's themes, however in terms of the healthy shaping theme, the phrase 'homes for life' does not appear in the document. This should be added as a consideration for the Local Plan Review. COVID-19 has placed an emphasis on home working which makes this more important.
- The Town Council generally agree with the draft Vision but believe there should be a fourth strand involving ensuring development in the right locations.

Kidlington

- The Parish Council is of the view that there will be adverse impacts of delivering 4,400 homes as set out in the Partial Review in the Green Belt. The remaining green belt should be protected.
- There should be a linear park around Kidlington provided for in the Plan and enhancement of the canal corridor for walking and cycling.

- At Exeter Close in Kidlington the Local Plan should ensure policy is linked to the Kidlington Masterplan SPD, bringing forward health aims through a community hub and addressing the barrier which is the Oxford Road.
- In terms of affordable housing, the occupancy of the new homes provided for in the Partial Review needs to be addressed including the provision of social rent for local residents.
- Currently there is inappropriate sub-division of new homes in some parts of Kidlington causing social issues and parking problems. The Parish Council is of the view that the design policies need to be strengthened in the new Local Plan to prevent this occurring.
- It was raised that employment provision in Kidlington may not be needed as there is no unemployment in Kidlington. The type of employment also needs to be carefully thought out with provision of high-tech industries associated with Oxford University. However, there should be a balance in provision, and it may be that other locations may be better to provide employment to benefit the overall economy.
- There is concern over the potential impacts of the Oxford Cambridge Arch proposal and the proposed expressway. East-west rail has been planned for a long time, but nothing is happening on the ground and should be implemented to reduce the need to use private cars. The Parish Council has concerns over climate change and would like to see the Plan address this.
- The Parish Council has recently bought the cemetery at Kidlington, there are however drainage issues which will cost a lot of money to address. Section 106 funds should be secured from the 4,400 dwellings to provide for the cemetery.
- In terms of the vision, it is difficult to establish a vison because of the differences across the district and the different issues and priorities.

Duns Tew

- Duns Tew is a small village with a conservation area. The village has infill only status as set out in the Neighbourhood Plan. How the existing Neighbourhood Plan fits in with the Local Plan Review should be considered carefully. Future infilling development should be affordable.
- The Parish raises that parking is an issue in the village and that there is never enough parking secured through new development. There is also a concern over traffic management issues. There is a good bus service between Oxford and Banbury but often people do not use it as they find it difficult to get to the main road as there is no pavement and it is dangerous. A path should be provided to access this bus service.

North Aston

- Traffic issues, particularly those caused by development at Heyford Park, need to be addressed and traffic levels are rising. Further growth at Heyford Park should not take place without significant consideration of the impact of this on the nearby area, which the Parish believes has not been considered in the past.

- The Parish Council is concerned about the potential lack of a joined-up approach to Planning and transport between the County Council and District and its implementation.

3.8 Engagement with Banbury Mosque

The Planning Policy team was contacted by a representative from the Banbury Mosque who had expressed an interest in the Cherwell Local Plan Review 2040 and would like to be engaged.

It was agreed that a stand could be set up in the car park of the Mosque where officers are able to speak with the community and answer any questions that they may have. This took place on Friday 28 August 2020, on a day where many people attend for their prayers. A simplified leaflet was produced and copies were provided to the Mosque where a representative was distributing to the community on the day. The leaflet is included at Appendix 11.

The stand was positioned outside the Mosque and next to a food bank therefore officers were able to speak with various people. The feedback from the community, focussed on Banbury is summarised below.

- There is heavy traffic in the town, and it was suggested that a new ring road will be needed to relieve the congestion in the area.
- The condition of some roads is in a poor state as quite often sub-contractors are employed, and the conditions can vary between the roads.
- There is enough housing and employment, so it was felt that no more is needed.
- One person advised that finding housing accommodation is extremely difficult therefore more housing should be provided particularly for those that are vulnerable and in greater need.
- It will be nice to see more play areas being provided in the town especially outdoor football pitches. This will encourage children to go out and get active.
- Banbury is a fast-growing town and is becoming too big.

4. Consultation Responses

A total of 271[3] representations were received and of these, 262 were received before the deadline and 12 were received after the deadline. The total number includes submissions to the community involvement paper consultation, call for sites and comments on the Sustainability Appraisal Scoping Report. The majority of representations were submitted by email while 2 were received by post and 21 were submitted – either fully or in part – online via SurveyMonkey. Some representations were submitted in duplicate by methods including email and post or email and SurveyMonkey.

This section summarises the main points raised to each of the consultation questions. A more detailed summary of the responses is set out in Appendix 13.

This Consultation Statement does not provide a response to any of the comments or views presented by respondents, or debate what policy approach will be taken forward considering the comments received.

4.1 Purpose of this Document

In response to Question 1: What planning policies might we need to help us if COVID-19 persists? What lessons can we learn to help us plan for the future? 80 representations were received. The headline summary of comments is set out below:

- The document rightly highlights the impact of COVID-19 as having as yet unknown or uncertain impacts on the way we will live our lives in years to come.
- Policies should be flexible to respond to change.
- Housing delivery in 2020/21 will be lower as sites were closed during lockdown and sites are now operating at lower capacity. It is anticipated that social distancing may become the new normal leading to a reduction in build-out rates.
- The Council should identify more housing in sustainable locations to allow more options to come forward thus ensuring an abundant supply over the plan period.
- More people are seeking to leave urban centres in favour of living in more rural areas and there is likely to be an increased demand for homes in rural areas and villages.
- Without a supportive framework for development in rural areas of a mix of types and tenures, affordability could worsen further for local people.
- Behavioural changes arising from the pandemic, coupled with the arrival of new technologies are likely to enhance the locational sustainability of smaller settlements.
- Future policies should take account of the anticipated shift away from urban lifestyles to help revitalise rural communities. Services and facilities in villages that have been lost could be restored and improved with the appropriate policy support.
- The pandemic has led to a sharp increase in homeworking and the reluctance to return to 'normal' after the pandemic subsides suggests that homeworking will continue.

[3] Two representations were withdrawn and after analysis it was noted that one representation was submitted in duplicate. These representations have not been counted.

- Living close to places of work could be less important as more people continue to work from home.
- The pandemic has highlighted the impact of living environments on people's wellbeing and quality of life. There is a need to ensure that all new homes have the space for people to work and live comfortably.
- Policies should aim to secure homes with flexible living space to facilitate home working whilst providing adequate outdoor amenity space.
- The importance of a range of good quality, well designed homes is highlighted.
- The issues for the Local Plan to consider are all economic and concern the increase in unemployment and business losses.
- It is essential that much greater weight is placed on economic development than has been the case in the past in order to secure the economic recovery.
- The Local Plan should respond to market signals. The key one has been the importance of logistics during the pandemic. Demand for logistics continues to grow and needs to be accommodated. Existing infrastructure such as the M40 should be utilised.
- The restructuring of retail has been accelerated. The role of town centres needs reconsidering and it is unlikely that large mall style shopping centres will survive the shift to online. In contrast, destination venues like Bicester Village are likely to survive as they offer a distinctive experience.
- The recent changes to planning policy in respect of town centres will be critical in applying a more creative approach to repopulating and reinvigorating town centres.
- Policies to boost the vibrancy and support a more diverse and appealing town centre are required.
- There is a need for radical redesign of town centres as retail declines. Town centres must evolve into centres of mixed land uses. Policies need to shift from retail focussed activities to new uses which foster greater social interaction, community spirit and local identity.
- New residential accommodation within town centres should be a major component of refocusing the role of town centres.
- Working conditions are likely to change meaning less office space required in town centres. Surplus office space should be converted to residential.
- We suggest policies to make it easier to change use of offices to other appropriate town centre uses including residential on upper floors.
- The Council should consider use of compulsory purchase orders in the case of long-term vacancies.
- If the shift to home working persists policy should consider the provision of hubs where home workers can meet from time to time to avoid feelings of isolation.
- Restaurants with covered outdoor seating are in demand.
- There is a need to review food retail and density of fast food outlets in urban areas and near schools to reduce the obesity-related risk of COVID-19.
- Local roads are unsafe for cyclists.
- There is a need to improve cycling and pedestrian infrastructure and discourage car use. This will help improve air quality, encourage exercise and allow social distancing.

- Policies should focus on active and sustainable travel. Some local roads should be designated as traffic free, pavements widened, and pedestrians and cyclists segregated where possible. One-way systems considered for narrow pavements.
- Safe and better maintained footpaths and cycleways are needed, and long-distance paths should be protected, well maintained and linked together.
- The need to plan for healthy living is evident. New development should provide for outdoor sport and recreation with effective pedestrian and cycle linkages.
- Public transport needs to be subsidised and prioritised.
- Home working has led to major reductions in car use and congestion, which could lead to a shifting of demand from urban centres to a local level. Consideration should be given to new essential retail provision in rural areas to reduce the need to travel.
- Hub working and live-work developments, where small commercial premises are combined with residential homes should be considered.
- The pandemic highlights that access to open green space is important for mental and physical wellbeing by facilitating social interaction.
- The canal towpath has seen an increase of 600% usage in some places. We support policies which promote, protect and enhance the quality of the canal and its towpath.
- Provision of accessible greenspace to meet open space standards are not being met in many areas of the district.
- Land used for food production, forestry, recreation or wildlife should be identified and protected for that primary purpose.
- Policies should be developed that recognise the importance of farming for food security and in order to achieve self-sufficiency in food.
- Policies should be provided that maintain and increase allotment provision.
- The range of planting of urban open spaces should be increased to bring health benefits as well as increasing urban flora and fauna.
- Wildlife and recreational corridors should be provided between green spaces to enhance their utility.
- Policies should be provided that transfer solar power generation from green fields to grey roofs to free land for more pastoral outcomes.
- Policies that recognise the need to reduce noise and air pollution.
- Provision of more play areas for future lockdowns.
- Home working, home schooling and general recreational use of the internet, has emphasised the importance of internet connectivity. The need for improved digital infrastructure, broadband capacity, broadband speed and mobile telephone signal to support home working has been reinforced.

4.2 Identification of Issues and Needs

In response to Question 2: What evidence do you think the Council needs to prepare the Cherwell Local Plan Review? 82 representations were received. The headline summary of comments is set out below:

- The evidence required is significant and covers several broad topics such as housing, the economy, transport and infrastructure, the natural environment and monitoring.
- Evidence must be up-to-date and robust in light of changing circumstances, the revised NPPF, the Oxford-Cambridge Arc statement and the Planning White Paper.
- Evidence should be adequate and proportionate.
- Appropriate evidence is needed to justify the strategy and approach.
- Evidence studies concerning the district's future affordable and market housing needs to include a housing need assessment, affordable housing need and community needs assessment.
- A Strategic Housing and Economic Land Availability Assessment is needed.
- We advise that a new Strategic Housing Market Assessment (SHMA) is commissioned.
- A settlement review and housing capacity study should be undertaken.
- Evidence on the delivery timescales for new housing allocations.
- Current housing requirements appear to be inflated and may not adequately address the increasing requirement for single occupancy units with associated green spaces.
- The Government's New Standard Method 2020 indicates that Cherwell may have to deliver up to 73% more homes than current levels and we would like to understand how Cherwell will address this.
- Evidence is needed on the effects of housing location in relation to services and public transport and walking distances.
- Evidence is needed on the appropriate scale of development in particular locations.
- Evidence is needed on improvements to housing design to increase energy efficiency.
- Maintain a record of existing housing stock by type.
- The 'key worker' definition may need to be widened. This must be sufficiently evidenced, justified and supported by national policy.
- Recent affordable housing provision, including the type, quality and occupiers should be published.
- A survey of non-residential buildings no longer in use that could be reused for residential should be undertaken.
- Employment needs require detailed consideration.
- A detailed economic needs assessment should have regard to market trends and stakeholders' views and consider the locational needs of the commercial sector.
- Updated economic growth study forecasting informed by up-to-date employment land reviews, economic analysis, infrastructure studies and existing evidence.
- A future industrial strategy needs to reflect the challenges of COVID-19.
- Changing employment practices including reduction in use of commercial offices, increased home working and the resultant impact on transport requirements needs consideration.
- Evidence on the employment density of commercial sites in the rural areas.
- Retail spend and the role and performance of centres and other destinations.
- The Council should update its Tourism Development Strategy.
- Evidence on car parking demand and supply.
- Comprehensive review of road infrastructure.

- An assessment of potential sustainable transport measures is needed.
- Joint working with OCC to understand school planning issues.
- The Council's Playing Pitch Strategy and Sports Facilities Strategy (2018) will need to be updated to address factual inaccuracies and identify current deficiencies.
- Evidence to support the requirement for allotments.
- An understanding of current movement patterns by mode. Transport modelling work.
- The Canal and towpath are an important route for walking, cycling and leisure purposes. It would be useful to understand the quality of existing spaces so that funding can be secured for their improvement.
- Flood modelling to understand the distribution of risk with regards to the impact of up-stream developments on the frequency and severity of down-stream flooding.
- Data on water quality, water resources and future need should be collected.
- The capacity of sewage works should be assessed.
- The health of trees in the district should be assessed and areas feasible and available for more tree planting recorded.
- Data on the area of farmland and soil quality should be collected.
- Review biodiversity information and ensure mapping of species present is up to date.
- A brownfield land review should be undertaken.
- Evidence of the impact of climate change and planned mitigation on land supply, water availability, biodiversity, power sources and building methods.
- A fresh Green Belt review may be necessary.
- Sources of evidence include: National Heritage List for England, Heritage Gateway, historic environment records, national and local heritage at risk registers, non-designated or locally listed heritage assets, conservation area appraisals and management plans, historic characterisation assessments and heritage impact assessments.
- The viability assessment should be commenced at an early stage.
- Full demographic data analysis of the resident population should be undertaken.
- There may be merit in commissioning research in how the Plan can react positively to the COVID-19 environment.
- The emerging evidence base supporting the Oxfordshire Plan 2050 will be relevant.
- Participatory approaches to research to gather evidence of local issues and needs should be considered.

4.3 District Wide Planning Issues

In response to Question 3: Do you have any observations on the district-wide issues we have identified? Are there any others you would like to raise? 101 representations were received. The headline summary of comments is categorised under the seven topic areas identified in the Paper. Other comments/issues raised by respondents are summarised.

Housing

- The district wide issues identified are supported.

- Significantly boosting the supply of homes is a key issue.
- We agree that housing provision should meet the needs of Cherwell.
- The Plan requires sufficient flexibility, including identification of 10% additional housing sites above the identified need.
- The changes to the planning system, including the changes to the standard method need to be considered.
- The recently published formula for calculating housing need using the standard method increases new homes needed in Cherwell from 755 to 1305 annually. Cherwell must proactively plan for this figure to realise multiple benefits.
- The identification of reserve sites would improve the robustness of the plan.
- Greater emphasis should be placed on the deliverability of new homes to ensure requirements can be fully met in future, including making up for past shortfalls.
- Large strategic sites play an important role in delivering homes and infrastructure but an over-reliance is a potential issue as it lacks flexibility and the failure of a small number of sites could have significant impacts on housing delivery.
- The Plan will need a balanced strategy to meet the varying needs across the plan area. To maximize housing supply the widest range of sites, by size and location are required. Consideration should be given to dispersed growth and smaller sizes in sustainable locations which are likely to deliver quickly.
- The Plan should focus on sites that can deliver early in the plan period.
- The Plan should take a flexible approach to growth within and on the edge of existing settlements. It should avoid blanket protection policies. A criteria-based policy is suggested.
- The Council should consider a full review of the settlement hierarchy.
- Greater focus should be given to the redevelopment of brownfield sites, or repurposing ex industrial/retail sites for housing.
- Empty office space in Oxford should be converted to residential to avoid the loss of Green Belt.
- It is considered that allocations should be made in and adjoining the larger settlements of Bicester, Banbury and Kidlington and near employment opportunities in Oxford.
- A steep price gradient exists across the District with significantly higher property prices and rents as one approaches Oxford. Cherwell experiences a locally widening gap in the ratio of house prices to earnings. Affordability is a key issue.
- The current Plan has failed to deliver significant levels of affordable housing.
- There is a need for more social housing that is affordable so that small rural communities are not disrupted by younger people having to move away.
- The site threshold for affordable housing should not be lowered. Such a restriction would jeopardise the viability and deliverability of small sites.
- Can the current 30/35% level for seeking affordable housing be increased?
- We support the proposed review of affordable housing requirements, taking into account viability and exploring opportunities for employers to provide employer linked housing (not just for key workers) due to a lack of affordable housing in Oxford.

- We ask that the type of affordable housing available be assessed and see if there are other models of housing delivery that could widen the range of options available.
- There is a need for discounted housing where social housing would be inappropriate.
- The Council should promote communal and collective land tenure options such as co-housing and community land trusts.
- Self and custom-build policy should be flexible and only require the provision of plots where there is evidence of need.
- The utilisation of the nationally described space standards within Cherwell should be based upon demonstrable evidence of need. It should also be recognised that it will be necessary to allocate additional land to facilitate this.
- Minimum standards for new housing should have working from home in mind.
- A requirement for larger dwellings should be reflected when considering local housing need, housing mix and dwelling sizes. Different mixes of house sizes will be appropriate in different areas.
- There is a need for rented properties and there is a lack of smaller and moderately sized homes for first time buyers and downsizers.
- Cherwell should raise its housing density policy, to make maximum use of land resource and to support more sustainable communities.
- More emphasis on high quality design to meet BREEAM 'Exceptional' standard.
- We stress the need for Homes for Life.
- New modern construction techniques should be recognised and promoted.
- The government has confirmed that the need to provide elderly housing is critical.
- Policies to meet needs of travelling communities should be developed in consultation with the relevant communities and not imposed on them.

Economy

- The district wide issues identified are supported.
- Cherwell is a key component of the Oxford-Cambridge Arc. The Plan will therefore have a key role in shaping this area and delivering transformational scales of growth.
- Encouraging economic growth is of fundamental importance.
- Agree that it is important to secure growth within the high-tech knowledge-based and innovation sectors.
- We support the inclusion of positive policies for economic growth and productivity that build on Cherwell's strengths, countering any weaknesses and address the challenges of the future, including the implications of the COVID-19 pandemic.
- Flexible policies will help the economy to recover from COVID-19.
- Policies need to encourage and facilitate sites that seek to promote high skilled/higher wage jobs, apprentices and training opportunities.
- There is a need to establish a policy base that can bring forward a range of industrial unit sizes and including small units in any future commercial development.
- We agree with the rejuvenation of older sites.
- We are pleased to see an acknowledgement that different sectors of the economy have different locational requirements.

- The significance of the logistics sector to the local and wider economy and the locational needs of the sector do not feature as a key issue.
- The plan should consider the needs of the logistics industry.
- Further increase in warehouse provision in the District would unbalance the local economy and should be resisted. Promotion of high-tech employment should replace storage and distribution uses of valuable land.
- We highlight and encourage recognition of the role of the University, Colleges and Begbroke Science Park as key local employers.
- Begbroke Science Park plays an important role within Oxford's Knowledge Spine. The Oxfordshire LEP strongly supports Begbroke Science Park and acknowledges the objective to develop a Global Innovation Campus at Begbroke, closely associated with the expansion of the Science Park.
- It is widely acknowledged that Science Parks are successful at clustering similar, spin off organisations and acting as incubators for start-up businesses.
- Development should be in locations with good access to Oxford and the nearby technology parks.
- By developing infrastructure connections between suburban and rural settlements, the council would contribute to the urban labour force, as well as make businesses in peripheral settlements more economically viable.
- Wider tourism should be encouraged.
- We welcome the intention to introduce policies that support agriculture and food production, and sustainable farm diversification. The pandemic has shown a requirement for good quality, locally grown food that reduces food miles and pollution.
- To support the rural economy, encourage and support small holdings to utilise agricultural land and should not exacerbate air pollution or increase rural traffic.

Town Centres and Retail

- The district wide issues identified are supported.
- The broader challenges in the retail environment as a result of new consumer shopping habits, the growth of internet retail and out of town retail parks should be recognised in the key issues.
- The towns in the district have lost their character and market town feel. This issue has not been given adequate priority.
- We are concerned that the historic town centres are being overlooked in the race to build homes and accompany those with new retail outlets which pulls trade to peripheral areas and results in town centres being downgraded and deserted.
- Solutions need to be found to support town centres.
- Agree that the Plan should seek to improve the vibrancy of the daytime and evening economies in the town centre.
- Policies should recognise the need to sustain existing businesses, create new opportunities and ensure that jobs are provided.

- The continued evolution, flexibility and consolidation of retail destinations such as Bicester Village should be supported.
- There is a need to encourage independent businesses in the town centre including market stallholders.
- A flexible approach to land use in town centres to allow for the creation of fit for future destinations.
- The Plan should ensure a range of offerings in the town centre.
- Policies should allow easier change of use of town centre frontages having identified the primary frontages that should remain actively retail. Allowing residential uses in town centres except on the ground floor of primary frontages is supported.
- The introduction of new residential development in town centres will act as a major contributor to the regeneration and rejuvenation of town centres. Vitality and viability of the town centre is enhanced by residents living in the central area who support existing facilities. The night-time economy comes more commercially resilient through patronage.
- Community space in the town centre is important.
- There is a need to reduce car use and car parking in the town centre.
- The importance of the tourism industry should not be underestimated.
- The importance of the role of tourist attractions such as Bicester Village play to enable the success of this industry should be acknowledged in future policies.

Community Facilities, Outdoor Sport, Indoor Recreation and Open Space

- The district wide issues identified are supported.
- Green space is not adequately protected and there is insufficient priority for walking and cycling.
- The need to protect and enhance Public Rights of Way and access is a key issue.
- Small open space and play provision is currently delivered in pockets that are too small. This needs to be addressed.
- The Council should protect and enhance undeveloped open, green spaces as critical social infrastructure.
- Use of town squares in new development is commended and should be replicated.
- Policies for community orchard and allotment provision are endorsed.
- Support the creation of leisure and recreational activities that promote physical, mental and social health and wellbeing.
- We support centralised sports provision.
- New settlements provide the opportunity to comprehensively plan for the provision of new open space and facilities.
- The opportunity to identify Local Green Spaces is welcomed.

Transport

- The district wide issues identified are supported.
- Transport is a key issue.
- Many sites allocated in the past are poorly connected and rely on private car use.

- Transport infrastructure requirements and proposed approaches to mitigation of air quality and HGV impacts should be considered early in the process to avoid issues being raised at application stage.
- It is fundamental that provision of infrastructure aligns closely with the growth strategy for the area.
- We emphasise the need to improve public transport availability; this is an important issue with an ageing population.
- Public transport into retail and commercial development sites should be encouraged.
- There is a need to provide fast and direct public transport links between main towns in Oxfordshire and neighbouring counties; increasing existing public transport links and frequency.
- All effective transport should be carbon neutral.
- The East West railway line must be electrically powered and used for freight to remove HGV traffic from the A34 and other roads in the District.
- A motorway junction strategy is needed to reduce congestion as a result of traffic accessing the M40.
- A key challenge is reducing car dependency.
- To live in a rural community, one needs a car and most households will need/want two cars.
- Alternative options to the private car should reflect the hierarchy of sustainable travel, reducing the need to travel, minimising journey distances and supporting modal shift to active travel / public transport.
- Policies to maintain village services are important to help reduce the need to travel.
- Improvements in cycling and pedestrian infrastructure are key. This will improve exercise ability (and thus contribute to reducing obesity targets), allow less cars and thus improve carbon emissions.
- Policies need to support the prioritisation of road space for active travel modes.
- There needs to be more high quality segregated safe cycling routes to encourage modal shift.
- Walking and cycling connections should be provided to transport hubs including railway stations and Park & Ride, within town centres and between villages and urban centres.
- The Plan needs to embrace and enable new technologies for transport and connectivity and support the move to electric vehicles – cars, e-bikes and scooters – including increasing provision of electric charging facilities.
- Driverless technology should be considered.
- Electric vehicles are not a zero-carbon solution.
- It should not be forgotten that post 2040 all vehicles will be non-petrol/diesel so adequate parking, road space and capacity at junctions will continue to need to be provided.
- Better broadband to facilitate both home-working and leisure activities is needed.
- We support the need to protect and enhance Public Rights of Way.
- Opportunities created from new settlements.

Biodiversity and the Natural Environment

- The district wide issues identified are supported.
- There is a world-wide ecological emergency as well as a climate emergency.
- Robust data regarding the current status of biodiversity in the district is needed.
- We support the intention to consider new policies to secure biodiversity net gain and protect and enhance the natural environment.
- Assessment of biodiversity improvement should not only rely on biodiversity net gain calculations as they are complicated, difficult to check and can be misleading.
- If off-site mitigation provides the best opportunity for biodiversity gain, then the policy should be flexible enough to allow for this.
- Support the need to ensure that an ecosystems approach is adopted, based on natural capital mapping and a requirement to use the Building for Nature tool.
- Mandatory inclusion of swift bricks, bat and bird boxes, native hedgerows for foraging and shelter.
- Management and maintenance of open space should focus on increasing biodiversity. For example, reducing the frequency of mowing grass areas such as roadside verges may benefit biodiversity after wildflowers have set seed.
- The policy on the avoidance of light pollution should be evaluated to ensure the protection of wildlife and stop the deterioration of current light pollution. It would be good to see a proactive Dark Skies policy.
- We believe tranquillity, and policy objectives to protect it, should be noted under the list of key issues.
- We support the need to identify and protect those areas which are relatively undisturbed by noise.
- The importance of landscape and visual impact assessments should be referenced as part of guiding development appropriately.
- Previously developed land should be prioritised.
- It is important that development has built-in safeguards which serve to positively reflect and recognise the natural environment.
- In rural areas incentives should be given to farmers to diversify crop production and employ agroecological farming practices. In urban areas there should be consideration of Myawacki micro-forests as ways to maximise biodiversity and carbon sequestration.
- We caution the overuse of mitigation as a tool for managing damage to the environment as once damage is done, it cannot be undone, and it is very hard to enforce mitigation measures without a sizeable enforcement team and budgets don't offer that benefit.
- Conservation Target Areas policy should be strengthened in light of increased development pressures.
- There should be more accessible natural green space to address shortfalls. High quality natural green space should be included as part of all new housing

developments, as well as the protection of designated open spaces and areas of significant flora and fauna.

- More land should be designated as local nature reserves if Cherwell is to meet the Natural England target of 1 hectare per 1000 population.
- There are no designated Local Green Spaces in Cherwell District. More publicity and guidance on submitting applications should be made available.
- The policy on Bicester's Linear Park should be fulfilled.
- The policy on retaining buffer zones between villages surrounding major towns needs reinforcing.
- There is a need to strengthen and extend green and blue infrastructure. Projects such as Bicester's Blue Infrastructure Project should be funded and completed.
- Long-distance walking routes should be protected and enhanced.
- Flooding is an issue.
- Failure to ensure that wastewater infrastructure network upgrades are delivered alongside development could result in adverse impacts in the form of internal and external sewer flooding and pollution of land and water courses and/or low pressure.
- Flooding is an issue.
- Flood risk policies should make reference to 'sewer flooding'.
- Improvements may be required to the canal in Banbury as a result of increased use.
- Pollution of our rivers by sewage and effluent from farms and old industries that have not kept up with modern methods. The water quality of water courses around Bicester is in decline. The sewage systems are overloaded and there is a shortage of clean water. This needs to be addressed.
- Policies should be implemented to ensure adequate water supplies without reliance on additional boreholes.
- Additional reservoir provision should be supported.

Heritage

- The district wide issues identified are supported.
- The continuation of existing policy to protect, preserve or enhance designated and non-designated assets is supported.
- Agree with the need to protect and enhance the district's heritage assets. This should include supporting development that seeks to reveal the significance of heritage assets and allow greater opportunity to visit the assets.
- Our heritage assets draw tourism and that is good for the economy.
- It is important that development has built-in safeguards which serve to positively reflect and recognise our heritage.
- Is it appropriate in this document to identify that there is a need to assess whether there are additional areas that could be designated as new Conservation Areas?
- The intention to maintain and enhance the traditional character of local villages, including to reaffirm or strengthen the protection given to Conservation Areas and their immediate vicinity is supported.
- There should be reference to the protection of archaeological remains.

Other comments

- It is important to recognise the interplay between the key issues. For example, the delivery of housing will have an important role to play in supporting the economy through both direct and indirect employment as well as supporting local services and facilities. Housing development can also play an important role in the provision and enhancement of community facilities, outdoor sport, indoor recreation and open space as well as achieving biodiversity net gain. Through the delivery of an appropriate spatial strategy the Council will also ensure new housing development will respond positively to transport opportunities by locating development in sustainable locations and supporting infrastructure and amenity delivery.
- Reference should be made to the circular economy.
- Hospital provision has been neglected.
- Must ensure new developments have access to modern technology (e.g. ultrafast broadband) and anticipate future technology that can be easily added later.
- The MOD suggest that emerging development plans include a specific policy to address their needs.
- The Planning White Paper should be considered. The Council should rely on policies set at a national level and develop local policies to address specific local issues.
- The strategy and policies emerging from England's Economic Heartland will be relevant.

4.4 Banbury Planning Issues

In response to Question 4: Do you have any observations on the Banbury issues we have identified? Are there any others? 33 representations were received. The headline summary of comments is set out below:

- Make Banbury a place people want to live in and visit.
- As a highly sustainable location, Banbury should be a focus for new development.
- To achieve the new growth likely to be required, allocations will have to extend into the open countryside surrounding Banbury.
- The long-term growth of Banbury needs a significant review of the previous landscape assessment work to address the likely demand and understand the capacity of the environment.
- New housing developments in Banbury are unattractive and there is a lack of green open space.
- Developments south of Salt Way provide high numbers of new homes which have placed pressure on current and planned infrastructure, increased traffic and congestion, damaged the separation of Bodicote from Banbury and the separation of Banbury and Bloxham, and have destroyed wildlife habitat.
- The Plan should consider how the market and affordable housing need will be met, what limitations are perceived upon strategic directions for future growth, the capacity constraints, and the role of Banbury in the settlement hierarchy.

- Housing cooperatives should be re-established. Funds for building social housing could be raised.
- There is a need to review potential locations for additional employment land to meet needs.
- Provision of co-working employment space will facilitate more efficient home working.
- Banbury is becoming less attractive to visit and lacks the feel of a thriving and successful town. The town centre does not offer a good retail experience, lacks free parking and a traditional market town feel. Out of town retail parks have had an impact.
- The vitality and viability of Banbury town centre should continue to be supported. Welcome policies that enhance the town centre, ensuring it remains vibrant and adapts positively to the changes in retail. Reduce vacant retail premises.
- There is a need to review the future role of the town centre and consider new policies to support new uses and bring new vitality to it.
- The extent of the town centre policy area should be clearly defined.
- Create a new park in the town centre with footpaths, cycle lanes, a water feature and turn every building facing it into houses.
- Continue with the Castle Quay works; focus on independent shops and cafes.
- The protection and enhancement of heritage assets in Banbury is a key issue.
- Proposals to enhance the canal corridor for ecological reasons and for enhanced wellbeing are welcomed.
- Agree that 'local residents' value the attractive countryside surrounding the town' (paragraph 2.62).
- Banbury has excellent rail connectivity and a strategic bus route to Oxford.
- Traffic congestion and road infrastructure are key issues.
- There is limited accessibility to the M40 at junction 11, causing congestion and pollution. Connectivity to the M40 to the south east of Banbury should be considered.
- A second junction on the M40 to Bodicote is needed.
- A lack of planning around transport has implications for the commuter route into Oxford.
- Land for the South East Link Road should continue to be safeguarded.
- Measures to improve the connectivity, including pedestrian access, of Banbury railway station to the town centre are needed and parking at the railway station needs improvement. A new car park on Bloxham side of the station is suggested.
- The junction by the railway station and across the bridge to Grimsbury needs improvement.
- The canal side area should be enhanced sensitively with consideration given to the historic and natural environment.
- Sustainable active travel is increasingly important – walking and cycling should be prioritised. Requiring new development to provide for walking and cycling will be ineffective if there are no measures in place to redesign the existing transport network into which new development will connect. There is a need to improve pedestrian and

cycle connections with the town and from neighbouring villages. The increasing uptake of e-bikes will make the gradients in some parts of the town less of a barrier.

- A site for burial space has been acquired by the Town Council and this should be recognised in policy.
- The Bolton Road area, Calthorpe Street, Compton Road car park/telephone exchange area and Railway station approach need improvement.
- Objectives regarding tertiary education/vocational training and demand for apprenticeships are missing from the Paper.
- Broadband and telecommunications will be increasingly important post pandemic.
- Better fibre optic cables in Grimsbury.
- A rock climbing and bouldering sports facility is needed.
- Banbury currently breaches air pollution limits and a more dispersed growth strategy will prevent further sites breaching air pollution limits.

4.5 Bicester Planning Issues

In response to Question 5: Do you have any observations on the Bicester issues we have identified? Are there any others you would like to raise? 45 representations were received. The headline summary of comments is set out below:

- Expected delivery rates at existing sites in Bicester are slower than anticipated affecting housing land supply. The Council need to identify ways to increase delivery and consider allocating additional sites that could also deliver key supporting infrastructure to complement existing commitments.
- Welcome a clear definition of 'low carbon' in respect of the North West Bicester site.
- The Oxfordshire LEP Investment Plan identifies significant potential for Bicester to become a vital strategic interchange for East-West Rail and the Oxford-London Marylebone line.
- Bicester remains well placed to accommodate further expansion and growth due to the relatively unconstrained nature of the town.
- Continuing to focus housing provision at Bicester is logical and the question of how this is achieved within, adjoining and at satellite settlements, is a key consideration that should be addressed.
- The Bicester Master Plan should be updated to ensure it continues to set a vision for investors and employers.
- The Council's approach to assess and consider the allocation of employment land to meet local and locational needs is generally appropriate. The Council should have regard to pursuing higher growth scenarios to maintain the town's current economic performance and future resilience.
- Additional land at Elm Farm Quarry should be allocated as part of Bicester 8.
- Economic growth should be supported and complimented by new housing so that employees can live near their places of work.
- Existing industrial areas need regeneration.

- There is a need to ensure that housing developments are built quicker. The Kingsmere development is taking a long time to complete. Infrastructure and facilities such as schools and sports facilities should be provided earlier in the delivery programme.
- Affordable housing provision is needed and the number of large new 4/5 bedroom properties do not meet the requirements for people that want smaller homes.
- Out commuting has made social integration and cohesion difficult.
- The Plan needs to consider the role and function of the A41 corridor through the town within the context of further growth and wider regional connectivity work. Strategic highway connectivity is important to support economic activity.
- The Plan will need to have regard to the Local Cycle and Walking Infrastructure Plan.
- Reference needed to the opening of Bicester Village station and the town's excellent connectivity.
- The London Road level crossing solution should be prioritised to avoid the separation of the town.
- Connectivity issues from the southern parts of the town into the town centre will need to be addressed by any further growth.
- The road network is already full, and the existing perimeter ring road is becoming an inner ring road as developments are being built beyond it. Any expansion of the town needs to consider a new perimeter road to avoid traffic going through the town.
- Development at Bicester is encouraging additional traffic and speeding issues in villages around Oxford, damaging the environment and ruining village life.
- Rural public transport needs improvement. It is easier to get from Bicester into London (63 miles) than it is to travel to Bicester from Weston on the Green (5 miles) using public transport.
- Graven Hill should become a rail logistics site helping to remove road freight.
- The South Eastern perimeter road is needed as soon as is reasonably practicable and London Road level crossing solution should be a top priority.
- It is critical for businesses and residents to have good access in and out of the town.
- Promotion of greener travel will help reduce pollution and traffic congestion.
- Slow safe roads and wide safe pavements and cycleways with priority for pedestrians and cyclists and provision of more safe cycling routes.
- The undesirable impact of HGVs, including on pedestrians and cyclists should be minimised.
- Consideration should be given to sustainable transport linkages between Bicester and Heyford Park in order to attract and maximise inward investment opportunities.
- The role of new technologies and innovative connectivity is important.
- Charging points for electric vehicles provided in all new developments.
- The installation of ultrafast broadband in all existing and new development.
- Provision of health facilities for a growing town.
- Policies should concentrate on attracting investment, growing existing strategic employment locations and positively meeting business needs, recognising the role of locations with good access to the strategic highway network.
- Provision of a mixed economy will help reduce out-commuting to Oxford and London.

- It is important to support growth in employment, focusing on high skill jobs in higher technology and knowledge-based industries, helping to raise the profile of Bicester and strengthen the role of the town in the Oxford-Cambridge Arc.
- Employment offered by recent new retail and warehouse developments is low skill and should be avoided.
- Bicester is a focus for large scale logistics operations and the plan should make provision for large scale logistics close to the strategic highway network. Modern logistics are an integral part of the 'high-tech knowledge-based industries'.
- Bicester town centre has lost its market town heritage and distinctiveness, suffering from decay and a decline of shops due to out-of-town developments, Bicester Village, the attractiveness of internet trading and the effects of COVID-19.
- There is not an attractive array of retailers within the town so there is little incentive for Bicester residents to use the town centre.
- The core aims around the town centre must encourage increases in dwell times and footfall and meet the needs of both existing and new residents.
- Consider creating a BID.
- Consider compulsory purchase, rate increases or incentives to bring empty retail premises back into use.
- Retail provision should be focused in the town centre.
- Encourage independent retail in the town centre.
- Vitality and viability of Bicester town centre should continue to be supported.
- Preservation of Bicester's historic town centre and Conservation Area is of primary importance. Recent new development has not respected the scale and character of the existing buildings.
- Views of the Grade 1 listed St Edburg’s church from Oxford Road must be protected.
- Community buildings should be considered within the town centre.
- A museum for Bicester is needed particularly as there is a lot of history in the area, and an arts centre, multifunctional community hub and a small theatre are needed.
- Development opportunities should be considered on the large town centre car parks.
- Support improvements to the public realm and the redevelopment of Market Square.
- Tourism should be supported, and the Bicester Village offer recognised in the Plan.
- To safeguard the tourism economy of Bicester, it is recommended that Bicester Motion be identified as a key leisure and tourism facility.
- A new cemetery is a priority.
- Agree with the key issue to address identified deficiencies in open space, sport and recreation provision through the enhancement of existing facilities or securing new provision. Oxford Road sport facilities must be retained and protected.
- The availability of natural green space in Bicester has decreased since it was assessed in 2011, population pressures have degraded the quality of existing green space and biodiversity has declined.
- Need to safeguard green infrastructure and green spaces.
- Require new open space on developments to be transferred into public ownership.

- There is concern that Local Nature Reserve provision in Bicester is four times lower than Natural England's standard. The protection of Gavray Meadows LWS from encroaching development, and its adoption as a nature reserve would address this.
- Linear park policy needs strengthening as linear park south of Skimmingdish Lane was recently lost to the development of a care home.
- The renovation of Bicester Fields Park Tree Trail would enhance biodiversity and improve amenity between the station and Langford Village.
- The amenity and biodiversity value of water courses in Bicester should be enhanced. The streams in Launton Fields Park and the natural green space near the local centre at Shakespeare Drive could also be 'naturalised' to bring beneficial ecological effects.
- Construction of a hotel, car park and employment buildings will destroy a large area of the Bicester Airfield LWS. Remaining areas of the LWS should be protected for their biodiversity value.
- Garden Town funding should be diverted to the Burnehyll Woodland project.
- Bicester should have a Green Belt to prevent urban sprawl, provide amenity space and link with the town's history as a market town.
- Bicester should be protected from further development.
- Policy Bicester 13 remains an appropriate development site and the allocation should be retained in the new Plan. Residential development at Bicester 13 will provide for the long-term management and conservation of the most ecologically sensitive parts of the site.
- The protection of heritage assets above and below ground is a key issue.

4.6 Kidlington Planning Issues

In response to Question 6: Do you have any observations on the Kidlington issues we have identified? Are there any others you would like to raise? 35 representations were received. The headline summary of comments is set out below:

- The Kidlington Masterplan should be updated taking account of the Partial Review.
- The implications of development of sites allocated in the Partial Review needs consideration.
- Kidlington is in danger of losing its identify and rural character; becoming a suburb of Oxford. This will undermine any coherence of the area as a village/community. It will be a challenge to maintain the individuality, uniqueness and a sense of the village's history.
- Too much greenfield land is being developed for housing rather than brownfield.
- Kidlington is becoming over-extended with outlying residential areas being distant from services.
- The Plan should consider opportunities to further strengthen the role of Kidlington.
- Settlements in the Kidlington sub-area are well positioned to assist in meeting future housing needs, particularly those of Oxford. The M40 and A34 are important transport corridors and offer an optimal location to deliver new housing and employment. This

will help meet housing needs and strengthen the sustainability of existing settlements for example through new footfall to the village centre.

- Affordable housing provision is needed. The Plan should commit to a 50% affordable housing requirement.
- Support the commitment to focus on developing sites within the built-up area of Kidlington.
- Need to consider categorisation of Kidlington.
- Improvements to areas around Exeter Hall and others identified in the Kidlington Masterplan are supported.
- Question the future use of the Campsfield House site.
- Greater emphasis should be placed on economic development issues, particularly the needs of existing economic assets in/around Kidlington.
- The economic opportunities presented by the village's location on the Oxfordshire 'knowledge spine' should be maximised.
- Support the potential further Green Belt review. It is essential that the Plan reviews the Green Belt boundaries and allocates employment development to enable an expansion of Begbroke Science Park
- Policies to strengthen Kidlington's village centre and a design framework for the village centre including Exeter Close is needed.
- Provision of health facilities should be a priority.
- Welcome an increase in community facility provision.
- The Kidlington Gap should be enhanced by creating informal parkland and playing fields. There is potential for a ring of informal parks and walking/cycle routes.
- Improvements to green infrastructure are welcomed. Green spaces should be provided.
- Would like to see a village green and places to eat.
- The Plan should commit to not release any further Green Belt land for development beyond that already included in the Partial Review. Otmoor reserve should be protected from future development.
- It is essential that transport investment required through the Partial Review is provided to minimise the traffic congestion which the growth will generate.
- There is traffic congestion in Kidlington and a relief road or an express bus route between Kidlington and Oxford is needed. Consider providing a Tramline.
- The bus service on the A4260 is slow and inadequate. Is there scope to use the service roads on either side of the A4260 as a bus lane?
- Kidlington needs a railway station on the Oxford-Banbury route in order to improve access to the employment/residential areas of Kidlington and Oxford Airport and reduce congestion in Oxford.
- Clear policy to support the economic role of London-Oxford airport is needed.
- Oppose the expansion or enhancement of facilities at London-Oxford Airport and additional park and ride facilities. The airport should be subject to restrictions and operations reduced.

- Villages surrounding Kidlington are extremely car dependent and public transport between villages is practically non-existent.
- Improvements to sustainable transport connectivity particularly walking and cycling access between Kidlington and surrounding villages.
- Ensure that users of cycle lanes, footpaths and roads are separated.
- Potential parking issues caused by the subdivision of homes into flats should be considered.
- The effect of out-commuting on adjacent communities needs consideration.
- The Islip Bridge is congested and lacks protection for pedestrians. A one-way system with traffic lights and a barrier to separate pedestrians from traffic is needed.
- The protection and enhancement of heritage assets both above and below ground is an important issue.
- Parts of Water Eaton Lane are not currently on mains drainage and new development in Kidlington provide the opportunity to rectify this.
- Existing ditches and areas liable to flooding needs mapping.
- Avoid building on the floodplain.

4.7 Heyford Park Planning Issues

In response to Question 7: Do you have any observations on the Heyford Park issues we have identified? Are there any others you would like to raise? 18 representations were received. The headline summary of comments is set out below:

- Upper Heyford represents the best-preserved Cold War site in the UK and policies which require development proposals to preserve and enhance this internationally significant heritage asset are needed. The heritage potential of the site has never been expertly assessed.
- There is potential for conflict between the historic significance and character of the site and the provision of modern facilities.
- Further encroachment on the flying field would harm the character or appearance of the conservation area.
- Heyford Park will continue to play an important role in contributing to the housing and employment needs of the district.
- Addressing the place of Heyford Park in the settlement hierarchy is welcomed.
- A balance needs to be struck between the facilities required by new residents and the potential tourist opportunity for the site.
- The plan needs to consider connectivity with the strategic transport network, both road and rail.
- A lack of planning around transport has implications for the commuter route into Oxford.
- There is a need to encourage non-car journeys to the railway station. A regular and efficient bus service would encourage greater train use.

- Provision of medical facilities, effective transport links, local retail provision and the impact of additional traffic on neighbouring villages need consideration.
- Walking and cycling links with surrounding villages need improvement.
- Avoid coalescence with neighbouring villages.
- Heyford Park is already a high quality and successful sustainable development and acts as a service hub to neighbouring villages.
- Heyford Park has the potential to be a 5G hub which would benefit businesses and residents and result in a faster role out to surrounding villages.
- The OXLEP LIS recognises the importance of Heyford Park as part of the Oxfordshire network of business parks.
- Heyford Park should be supported and extended in order to continue to attract inward investment and provide new training and employment opportunities. The Creative City initiative is supported.
- Any future development should respect the policies of the Mid-Cherwell Neighbourhood Plan.

4.8 Rural Area Planning Issues

In response to Question 8: Do you have any observations on the rural issues we have identified? Are there any others you would like to raise? 69 representations were received. The headline summary of comments is set out below:

- We agree with the rural issues identified.
- Growth should be focussed on Banbury, Bicester and Kidlington in order to protect the rural areas.
- It is essential that the Plan directs growth to all settlements, including rural areas.
- New housing in rural areas will increase housing delivery and contribute towards maintaining a five year housing supply. Smaller, more deliverable sites in the rural area should be allocated for housing as they are less reliant on significant infrastructure.
- Policies should look to support allocations or applications in appropriate villages if they enhance the vitality of the village.
- Some limited new housing and employment growth at villages is needed to help maintain and improve local village services and facilities, particularly access to public transport thereby maintaining the sustainability of these settlements for the long-term.
- Provision of village facilities reduce the need to travel and can transform a village community.
- Policies should be supportive of sites on the edge of settlements.
- There will be limited opportunities to redevelop brownfield sites.
- Over-restrictive policies of residential development on greenfield sites will undermine the sustainability and vitality of villages.
- Policies relating to housing delivery should be flexible.

- We welcome the review of village categorisation. The review should be based on updated information on services and facilities and take account of changing preferences and lifestyles through appropriately weighted criteria. The methodology should be consulted upon.
- The categorisation of the two Sibford villages should be reviewed and treated as separate villages.
- Services in Shutford have not significantly changed to warrant a different classification. Shutford is part of a close network of small villages reliant upon each other for shared services and amenities. No additional housing planned for these villages will be a threat to the sustainability of their services and amenities.
- Bloxham's population has doubled in the last few years. The services and facilities at Bloxham have reached their capacity and the traffic system is over capacity.
- Merton should be re-classified to allow for development and improvement. Transport links in Merton are excellent however the bus service is at risk of being lost due to underuse, which will never improve without more users.
- School provision is identified as a factor determining the hierarchy of settlements, but it would be more accurate to say potential school provision – if a village has a primary school but it is full and cannot expand, the mere fact of having a primary school should not count as a reason for allocating housing. On the other hand, some rural areas are seeing ageing populations and falling pupil numbers which, if continued, would make village schools unviable.
- The COVID-19 pandemic has led to increased internet use and home working which means the criteria historically used for assessing the sustainability of villages are becoming less relevant. The absence of some physical facilities does not result in an inherent unsustainability in these locations. Additionally, increased home working may help support existing rural services and give rise to new ones.
- Moving settlements down the hierarchy would not help to support existing services nor would it encourage proposals for increased/improved amenities which would benefit existing and new residents.
- Village settlement boundaries are a good idea as it provides more certainty on where development is likely to be accepted. This will help to ensure that development takes place in the most suitable locations in terms of accessibility and infrastructure and protecting local character and landscape.
- Policy Bicester 8 should be extended to include Land at Elm Farm Quarry.
- New housing in rural areas must be suitable, high quality, eco-friendly, and aesthetically appropriate.
- The new housing development at Bletchingdon stands out in the skyline.
- Too many houses are being built in relatively isolated villages with few employment opportunities and without access to main roads.
- The need for housing to meet local needs is particularly important.
- Policies should ensure the right housing types on developments.
- There have been years of underfunding in services and facilities and affordable housing provision has not been a priority.

- The need for affordable housing is not addressed as a specific rural issue. Research suggests that the under-provision of genuinely affordable (social) housing is worse in rural areas than urban areas. We encourage the Council to identify this as a key rural issue and consider policies accordingly.
- We note that the level of Gypsy and traveller accommodation will fall to the Oxfordshire Plan 2050. We are concerned that, because of delays in the OP2050 process, the absence of direction may increase the risk of speculative development.
- Small numbers of travellers should be housed near to built-up areas to encourage the children to assimilate. They should not be housed in isolated situations.
- Villages do not have adequate public transport.
- A regular bus service from Chesterton into Bicester or Oxford is welcomed.
- A bus service from Fencott and Murcott to Bicester and Islip is needed.
- A key issue in Chesterton is the need to improve walking and cycling accessibility as there is no integrated footpath network and roads are narrow. The A4095 is becoming busier and is used as a rat run to avoid Junction 9 of the M40.
- Issue with the A361 between Chipping Norton and Banbury concerning noise, pollution and speed. A relief road is needed.
- It is critical we reduce the dependence on motor travel for environmental reasons.
- Development of houses and employment in close proximity should be sought to encourage sustainable travel to work and prevent pollution.
- Volume, speed and type of traffic impact quality of life. Restriction of HGVs and 20mph speed limits should be considered.
- Consideration needs to be given to the impact of busy roads through villages, the need for safe crossing points and pedestrian infrastructure.
- Concern raised over the speed of traffic on country roads discouraging cyclists.
- Where there is demand for travel between settlements and into Oxford, provision of safe cycling routes including cycle lanes should be considered.
- The canal towpath links many small communities.
- More electric charging points are needed.
- The Local Plan should look to take advantage of evolving technology in the transport industry. As electric rapid transport technology becomes more mainstream and more affordable, it may offer an opportunity to increase connectivity in rural areas.
- There are pockets of digital poverty in rural areas.
- All developments should have a mandatory minimum broadband speed.
- The Plan should support the roll out of 5G to support the rural economy.
- Chesterton suffers from 'Bicester creep' resulting from the Kingsmere development, warehousing on Howes Lane and additional traffic on the A4095.
- A lack of sports pitches local to Chesterton needs to be addressed to meet increased demand.
- Policies should protect existing sport and recreation provision, support the enhancement and expansion of existing facilities within rural areas to address identified deficiencies, and there should be policies towards new rural provision.

- Flooding is an issue in some villages. There should be improved river management to reduce flood risk.
- Oddington is low-lying and experiences flooding. The New River Ray is highly polluted and has not been desilted for years, contributing to flooding.
- Oddington has no main sewage system and the nearest plant is already overloaded.
- The Plan should adopt a positive, supporting position on the provision of solar farms in rural areas.
- Conversions of redundant agricultural buildings should be a priority where agriculture has no further need of them.
- Protection of the historic environment is a key issue.
- Consider the provision of alternative burial sites in rural areas.
- Green infrastructure should be brought to rural villages as a priority.
- The Green Belt between Begbroke and Yarnton has been lost due to the Local Plan Partial Review and has led to coalescence of villages and environmental impacts.
- There is a need to protect the countryside from unnecessary development.
- Policies should be developed to preserve the rural character and prevent unrestricted or unsuitable development within or adjacent to small villages and hamlets.
- The countryside should be protected and the natural and built environment enhanced.
- Large areas of land in Cherwell deserve protection for their landscape and biodiversity value.
- Oddington and the northern Otmoor villages should remain without development. The Otmoor reserve and surroundings should be conserved as green space, providing further recreational resources and enhancing the physical separation and distinctiveness of Oxford and Bicester.
- The land surrounding Hampton Poyle and Hampton Gay should be protected for providing green space and a home for a host of mammals, insects and plants.
- A review of existing policies to protect local distinctiveness, settlement patterns and to identify and protect important gaps and avoid coalescence should be carried out in an evidence-based manner and there should be flexibility in any proposed policies.
- We are delighted that the paper stresses the importance of protecting 'valued landscapes' and 'areas of tranquillity' as well as the need to identify areas 'where development would be inappropriate'. We also welcome the suggestion that the Council 'might protect those areas which are relatively undisturbed by noise and are valued for their recreational and amenity value'.
- We welcome the Council's desire to recognise and retain the local distinctiveness of our villages.
- There should be more emphasis on the role of Neighbourhood Plans.

4.9 Key Themes

In response to Question 9: Do you agree with the Key Themes identified? Are there other Key Themes the Plan should address? 55 representations were received. Of these, 27 respondents

stated that they agreed with the three key themes identified. The headline summary of comments is set out below:

- Unclear why the themes set out in the adopted Local Plan are proposed to change. No clear explanation is given.
- While the three identified themes are wide-ranging, the challenge will be in reconciling their component parts into a coherent, manageable and realistic entity.
- The themes identified are relatively 'safe' and perhaps under-ambitious. Another key theme could be "to promote and encourage sustainable growth to meet local and regional needs".
- Absent from these themes is any reference to meeting housing needs and improving housing affordability. Meeting housing needs is the key objective of the NPPF and increasing the supply of new homes is the overriding focus of the Government's proposed reforms to the planning system.
- The Plan should include a housing theme. In seeking to provide sufficient homes of an appropriate tenure, design and size, it is important that local employer-led staff accommodation is encouraged.
- Addressing housing affordability should be added. Cherwell has an ageing population; this will not be addressed until affordable housing supply is increased, which will assist in keeping younger generations in the area.
- "Ensuring the provision of sufficient good quality new homes to meet the requirements of the existing and future population" should be identified as a key theme.
- The Plan should focus on delivering the housing growth necessary to help realise the aims of the Oxford-Cambridge Arc and plan positively to contribute towards the Government's target of delivering one million homes across the Arc by 2050.
- Benefits of delivering new homes through good growth should be better articulated within each of the three key themes.
- The provision of social housing must be paramount, linked to sufficient infrastructure.
- Village and local centres should be supported as well as town centres.
- The growing economy must not leave the behind the poor/disadvantaged in the district.
- Promotion of local businesses and encouraging self-sufficiency where possible.
- The promotion of sustainable travel should be identified.
- It does not feel the Council is being genuine and protecting the Green Belt.
- Protection of the natural environment, biodiversity and wildlife habitats should be a key theme.
- Additional themes that address equitable access to infrastructure and services.
- A theme that focusses on strengthening social inclusion, participation and citizenship.
- Sports facilities of the highest possible modern standard. Culture/heritage/art centres, maybe a large venue performance theatre.
- More focus needed on support for the arts and cultural industries. Arts in Bicester should be a key theme in the plan.

- Heritage should be a key theme.
- Strengthening the unique character of each region.
- Adoption of the best available technology and ensure that updates can be installed easily.
- No reference to the changes that artificial intelligence brings.
- 'Adaption' could be identified as its own theme, recognising current challenges and future changes to the planning system and economy.
- An additional theme needs to be flexibility. This is essential for creativity and innovation as planning cannot predict the market, but it can provide a framework for change.

4.10 Maintaining and Developing a Sustainable Local Economy

In response to Question 10: Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise? 53 representations were received. The headline summary of comments is set out below:

- The aims and objectives of this key theme do not encompass and thereby address the economic issues highlighted on page 14 of the paper.
- The issues identified in this key theme are broadly supported.
- The issues do not include any reference to housing. Ensuring the availability of high-quality housing of a range of types and sizes is integral to maintaining and developing a sustainable economy. Adequate housing needs to be provided to encourage skilled labour.
- Facilitating economic and housing growth concurrently will allow the Council to promote sustainable growth by providing a balance of land uses, reduce the need to travel by car where local services and facilities are easily accessible on foot, cycle and public transport, minimise journey times, and help support additional services and facilities.
- There is scope to develop policies that respond to the 'new reality' of remote working and the opportunities that this may bring.
- The theme underplays the seriousness of the economic recession and the impact upon the local economy.
- We recommend that the new Plan is driven by the primary objective of needing to re-build/boost the economy.
- Analysis of how economic sectors are performing in the District is important to inform future policy choices.
- There is a need to assess how much more employment land needs to be allocated.
- The pandemic will cause a permanent increase in online retail which will increase the demand for large storage facilities in sustainable locations close to major junctions on the road network. Banbury is ideally located to meet this demand.
- Employment is essential to people's self-esteem and health.

- The significance of the Oxford-Cambridge Arc is underplayed. There will be implications for the economy of the District from the strategy and priorities adopted for transport across the Oxford to Cambridge Arc by England's Economic Heartland.
- The plan should support and implement the OxLEP LIS.
- It is unclear what difference a Cherwell-based Local Industrial Strategy would make to the District's economy and why an incomplete document is referenced. There is risk of confusion and duplication of the OxLEP LIS.
- Agree that policies should support and enhance the strengths already identified in the local economy.
- The plan needs to consider ways to support and strengthen key local economic clusters and assets including Bicester Village, Bicester Heritage, London Oxford Airport, Upper Heyford Business Park, the Oxford University facilities at Begbroke and develop the Creative City concept at Heyford Park.
- Begbroke Science Park and Oxford Science Park together employ 3,000 people and these employees contribute an additional £17 million GVA to the UK economy. Land at Begbroke, along the A44 and around the Science Park are key components of the "Knowledge Spine".
- Opportunities from the Oxford universities should be considered.
- There needs to be greater recognition to the role of Oxford and the need for sub-regional coordination to ensure that Oxford is supported as a major hub for employment, transport, research, education and culture.
- Consider policy approaches that will enhance opportunities for economic self-sufficiency by fostering education, training and skills development and local business growth.
- Agree that it is important to secure growth within the high-tech, knowledge based and innovation sectors.
- Economic growth should be in low/zero carbon sectors. Fostering local business growth in high carbon industries is incompatible with the aim of meeting the challenge of climate change.
- Concern was raised about Commercial Rates and the way retail is dying.
- Support the intention of 'setting of flexible planning objectives and policies' which will facilitate growth of town centres and their ability to adapt and be flexible.
- Consider allowing vacant shop units to change to business or residential use.
- The promotion of tourist activity and development should be prioritised.
- There is a need to focus on support for the arts and cultural industries.
- The economy must not expand in a way that it exacerbates housing shortage and brings more long-distance traffic into the area.
- The district is becoming a commuter belt, and this is pushing up house prices and discouraging the development of the local economy.
- Better public transport within Cherwell and to Oxford should be prioritised.
- Fast and reliable internet infrastructure is key to local economic sustainability.
- The rural population is likely to grow at an increased rate following COVID-19. This growth may help to support the viability of more frequent bus services.

- Sustainable rural settlements should be considered for housing given the aspirations for economic growth across the Arc.
- More action is needed for growth of electric (or other zero emission vehicles) and development of supporting infrastructure; charge points provided on all new development and an improved free EV charging network for rural communities.
- Cherwell district contains much good quality agricultural land providing employment through farming and tourism, supporting environmental diversity, and contributing to wellbeing. Loss of this valued asset significantly diminishes these benefits.
- Policy to support continued agricultural use and encourage local food production, including fresh food grown locally, to increase community security and resilience.
- Economic development policies need to protect and enhance the character and beauty of the countryside and recognise the importance of preserving and enhancing the historic environment.

4.11 Meeting the Challenge of Climate Change

In response to Question 11: Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise? 65 representations were received. The headline summary of comments is set out below:

- The theme is supported.
- There needs to be a genuine commitment to tackling climate change and it needs addressing to a greater extent than has been to date.
- The location, design and layout of new development are key factors in addressing climate change. Opportunities are created by new settlements. Climate change should be fully considered through the site allocations process.
- Locating new development close to existing settlements is important.
- There is a need to plan for sustainable patterns of development and movement. Development located close to existing or emerging sustainable transport hubs and on high quality sustainable transport corridors, should be encouraged. Strategic development will also generate the need for co-located housing, facilities and employment, thereby reducing the need for residents to travel elsewhere.
- It is important that the Plan emphases active and sustainable travel through strong policies to promote sustainable modes of transport including walking, cycling and public transport and encourage uptake of low carbon technologies and fuels.
- Consideration should be given to improving walking and cycling infrastructure to reduce car usage.
- Poor public transport provision in rural areas contributes to high dependence on the private car. There is a need to improve rural public transport and provide more bus routes as alternatives to the car.
- Need to ensure new housing developments do not promote car dependency.
- There is a need to consider how to increase uptake of public transport and decarbonise the system. Emerging technologies such as electric buses can be utilised without increasing emissions.

- Encourage and accelerate the switch to electric vehicles by providing a network of EV charging points across the District and in new and existing development.
- Consideration should be given to electric vehicle links between the town centre, travel hubs and tourist attractions. There is a need for a Green Transport Spine running through Bicester.
- A safe north-south cycle route for Oxford to Banbury is needed.
- Consider introducing reduced speed limits.
- Major new road building schemes should be considered in the context of climate change.
- Discourage out of town developments.
- Provide green infrastructure and retain green spaces.
- Potential of a linear park around Kidlington.
- Policies need to embrace the use of suitable trees and woodland for their effect on carbon dioxide levels and their ability to provide shading in summer and allow the sun's energy to reduce fuel needs in winter.
- Support the Council's decision to double tree cover in the District as an additional carbon reduction measure.
- A policy commitment for new woodland and greater canopy coverage is required. Targets on new build should be for 20% improvements to net biodiversity and 25% tree canopy cover.
- Solar farms should be resisted at least until all employment buildings have solar PV installed. The land is required to provide locally sourced food thus reducing food miles.
- The effects of climate change on food production, crop survival, flooding and clean water supply present the greatest challenge to Cherwell District.
- We support better river and flood management efforts. Flood alleviation measures for the river/canal corridor through Banbury need review.
- New development should be located within Flood Zone 1, away from areas that may be adversely affected by future extreme climate change events.
- Blue infrastructure should be mentioned specifically. The canal provides opportunities to reduce the causes and impact of flooding, offers a sustainable drainage option for new development and may be used to provide heating and cooling for buildings.
- The Environment Agency has designated the Thames Water region to be 'seriously water stressed' and new development will increase this pressure.
- It is concerning that water supply/demand deficit in the District is expected 2022-2023. The presumption of development must be challenged. Flooding caused by overdevelopment can be avoided and problems with wastewater eliminated with less waste.
- It will be important to tackle water stress by encouraging water preservation, incorporating water re-use measures, including grey water recycling, rainwater and surface water harvesting into new development, and provision of reservoir facilities.
- Reference to separating foul and surface water flows wherever possible and use of sustainable drainage is supported as this will reduce the risk of sewer and surface

water flooding and has wider community and environmental benefits. Opportunities for integrated water management could be considered.

- It is important to ensure that the energy needs of the district can be met.
- The importance of the energy hierarchy should be emphasised.
- As a large proportion of carbon emissions are from buildings, we suggest that resources are put into increasing the energy efficiency of new homes and retrofitting existing housing stock. The Council should promote renewable heat initiative government grants. Home insultation will also help reduce energy bills.
- The focus on design and construction methods, use of recycled materials and ways to promote energy efficiency, decentralised energy projects and use of renewable energy in new and existing buildings are welcomed.
- Developers should be incentivised to adopt on site renewables or contribute to off-site projects.
- Support for solar farms in the rural areas in meeting energy needs.
- There is a need to ensure policies relating to construction methods, energy efficiency, and natural resource protection are effective.
- Policies should require new residential developments to deliver net-zero carbon homes built to the highest possible eco-standards.
- The Council can require higher standards than current national standards for new development.
- Much of the energy efficiency measures suggested will be controlled via the proposed changes to the Building Regulations. If developers are encouraged to build at higher environmental standards the viability implications must be recognised. Additional requirements or standards should be factored into the Plan's Viability Assessment.
- The Council should support the retrofit of renewables to existing homes and all new development to comply with the minimum eco standards.
- Facilitating home working will help to manage climate change.

4.12 Healthy Place-shaping

In response to Question 12: Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise? 62 representations were received. The headline summary of comments is set out below:

- The theme is supported.
- The plan must address the key issues in Cherwell listed on pages 46-47 of the paper.
- An ageing population remains a significant challenge.
- Healthy place-shaping needs to start at home.
- More land should be allocated for development.
- Many of the issues are aspects of planning that are addressed through good site master planning and good design guidance.
- Policies and masterplans should be defined early as these are the most effective way of delivering infrastructure to benefit healthy lifestyles.

- It is a contradiction to welcome further population growth in an era of pandemics and a shortage of housing.
- Future housing should be located where it promotes sustainable transport links. Connectivity for co-location of development is important. The approach of siting new development close to existing infrastructure and services accords with NPPF objectives.
- It will be important to focus future development on locations which can be made into sustainable, self-contained communities, thus limiting the need to travel long distances to work and offering a choice of transport modes.
- The existing development at Heyford Park has been conceived and executed with healthy place-shaping as a core value. Future development opportunities at Heyford Park would be similarly conceived and executed.
- Further housing in the rural areas needs to address affordability ratios and affordable housing deficiencies.
- The theme should be explicit in ensuring that both market and affordable housing needs – quantity, quality and geographical location – are met over the plan period.
- The strategy for affordable housing provision is supported.
- The COVID-19 crisis reinforces the need to promote Homes for Life with adequate space standards etc. to ensure that the housing built is adaptable to meet future requirements including working from home and future access needs.
- Houses (including bungalows) with gardens should be built and kerbs lowered to cater for older people.
- Provision of residential facilities and activities for an increasing ageing population is an important and pressing need.
- We welcome the focus on policies to improve the health and wellbeing of the population and the identification of the needs of older people.
- There is no recognition of the link between new housing supply and economic growth.
- Support policies that will “support housing to meet the needs of the local economy and key workers”.
- A policy of this type would allow the University to explore ambitions to provide employer linked housing intended to ease staff recruitment and retention issues relating to unaffordability of housing in Oxford. A significant proportion of University staff commute to central Oxford each day, adversely impacting traffic in the city, air quality, and carbon emissions. Less need for work related travel would improve health in multiple ways.
- The plan should support the delivery of healthy place-shaping, including the objectives of creating new employment opportunities for a wide-ranging workforce and create training and apprenticeship opportunities.
- Upskill and reskill existing workers. Encourage further education to develop online lifetime learning. An additional secondary school is needed.
- Questions whether development of an out of town shopping centre reflects the demographics of Bicester and believes that it did not appropriately consider the impact of the relocation of the Marks and Spencer and its access to older clientele.

- More emphasis is needed on active and sustainable travel. Recommend that the Oxfordshire Joint Health and Wellbeing Strategy and the DfT document "Gear change: a bold vision for cycling and walking" are referenced.
- Roads are unsafe for cyclists and this needs to be addressed.
- The plan should support the delivery of healthy place-shaping through well designed development and regeneration to support healthy and happy living.
- Provide a sense of place and identity to Bicester and enhance community cohesion.
- Maintain the distinctive character of existing towns and villages.
- No specific mention to mental health, which needs to have the same importance as physical health.
- Consideration needs to be given to the needs of people with sensory or learning disabilities and those with mobility impairments. Policies should ensure that these people can live/work anywhere in the area and access retail, employment and leisure opportunities by public transport.
- Strongly support the provision of healthcare facilities to meet the demand from an increasing and ageing population.
- The plan should support the delivery of healthy place-shaping, including the objective of support for the creation of leisure and recreational activities that promote physical, mental and social health and wellbeing.
- Developing policies that encourage physical activity will involve ensuring adequate green space within new developments and protecting existing open spaces for organised sports, outdoor family activities and community activities.
- Include the canal and waterways as water sports have a role to play in staying healthy.
- Identified deficiencies in open space, sport and recreation should be addressed through enhancement of existing facilities or securing new provision.
- We welcome reference to community projects such as community orchards and gardens for exercise, companionship and production of healthy food.
- Agree that access to nature and green space can improve health and wellbeing and that the provision and upkeep of local Rights of Way and footpaths should remain a priority.
- Encourage outdoor facilities and provide more safe spaces for walking and cycling.
- Establish wildlife corridors and areas where the natural world can thrive.
- Supports the development of secure, safe and accessible green infrastructure.
- Potential of a linear park/green ring around Kidlington which reflects the Kidlington Masterplan.
- Protection of accessible green spaces for physical and mental wellbeing is a priority.
- Increased housing means increased traffic and air pollution leading to poor health. Electric buses, trains and cars are key to better health. Planting along roads such as Queens Avenue in Bicester and AQMA areas in Banbury would reduce air pollution.
- Recognition that noise pollution has adverse effects on health and link to speed limits and enforcement of vehicles and aircraft levels.
- Any additional requirements or standards should be factored into the Plan's Viability Assessment.

4.13 Establishing a Vision and Objectives

In response to Question 13: Do we need a new vision for the Cherwell Local Plan Review 2040? What should be its key priorities? 61 representations were received. Of these, 7 respondents said that the existing vision should be retained whilst 16 respondents stated that a new vision is required. The headline summary of comments is set out below:

- The vision in the adopted Local Plan Part 1 was drafted to cover a lengthy period and remains appropriate for shaping the growth of Cherwell.
- The vision for the district has not fundamentally changed from the adopted Local Plan.
- The previous vision and objectives should be retained with more emphasis on actively encouraging new housing and employment development to come forward.
- Yes. A new vision is required.
- The vision and key priorities will be influenced by the Planning White Paper and should be consistent with the vision of the emerging Oxfordshire Plan 2050.
- A new vision should be developed with Cherwell residents' wishes at its heart.
- Priorities should be based on need and analysis, not working assumptions.
- There should be accountability for decisions.
- The Plan should provide a localised, distinctive and aspirational vision for the future of the District.
- A new vision is required as national policy and ambitions for the Oxford-Cambridge Arc have evolved since the Local Plan Part 1 was adopted.
- The vision should be updated to reflect the aspirations for the District up to 2040. It should focus on sustainability, appropriate housing growth and location, the economy and the quality of development.
- The Council should focus on meeting the needs of the District in locations which reinforce the settlement hierarchy and continue to prioritise and support growth at the main settlements of Banbury and Bicester.
- The continued focus of growth to Bicester will require a new vision for the town and surrounding area that must determine whether growth will continue in the form of peripheral expansion, extend to satellite settlements or other development concepts.
- The profile of Kidlington as Cherwell's 'third settlement' needs to be raised.
- The Plan needs a clear vision of where the most sustainable location is to direct new strategic development and where the future housing need is best located.
- Meeting new housing requirements in full should be an explicitly stated aspect of the vision.
- Housing development should be proportionate to the existing settlements.
- The timescale and amount of development should be based on natural growth and migration.
- Ensuring high quality design of new homes and places; to include harmonising with and complementing the existing built environment.
- The Plan should actively support and promote innovative approaches to housing finance and tenure and community-led development.

- Key priorities include a mix of housing to be affordable, adaptable and environmentally friendly and a range of housing to address local need.
- A key priority should be to support transport infrastructure to meet housing and employment demand.
- The vision should consider how employment growth, transport, climate change and evolving lifestyles, working and commuting patterns post-COVID can be addressed.
- The vision and objectives should focus on economic growth and jobs.
- A new vision and objectives should respond to the drive for flexibility across the economy.
- Job creation should reflect Oxfordshire's existing skill base while addressing areas of need to reduce unsustainable commuting through local job creation and facilitating home working.
- Greater emphasis should be made of supporting the district's economy, attracting world-leading businesses, promoting innovation, job creation and delivering resilient and flexible commercial floorspace whilst supporting key sites.
- The vision should demonstrate the commitment to achieving recovery from an economic recession in the delivery of sufficient land for new inward investment.
- Existing rural communities need investment to support services and infrastructure.
- A healthy vibrant community.
- A new vision should be predicated on environmental, social and economic sustainability rather than growth.
- New communities must be sustainable.
- A key priority is facilities to achieve healthy lifestyles.
- The vision should include stronger protection for the environment.
- Maintain and promote the natural assets of the area.
- Rewilding and tree planting are important.
- The vision must focus on access to green spaces for exercise and tranquillity.
- A strategic urban design vision is needed, focusing on movement and the public realm.
- We would expect references to the historic environment in the vision.
- Encouraging local food production.
- Brownfield land should be developed first. Conservation Target Areas, Green Belt and Areas of Outstanding Natural Beauty should be developed as a last resort under proven exceptional circumstances.
- High densities of development should become standard, to avoid losing more land than necessary.

4.14 Call for Sites

There was a total of 190 representations that included a submission in response to Question 14: Do you wish to propose any sites for the Cherwell Local Plan Review 2040?

A total of 245 sites for housing, employment, or a range of other uses including community facilities were submitted through the Call for Sites process. Over half (143) were new sites

that hadn't been submitted to the Council previously either through the Housing and Economic Land Availability Assessment (HELAA) or other representations. The rest of the sites (102) had either already been submitted in the past or were updates to boundaries of existing sites. One site did not meet the size or capacity requirements and has therefore been excluded from consideration. In addition, 7 sites for designation as a Local Green Space were submitted through the Call for Sites process. The full schedule of sites that have been submitted with accompanying maps will be published alongside the next stage of Local Plan consultation. These have been split by Parish (and town).

A full list of sites submitted as representations to the Local Plan Review consultation is attached at Appendix 12.

4.15 Preparing the Plan

There was a total of 31 responses to Question 15: Do you have any comments specifically on the Sustainability Appraisal Scoping Report that accompanies this consultation paper? Of the statutory consultees, comments on the Sustainability Appraisal Scoping Report were received from Natural England and Historic England.

- Natural England welcomes the plans, programmes and objectives set out in Appendix 1 and advises that the following are also considered: Climate Change and Biodiversity Adaptation the role of the Spatial Planning System, CIEEM's Biodiversity Net Gain Guidance, and Defra Net Gain Consultation 2018.
- Natural England is satisfied with the baseline information provided.
- Natural England said that SA Objective 3 should include consideration of ancient woodland and SA Objective 4 should include consideration of impacts on the setting of the Cotswold AONB.
- Historic England requested that an update on local heritage assets is provided in the Baseline information section.
- In terms of the SA framework assumptions presented in Appendix 3, Historic England are concerned of the intention to score all sites as "uncertain" in relation to effects on cultural heritage. This could be remedied by the assessment of sites being undertaken by appropriate heritage professionals based on available information.

The headline summary of comments from other respondents' is set out below under the SA sections:

Review of Plans, Policies and Programmes

- We agree with the topics identified in Table 3.1.
- There is no mention of the Cherwell Local Plan 2011-2031 (Part 1) Partial Review and the relationship between this plan and the Cherwell Local Plan Review 2040 should be clarified.

Baseline Information

- The 108 acre Burnehyll Community Woodland should be included under biodiversity designations and in Figure 4.7.
- The Slade Nature Reserve in Bloxham is missing from Table 4.8.
- Evidence should be gathered from a wider range of ecological, environmental and wildlife groups.
- Figure 4.10 should include geological outcrops and drift geology.
- The annual Continental market in Bicester should be added to paragraph 4.177.
- Cultural heritage focuses on typical heritage sites such as monuments but Sheep Street, Bicester has historic roots and should be valued.
- The Otmoor area should be considered as one whole natural area for the nature recovery strategy.
- The proposed Oxford-Cambridge Expressway is not mentioned and there is no data on the number of people who commute from the district to London or Birmingham.
- MOD land at Arncott is not acknowledged as a form of land use on a map.

Key Sustainability issues and Likely Evolution Without the Plan

- New infrastructure connections within the Oxford-Cambridge Arc are missing.

Sustainability Appraisal Framework and Draft Assumptions

- Binary categorisation of 'sustainable villages' should be avoided.
- Sites should be scored in a transparent way and promoters given the opportunity to address any 'red flags'.
- The 800m walking distance (10 minutes) could be nuanced slightly such that 1200m gets a + score or a similar score could be achieved if the majority (but not all) of a site is within 800m of a school or public transport.
- The role of the Kidlington Rapid Transit should be upgraded in sustainability terms. This is not an ordinary bus service, given the regular, high quality service, so accessibility to it should receive an additional score.
- Reference is made to Grade 3 land generically. It is usual to separate out 3a (as 'best and most versatile') from 3b and 4.
- The criteria should include proximity to a range of sustainable transport nodes, proximity to jobs and services with capacity and community cohesion.
- There are too many sustainability factors in SA Objective 6 which warrant an objective of their own and the draft assumptions for residential allocations are too broad. Bullet point 4, access to future cycle paths, bus stops or railways stations should warrant a +? score. For open space site options, the draft assumptions are inappropriate without Oxford being included.
- 6.2 must include an assessment of the impact of development on the historic environment.
- The draft assumptions for SA Objective 11 envisage that a minor negative score be applied to greenfield sites, whereas a minor positive effect be applied for brownfield sites. The waste generated from a greenfield site is likely to be less than a brownfield

site, and any waste would be managed in accordance with separate legislation. A neutral score should be applied.

- SA Objectives 1, 2, 6, 7 and 18 all make 'pre-COVID' assumptions about behaviours and preferences. Remote working and online shopping are now prevalent, such that the propensity to travel is reduced. Proximity to bus stops, employment areas, etc. is consequently less of a determining factor of sustainability. Conversely, access to open space is now more relevant.
- There is a crossover between SA Objectives 12 and 14.
- SA Objective 16 draft assumption proposing that where sites are within close proximity to existing residential development or other sensitive receptors, they may have a short-term negative effect during the construction phase should be deleted, with focus on sites which would be located in areas affected by long term noise pollution whilst taking into account any layout or mitigation that can be applied.
- SA Objective 16 draft assumptions on proximity to an A road are inappropriate as proximity to an A road is likely to be beneficial for connectivity generally. The SA process must not build in a negative scoring on amenity grounds.
- In regard to SA Objective 17 draft assumptions, sites proposed within villages that have a primary or secondary school should be given a minor positive effect.
- SA Objective 18 draft assumptions should be revised so that being close to a network of employment sites within 800m warrants a ++ score.
- An additional objective is required to reflect the importance of Oxford for the district's economy.

General comments

- The Scoping Report is comprehensive and follows the prescribed methodology but reference to the White Paper – Planning for the Future is missing.
- The Scoping Report contains a wealth of fascinating information about the district.
- The Scoping Report is very good and well prepared, but it is far too long for the general public to read and digest.

4.16 Methods of Engagement

In response to Question 16: Are there any specific methods of engagement you would like us to consider in preparing the Local Plan and updating our Statement of Community Involvement (SCI)? 42 representations were received. The headline summary of comments is set out below:

- Consultation should be direct, purposeful, inclusive and undertaken throughout the process with all interested stakeholders including parish councils, recognised Associations, business groups and local Facebook groups.
- Direct engagement with business groups and owners, the development industry and the market are encouraged to increase understanding and identify the issues for the district.

- More effective timely and robust means of consultation are needed to improve engagement. The consultation has not been widely published, and the pandemic has made it difficult to engage. Concern was raised over the consultation process, the form and overuse of jargon.
- Consultation material should be written in plain English with translations into community languages. Everyone should feel engaged.
- Utilisation of a variety of consultation and engagement methods were highlighted by respondents: road shows, local community events, focus groups, polls and surveys, leaflets and posters, citizen assemblies, letter drops, news articles and public meetings held virtually or in person. The annual Council tax postal billing should be utilised.
- Digital engagement is encouraged. Use of a dedicated web page and regular email updates.
- Avoid consultation during August and the Christmas period.
- Illustrating options for growth with plans and physical models would offer greater confidence to local people and certainty for developers.
- The nature and complexity of planning proposals and online systems make it difficult for some residents to engage and respond and more direct methods should be used to record residents' views. 'Consultation overload' should be mitigated.
- The SCI will need to take account of the White Paper – Planning for the Future.

4.17 General Comments

12 representations to the Community Involvement Paper consultation provided general comments which are summarised below:

- National Grid asset, Cowley – East Claydon 400Kv overhead transmission is located partially within the district. National Grid wishes to be involved in the preparation, alteration and review of plans and strategies to help ensure the continued safe operation of existing sites and equipment and to facilitate future infrastructure investment.
- Oxfordshire County Council is supportive of Cherwell's ambitions and welcomes the opportunity to work with Cherwell District Council in the preparation of the Local Plan.
- Several statutory safeguarding zones surrounding military assets and installations extend over the district. The MOD's principle concern is ensuring that tall structures and buildings do not obstruct air traffic movements at MOD aerodromes or compromise the operation of air navigational transmitter/receiver facilities.
- South Northamptonshire Council will continue to engage with Cherwell District Council as part of our Duty to Co-operate on strategic matters that cross our administrative boundary relating to the needs of infrastructure, transport, health, wellbeing and economy.
- In preparing the Local Plan consideration is needed of National Guidance, including the White Paper, Standard Methodology, First Homes, Oxford-Cambridge Arc, and Duty to Co-operate. Any consultation on the structure of local government and/or boundaries should be taken into consideration in preparing the new Plan.

- It is essential that the relationship between the Cherwell Local Plan Review 2040 and the Oxfordshire Plan 2050 is confirmed as part of the review process. Plan making programmes and objectives for both Plans should be developed together and brought forward in sequence to ensure consistency.
- It is not clear how the Cherwell Local Plan Review will relate to the adopted Cherwell Local Plan Partial Review – Oxford's Unmet Housing Needs. Clarity regarding how the Local Plan Review will sit within the Development Plan framework would be welcomed. This is critical to ensuring that an appropriate strategic and joined-up approach is taken within the district and across the County in the period to 2050.
- The Local Plan Review should pay full regard to and be consistent with the proposals and the Government's objectives for the Oxford-Cambridge Arc.
- Historic England's Advice Note 3 on site allocations in local plans sets out a suggested approach to assessing sites and their impact on heritage assets. It advocates a number of steps, including understanding what contribution a site makes to the significance of heritage assets, and identifying what impact the allocation might have on significance.
- Mollington Parish Council note that the paper does not include anything in respect to unauthorised developments and enforcement of planning conditions and feels that this should be addressed in the Local Plan.

5. Next Steps

All the feedback we have received during the Community Involvement Paper consultation will be carefully considered and used to inform the next stage of the Local Plan process.

Once we have a good understanding of the issues that the Plan needs to address, we will prepare a consultation paper on options for a vision, objectives and potential policy areas. We will undertake public consultation on all reasonable options for the Plan before preparing draft proposals and policies.

We will then consult on a draft Plan and consider all the comments received. Our final proposed Plan will also be consulted upon before we submit to the Government for an independent examination by an appointed Planning Inspector.

The programme for preparation of the Cherwell Local Plan Review 2040 is presented in the latest Local Development Scheme which is available online at https://www.cherwell.gov.uk/info/33/planning-policy/382/local-development-scheme.

The feedback from the Community Involvement Paper consultation as set out in this document will continue to influence all areas of the Local Plan as it progresses.

Appendix 1: Planning for Cherwell to 2040: A Community Involvement Paper

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

Cherwell Local Plan Review 2040

Planning for Cherwell to 2040

A community involvement paper

July 2020

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1. Purpose of this Document

Introduction

1.1 As your local council we have to make planning decisions to meet our future development needs and to protect our built and natural environment. These decisions enable new places of employment to be built and new homes, infrastructure and facilities to be provided. It is important that we get these decisions right as they result in change to our towns and villages, their settings and the countryside more generally.

1.2 We need to ensure that development is 'sustainable' and does not cause unacceptable harm. Our decisions need to take into account national planning policy and objectives for responding to a changing climate, for improving biodiversity, for sustainable transport, for design quality, for avoiding pollution and many others.

1.3 To do this, planning decisions must be made in a local 'plan-led' context. We prepare Local Plans and other planning guidance to identify where new development should take place, how it should be provided in the interest of sustainability, and to make clear where the protection of environmental, social or other assets is necessary. We need to meet local, as well as national objectives, retain and protect what is important to Cherwell's distinctiveness, and to its environmental, social and economic health whilst also ensuring that provision is made for development needs.

1.4 Local plan policies must be considered when we determine planning applications. Our main strategic policies are currently found in the Cherwell Local Plan 2011-2031 adopted in 2015. It is that plan that identified the development sites that can be seen today at the edges of Banbury and Bicester and at Heyford Park. It also sets the policies for the distribution of new housing in our rural areas. You will no doubt have an opinion on these new developments. We are also nearing the end of a process that undertook a 'Partial Review' of that Plan to help meet Oxford's Unmet Housing Needs, something which the Council committed to back in 2015. Finally, we have some policies dating back to a Local Plan adopted by the Council in 1996.

1.5 We prepare local plans in the public interest to provide a framework for guiding development and informing decision making. To do this successfully we need to ensure that our planning policies are kept up to date. We have therefore decided that we need to undertake a review of our current local plan policies and also look to address the needs of Cherwell up to 2040. This plan will be called the Cherwell Local Plan Review 2040.

1.6 It is essential that we involve you, our local communities, partners and stakeholders in this 'review' process. We want to hear your comments on the effectiveness of our existing planning policies, and on what new policies might be needed for the future. We would like your thoughts and feedback on, for example, the developments you have seen constructed in recent years and how changes to our policies might encourage developers, including the volume housebuilders, to do things differently in the future.

Tell us what you think.

COVID-19 Impact

1.7 We have prepared this Paper during the COVID-19 lockdown period. The full impact of the pandemic on the international, national and local economy has yet to be seen. Uncertainty about how long and how severe the effect on our economy will be makes it a greater challenge. At least in the short- term the UK economy is forecast to shrink, with unemployment forecast to rise. Recovery, for the economy and for our communities, will need our support.

1.8 It is impossible, at the present time for us to predict the post COVID-19 economic landscape. For Cherwell one of the key challenges will be seeking to maintain our usually high levels of employment. The business environment will be difficult, particularly for small, local companies. The tourism, retail and hospitality sectors are likely to be adversely affected by social distancing restrictions for some time. At least initially, there will be lower consumer and business confidence and lower disposable incomes. This may have a profound effect on our already squeezed town centres. In 2019 the tourism sector accounted for 11% of jobs in the District and the value to the local economy was over £450m.

1.9 We can anticipate that the economic, cultural and social consequences of the pandemic are likely to be felt differently across our main centres and high street businesses. During the outbreak the Government has introduced temporary measures to help safeguard the high street and businesses affected by the pandemic but once the public health crisis ends it will be important that the Local Plan includes objectives and policies that help town centres and the retail industry to recover and thrive.

1.10 The importance of good quality market and affordable housing has become more apparent during the current COVID-19 outbreak with the restrictions on movement, self-isolation, and social distancing. This has placed a spotlight on the importance of our internal and external home space, our access to green space, and has highlighted societal inequalities and the potential repercussions for the health and well-being of many individuals and families.

1.11 'Stay at home' measures can have physical and mental health consequences for many but in particular for those living in poor-quality housing and the homeless. Those living in shared housing may find shielding, self-isolation and home working more difficult and children may lack the space and environment to do schoolwork. Confining people within the same home is likely to compound underlying social problems such as domestic abuse. These are not new housing and social challenges, but they are made more acute by the restrictions of COVID-19. We will need long term thinking on the affordability, quantity, quality, space and safety of our homes and our outdoor spaces.

1.12 The difficulty of maintaining social distancing on public transport and the increase in popularity in cycling during this period has been recognised by central Government by providing additional funding to local authorities to improve cycle routes. In the short term this will have the immediate effect of improving fitness in addition to aiding social distancing. In the longer term, if we can maintain and grow the attractiveness of cycling for commuters this could lead to lasting improvements in health. A reduction in the number of petrol and diesel fuelled vehicles on our roads could contribute to the improvement in air quality which will also benefit all our health.

1.13 The pandemic has also highlighted the importance of developing strong, resilient communities where we know our neighbours and support each other. The way we design the places where we live, and the provision of public spaces and community venues impacts on how easy it is for people to connect with one another. We should also not forget the role that community and voluntary groups have in supporting our sense of social cohesion and belonging. The COVID-19 crisis has seen a great resurgence in volunteering and provision of mutual aid. Our Local Plan will need to support the sustainability of such activities,

as far as it can through planning measures, as they are vital in maintaining and creating sustainable, resilient communities.

1.14 COVID-19 has forced us into a different way of living and working and a recent YouGov poll indicated that only 9% of Britons want life to return to "normal" after the outbreak is over. We may need to change the way we plan and design for our communities in the future, and the impact of the pandemic has emphasised the importance of creating safe green spaces and an urban public realm that can accommodate social distancing.

Question 1: Purpose of this Document.

What planning policies might we need to help us if COVID-19 persists? What lessons can we learn to help us plan for the future?

Cherwell Today

1.15 Cherwell today remains a predominantly rural District although it is one of the fastest growing areas in the South East. It currently has a population of approximately 150,000 people mainly concentrated in the three urban centres of Banbury, Bicester and Kidlington. Banbury is the largest settlement with 32% of the population, Bicester has 24% and Kidlington 13%. The rural areas, with its many small villages, accounts for approximately 31% of the overall population.

1.16 In the last twenty years the population of Cherwell has grown by over 16% and it is forecast to grow further to approximately 170,000 by 2043. Much of this increase is as a result of significant housing and employment growth at Banbury and Bicester. In support of this population growth we have sought the provision of new and improved community facilities. We are investing in our town centres and seeking improvements to our transport infrastructure.

1.17 Cherwell lies at the heart of the country and has excellent transport links. The M40 motorway passes through Cherwell close to Banbury and Bicester, and there are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. The rail link from Oxford to Bicester has recently been upgraded as part of wider east-west rail objectives, and a new station at Water Eaton (Oxford Parkway) linking Oxford and London Marylebone via Bicester opened in 2015.

1.18 Some routes are still, however, problematic. For instance, the National Infrastructure Commission (NIC), the Department for Transport (DfT) and Highways England have recently examined the effect of poor east-west connectivity across the region as a major barrier to housing and economic growth. The resulting NIC report on the Cambridge-Milton Keynes-Oxford Arc published in November 2017 included recommendations to the Government linking east-west transport improvements with wider growth and investment opportunities along this corridor.

1.19 Cherwell's position within the Oxford-Cambridge Arc and its excellent transport links provide us with significant opportunity to secure further economic growth. It lies at the fulcrum of two strong and growing knowledge intensive economies, both of which influence the scale, form and nature of economic activity in our area. These are the strong north-south drive from the Oxford economy, and east-west influences from the corridor to Milton Keynes.

Map of Oxford-Cambridge Arc

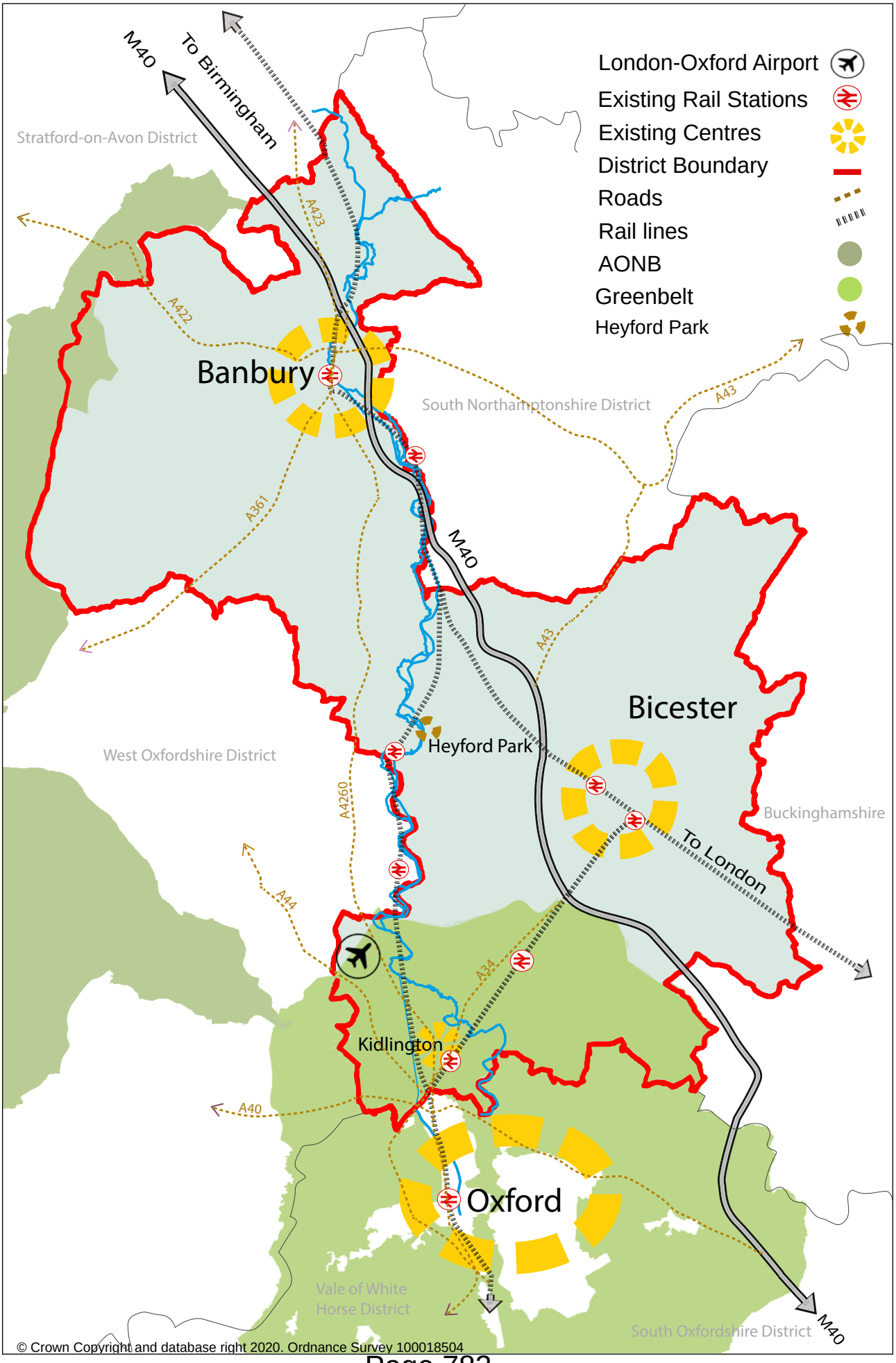
1.20 Those of you who live and work in the district will be familiar with our distinctive and diverse towns and villages. Our settlements were traditionally built of materials sourced locally such as ironstone and limestone. As transport improved with the construction of the Oxford Canal and later the railways other materials such as brick and slate appeared. Today we want to promote good sustainable design and the maintenance of our local distinctiveness. Quality environments are attractive to people who want to invest in our local economy and help make Cherwell a great place to live and work.

1.21 Most of our villages and hamlets retain their traditional character. There are approximately 2,300 listed buildings, 60 conservation areas, 59 Scheduled Monuments and 11 nationally recognised registered parks and gardens, and a historic civil war battlefield in the District. In some areas the MOD's presence has influenced the built environment, with Bicester Airfield and former RAF Upper Heyford being of historic importance.

1.22 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, which includes a very small area within the Cotswolds Area of Outstanding Natural Beauty. The Ploughley limestone plateau is in the east and the Clay Vale of Otmoor in the south.

1.23 Part of the Oxford Meadows Special Area of Conservation lies in the south west of the District, north of the boundary with Oxford City. There are also a number of Sites of Special Scientific Interest (SSSIs) and other designated areas of ecological or geological interest, including Otmoor. Much of the southern part of the District lies within the Oxford Green Belt.

1.24 We will look at our places in more detail later in this Paper.



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Cherwell District Diagram

Why do we need a new Local Plan?

1.25 We have an existing adopted Local Plan, approved in 2015, that provides a framework for growth across the District up to 2031.

1.26 This adopted Plan is now five years old and there is a new national context emerging. Whether it is the continuing telecoms revolution, new Government policy and guidance on the environment, on design, regional planning issues, or the response to the climate emergency and the need for action, we think there is a need for our Local Plan to reflect this different context. Government policy requires us to look ahead for a minimum of 15 years so that we can anticipate and respond to long-term requirements and opportunities. Our new Plan will extend the period covered to 2040.

1.27 Furthermore, although we do not know yet what COVID-19 will mean for how we live in the future and for the economy generally, we do know that our world, at least in the short term, has changed. A new Local Plan will be a key mechanism in responding and adapting to this.

How is a Local Plan produced?

1.28 A Local Plan is a land use or spatial plan that responds to identified issues and needs. It must be evidence based and informed by community engagement, cooperation with prescribed partners and organisations. Preparation of a local plan must conform with legal requirements and national planning policy.

1.29 A Plan must:

- **Understand the development needs to be met**
- **Understand the social, environmental and economic issues and context**
- **Establish a vision for responding to those needs and issues**
- **Identify objectives for meeting that vision**
- **Establish planning policies for meeting those objectives**
- **Set out a framework for monitoring the implementation of those policies and ensuring that the policies are effective.**

1.30 In addition to specific evidence, the plan preparation process is underpinned and informed by a process of sustainability appraisal (SA) that considers the environmental, social and economic effects of the plan. The SA will ensure that all reasonable options are considered in preparing a plan, and that policies are refined in the interests of achieving sustainable development.

Why are we publishing this Paper?

1.31 We wish to engage with our local communities, partners and stakeholders. We want to ensure that a wide cross-section of views are obtained to help us identify, understand and examine the main social, environmental and economic issues and needs that we will have to consider when we plan for Cherwell's future development needs. This Paper therefore does not contain any proposals or policy options, but highlights needs and issues simply to stimulate discussion and debate and to invite your contributions. We are also making a 'call for sites' to inform our technical work. These might be potential development sites, sites for community facilities, sites you wish to suggest as 'Local Green Spaces'. You will see references to these later in the Paper.

Relationship with the Oxfordshire Plan 2050

1.32 A countywide plan is also being prepared. As part of the 2018 Oxfordshire Housing and Growth Deal with the Government, the six Oxfordshire authorities – Cherwell District Council, Oxford City Council, Oxfordshire County Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council – have committed to producing a Joint Statutory Spatial Plan for Oxfordshire (a joint Local Plan) to be known as the Oxfordshire

Plan 2050. You may have already made comments in its early consultation stages.

1.33 The aim of the Oxfordshire Plan is to provide an integrated strategic planning framework and evidence base to support sustainable growth across the county to 2050. This will include the planned delivery of new homes and economic development, and the anticipated supporting infrastructure needed.

1.34 The Oxfordshire Plan will set out the overall development requirement and identify broad areas for growth across the County. It will then be for us in Cherwell to establish detailed planning policies and site allocations at a district level.

1.35 The Oxfordshire Plan Scoping Document published in October 2018 indicated that it will include:

- County-wide housing requirements, including the requirement for affordable homes and Gypsy and Traveller accommodation.
- County-wide employment growth figures
- Broad proposed growth areas
- Green Belt strategies
- Strategy for biodiversity, Green Infrastructure and strategic environmental allocations
- Strategy for transport
- Strategy for infrastructure
- Retail hierarchy
- Strategy for place-making and the built environment

1.36 However, as work progresses the scope of the Oxfordshire Plan is being refined and it may be that there will be issues raised in this Paper that will ultimately be addressed by the Oxfordshire Plan or vice versa. We will continue to monitor and advise as the plans progress.

1.37 The Oxfordshire Plan is being prepared under the same regulations for plan preparation and consultation as our Cherwell Local Plan Review. Up to date details of progress on the Oxfordshire Plan can be found on their website: https://oxfordshireplan.org/

The overall level of housing, including the requirement for affordable housing and Gypsy and Traveller accommodation, and employment growth for Cherwell District is expected to be set by the Oxfordshire Plan 2050.

2. Identification of Issues and Needs

How we will Identify our Issues and Needs?

2.1 In identifying Cherwell's issues and needs we firstly need to take in to account national, regional and local strategies and programmes. Our Sustainability Appraisal Scoping Report which accompanies this consultation paper outlines the main, relevant strategies and policy documents.

2.2 The feedback we receive to this consultation and the technical evidence we prepare and commission, will help identify what needs and issues we need to address. We will also need to respond to what emerges from preparation of the Oxfordshire Plan.

2.3 We set out some national, county and local context below before turning more specifically to planning issues for the district and our urban and rural areas.

National Context

2.4 The Government is clear that the purpose of the planning system is to contribute to the achievement of sustainable development, which can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs.

2.5 Achieving sustainable development means that the planning system has three overarching interdependent objectives. These are:

a) An **economic** objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) A **social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and green spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) An **environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

2.6 We will also need to consider other existing and emerging Government policy including new guidance on design, the requirements of the Environment Bill currently passing through Parliament and a new Planning White Paper that the Government has said will be published shortly.

Oxfordshire Context and Beyond

2.7 Economic growth strategy across Oxfordshire is led by the Oxfordshire Local Enterprise Partnership (OxLEP). It prepares a Strategic Economic Plan (SEP). The current SEP encourages economic investment across a 'Knowledge Spine' which includes the Science Vale in the south of the County, Oxford and Bicester. The SEP also highlights the importance of other projects in our market towns and rural areas. This includes providing rural broadband and providing local residents with sustainable jobs.

2.8 OxLEP has also prepared an Oxfordshire Local Industrial Strategy which sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative economic growth which is clean and sustainable and delivers prosperity for all communities across the county.

2.9 OxLEP is one of the strategic partners to the Oxfordshire Growth Board which is a joint committee of all the Oxfordshire councils. One of the Board's functions is to oversee the projects set out in the Oxfordshire Housing and Growth Deal. The Deal involves Oxfordshire receiving up to £215 million of central government funding to help support infrastructure provision and the delivery of 100,000 homes across the county by 2031, the production of the Oxfordshire Plan 2050, the provision of additional affordable housing and enhanced economic productivity.

2.10 We cooperate with all our Oxfordshire councils and other key partners on cross-boundary strategic matters, including on the Oxfordshire Plan 2050, and on joint projects such as the Oxfordshire Strategic Infrastructure Strategy. The County Council is producing a new Local Transport and Connectivity Plan (LTCP) which will be a key influence for the Local Plan. As Local Highway Authority, the County Council engages with adjoining authorities and the Highways Agency in developing its proposals.

2.11 The Oxfordshire Growth Board provides a collaborative means of engaging with our neighbours in adjoining regions on planning and infrastructure issues and in discussing the Government's ambitions such as those for the Oxford-Cambridge Arc. It provides a collective voice to best represent Oxfordshire's interests in wider strategic discussions.

2.12 This cooperation and joint working will support our evidence and understanding of issues, needs and requirements for the new Local Plan.

Local Context

2.13 We already have a wealth of information that can help us with the Plan including the Council's own strategies and programmes such as Cherwell's Housing Strategy – a key document for the provision of affordable homes.

2.14 The Housing Strategy has three strategic priorities, these are:

- Increase the supply and diversity of affordable housing to ensure the right types of housing are available in the right places
- Improve the quality and sustainability of our homes and build thriving, healthy communities.
- Enhance opportunities for people to access suitable homes and have housing choices

2.15 A Cherwell Industrial Strategy is being produced following stakeholder engagement undertaken in 2019 and early this year. The strategy will:

- contain a long-term economic vision
- set out the Council's economic ambitions for the next 10 years
- establish an economic framework for priorities such as business retention and growth, infrastructure for business, the development of skills, generating enterprise, inward investment and the visitor experience.

2.16 We have been monitoring the effectiveness of our current Local Plan policies to inform our new Plan. We have also started to engage with other council services and our colleagues at the County Council to understand their priorities.

2.17 We will need to gather substantial new information and evidence on many subjects including climate change, green infrastructure (including biodiversity, natural capital, ecosystems, open space and playing fields), transport, health and well-being challenges, town centres and retail, economic development, infrastructure provision, land availability, site suitability and deliverability. We will publish this evidence as the Local Plan Review progresses.

Question 2: Identification of Issues and Needs.

What evidence do you think the Council needs to prepare the Cherwell Local Plan Review?

2.18 From the work we have already undertaken in reviewing Government policy, national, regional and local strategies and policies, local priorities and engagement we have started to identify some key issues for discussion which we have set out in the following paragraphs.

District-Wide Issues and Needs

Housing

2.19 The affordability and availability of suitable homes to meet the needs of our residents is a major issue. Average property prices in the District are consistently higher than in England. In September 2019, the average property price in Cherwell (£315,000) was 31% higher than across England (£240,000). The mean affordability ratios are now 10.43 times workplace-based earnings in Cherwell, compared with 10.12 in South East England and 7.83 times in England.

2.20 We already require new affordable housing provision on all major developments and because of the higher level of residential development we have seen in recent years, its provision has increased accordingly. However, the affordability of both market and rented housing, particularly social rent tenure, remains a key issue for us. The important contribution that community led housing and self-build and custom housebuilding can make will need to be considered in developing new planning policies.

2.21 We recognise that many Cherwell residents look to Oxford for work and leisure activities. Banbury has its own hinterland which extends into South Northamptonshire and to a lesser extent West Oxfordshire and Warwickshire. In our rural areas, villages are now predominantly places to live and commute from as the traditional rural economy has declined. London has a significant commuting influence, although we recognise that working from home will increase and may become the norm for many.

We don't know yet what proposals and policies the new Plan will need to contain. But in the table below and in subsequent sections we provide tables of issues and ideas to think about.

Elmsbrook, Bicester

Housing	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.	By having a strategy to meet the assessed housing requirements of the district and identifying enough housing sites to meet those requirements.
The need to ensure that location, dwelling size, tenure, provision of affordable housing, specialist housing (including supported living for older people and community-led housing) meets the needs of Cherwell.	By setting out the mix of homes to be achieved on sites around the district having regard to identified needs in the local area. Undertaking a review of affordable housing requirements, taking into account viability. Secure mixed tenure, mixed size developments to enable the provision of balanced new neighbourhoods. Supporting developments that include supported living accommodation for the elderly and those with physical or learning disabilities. Promoting the development of a range of property types and sizes that include accessible and adaptable, and wheelchair accessible homes. Securing homes with flexible living space and adequate outdoor amenity space to allow for increased home working.
Affordable housing for key workers.	Undertaking a review of affordable housing requirements, taking into account viability and exploring opportunities for employers to provide accommodation for key workers.
Do we need to support modern and future building techniques, including modular and off-site construction whilst promoting good design?	Recognising and promoting new modern construction techniques whilst ensuring good design quality and protection of heritage assets.
The need to recognise the contribution of specialist housing models, including but not limited to self-build, custom-build and community-led housing projects.	Promoting self-build, custom-build and community-led housing schemes.
Sites of less than 11 homes do not currently make any affordable housing provision.	Reviewing existing policy on affordable housing thresholds.
The district's rapidly ageing population creates a pressing need for housing to meet the needs of older people in particular.	Supporting developments that include supported living accommodation for the elderly and those with physical or learning disabilities.
New homes often do not meet the nationally prescribed space standards.	Setting out space standards for new developments.
The requirement to meet the needs of travelling communities, including travelling show people and boat dwellers.	Identifying suitable sites for travelling communities.

Economy

2.22 The strength of Cherwell's economy is crucial to prosperity and job creation. Cherwell provides 34% of the total of 6.5 million square metres commercial floorspace in Oxfordshire. Over the last 10 years the District has had an economic activity rate of 80%, which is above the regional and national averages. Unemployment has continued to fall in line with national trends.

2.23 It has a slightly smaller scientific, technical and education sector when compared to Oxfordshire as a whole and wage levels remain lower than surrounding areas. However, Cherwell's work-based earnings are comparable to Oxfordshire and earnings have risen in the last 5 years. Evidence for the previous Local Plan highlighted the need for a range of employment B use classes to be provided in the District, including for B1 and B8 use classes.

2.24 Tourism is a vital component of the national and local economy and 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 spending in Cherwell continues to increase and there is the opportunity to expand this sector further by, for example promoting the unique heritage and landscape of the District.

2.25 Agriculture and food production still form an important part of the local economy. The importance of resilience in the food supply chain has been highlighted by the pandemic. Furthermore, there is growing evidence that the provision of community gardens, and allotment provision to enable people and communities to produce their own food contributes to improvements in health and well-being.

2.26 In 2018 there were approximately 77,000 jobs (52,000 full time and 25,000 part time) in Cherwell. This is an increase of 6.9% (5,000 jobs) since 2015 which is more than the percentage increase in jobs experienced in the South East (1.9%) and England (3.7%) over the same three-year period.

2.27 Having the right planning policies to support the local economy will now be even more important as we look to 'Re-Start, Re-Cover and Re-New' following the pandemic. We want to help sustain businesses, create new opportunities and ensure that jobs are provided.

Economy	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
The need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.	Including positive policies for economic growth and productivity building on our strengths, countering any weaknesses and addressing the challenges of the future, including the direct and indirect implications of the COVID-19 pandemic.
Lower average wages than the rest of Oxfordshire and pockets of deprivation and lower educational attainment.	Encouraging and facilitating higher skilled/higher wage jobs and encourage skills and training.
Meeting the needs of different sectors and companies in the District.	Recognising the locational requirements of different sectors of the local economy.
The need to rejuvenate and improve the District's older employment areas and District centres.	Facilitating the regeneration of the District's older employment areas and centres.
The need to support the District's tourism industry in recognition of its importance to the local economy.	Including policies which understand the needs of a diverse tourism industry and supports sustainable growth, where appropriate.
The need to support local agriculture and food production, particularly in the context of changing subsidies and regulations; and recognise the importance of farm diversification to the long-term viability of this sector.	Including policies that support agriculture and food production, and sustainable farm diversification.

Sheep Street, Bicester town centre

Town Centres and Retail

2.28 Retail is one of the top employment sectors in Cherwell and retail premises make up 18% of Cherwell's total business floorspace (338,000 m2 in 2019). From 2000 to 2019 Cherwell experienced a 36% growth on retail floor space (89,000m^2), performing strongly when compared to retail growth in Oxfordshire, and England. Along with Oxford City, Cherwell provides 30% of the floorspace for the retail sector in Oxfordshire.

2.29 Our town centres are already under pressure and they have now been particularly hard hit by the COVID-19 pandemic and whilst planning may be unable to provide all the answers for ensuring the future viability and vibrancy of our centres it will certainly have a critical role. However, the continuing shift to on-line retailing and the impact of the pandemic will hit some businesses harder than others and further change how we use our town centres. We need to do all that we can to support them but may also need to consider land uses other than retail. Should we be encouraging leisure, residential, community and business space in our town centres? Take residential, for example, town centres are accessible to public transport and the residents of new homes support the vitality of existing and new services.

2.30 The public spaces and appearance of our town centres is also important to their success. We have recently seen the effects of having less traffic in our streets on air quality and ambience. We do not know how long social distancing will be necessary but making our streets and public spaces as attractive as possible to pedestrians and wheelchair users will help our quality of life. We may see more demand for retailing activities and from food and drink establishments to operate outside in some of these spaces. We will need to look at our planning policies and work with the County Council as Highway Authority to consider the issues.

Town centres and Retail	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
The need for improvements to the provision, appearance and maintenance of our public realm.	Focusing on design principles which help secure effective interventions in our public spaces. Responding to the changing functions of our town centres. Helping to create a local identity and sense of place.
Preservation and enhancement of heritage in town centres.	Supporting town centre specific solutions. Matters to consider include: • parking, transport and movement • preservation and enhancement of local distinctiveness of our town and local centres with locally specific solutions. For example, urban fabric, street patterns, shop fronts and signage.
Improve the vibrancy of the daytime and evening economy.	Supporting the use of town and local centres as places for entertainment and social interaction.
Provision and development of accessibility to help improve the overall vitality and character of Banbury, Bicester and Kidlington town and village centres.	Supporting easy access to our local centres by all, including active travel and car parking infrastructure. Location and design as well as function to be locally specific to each centre.
Cherwell alongside Oxford has the highest concentration of fast food establishments in Oxfordshire.	Facilitating the creation of healthier food environments, including discouraging clustering of fast food outlets.

Community Facilities, Outdoor Sport, Indoor Recreation and Open Space

2.31 The current pandemic has reinforced our understanding that access to a network of high-quality open spaces and opportunities for sport and physical activity is important for our health and well-being. It is also important that we have good quality and accessible community buildings where neighbours can meet, and where social networks and support can be fostered.

2.32 Since our last Local Plan some work has been carried out to assess open space, sport and recreation and community provision in Cherwell and identify deficiencies. Further work will be needed especially as we will need to take into account best practice advice on the benefits of multi-functional, flexible green space, centralised sports hubs and facilities. Nationally and locally there is an increased emphasis on healthy place-shaping and the need to secure green infrastructure. Recent studies have also highlighted the need to consider some other issues, for example, whether fewer, larger all-age areas of play are more beneficial than more numerous but smaller, separate areas of play for younger children and whether more centralised sports provision should be sought.

2.33 Fragmented outdoor sports and pitch provision can result in poor quality underused pitches whilst existing club development is constrained by lack of suitable sites/facilities. The Council's Playing Pitch Strategy and Sports Facilities Strategy 2018 highlighted a number of clubs in the district searching for new sites or in need of additional space in order to accommodate demand.

2.34 We recognise that loss of existing services and facilities has been a particular issue in recent years, particularly in the villages. Parish Councils and defined community groups can request that the Council lists as an Asset of Community Value (AVC) a building or land which contributes to the social well-being of the community. If an asset is listed, and then goes up for sale, the community can be given 6 months to submit a bid.

2.35 Government guidance also provides the opportunity for communities to identify green areas of particular importance to them. If these spaces meet certain criteria set by Government, they can be protected by being designated as a Local Green Space (LGS) in Local and Neighbourhood Plans. Some LGSs have already been designated in the Adderbury, Bloxham and Mid Cherwell Neighbourhood Plans but you may know other areas worthy of protection. There may be areas in your town or village that you think meet the criteria and ought to be considered.

Community Facilities, Outdoor Sport, Indoor Recreation and Open Space	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Need to ensure adequate provision of the right type of community facilities.	Including standards that ensure that new developments provide sufficient community facilities of the right type (including during the early phases of development) and community support workers. Providing land for new community facilities provision where justified. Protecting local village services and indicate that listed 'Assets of Community Value' status will be a material consideration in planning applications.
Need to secure adequate formal sports provision and consider whether outdoor sports provision should continue to be secured on site on larger strategic developments or more centralised sports provision sought.	Seeking to secure centralised outdoor sports facilities at the three main settlements with contributions from all development, in lieu of on-site provision for outdoor sports on strategic sites. Providing more informal kickabout areas as part of general amenity open space provision for everyday use by residents.
Need to increase community use of school sports facilities to help meet deficiencies in provision.	Seeking community use of new school facilities where proposed.
Need to ensure that all new developments provide high quality, appropriately located areas of amenity space and that children's play areas meet the needs of the communities they serve. The importance of quality outdoor spaces has been highlighted by the COVID-19 pandemic.	Encouraging fewer, larger all age areas of play in preference to smaller separate local areas of play for young children. Seeking high quality general green spaces within housing developments for casual recreation and amenity value
The need to consider whether Local Green Spaces (which are green spaces of particular importance to local communities) are identified.	Designating areas of green space nominated by members of the local community for Local Green Space designation which meet the criteria set by Government policy.
The need to protect and enhance Public Rights of Way and access.	Protecting and enhancing public rights of way, and ensuring that where they cross proposed development sites, they are incorporated in situ wherever possible, rather than being diverted. Taking opportunities to strengthen the network by ensuring new links are secured through development schemes.

Transport

2.36 The Oxfordshire Local Transport Plan, which is currently being reviewed by the County Council provides the strategic framework for transport across the County. Its aim is to support the local economy, growth and competitiveness. It seeks to reduce the impact of transport on the environment, help mitigate against climate change and promote healthy, safe and sustainable travel.

2.37 The County Council is developing its next transport plan as a 'Local Transport & Connectivity Plan' recognising connectivity as a key factor enabling sustainable growth with an emphasis on the role digital communications have in a dynamic local economy. The COVID-19 pandemic makes this more important. The County Council has been publicly engaging on its Plan which will be a key strategy to help inform the Local Plan.

2.38 The need to place climate action, healthy place-shaping and addressing air quality at the heart of our thinking will be important for both plans in the interest of moving towards a zero-carbon economy and improving well-being.

2.39 We will need to consider how new Local Plan policies can complement those of the transport plan: how we can reduce traffic and support greener transport technology such as the increasing demand for electric vehicle charging points, how we can provide new green spaces for leisure and travel and encourage the provision of new infrastructure for cycling, walking and wheelchair users. Supporting active travel will lead to health benefits and connected communities and will be even more important if social distancing requirements persist.

Transport	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
The need to promote sustainable transport.	Encouraging a mix of land uses which minimise the need for motorised travel, particularly by private petrol/diesel fuelled car. Improve walking and cycling accessibility of existing and new development and particularly accessibility to our local centres and key employment areas. Ensure greater integration of transport and Green Infrastructure. Identify and address barriers to improved walking and cycling at a local level.
Traffic congestion.	Aiming for a greater shift to sustainable modes of transport and where necessary facilitate highway improvements to improve movement and accessibility.
Poor air quality caused by vehicle emissions.	Maximising the opportunity for travel without reliance on fossil fuel powered vehicles.
Less than optimum accessibility to rail stations.	Looking for opportunities to maximise the use of rail particularly for longer distance journeys including for freight.
Commercial bus services and routes need to be protected and improved.	Providing opportunities and requirements for bus infrastructure improvements.
Need for new and improved routes for walking, cycling, and wheelchair users.	Ensuring walking, cycling and wheelchair access is central and prioritised in planning for new development.
Noise, vibration and safety issues caused by HGVs.	Working with the County Council in identifying unsuitable routes in planning for new development.

Biodiversity and the Natural Environment

2.40 Maintaining and enhancing a healthy and stable natural environment contributes to the District's attractiveness as a place to live, work and visit and is also important to its economic prosperity. The natural environment provides crucial services of value including fertile soils, clean water, flood prevention and flood storage and access to nature can contribute to people's health and well-being. It is important that the value of the natural environment is fully recognised in planning for future development and Natural Capital Mapping recently produced for the district can assist in this.

2.41 Wild Oxfordshire's 'State of Nature in Oxfordshire 2017' report highlighted the need for investment in nature and wildlife and conservation action to help recover species and habitats in the County. Our existing Local Plan seeks to secure net gains to biodiversity through development, with 'Conservation Target Areas' (CTAs) being identified as the most important areas to target strategic biodiversity improvement. Emerging government policy is likely to require development to secure biodiversity net gain in a more measured way and in response to the DEFRA 25 Year Environment Plan the Wildlife Trusts are currently developing a Nature Recovery Network for Oxfordshire (incorporating CTAs) to protect, join up and enhance the most important natural habitats. At a more local level there are various measures that can be incorporated into new development to ensure that it can be constructed in a more nature friendly way to produce environments where people and nature can thrive together.

Wild Banbury nature trails, Spiceball Park

2.42 Tranquil areas can be beneficial to our health, helping to reduce stress, and may also benefit the economy in attracting visitors to the area. The CPRE's tranquillity map (2007) indicates that our most tranquil areas are concentrated in the north west of the district in the ironstone downs, including part of the Cotswolds AONB, and in the south of the district in Otmoor. In preparing our new Plan we will need to consider whether to identify and protect those areas which are relatively undisturbed by noise and are valued for their recreational and amenity value.

2.43 Light pollution mapping shows high levels of light pollution above Banbury, Bicester, Kidlington and Yarnton, however there are still significant areas of the district with relatively low levels of light pollution, with the CPRE estimating that Cherwell is the 103rd darkest district out of 326 in England. Whilst artificial light can in some cases be necessary and beneficial it can also be the source of annoyance, have a detrimental impact on the character of the countryside, the tranquillity of an area and enjoyment of the night sky, and be harmful to wildlife. Do you have a view on whether we should seek to limit the impact of light pollution?

2.44 We will need to consider what new policies are needed to secure biodiversity gain and protect and enhance the natural environment in Cherwell.

Biodiversity and the Natural Environment	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Need to ensure that an ecosystems approach is taken to development.	Use Natural Capital Mapping to inform the review of the Plan and include a policy requirement for an ecosystems approach be taken in the consideration of planning applications to ensure that the wider benefits of natural capital are taken fully into account.
The need to promote the conservation, restoration and enhancement of priority habitats, ecological networks and the protection and recovery of priority species, and the identification and pursuance of opportunities for securing net measurable biodiversity gain.	Measures for biodiversity enhancement could include: • requiring net gain percentages to be achieved by development • establishing a method for measuring net gain • the specification of a mitigation hierarchy • biodiversity offsetting • a requirement for developers to use the Building for Nature tool • supporting the provision of Green Infrastructure networks
The need to identify where development would be inappropriate. For example, identification of 'valued landscapes', areas of environmental or historic significance, and areas of tranquillity.	Protecting areas where development is inappropriate.
Impact of light pollution on the environment.	Including a policy on light pollution.
Soil protection and enhancement including land contamination and land instability.	Requiring developments to have soil management plans, appropriate surveys and mitigation measures.

Oxford Canal

Wroxton Abbey

Heritage

2.45 Our heritage assets range from sites and buildings of local historic value to those of international significance. We also have Blenheim Palace World Heritage Site on our doorstep. We are all familiar with listed buildings and churches, but heritage assets also include historic parklands and gardens such as those at Rousham and Wroxton, and historic battlefields, such as at Cropredy. Many of our important heritage features are hidden underground and these are often designated as ancient monuments. These assets are an irreplaceable resource and we need to conserve them in a way that is appropriate to their significance, so that they can be enjoyed for their contribution to our quality of life and that of future generations.

Heritage	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
The need to protect, preserve or enhance designated and non-designated heritage assets.	Provide a local framework for the assessment of development proposals that impact heritage assets. Identify locations for development that enable us to protect or enhance our assets. Examine the potential to assist the appreciation of our heritage assets, for example by supporting the development of Green Infrastructure networks and active travel routes.

Question 3: District Wide Planning Issues

Do you have any observations on the district-wide issues we have identified? Are there any others you would like to raise?

Banbury Cross

Banbury

2.46 With a population of 47,600 (2018) Banbury is the largest of the three main centres in Cherwell. It plays an important role as a market town supporting its wider rural hinterland and attracts employees and shoppers from a broad catchment of surrounding towns and villages.

2.47 Banbury has a notable history, which is particularly evident in its attractive town centre. The quality and distinctiveness of the town centre, its residential areas, heritage, green spaces and employment areas are all important to the health and well-being of existing and future residents and in attracting new businesses and visitors to the town.

Economy

2.48 Banbury's economy is focused on manufacturing, distribution, service industries, local government and health. Generally, in recent years it has enjoyed low levels of unemployment, but we still think there is a need to diversify its economy further, attract more highly skilled businesses and continue to increase the levels of education, training and ambition in the town.

2.49 The Oxfordshire Industrial Strategy identifies the town as an important Industrial area for motorsport, building on its links to Silverstone Park in neighbouring Northamptonshire. Familiar, high profile companies include Prodrive, Haas and Arden International.

2.50 The economy of the town benefits from its location on the M40, and its excellent transport links to Oxford, the South East and the Midlands. It has the most employment floorspace in Cherwell, with sectors including distribution, retail, motorsport, food production, manufacturing and office development.

2.51 Our last Local Plan recognised the importance of Banbury to the local economy and so we included policies which allocated approximately 60 hectares of employment land and aimed to:

- Create new job opportunities and investment in the local workforce
- Promote the town as an important location for higher technology and knowledge-based industries

- Build on its manufacturing base and encourage high end manufacturing
- Maintain an increase in motorsport industries
- Encourage retailing and commercial leisure development
- Encourage higher value distribution companies
- Maximise the town's location and transport links

2.52 The Council's Banbury Masterplan published in 2016 embraced these aims and highlighted how, by driving the engineering economy and investing in infrastructure and skills, economic growth in Banbury could be achieved.

2.53 We have subsequently seen a mix of new employment proposals, typically contained within large buildings in the vicinity of the M40 junction. This has included companies involved in the space industry and motorsport, manufacturing and food distribution. Banbury's more traditional industrial estates continue to see a turnover of companies and take up of floorspace.

Town centre

2.54 The historic and attractive town centre is anchored by the Castle Quay shopping centre which contains a number of national retailers. Independent retailers are also well represented in the town particularly in the High Street and along Parsons Street. There is a vibrant night time economy with a wide selection of bars and restaurants.

2.55 We are currently witnessing significant improvements to the town centre, most notably the construction of Castle Quay 2 to the east of the existing centre. This major investment by the Council will provide a new hotel, cinema, restaurants, retail and car parking and will transform this part of the town.

2.56 Previous local plan policies have also recognised the need to respond to issues in the Canalside area of the town, including the need to improve access to the railway station and improvements to the public realm particularly along the Oxford Canal and River Cherwell corridors. We have made some significant progress but there is still more to do.

2.57 If there are any other areas of the town centre that you think need improvement, then please let us know.

Transport

2.58 The M40 junction 11 connects the town to the wider national road network, but access is limited to this one junction which causes pollution and congestion problems.

2.59 Congestion and air pollution is further exacerbated by the limited number of distributor routes across the town which concentrates traffic on to a small number of roads. In recognition of the pollution problems Air Quality Management Areas in North Bar/ South Bar and along the A422 Hennef Way, have been declared. Congestion is also not helped by the fact that lorry parking in the town is limited which sometimes leads to parking in inappropriate locations.

2.60 Whilst the town centre and residential areas are well served by public transport many of the employment areas to the north and east of the town have a poor service particularly outside peak time. Many also have poor quality cycle and pedestrian links. Is this something we should look to improve?

Banbury town centre

Community and Social Issues

2.61 Banbury is a thriving and successful town, but we recognise that it does face some challenging community and social issues. In particular, some areas fall within the 10% most deprived wards in England. Indicators of deprivation include educational attainment, anti-social behaviour, drug abuse, health and life expectancy, child well-being, access to services and facilities, and access to good quality affordable housing. There are also issues with isolation and loneliness. Our last local plan sought to expand and diversify the town's economic base, reduce levels of deprivation, provide new services and facilities including for culture and recreation in response to some of these long-term issues, but again we think we can do more.

Landscape setting

2.62 Banbury essentially lies in a 'bowl' in the landscape. Local residents value the attractive countryside surrounding the town. To the west is the historic landscape, typified by steep sided valleys and attractive villages, the Cherwell Valley runs north south and to the east, beyond the M40, the rising landform runs in to South Northamptonshire countryside.

Banbury	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
The need to support the vitality and viability of the town centre and improvements to the public realm.	Include flexible policies that strongly support the town centre and achieve improvements to the public realm.
Improve daytime, evening and night-time use of the town centre.	Include policies that provide a positive framework for the growth, management and adaption of the town centre.
Encourage new businesses to occupy vacant shops and introduce initiatives to expand vacant shops use	Provide flexible policies to encourage the reuse of vacant shops and buildings within town centres.
High concentration of fast food establishments (Banbury Cross and Neithrop ward)	Explore relationship of fast food establishments and deprivation and health and if required include a policy restricting the clustering of fast food establishments in parts of the town.
Growth potential of the town	Review landscape studies to help consider the long-term growth potential of the town
The need to build on Banbury's location on the M40 and its diverse economic base.	Provide sufficient employment land to meet the locational requirements of different sectors.
The need to provide sufficient employment land.	Assess whether there is a need for further employment land and provide appropriate sites and policies.
The need to continue to improve training and skills.	Include policies that promote improved training and skills.
High levels of isolation and loneliness	Include policies that recognise the importance of mechanisms to facilitate social interaction, such as the provision of well managed community facilities.
Need for additional secondary school provision.	Continue to identify land for secondary school provision at south Banbury.

Banbury	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Need to address identified deficiencies in open space, sport and recreation provision through enhancement of existing facilities or securing new provision.	Include policies that: • protect existing provision • secure contributions from all development to enhancement of existing provision • include positive planning policies towards new open space, sport and recreation provision • secure new on-site provision as part of larger strategic developments • allocate sites for open space, sport and recreation provision
Shortage of burial space.	Continue to include a policy requiring developer contributions towards additional cemetery provision and include a site allocation for cemetery provision.
Need to improve green infrastructure provision in the town.	Review current adopted policies to include the key component parts of and approach to green infrastructure in the town. Allocate sites to contribute to the GI network.
Need to protect and enhance the canal and river corridors through the town in terms of ecological connectivity.	Include a policy which seeks to enhance the River Cherwell Conservation Target Area (CTA) and the objectives of the emerging Nature Recovery Network.
Need for a South East Link Road to improve access to employment areas and relieve traffic congestion along the central corridor/Bridge Street area.	Explore with the County Council road links from the south of the town to the employment areas adjacent to the M40 and if necessary, safeguard a proposed route. Include policies to improve pedestrian cycleway links to employment areas.
Lack of overnight lorry parking.	Investigate the possibility of providing facilities for overnight lorry parking.
Need to protect views of St Mary's Church.	Undertake a review of current policy which protects the views of the church.
Ensure continued delivery and implementation to meet existing objectives.	Develop new policies that complement and do not undermine existing commitments.

Question 4: Banbury Planning Issues

Do you have any observations on the Banbury issues we have identified? Are there any others?

Sheep Street, Bicester

Bicester

2.63 Bicester is a rapidly expanding historic market town with a long-standing military presence. The town has a current population of approximately 35,500 (2018).

2.64 In 2009 Bicester was chosen as a location for the development of an Eco-town. The vision for Eco or North West Bicester, is one of a low-carbon community, including 40% green space where 50% of journeys from new development are made by sustainable modes, rising to 60% over time.

2.65 In 2014 Bicester was awarded Garden Town status by the Government and it is now acknowledged as a key area for growth in the UK, receiving central government funding to provide a range of new homes, located in well planned, healthy communities, with plenty of access to green spaces. The project enables local people to choose how and where they work. Businesses are being attracted to the area providing good local jobs, easily accessible by sustainable transport links. Excellent road and rail routes connect the town to London, Birmingham and Oxford. Coworking sites have been established to enable people to choose an alternative to the lengthy daily commute.

2.66 Garden Town status brings Government funding to carry out studies to enable the town's managed growth. These studies support bids to fund the delivery of infrastructure and improvements allowing for the expansion of Bicester and creating a balanced, progressive town.

2.67 In 2016 Bicester was selected as one of 10 exemplar healthy new towns. The Healthy Bicester Programme aims to enable people who live or work in Bicester to live healthier lives and to prevent ill health in the future.

2.68 Bicester has seen great change in recent years with town centre improvements, the development of the Kingsmere urban extension and Vendee Drive perimeter road, a new cottage hospital, new superstore and new highway infrastructure along the A41 and other commercial developments.

2.69 Our last local plan allocated land for over 10,000 new homes, of which over 2,400 have already been constructed. Graven Hill, with up to 1,900 homes, is the largest self-build scheme in the country. The first phase was released in 2016 and the development is growing fast with a new primary school, community centre, shops, cafes and a local pub planned.

Retail and leisure

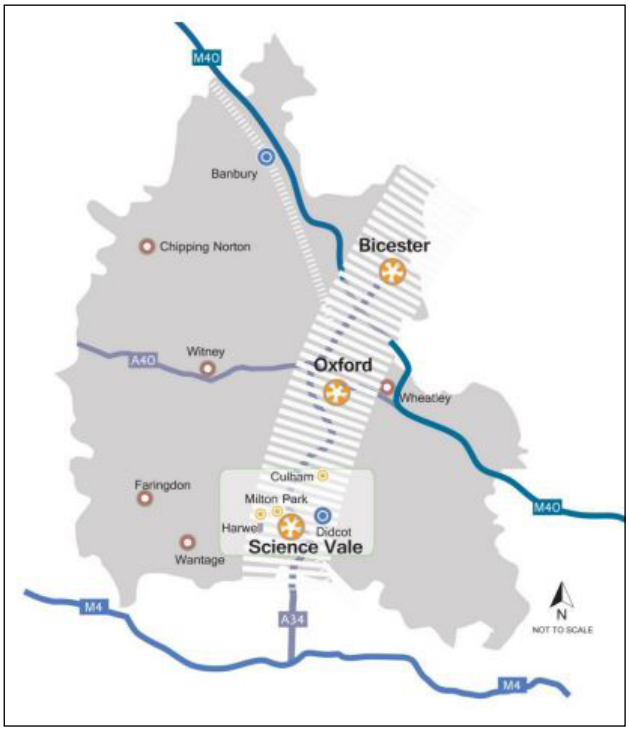
2.70 Bicester has a historic market and retail centre. Its attraction for retail, leisure and tourism has grown enormously. In recent years redevelopments have resulted in the opening of Pioneer Square with new seven screen cinema, large supermarket, multi-storey car park, smaller retail outlets, civic buildings including a library and a new hotel.

2.71 First opened in 1995, Bicester Village designer shopping outlet, comprising boutique stores along open-air pedestrianised lanes, has grown to become one of the UK's top internationally significant tourist attractions, with over 7 million visitors in 2019.

2.72 Bicester Motion (formerly Bicester Heritage) based at the former RAF Bicester site has developed to become a key employment, heritage and tourism centre as encouraged by the last Local Plan. Former RAF Bicester is an inter-war airfield described by Historic England as "the best-preserved bomber airfield dating from the period up to 1945". It is now home to specialist businesses in the historic motoring industry with over 90% of the buildings restored or re-activated for modern business use. The original grassed flying field has been retained and the site hosts an annual 'Flywheel' event with crowds visiting to see motoring, aircraft and military displays.

Economy

2.73 Bicester's economy benefits from its location close to Oxford within the Oxfordshire Knowledge Spine and the Oxford-Cambridge



Map showing Knowledge Spine

Arc. The town's economic base includes defence activities, distribution, retail, motorsport and office development. The Oxfordshire Industrial Strategy identifies Bicester as an Eco Zone & Corporate HQ Hub providing an opportunity for 'living labs' - user-centred facilities where research and innovation is concurrently integrated with the active operational/ economic use of the building often as part of a public-private partnership. They can help develop real-world solutions to users' problems.

South East Bicester employment

2.74 Our last local plan proposed significant employment growth at Bicester with the following aims:

- Creating new job opportunities, skills and investment in the local workforce
- Becoming an important self- sustaining economic centre as a location for higher technology and knowledge-based industries
- Encouraging higher value distribution companies
- Development of a low carbon economy
- Improvement of existing employment areas
- Maximising its location and transport links including rail opportunities
- Expanding the town centre
- Promoting Bicester through methods such as the Bicester Marketing Board

2.75 This Plan made a step change in the amount of employment land identified at Bicester by allocating over 140 hectares of employment land as part of a strategy to increase the supply of jobs to match housing growth, in order to reduce out commuting and improve the self-sufficiency of the town.

2.76 A significant proportion of this allocated land now has planning permission; but completions are generally lower than in Banbury. We have sought to attract higher technology and knowledge-based businesses to the town, but the predominant new employment use is large warehousing (B8). However, it is encouraging that planning permission has also been granted for office and light industrial development on allocations to the south of the town where some limited commercial leisure uses are also being developed. New heavy industry has been very limited at Bicester. It is maybe that you have a view on the type of employment buildings being built in the town?

Franklins House, Bicester

2.77 Bicester's traditional industrial estates continue to see a turnover of companies and take up of floorspace with some loss of employment space to commercial leisure uses (such as play centres) and new homes.

2.78 Bicester is generally less constrained than Banbury in terms of landscape sensitivity. The challenge for us is to continue the success achieved to date and support the transition from a small market town to a thriving Garden Town that remains attractive for both public and private investment.

Bicester	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
The need to continue to support the vitality and viability of the town centre and improvements to the public realm.	Include flexible policies that strongly support the town centre and achieve improvements to the public realm.
Improve daytime, evening and night-time use of the town centre.	Include policies that provide a positive framework for the growth, management and adaption of the town centre.
Encourage new businesses to occupy vacant shops and introduce initiatives to expand vacant shops use.	Include flexible policies to encourage the reuse of vacant shops and buildings within town centres.

Bicester	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Continuing out commuting from the town.	Assess whether there is a need to identify new employment land in the town to meet the needs of the local population and provide appropriate sites and policies.
The need to attract more high-tech knowledge-based industries building on the location of Bicester within the Oxford Knowledge Spine.	Provide sufficient employment land to meet the locational requirements of these sectors.
The supply of sufficient employment land.	Assess whether there is a need for further employment land and provide appropriate sites and policies.
Need to address identified deficiencies in open space, sport and recreation provision through enhancement of existing facilities or securing new provision.	Include policies that: • protect existing provision • secure appropriate contributions from all development to enhancement of existing provision • include positive planning policies towards new open space, sport and recreation provision • secure appropriate new on-site provision as part of larger strategic developments • allocate sites for open space, sport and recreation provision
High levels of isolation and loneliness in Bicester Town.	Include policies that recognise the importance of mechanisms to facilitate social interaction, such as the provision of well managed community facilities.
Need to continue to improve green infrastructure, including those components that are valuable for wildlife, in the town.	Review current policy to include the key component parts of, and approach to green infrastructure in the town.
Requirement for the Eastern Peripheral Road.	Continue to require existing and proposed development sites to financially contribute to this critical scheme in accordance with the CIL Regulations.
Need to discourage unnecessary car trips within the town centre.	Include policies that encourage park and ride, park and cycle/walk and other means of active travel.
London Road level crossing.	Provide a policy context to ensure delivery of a solution to the major severance of the town centre for residents in south-east Bicester caused by the level crossing.
Ensure continued delivery and implementation to meet existing objectives.	Develop new policies that complement and do not undermine existing commitments.

Question 5: Bicester Planning Issues

Do you have any observations on the Bicester issues we have identified? Are there any others you would like to raise?

Rosie the elephant sculpture, Kidlington

Kidlington and Surrounding Villages

2.79 Kidlington is Cherwell's smallest urban centre but proudly its largest village with a population of about 15,000. Together with its neighbouring villages of Yarnton and Begbroke, it has an immediate and close relationship with Oxford. The Cherwell parish of Gosford and Water Eaton comprises the area north of Cutteslowe in Oxford, but it also includes part of the built-up area of south-east Kidlington.

2.80 Kidlington functions as a local shopping and employment centre. The wider Kidlington area includes London-Oxford Airport (the Thames Valley area's primary regional and business aviation airport), and The University of Oxford's Begbroke Science Park, which has a focus on high-tech science-based business linked to the University. Langford Lane (north Kidlington) is a further economic growth area.

Kidlington junction

2.81 Our last district-wide local plan seeks to strengthen Kidlington's village centre and to maximise the economic opportunities presented by the village's location on the Oxfordshire 'knowledge spine'. It identified the need for some small-scale employment growth at Kidlington with the following aims:

- Exploiting its position in the Oxford Cambridge Arc
- Allowing for growth of the Science Park, Langford Lane and London Oxford Airport
- Creating opportunities in the Village centre for retail, leisure and cultural activities

2.82 The subsequent Kidlington Framework Masterplan (2016) highlights how important Kidlington is to the Cherwell economy with its significant employment areas, schools, retailing, public services and transport infrastructure such as the recently opened Oxford Parkway station.

2.83 We are awaiting a Planning Inspector's Examination Report on the Partial Review of the Local Plan - a Plan prepared to help Oxford with its unmet housing need. Should the Council adopt that Plan, having considered the Inspector's Report, it would allow for 4,400 homes to be developed in the Kidlington/ Gosford/Yarnton and Begbroke area. That Plan has been consulted upon previously and been the subject of public hearings. It is not the subject of this consultation.

2.84 Nevertheless, implementation of that Plan will lead to significant change in the area with new residential neighbourhoods and accompanying community facilities, open spaces, green infrastructure, public transport connections and routes for walkers, cyclists and wheelchair users.

2.85 As this area develops, you may have views of what additional planning policies may be required to guide future development or protect key assets in meeting Cherwell's needs.

Premier Inn, Kidlington

2.86 Just under 14% of Cherwell lies within the Oxford Green Belt. We anticipate that any new countywide strategic matters and issues relating to the Oxford Green Belt will be addressed by all the Oxfordshire authorities working collaboratively through the preparation of the Oxfordshire Plan 2050. More information on that Plan is available at https://oxfordshireplan.org/.

Kidlington & Surrounding Villages	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Need to encourage and support economic activity in the village centre.	Consider the scope for detailed planning policies having regard to the recommendations of the Kidlington Framework Masterplan and development opportunities within the existing built-up area.
Need to improve connectivity between the existing village centre and the civic, community and green open space at the Exeter Hall area.	
Desire to improve the character and appearance of the village centre, the public realm and the built environment more generally.	
Review whether sufficient community facilities are being provided to support local need (e.g health).	Work with authorities including the Oxfordshire Clinical Commission Group to objectively identify any specific needs that could be planned for.
Local Green Belt policy for the longer term.	Review local policy requirements once the Partial Review of the Local Plan has concluded and in light of the preparation of the Oxfordshire Plan.
Provision of affordable housing in the context of Green Belt constraints.	Review opportunities within the existing built-up area and whether a rural exception site policy could provide a means of supply.

Kidlington & Surrounding Villages	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Promote beneficial uses of the Green Belt to support access to the countryside and healthy lifestyles.	Consider policies that would encourage opportunities, for example for improved access, informal recreation, retention and enhancement of landscapes, visual amenity and biodiversity.
Address identified deficiencies in open space, sport and recreation provision through enhancement of existing facilities or securing new provision.	Where required, include policies that: • protect existing provision • secure appropriate contributions from development towards the enhancement of existing provision • include positive planning policies towards new open space, sport and recreation provision • secure appropriate new on-site provision as part of larger strategic developments • allocate sites for open space, sport and recreation provision
Continue to improve connectivity for sustainable modes of transport including buses, cycling and walking.	Include policies that continue to promote healthy and sustainable modes of travel.
Continue to improve green infrastructure provision.	Consider policy that sets out the key component parts of, and approach to green infrastructure in the area.
Need to protect and enhance the canal and river corridors, particularly for ecological connectivity.	Include a policy which seeks to enhance the River Cherwell Conservation Target Area (CTA) and the objectives of the emerging Oxfordshire – wide Nature Recovery Network.
Support innovation and research capacity in the local economy; implement planning policies to secure high value employment in the vicinity of key assets such as Begbroke Science Park and London-Oxford Airport.	Consider how the new Plan can assist the implementation of existing objectives; explore other appropriate opportunities within the area, subject to Green Belt considerations.
Provision of a new park and ride on the A44 at London-Oxford Airport.	Review whether a policy is needed to safeguard this site for delivery.
Localised flooding and drainage issues.	Where possible seek solutions to reduce flood risk from all sources including ground and surface water.
Ensure continued delivery and implementation to meet existing objectives.	Develop new policies that complement and do not undermine existing commitments.

Question 6: Kidlington Planning Issues

Do you have any observations on the Kidlington issues we have identified? Are there any others you would like to raise?

Heyford Park

2.87 Within the rural area of the District lies the 500 hectare former RAF Upper Heyford site vacated by the US Air Force in 1994. Since 1996 we have been supporting residential and commercial development on this extensive site to secure our aim of achieving environmental improvements and the conservation of this internationally significant former Cold War airbase.

2.88 Located at the top of a plateau and set within open countryside the site is not without landscape and environmental constraints. The land to the west falls sharply to the Cherwell Valley. The Grade 1 listed Rousham Park is located in the valley to the south-west. The Rousham, Lower Heyford and Upper Heyford Conservation Area adjoins the site, whilst the former airbase itself is a designated conservation area. There are also a number of Scheduled Ancient Monuments, listed buildings, and non-designated heritage assets of national importance on site. Much of the airfield is of ecological importance including a Conservation Target Area, and a Local Wildlife Site.

2.89 The current Local Plan provides for the development of a community of approximately 2,300 new homes of which nearly 600 have been built. Today the area is our newest parish and the community is now known as Heyford Park. The site currently has over 120,000 square metres of commercial accommodation and it has established itself as one of Oxfordshire's leading business parks, attracting a broad range of occupiers.

2.90 We continue to support the implementation of the Local Plan policy to ensure that this new community is provided with the appropriate local education, recreation and other facilities required and the policies heritage and environmental objectives are met. A planning application is being considered by the Council which includes a masterplan for the site providing for the additional homes, new employment opportunities and facilities. It is expected to be determined soon.

Upper Heyford

2.91 Without prejudice to the determination of that planning application (which must be separate from this consultation), you may have views on the key issues for the future – whether this is about supporting what is already committed (e.g providing for additional facilities such as a cemetery as has been highlighted by the Parish Council) or about the longer term (e.g the Oxfordshire Industrial Strategy identifies the site as providing the opportunity to deliver a creative city for film and television).

2.92 In May 2019 a Mid-Cherwell Neighbourhood Plan was completed and made part of the statutory Development Plan. The Neighbourhood Plan area comprises 11 parishes which surround Heyford Park and includes planning policies to encourage the use of brownfield sites, to resist the loss of countryside, to reinforce a sense of rurality and to help control development at the villages building upon policies in the existing local plan.

2.93 Whilst we presently expect the steer for future broad locations of growth across the county to come from the Oxfordshire Plan 2050, we would welcome your views on the key issues we may need to consider. We will need to ensure that our existing Local Plan commitment is delivered, and we believe that the time has become to consider how Heyford Park fits into our settlement hierarchy – our categorisation of villages. But will there be wider development, community, heritage, sustainable transport and environmental issues that we need to consider in the next Local Plan?

Heyford Park	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Need to consider the categorisation of the settlement.	Undertake a review of Policy Villages 5 which currently sets out the level of growth at the settlement up to 2031.
Need to assess potential for future employment growth within environmental and accessibility constraints.	Provide an appropriate policy basis for future employment development.
Need to address any identified deficiencies in open space, sport and recreation provision through enhancement of existing facilities or securing new provision.	Undertake review of the existing policy to determine appropriate open space, sport and recreation provision. Protect existing provision, where appropriate secure contributions from development towards enhancement of existing provision. Include positive planning policies towards new open space, sport and recreation provision. Where appropriate, secure new on-site provision as part of any larger developments.
Need to consider the impact of development on the newly designated Conservation Target Area (CTA).	Review existing policy for the area to ensure that the CTA is taken in to consideration.
Need to continue to improve green infrastructure, including those components that are valuable for wildlife in the parish.	Review current policy to include the key component parts of and approach to green infrastructure in the parish.
The need to provide local services and facilities to meet the needs of the existing and future population.	Seek appropriate contributions from development towards improving local services and facilities.
Need to improve bus, rail, pedestrian and cycling connections.	Include policies to promote healthy and sustainable modes of travel.
Impact of HGV traffic on surrounding villages.	Include a policy to mitigate against this impact.
The need to recognise the historic significance and character of the cold war site as a whole when considering future development proposals.	Continue to include policies which require development proposals to preserve and enhance this internationally significant heritage asset.
Need to provide public access and interpretation of the historic significance of the former Cold War site.	Continue to include policies which require public access and interpretation of the former Cold War site.
Identified need by parish council for the provision of burial space within the settlement.	Seek to facilitate the provision of burial space within the parish.
Ensure continued delivery and implementation to meet existing objectives.	Develop new policies that complement and do not undermine existing commitments.

Question 7: Heyford Park Planning Issues

Do you have any observations on the Heyford Park issues we have identified? Are there any others you would like to raise?

Rural Areas

2.94 There are over 90 villages and hamlets in the District. Bloxham in the north with a population of just over 3,000 is the second largest village after Kidlington. Adderbury, Deddington, Hook Norton and Bodicote all have populations in excess of 2,000. In total approximately 31% of the District's population live outside the main urban areas.

2.95 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 villages have seen growth over the centuries, and some have grown significantly in the 20th and 21st centuries.

2.96 In general Cherwell's villages can be characterised as having a relatively limited range of services and facilities, although we recognise that there are significant differences. Larger villages often have some or all of the following; a post office, primary school, shop, pub, bus service, recreation and community facilities. Some also have local employment opportunities. Unfortunately, in recent years some of these facilities have been lost. In particular, a number of pubs have closed, and rural bus services have been significantly reduced.

2.97 We recognise that although the area is relatively affluent, high house prices and lack of public transport mean that those on limited incomes, and those seeking to live, work and access services locally, can be disadvantaged.

2.98 Government rural housing policy seeks to be responsive to local circumstances and support housing developments that reflect local needs. In order to promote sustainable development this new housing should be located where it will enhance or maintain the vitality of rural communities. Our last Local Plan reflected this approach by defining a hierarchy of settlements which considered the following factors:

- The availability of services and facilities including shops and post offices
- Primary and secondary school provision
- Public transport availability
- Accessibility to the towns and other villages
- Employment sites
- Population size

Bloxham

Balscote

2.99 Whilst minor infilling and conversions is supported (in principle), in many villages, larger developments are restricted to the more sustainable settlements, (known as Category A settlements). There are currently 24 Category A villages however, we are aware that since the last surveys informing village categorisation levels of services and facilities may have changed.

2.100 We therefore intend, with the assistance of parish councils and the local communities, to re-survey each village to fully understand current levels of services, facilities and accessibility. We will also need to review and define our approach for distributing any future rural housing and employment growth, once that has been defined. In formulating this approach, we will be mindful of the levels of growth experienced by some villages and explore the pressures placed on local infrastructure, including the local road network, primary health provision and school places. Planning appeal decisions affecting some areas of the district have been controversial locally and led to calls from some for village categorisation to be re-examined and rural housing distribution to be re-considered.

2.101 Cherwell's rural areas have a diverse economy, including village centres, employment sites accommodating a wide range of industries, military bases and other previously developed land and operations. These may provide opportunities for redevelopment and expansion for local business and community needs. We also recognise that agriculture and food production still form an important component of the local economy.

2.102 The last Local Plan seeks to limit employment growth in the rural areas whilst promoting:

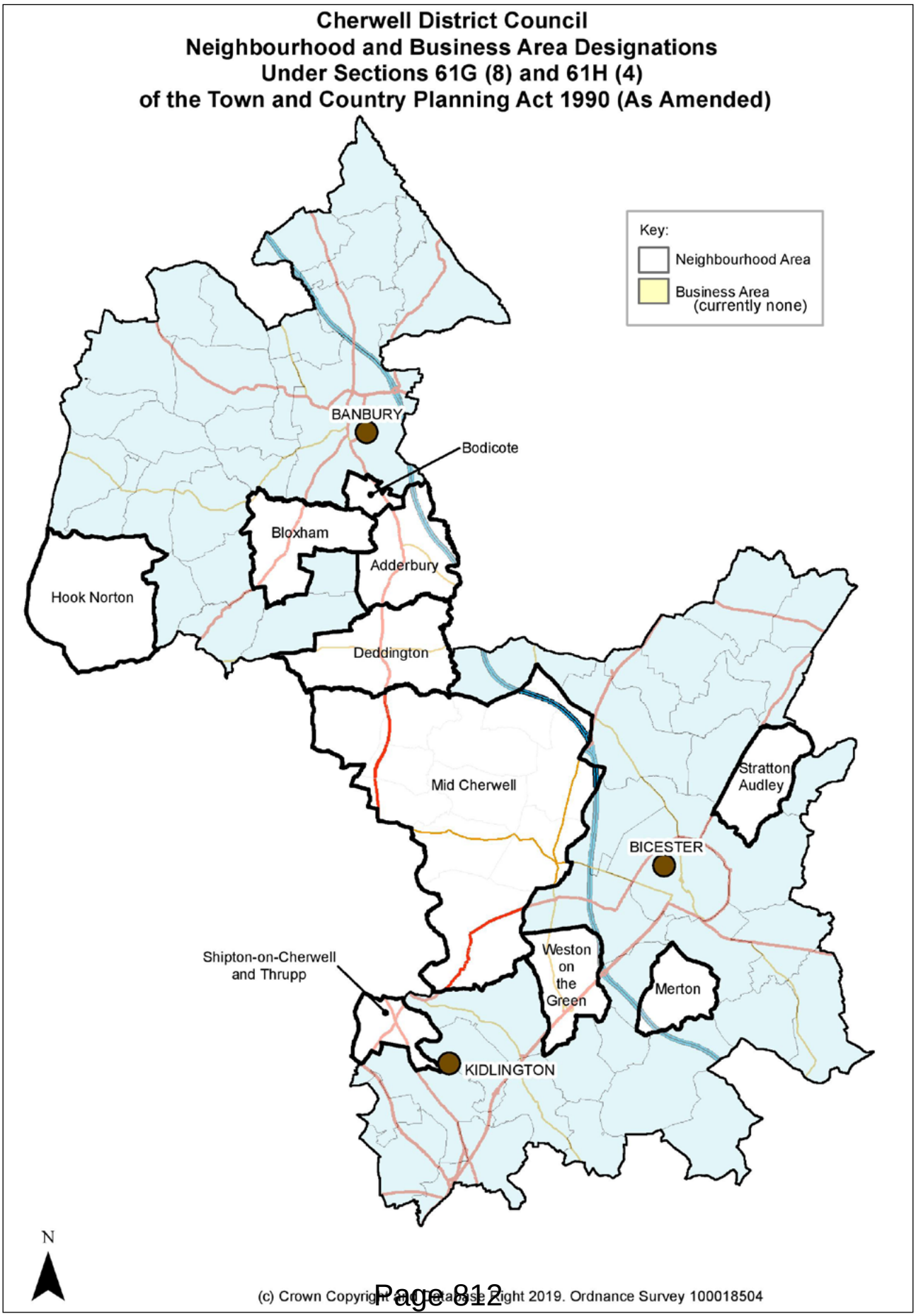
- Farm diversification
- Development on appropriate small-scale employment sites
- Re-use of existing sites
- Home working

2.103 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-estern 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. The District's economy also benefits from having major attractions on its doorstep including Blenheim Palace, Warwick Castle and Stratford-upon-Avon.

2.104 Whilst Cherwell has many attractive villages with valued built and natural environments, high house prices and a reliance on commuting by private car could disadvantage those of limited means, and those seeking to live, work and access services locally. There are also some pockets of deprivation in Cherwell's rural areas.

2.105 The current Local Plan seeks to protect and where possible enhance local services and facilities. There are policies to protect the natural and built environment.

2.106 In addition to Cherwell's local plans a number of rural parishes in the District have prepared or are in the process of preparing Neighbourhood Plans. These Plans, prepared by the community, provide the opportunity for local concerns on social, environmental and economic issues to be addressed through spatial planning policies. Currently there are neighbourhood plans for Bloxham, Adderbury, Hook Norton and Mid Cherwell (covering the parishes of Ardley with Fewcott, Duns Tew, Fritwell, Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, North Aston, Somerton, Steeple Aston and Upper Heyford). Weston-on-the Green Neighbourhood Plan is well advanced. Plans are also progressing for Deddington and Shipton on Cherwell and Thrupp. The Local Plan Review will need to have regard to the policies in these neighbourhood plans.


Cherwell District Council
Neighbourhood and Business Area Designations
Under Sections 61G (8) and 61H (4)
of the Town and Country Planning Act 1990 (As Amended)
Key:
Neighbourhood Area
Business Area
(currently none)
BANBURY
Bodicote
Bloxham
Adderbury
Hook Norton
Deddington
Mid Cherwell
Stratton
Audley
BICESTER
Shipton-on-Cherwell
and Thrupp
Weston
on
the
Green
Merton
KIDLINGTON
N
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Rural Areas	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Many residents have poor access to services and facilities.	Include policies that help protect vital local village services.
Changes to the level of services and facilities in villages.	Undertake review of village categorisation to reflect the current provision of services and facilities and sustainability criteria more widely and explore the need for flexibility in policy to take into account future changes.
The need to provide housing to meet local need and to support the rural economy.	Allocate sufficient housing in the rural areas to meet local need.
The need to sustainably support and diversify the rural economy.	Provide policies for sustainable rural employment to meet the needs of the local population.
Need to address any identified deficiencies in open space, sport and recreation provision through enhancement of existing facilities or securing new provision.	Protect existing provision. Where appropriate secure contributions from development towards enhancement of existing provision and include positive planning policies towards new open space, sport and recreation provision. Where appropriate secure new on-site provision as part of any larger developments and determine appropriate level of provision depending on size and character of settlement
Need to identify and protect important gaps and avoid coalescence of settlements.	Review existing policy to protect important settlement gaps and avoid coalescence. Consider introducing settlement boundaries.
Need to protect and enhance the natural and built environment.	Review existing policies that seek to protect and enhance the natural and built environment.
Need to protect local distinctiveness and settlement pattern of villages when assessing development proposals.	Review existing policies that seek to protect local distinctiveness and settlement patterns.
Need to protect countryside from unnecessary development.	Review existing policies that seek to protect the countryside from unnecessary development.
Localised flood risk	Ensure development helps to remove existing flood risk from all sources. Utilise natural flood alleviation measures wherever possible.

Question 8: Rural Area Planning Issues

Do you have any observations on the rural issues we have identified? Are there any others you would like to raise?

3. Key Themes

3.1 We are proposing that there are three central overarching themes that will influence and shape the future of Cherwell District. These themes, which are consistent with the Government's three objectives for the planning system to achieve sustainable development are:

1. **maintaining and developing a sustainable local economy;**
2. **meeting the challenge of climate change;**
3. **healthy place-shaping;**

Question 9: Key Themes

Do you agree with the Key Themes identified? Are there other Key Themes the Plan should address?

Theme 1: Maintaining and Developing a Sustainable Local Economy

3.2 Government planning policy has the economic objective of building a strong, responsive and competitive economy by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation, improved productivity; and by identifying and coordinating the provision of infrastructure.

3.3 In 2017 the government produced the National Industrial Strategy which seeks to boost productivity by backing businesses to create good jobs and increase the earning power of people throughout the UK with investment in skills, industries and infrastructure.

3.4 The Oxfordshire Local Industrial Strategy (LIS) (2019) produced by the Local Enterprise Partnership (LEP) sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative growth which is clean and sustainable and delivers prosperity for all communities across the county. It highlights how Oxfordshire has a well-balanced, resilient economy which has been instrumental to its track record of continued growth. Output growth has continued to be strong since the financial crisis (3.9 per cent per annum since 2007), well above national averages and even during the last recession Oxfordshire continued to grow.

3.5 Oxfordshire's LIS Vision Statement is; 'To position Oxfordshire as one of the top three global innovation ecosystems by 2040, building on the region's world leading science and technology clusters to be a pioneer for the UK in emerging transformative technologies and sectors.'

3.6 The emerging Cherwell Industrial Strategy, which is informed by the National and Oxfordshire Industrial Strategies will replace the Council's current Economic Development Strategy which informed our last Local Plan. It is intended that the new strategy and its economic priorities will be supported

by a delivery plan setting out annual delivery projects. The emerging cross-cutting themes include inclusive prosperity, the climate emergency and healthy place-shaping, and it too will cover the three main urban centres (Banbury, Bicester and Kidlington) and the rural economy. Re-imaging the town centres and high streets and economic recovery from COVID-19 are likely to feature strongly.

3.7 The Local Plan was prepared to support economic growth as expected by national planning policy. The creation and maintenance of a broad, diverse and resilient economy was a fundamental objective. Much has and continues to be achieved from the Plan's delivery focused policies and the allocation of employment land.

3.8 The Council recognises the valuable sectors and companies that are already in the District and that it will be important to sustain an environment that can help them to grow. This positive environment will also help to attract new companies in sectors such as; manufacturing, engineering, the low carbon economy, high-tech knowledge-based industries and distribution, thereby supporting prosperity and growth. The maintenance and development of a diverse and resilient economy will be required to support a range of jobs for local people.

3.9 We also recognise the strategic importance of the food and farming industry to the local economy particularly in our rural areas. This sector can help us deliver thriving rural communities, providing jobs and growth both in food production but also in diversified industries such as renewable energy and tourism.

3.10 Our town, village and local centres play a central role on the life of our communities and the future of our local economy. Their prosperity determines how well they serve our community's needs, shape people's perceptions of the District and influence future investment in the wider area. Town centres across the country have faced, for some time, serious economic and social challenges ranging from changes to the way we shop to shifts on investment with concentration on fewer larger centres.

3.11 Actions to plan for the future of our local centres and high streets depend on strong partnerships and measures taken with local business and residents, local authorities, suppliers and infrastructure providers. The Local Plan Review will have a role to play by setting flexible planning objectives and policies which facilitate town centre growth, management, and helps their ability to adapt over time and facilitate positive change.

3.12 Improving Cherwell's economic future also requires consideration of how we manage and reduce the environmental impact of existing and proposed development and how we ensure that it is of sufficient quality, sustainable, and respects the urban and rural character of the District.

3.13 Supporting and 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 continue to be as business-friendly as possible thereby supporting jobs and prosperity. Improving our town centres, historic environment, and the public realm will also encourage the expansion of our tourism economy.

Maintaining and Developing a Sustainable Local Economy	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Meeting the challenges and opportunities posed by COVID-19, climate change, 'Brexit' and globalisation for the local economy, local resilience, supply chains, agriculture, jobs and trends.	Formulating policy which understands the challenges to the local economy, including agriculture, and provides a spatial context to support sustainable, inclusive economic growth, resilience and flexibility.
Understanding the importance of the Oxfordshire and Cherwell economy within the national context, linking the National Industrial Strategy with Oxfordshire and emerging Cherwell Industrial Strategies.	Include policies which support and enhance the strengths in the local economy identified by the local industrial strategies.
Implementation of Central government and the Local Enterprise Partnership's (LEP) policies and initiatives encouraging sustainable economic growth and the raising of the value of the economy.	Take account of policies and initiatives including their location in formulating a strategy to secure sustainable economic growth including high tech knowledge-based and low carbon sectors.
Ensuring the character and beauty of the countryside and the wider benefits from natural capital and ecosystem services are recognised.	Ensure the economic benefit of agricultural land, trees, woodland and other features are recognised by following an ecosystem services approach. Ensure natural capital mapping is used to inform preparation of the plan including the distribution of uses within a development site.
Ensuring that the importance of preserving and enhancing the historic environment to the local economy is recognised.	Ensure that policies recognise the importance of preserving and enhancing the District's historic environment to the local economy.
Inclusive growth and prosperity.	Considering policy approaches that will enhance the opportunities for economic self-sufficiency by fostering education, training and skills development and local business growth.

Question 10: Maintaining and Developing a Sustainable Local Economy

Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise?

Theme 2: Meeting the Challenge of climate change

3.14 Climate change is perhaps the greatest long- term challenge facing society; a challenge recognised by Cherwell District Council when it declared a Climate Emergency in July 2019 and pledged to be carbon neutral by 2030.

3.15 Climate change is already evident in the form of extreme weather events, rising sea levels, longer droughts and heatwaves, and retreating polar ice and glaciers. The UK's ten hottest years on record have all been since 2002, and six of the ten wettest years since 1998. Summers are likely to become 30% drier by 2050 and 40% drier by 2080. The central and south-east of the UK will experience the most extreme temperature peak rises in coming decades, while the catchments of major rivers – e.g. the Thames basin, which includes the River Cherwell, will be most under threat from increased flood in winter.

3.16 Direct greenhouse gas emissions from buildings accounted for 19% of the total UK greenhouse gas emissions in 2017. In Cherwell this is estimated to be as high as 21%. 40% of emissions in Cherwell are caused by transport.

3.17 The Climate Change Act 2008 introduced a statutory target of reducing carbon dioxide emissions to at least 80% below 1990 levels by 2050 and in 2019 the Government adopted a legally binding target for the nation to achieve 'net zero' greenhouse gas emissions by 2050. Cherwell District Council is legally bound to ensure that its local plan contributes to the mitigation of, and adaption to climate change.

3.18 There are many ways the local plan can do this, including policies on the location, construction methods, scale, mix and character of development (as well as density and layout, including building orientation, massing and landscaping).

3.19 We can also help Cherwell and the UK meet its emissions reduction targets through direct influence on energy use and emissions (by, for example, encouraging renewable energy and promoting low-carbon modes of travel). In addition, we can encourage economic growth and improve energy security by identifying renewable and local sources of energy and by reducing the amount of energy used.

3.20 Our last Local Plan included a suite of policies which seek to mitigate and adapt to climate change. We intend to review and update these policies to ensure that they continue to help us to:

- Secure cuts in greenhouse gas emissions by planning new development to:
  - Deliver the highest viable energy efficiency, including the use of decentralised energy;
  - Reduce the need to travel, particularly by private car; and
  - Secure the highest possible number of trips by sustainable travel.
- Actively support and help drive the delivery of renewable and low-carbon energy generation and grid infrastructure.
- Shape places and secure new development to minimise vulnerability and provide resilience to the impacts of climate change. For example, extreme weather events such as flooding, drought and heatwaves.
- Encourage community-led initiatives such as the promotion of decentralised renewable energy use or securing land for local food sourcing.
- Increase sustainable transport use and local transport solutions.

3.21 Our open spaces and green infrastructure will also play an important role by, for example, providing urban cooling, local flood risk management, sustainable drainage systems, carbon sequestration, local access to outdoor shady space, and assist species/biodiversity to adapt to the impacts of climate change.

Meeting the Challenge of climate change	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Risk of flooding in parts of the district and increase in flash flooding frequency and severity due to climate change.	Ensure the latest allowances for climate change are taken in to account in considering development proposals. Seek to re-establish and enhance natural river corridors, including natural flood management. Safeguard land required, or likely to be required for current or future flood management. Encourage the reuse of 'grey water' by capturing rainwater for purposes other than drinking.
Flooding from sewers in parts of the District.	Ensure foul and surface water drainage systems are kept separate and that Sustainable Drainage Systems (SuDS) are used wherever possible.
Water supply/demand deficit in the District from 2022/23.	Ensure policies help to achieve a water neutral position by requiring reduced water use/high water efficiency measures in new development.

Meeting the Challenge of climate change	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Need to reduce greenhouse gas emissions from transport.	Ensure policies reduce the need to travel/encourage active and healthy travel. Ensure provision of new EV infrastructure in new developments.
Need to minimise essential energy demand in new developments and increase renewable generation to meet demand.	Include policies that require sustainable construction techniques and promote the use of renewable energy including local energy systems.
In 2019 the UK government adopted a legally binding target for the nation to achieve 'net zero' greenhouse gas emissions by 2050 and the Council has committed to be carbon neutral by 2030.	Include policies that require climate change mitigation and adaption, including working towards the goal of zero carbon developments.
Existing sports/ community centres and other non – residential buildings perform relatively poorly in terms of energy efficiency.	Include policies to ensure new /refurbished buildings are constructed to high energy efficiency standards.
Need to protect and enhance the green infrastructure network to help address the impacts of climate change.	Include policies to protect and enhance existing sites and features forming part of the green infrastructure network. Secure new provision to improve sustainable connectivity between sites and reduce the effects of development on the microclimate
Need to protect and enhance strategic ecological networks and seek the enhancement of natural capital.	Require developments to include ecological corridors as a component of green infrastructure provision to ensure habitat connectivity. Include a policy on the Nature Recovery Network including specifying what types of development are likely to be acceptable within it. Ensure developments secure biodiversity/environmental net gain.
Need to ensure that new developments are designed to avoid overheating.	Include appropriate design, orientation and landscaping policies.
Need to recognise the benefits to climate change of re-using existing buildings and the use of finite resources sustainably and responsibly.	Include policies to seek reuse of existing buildings and ensure that finite resources are used sustainably
Need to preserve and enhance heritage assets when considering new development and adaptions to climate change. For example, retrofitting renewable technologies.	Include climate change policies that recognise the need to preserve and enhance heritage assets.

Question 11: Meeting the Challenge of climate change

Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise?

Theme 3: Healthy Place-shaping

3.22 Evidence from the Health Foundation suggests that only 10% of our health and well-being is determined by access to health care. The rest is influenced by housing, the quality of our work, income, education and skills, the food we eat, access to green space and nature, transport, family, friends and communities.

3.23 We consider that significant benefits for local people can be achieved through bringing together planning for housing, infrastructure and the economy with planning for residents' health and well-being. No single aspect of people's lives determines their health and well-being. Factors as varied as employment status, transport options, quality of housing, sense of belonging, and access to green space and nature all affect people's health outcomes.

3.24 Healthy place-shaping is therefore a practical way to create healthier communities though planning.

'Healthy place-shaping is a collaborative process which aims to create sustainable, well-designed communities where healthy behaviours are the norm and which provide a sense of belonging and safety, a sense of identity and a sense of community. It is also a means of shaping local services, infrastructure and the economy through the application of knowledge about what creates good health, improves productivity and benefits the economy, thus providing efficiencies for the tax-payer.'

3.25 Healthy place-shaping is based on three concepts:

1. Shaping the built environment, green spaces and infrastructure at a local level to improve health and well-being.

2. Working with local people and local organisations, schools etc to engage them in planning places, facilities and services through 'community activation'.

3. Re-shaping health, well-being and care services and the infrastructure which supports them to achieve health benefits, including health services, social care, leisure and recreation services, community centres etc.

3.26 Crucially, healthy place-shaping is not just about new developments; it applies to any geographical area experiencing significant change or growth so that all residents can benefit in terms of health and well-being which includes happiness and prosperity.

3.27 It also applies to how we connect new developments to existing communities. Loneliness and social isolation (often transport related or due to commuter towns) are impacting the health of rural populations across the UK, and not just the elderly.

3.28 Housing plays a major role on the health of an area and its people. The quality and affordability of housing can impact on the health status of residents. It is estimated that 20% of the UK's housing stock is substandard and that the cost to the NHS of poor-quality housing is £2.5 billion per annum. Living in good quality and affordable housing is associated with many positive health outcomes for the population generally and particularly those from vulnerable groups and those with specific needs.

3.29 Moreover, the provision of affordable housing and diverse house types has been associated with a reduction in the perception of crime risk and increased physical activity. The provision of suitable and affordable housing for homeless households and those

whose current accommodation is unsuitable to meet their needs has consistently been shown to increase engagement with healthcare services, improve quality of life and increase employment. It has also been shown to contribute to improvements in mental health.

3.30 Access to nature and green space can also improve people's health and well-being. Recent work in Bicester undertaken by the University of Oxford on the value of green space in the town illustrated the benefits they provide to health, well-being and community cohesion.

Healthy Place-shaping	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Cherwell has an increasingly ageing population.	Include policies which plan positively for the ageing population, including a wider housing choice for the over 65s, and the design of the public realm that recognises the needs of the elderly and infirm.
Cherwell has a higher number of deaths from cancer, respiratory diseases and circulatory disease in under 75s than the rest of Oxfordshire.	Include district-wide policies that encourage physical activity and healthier lifestyles more generally across all ages. For example, by improving existing cycling and pedestrian infrastructure; improving the food environment for both consumption and production of healthier food options. Include policies that address air pollution. Include policies that prioritise active travel in new development and the infrastructure that supports it. Include policies that promote good quality street design standards
Cherwell has the highest number of serious injuries from road accidents in Oxfordshire.	
63.2% of adults in Cherwell are classified as overweight or obese (2017/18). This is the worst in Oxfordshire and higher than the figures for the South East and England.	
Adult and child physical activity is the lowest in Oxfordshire.	
The proportion of adults who participate in active travel in Cherwell is lower than in Oxfordshire and England.	
23% of children in Cherwell are living in poverty (2017/18).	Include policies to support and expand local jobs and the economy, ensure the provision of good quality, affordable housing, and provide training and learning opportunities accessible to all. Ensure the provision of healthcare facilities to meet the demand from an increasing population.
Data from 2003-2018 suggests that 27% of deaths in Cherwell were due to socio-economic inequality.	
Achieving safe and accessible high-quality public space which encourages active and continual use of public areas.	Include quality standards for public space. Ensure green infrastructure is considered and provided as an integral part of new developments and seek to enhance existing areas of public space.

Healthy Place-shaping	
Key issues	**How the Cherwell Local Plan Review might address these key issues**
Need to enable and support healthy lifestyles, especially where this would address identified local health and well-being needs.	Include policies to secure safe and accessible green infrastructure, access to nature and, provision for sport and recreation facilities including allotments. Ensure new developments include measures to encourage walking and cycling and include walking and running routes as part of provision in new parks and areas of open space. Secure wayfinding to support connectivity between new and existing developments.
Embed green infrastructure network considerations into the planning of new development.	Provide an overall strategy for GI provision, including: • protecting existing sites and features forming part of the GI network • securing new GI provision through development, • allocating new sites/footpath cycle routes • standards for GI provision including for natural accessible green space
Lack of large areas of natural accessible green space in the district.	Include policies that seek provision as part of new strategic developments and allocate sites for natural accessible green space.
Affordability, quality, quantity, and safety of homes for all and specifically for those most vulnerable.	Include policies to deliver housing to meet identified local need including supported housing, wheelchair accessible and adaptable dwellings. Include policies supporting provision of social housing in general and to reduce the use of temporary accommodation. Include policies supporting safe, high quality and affordable homes. Include policies to protect and improve housing quality and space standards across all housing types. Include policies to support housing to meet the needs of the local economy and key workers. Include policies to guide permitted development and conversions to residential use which protect quality and space standards. Include policies to encourage the reuse and renovation of historic buildings for housing.

Question 12: Healthy Place-shaping

Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise?

4. Establishing a Vision and Objectives

4.1 Once we understand the needs and issues facing the District, we can then begin to establish the vision and objectives for the Plan and formulate detailed policies.

4.2 As yet we do not know what this vision will be, but it will be distinctive to our local area and be realistic and achievable.

4.3 Our last Local Plan has a vision which may be a good starting point. However, since we established the vision for the adopted Cherwell Local Plan the Government has updated its planning policies as set out in its National Planning Policy Framework (NPPF). These policies focus on:

- Promoting high quality design of new homes and places
- Stronger protection for the environment
- Building the right number of homes in the right places.

4.4 Our new local plan will need to take in to account government policy and reflect wider countywide aims in the emerging Oxfordshire Local Plan 2050.

Question 13: Establishing a Vision and Objectives

Do we need a new vision for the Cherwell Local Plan Review 2040? What should be its key priorities?

5. Call for Sites

5.1 The Cherwell Local Plan Review will make site specific allocations for housing and employment. We are therefore, as part of this consultation, also publishing an open invitation (for the duration of the consultation period) for an initial submission of such sites within Cherwell District for development.

5.2 This 'Call for Sites' invitation is an opportunity for everyone from developers, landowners, residents and other stakeholders to help shape the Local Plan. It will also ensure that the Council has up-to-date information relating to potential development sites before it moves to the next stages of the Local Plan preparation.

Question 14: Call for Sites.

Do you wish to propose any sites for the Cherwell Local Plan Review 2040? Provide us with a location plan and details of your proposals. We have prepared a site submission form to help you.

6. Preparing the Plan

6.1 We are also consulting on a Sustainability Appraisal (SA) Scoping Report. The SA Scoping Report includes a comprehensive assessment of baseline information relating to Cherwell District. We have published an addendum to the Statement of Community Involvement (SCI) to address consultation and engagement during the current COVID-19 pandemic. This Paper relies and builds upon this baseline information.

Sustainability Appraisal and Habitats Regulation Assessment

6.2 It is a legal requirement for the Cherwell Local Plan Review to be the subject of a Strategic Environmental Assessment (SEA) / Sustainability Appraisal (SA) throughout its preparation to ensure that the plan proposes sustainable development. The SEA and SA will be integrated in to a single process referred to as SA which will assess the environmental, social and economic effects of the plan proposals.

6.3 The first stage of the SA is the preparation of a Scoping Report. The Scoping Report involves reviewing relevant plans, policies and programmes, an assessment of the current state of the environment in the plan area ('the baseline'), the identification of key environmental issues, and then the establishment of the 'SA Framework'. This SA Framework sets the specific objectives against which the likely effects of plan policies and development proposals can be assessed.

6.4 The SA Scoping Report accompanies this consultation paper. We are inviting comments on it, particularly on the scope of the work to be undertaken and the level of detail of the appraisal work.

6.5 A Habitats Regulations Assessment (HRA) is also required where there is potential for a significant effect on a wildlife site of European importance. As this Paper does not identify potential site options an HRA Screening Report is not considered necessary at this stage.

Question 15: Preparing the Plan.

Do you have any comments specifically on the Sustainability Appraisal Scoping Report that accompanies this consultation paper?

Health Impact Assessment

6.6 A Health Impact Assessment (HIA) of the Local Plan will also be undertaken to test the impact both positively and negatively on the health and well-being of our current and future residents. The HIA will be conducted when detailed options are available for appraisal. Changes to the Plan may result in the interest of seeking good outcomes for overall health and well-being.

Community Engagement

6.7 We are required to have a Statement of Community Involvement (SCI) setting out how and when the Council will carry out community engagement and consultation with the general public and key stakeholders when preparing a Local Plan.

6.8 The Council adopted its SCI in 2016 which is available at: www.cherwell.gov.uk/info/33/planning-policy/383/statement-of-community-involvement

6.9 As a result of the current COVID-19 outbreak we have had to make temporary changes to our existing Statement of Community Involvement (2016) on how we publicise planning policy documents in particular. The addendum to the statement is also available on our website.

6.10 Whilst there is no formal requirement to consult when reviewing or updating a Statement of Community Involvement, we would like to provide the opportunity for you to comment on our methods of engagement for preparing the new Local Plan. We will consider these comments in updating the SCI.s

Duty to Co-operate

6.11 When preparing its local plan, the Council has a legal 'Duty to Co-operate' with local planning authorities and prescribed bodies on strategic matters that cross administrative boundaries.

6.12 Government policy requires effective and on-going joint working between these authorities and bodies to help ensure that plans are positively prepared and justified. In particular, joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.

6.13 In order to demonstrate effective and on-going joint working, we will need to prepare and maintain a publicly available statement(s) of common ground which will document the strategic cross boundary matters being addressed in preparing the Local Plan, and the progress made in cooperating to address them.

Question 16: Methods of engagement

Are there any specific methods of engagement you would like us to consider in preparing the Local Plan and updating our Statement of Community Involvement (SCI)?

7. Be Involved

You may wish to speak to us about the Cherwell Local Plan Review. If so, please contact the Planning Policy Team.

If you represent a Parish Council or community group, we may be able to arrange a remote meeting to discuss any specific issues for the new Local Plan.

Interest groups may wish to speak to us about new approaches to policy making and any specific needs or concerns you have for protecting and enhancing the district's assets.

It would be helpful to hear from service & infrastructure providers about the local issues you face.

Representatives of the homebuilding, commercial development, retail and leisure industries may wish to speak to us about the challenges and opportunities you have, particularly in the context of economic recovery.

We will do what we can to accommodate these requests and engage with you on the plan-making process.

Please note that all comments and submissions received may be made publicly available.

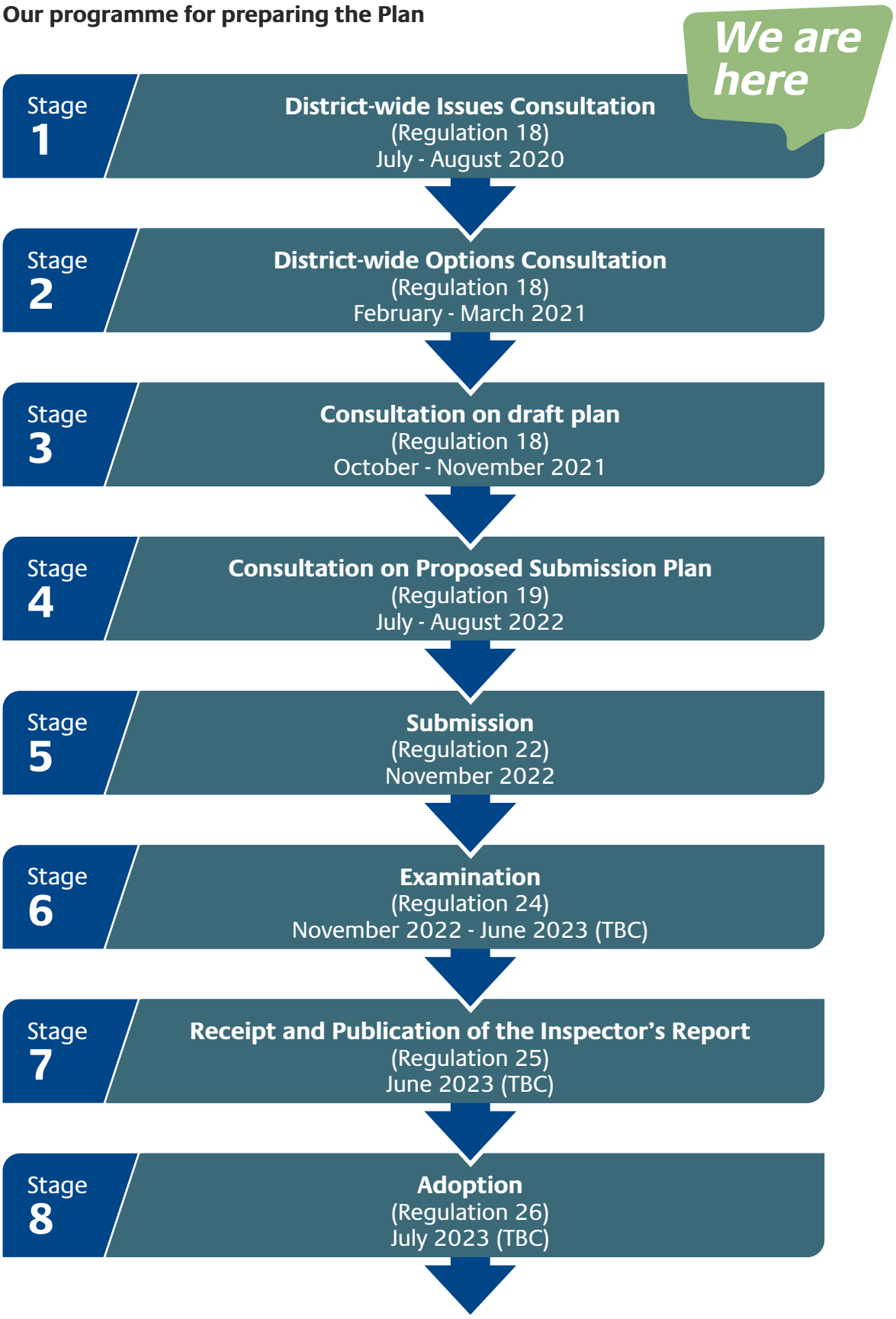
We will consider all the comments and contributions received in response to this Consultation Paper. They will be used to inform the next stage of the Local Plan process.

Once we have a good understanding of the issues that the Plan needs to address, we will prepare a Consultation Paper on options for a vision, objectives and potential policy areas and seek your input. We will need to consult with you on all reasonable options for the Plan before preparing draft proposals and policies.

We will then consult on a draft Plan and consider all the comments received. Our final proposed Plan will also be consulted upon before we submit to the Government for an independent examination by an appointed Planning Inspector.

Our programme for preparing the Plan is shown below:

Our programme for preparing the Plan



How to comment

We would prefer it if you could email your comments and submissions.

They can be emailed to:

PlanningPolicyConsultation@Cherwell-DC.gov.uk

If you prefer to post your comments,
please address them to:

Cherwell Local Plan Review 2040
Planning Policy Team
Planning Policy, Conservation and Design
Cherwell District Council
Bodicote
Banbury, OX15 4AA

"Thank you for taking an interest in the **Cherwell Local Plan Review 2040**"

Contact details

To speak to a member of the Planning Policy Team,
please telephone 01295 227985
or email: Planning.Policy@Cherwell-DC.gov.uk

Appendix 2: Representation Form

Cherwell Local Plan Review 2040
Planning for Cherwell to 2040 - A Community Involvement Paper
July 2020

Representation Form

Cherwell District Council has prepared a document called *Planning for Cherwell to 2040: A Community Involvement Paper* which is the first stage of consultation to inform a new district wide Local Plan.

We wish to engage with our local communities, partners and stakeholders. We want to ensure that a wide cross-section of views are obtained to help us identify, understand and examine the main social, environmental and economic needs that we will have to consider when we plan for Cherwell's future development needs. This Paper does not contain any proposals or policy options, but highlights needs and issues to stimulate discussion and debate.

We are also making a 'call for sites' and inviting comments on a Sustainability Appraisal Scoping Report.

These documents are available to view for comment from **Friday 31 July 2020 to 11.59pm Monday 14 September 2020**.

To view the Community Involvement Paper and the accompanying Sustainability Appraisal Scoping Report and Call for Sites form please visit www.cherwell.gov.uk/planningpolicyconsultation.

We are currently unable to place hard copy documents for viewing at our normal deposit locations due to COVID–19 restrictions.

How to use this form
Please complete **Part A** in full.
Then complete **Part B for each question you wish to comment on**.

PLEASE NOTE THAT ANONYMOUS OR CONFIDENTIAL COMMENTS CANNOT BE ACCEPTED. ANY COMMENTS RECEIVED WILL BE MADE PUBLICLY AVAILABLE.

The information you provide will be stored on a Cherwell District Council database and used solely in connection with the Cherwell Local Plan Review 2040.

Representations will be available to view on the Council's website, but address, signature and contact details will not be included. However, as copies of representations must be made available for public inspection, they cannot be treated as confidential. Data will be processed and held in accordance with the Data Protection Act 2018.

Your details will be added to our mailing list which means that you will be automatically notified of future stages of the local plan preparation process. If you subsequently wish to be removed from our mailing list, please contact us.

Please return completed forms:
By Email to: PlanningPolicyConsultation@cherwell-dc.gov.uk

Or by post to: Planning Policy Team, Planning Policy, Conservation and Design, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA.

If you have any questions about completing the form or accessing documents, please telephone 01295 227985 or email planning.policy@cherwell-dc.gov.uk.

PART A

	Details of the person / body making the comments	Details of the agent submitting the comments on behalf of another person / body (if applicable)
Title		
First Name		
Last Name		
Job Title (*where relevant***)**		
Organisation (*where relevant)*		
E-mail Address		
Postal Address		
Post Code		
Telephone Number *(optional)*		

PART B – Please complete Part B for each question you wish to comment on

Question 1: Purpose of this Document – What planning policies might we need to help us if COVID-19 persists? What lessons can we learn to help us plan for the future?

Question 2: Identification of Issues and Needs – What evidence do you think the Council needs to prepare the Cherwell Local Plan Review?

Question 3: District Wide Planning Issues – Do you have any observations on the district-wide issues we have identified? Are there any others you would like to raise?

Question 4: Banbury Planning Issues – Do you have any observations on the Banbury issues we have identified? Are there any others?

Question 5: Bicester Planning Issues – Do you have any observations on the Bicester issues we have identified? Are there any others you would like to raise?

Question 6: Kidlington Planning Issues – Do you have any observations on the Kidlington issues we have identified? Are there any others you would like to raise?

Question 7: Heyford Park Planning Issues – Do you have any observations on the Heyford Park issues we have identified? Are there any others you would like to raise?

Question 8: Rural Area Planning Issues – Do you have any observations on the rural issues we have identified? Are there any others you would like to raise?

Question 9: Key Themes – Do you agree with the Key Themes identified? Are there other Key Themes the Plan should address?

Question 10: Maintaining and Developing a Sustainable Local Economy – Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise?

Question 11: Meeting the Challenge of climate change – Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise?

Question 12: Healthy Place-shaping – Do you have any observations on the issues we have identified for this theme? Are there any others you would like to raise?

Question 13: Establishing a Vision and Objectives – Do we need a new vision for the Cherwell Local Plan Review 2040? What should be its key priorities?

Question 14: Call for Sites – Do you wish to propose any sites for the Cherwell Local Plan Review 2040? Please provide us with a location plan and details of your proposals. We have prepared a site submission form to help you.

Question 15: Preparing the Plan – Do you have any comments specifically on the Sustainability Appraisal Scoping Report that accompanies this consultation paper?

Question 16: Methods of engagement – Are there any specific methods of engagement you would like us to consider in preparing the Local Plan and updating our Statement of Community Involvement (SCI)?

THANK YOU FOR TAKING THE TIME TO RESPOND TO THIS CONSULTATION. PLEASE RETURN THIS FORM BY 11.59PM ON 14 SEPTEMBER 2020 BY EMAIL TO: PlanningPolicyConsultation@cherwell-dc.gov.uk

ALTERNATIVELY, PLEASE SEND BY POST TO:

Planning Policy Team
Planning Policy, Conservation and Design
Cherwell District Council
Bodicote House
Bodicote
Banbury
OX15 4AA

Appendix 3: Public Notice

CHERWELL DISTRICT COUNCIL
PLANNING POLICY CONSULTATION
31 JULY 2020 TO 14 SEPTEMBER 2020
Cherwell Local Plan Review 2040
Planning for Cherwell to 2040: A Community Involvement Paper

Consultation is now being undertaken to inform a review of the adopted Cherwell Local Plan 2011-2031. A new district wide Local Plan is being prepared to meet employment, housing, leisure, community facilities and infrastructure needs to 2040 and to provide a strategy for the pattern, scale and quality of development. The Local Plan review provides the opportunity to develop newer planning policies for addressing climate change, healthy place shaping, biodiversity, our urban and rural areas and design, and help to support economic and social recovery in response to COVID-19.

A Community Involvement Paper is being published and comments are invited. The Community Involvement Paper and related documents, including a Sustainability Appraisal Scoping Report and representation form, are available to view on-line at www.cherwell.gov.uk/planningpolicyconsultation.

Call for Sites

The Community Involvement Paper consultation is accompanied by a 'Call for Sites'. This is an opportunity for everyone to identify land or sites that could be developed for a particular use. A site submission form is available at www.cherwell.gov.uk/planningpolicyconsultation.

The consultation will run for six weeks from Friday 31 July 2020 to 11.59pm on Monday 14 September 2020.

Inspect the Documents

On-line at: www.cherwell.gov.uk/planningpolicyconsultation

As we are currently unable to place hard copy documents for viewing at our normal deposit locations we will post public notices at the deposit locations below. If anyone has difficulty accessing the documents on-line, they can contact the Planning Policy Team for assistance on 01295 227985 or email planning.policy@cherwell-dc.gov.uk.

Cherwell District Council Offices, Bodicote House, White Post Road, Bodicote, Banbury, OX15 4AA
Banbury Town Council, the Town Hall, Bridge Street, Banbury, OX16 5QB
Banbury Library, Marlborough Road, Banbury, OX16 5DB
Woodgreen Library, Woodgreen Leisure Centre, Woodgreen Avenue, Banbury, OX16 0AT
Bicester Town Council, The Garth, Launton Road, Bicester, OX26 6PS
Bicester Library, Franklins House, Wesley Lane, Bicester, OX26 6JU
Kidlington Library, Ron Groves House, 23 Oxford Road, Kidlington, OX5 2BP
Adderbury Library, Church House, High Street, Adderbury, OX17 3LS
Deddington Library, The Old Court House, Horse Fair, Deddington, OX15 0SH
Hook Norton Library, High Street, Hook Norton, OX15 5NH
Banbury LinkPoint, 43 Castle Quay, Banbury, OX15 5UW
Bicester LinkPoint, Franklins House, Wesley Lane, Bicester, OX26 6JU
Kidlington LinkPoint, Exeter Hall, Oxford Road, Kidlington, OX5 1AB

Submitting Comments

Comments on the Community Involvement Paper, the Sustainability Appraisal Scoping Report and Call for Sites submissions should be sent:
By email to PlanningPolicyConsultation@cherwell-dc.gov.uk
Or by post to:
Planning Policy Team, Planning Policy, Conservation and Design
Cherwell District Council, Bodicote House
Bodicote, Banbury, OX15 4AA.

Comments should be received no later than 11.59pm on Monday 14 September 2020. Any comments received will be made publicly available. Personal details will be protected although it may be necessary to disclose these to a Planning Inspector appointed by the Secretary of State, at a later date.

YVONNE REES, CHIEF EXECUTIVE

Appendix 4: Consultation Poster

Cherwell Local Plan Review 2040

Planning for Cherwell to 2040

Your chance to get involved

Public consultation

31 July 2020 to 14 September 2020

Cherwell District Council has begun work on a new Local Plan for the District. This plan will be called the Cherwell Local Plan 2040.

- As a first step we have prepared a Community Involvement Paper which begins to identify the Issues the new Local Plan may need to address.
- The Paper does not contain any proposals or policy options, but highlights needs and issues simply to stimulate discussion and debate. We want you to contribute to this debate.
- You may have a view on the long-term impacts of COVID-19, housing, employment and the economy, climate change, the future of our town centres, green spaces, recreation, community facilities, biodiversity and the natural environment, our built heritage and many other issues.

Tell us what you think

View the documents
The consultation documents are available on-line at
www.cherwell.gov.uk/PlanningPolicyConsultation

Submit your comments to:
PlanningPolicyConsultation@cherwell-dc.gov.uk

Or by post to:
Planning Policy Team, Planning Policy, Conservation and Design, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA

The closing date for comments is 14 September 2020
For more information or assistance with accessing the consultation documents call 01295 227985
or email Planning.Policy@cherwell-dc.gov.uk

Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

Appendix 5: Press Release

Cherwell DISTRICT COUNCIL NORTH OXFORDSHIRE

NEWS

PR 16446

07 July 2020

For Immediate Release

New policy document will shape long-term coronavirus response

The polices that guide the development of new homes, workplaces, and infrastructure in north Oxfordshire are being reviewed, the council has announced.

A meeting of the executive on Monday 6 July approved a draft of “Planning for Cherwell to 2040 - A Community Involvement Paper”. This document aims to generate discussion with the community on the issues that will need to be considered in preparing a new, district-wide Local Plan. The council wishes to involve residents, businesses and other stakeholders at an early stage before any policies or proposals are considered.

The existing Cherwell Local Plan 2011-2031 was adopted in 2015. The review of the Local Plan will result in the creation of a new Local Plan, extending the period covered to 2040.

Cllr Colin Clarke, lead member for planning, said: “The Local Plan guides all the decisions we make about new developments in our district. It influences the growth and sustainability of our economy and helps us protect what makes our local areas distinctive.

“Whether it is the internet revolution, big infrastructure projects, or the climate emergency, the review of our Local Plan will help us make sure that Cherwell is well placed to respond to the wider, evolving context.

“We are also clear that the forthcoming Plan will be key to our long term coronavirus response. The pandemic and lockdown measures have underscored the importance of good quality housing, access to green space, and digital infrastructure. This is as an opportunity to listen to our residents and to do some long term thinking about how we can support economic and social recovery, encourage active travel and promote community cohesion.”

The next step is a six-week consultation and engagement exercise on the community involvement paper, which will run during July and August.

The start date for the consultation will be announced soon. The preparation of the plan and further consultation will continue throughout 2021 and 2022. The intention is to complete the Plan by summer of 2023.

People wanting to participate are advised that hard copy documents will not be available at the council’s usual deposit locations, because of coronavirus restrictions. However, the documents will be readily available online and officers will be available to assist.

The council will look to use its deposit locations when conditions and Government regulations allow. This is reflected in an addendum to the council’s Statement of Community Involvement.

ENDS

For press enquiries email Tom.Slingsby@cherwell-dc.gov.uk or call 01295 227942

News Release issued by
Chief Executive’s Office, Cherwell District Council, Bodicote House, Bodicote, Banbury, Oxon OX15 4AA

Appendix 6: News Release

Cherwell DISTRICT COUNCIL NORTH OXFORDSHIRE

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News Release issued by
Chief Executive’s Office, Cherwell District Council, Bodicote House, Bodicote, Banbury, Oxon OX15 4AA

Appendix 7: Article in the Oxford Mail

Oxford Mail

- News

13th July

Public input wanted for next Cherwell Local Plan

By Indya Clayton @OxMailIndyaCReporter

Cherwell District Council head offices at Bodicote House in Banbury

5 comments

A district council needs the help of residents to form a new plan to further develop the region.

Cherwell District Council's executive approved a draft of a community involvement paper on Monday.

It will be used to start discussions in north Oxfordshire on issues that need to be considered in preparing a new Cherwell Local Plan extending to 2040.

Policies that guide the development of new homes, workplaces and infrastructure will be reviewed, but residents, businesses and other stakeholders need to be involved at an early **stage** before any polices or proposals are determined.

Councillor Colin Clarke, lead member for planning, said: "The Local Plan guides all the decisions we make about new developments in our district. It influences the growth and sustainability of our economy and helps us protect what makes our local areas distinctive.

"Whether it is the internet revolution, big infrastructure projects, or the climate emergency, the review of our Local Plan will help us make sure that Cherwell is well placed to respond to the wider, evolving context.

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The next step is a six-week consultation and engagement exercise on the community involvement paper, which will run during July and August.

The start date for the consultation will be announced soon and the preparation of the plan and further consultation will continue throughout 2021 and 2022 with the hope of completing the plan by summer 2023.

To participate, documents will be available online instead of at the council’s usual deposit locations due to coronavirus restrictions.

Council officers are available to assist and the council will look to use its deposit locations when conditions allow.

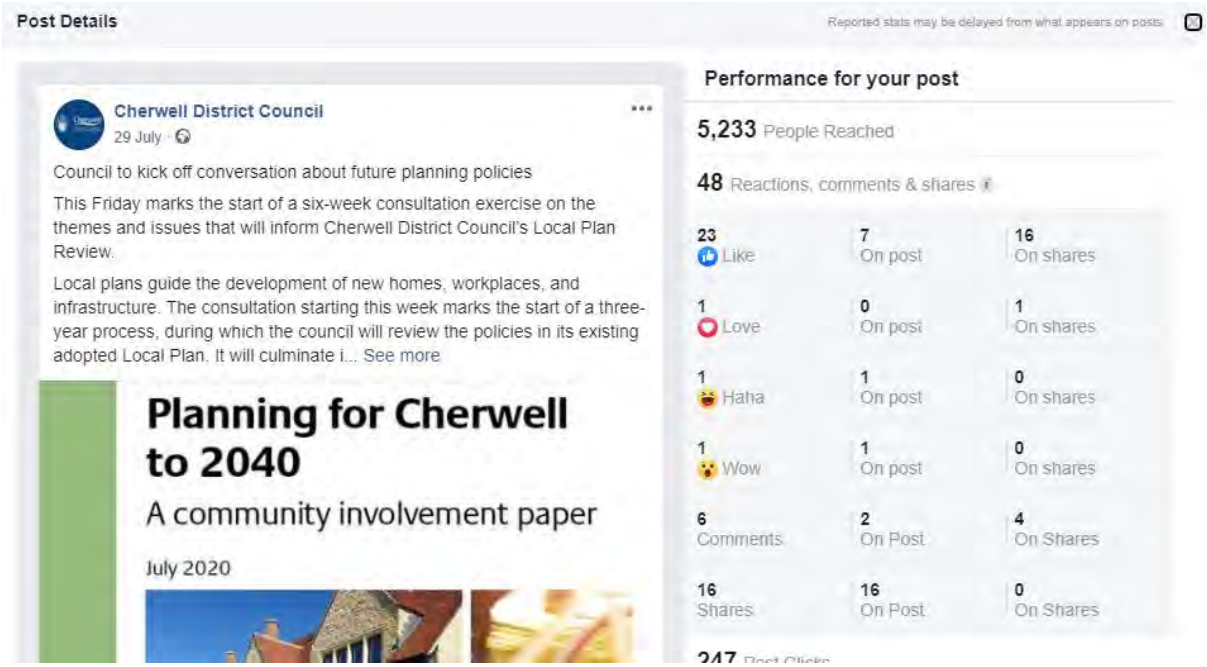
The existing Cherwell Local Plan 2011-2031 was adopted in 2015. It contains planning policies for development and the use of land, helping in the determination of planning applications.

Appendix 8: Record of Posts on Social Media

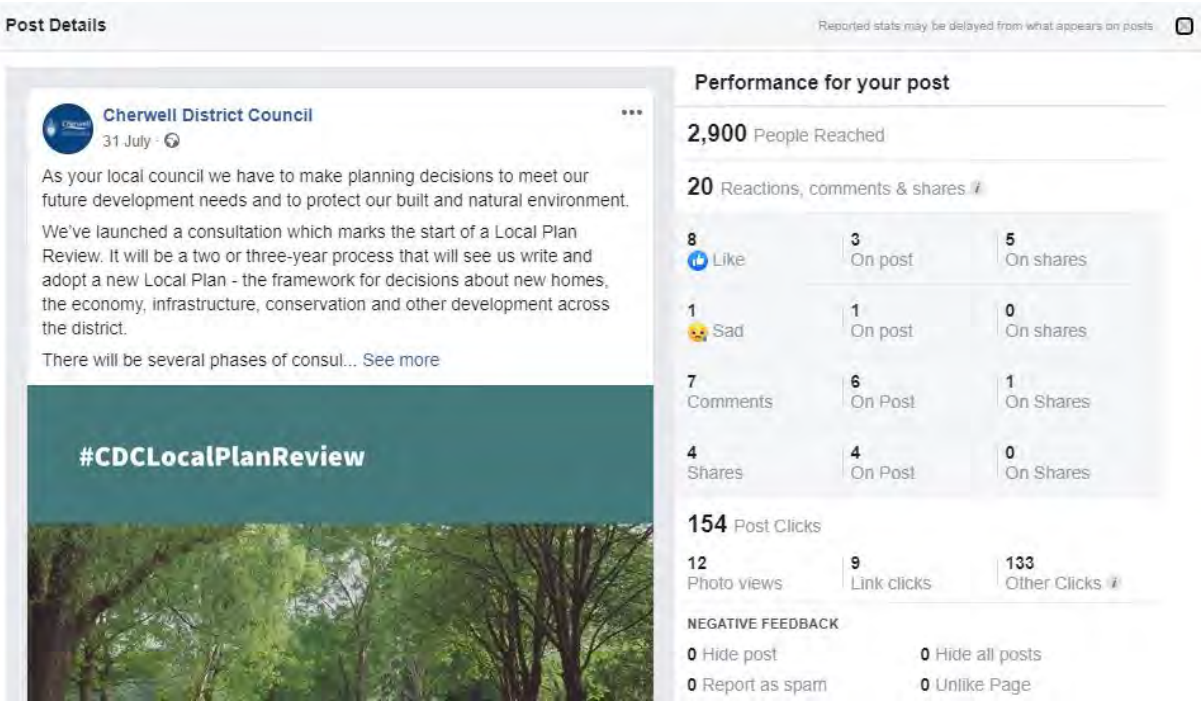
Cherwell Local Plan Review 2040

Record of Posts on Social Media July – September 2020

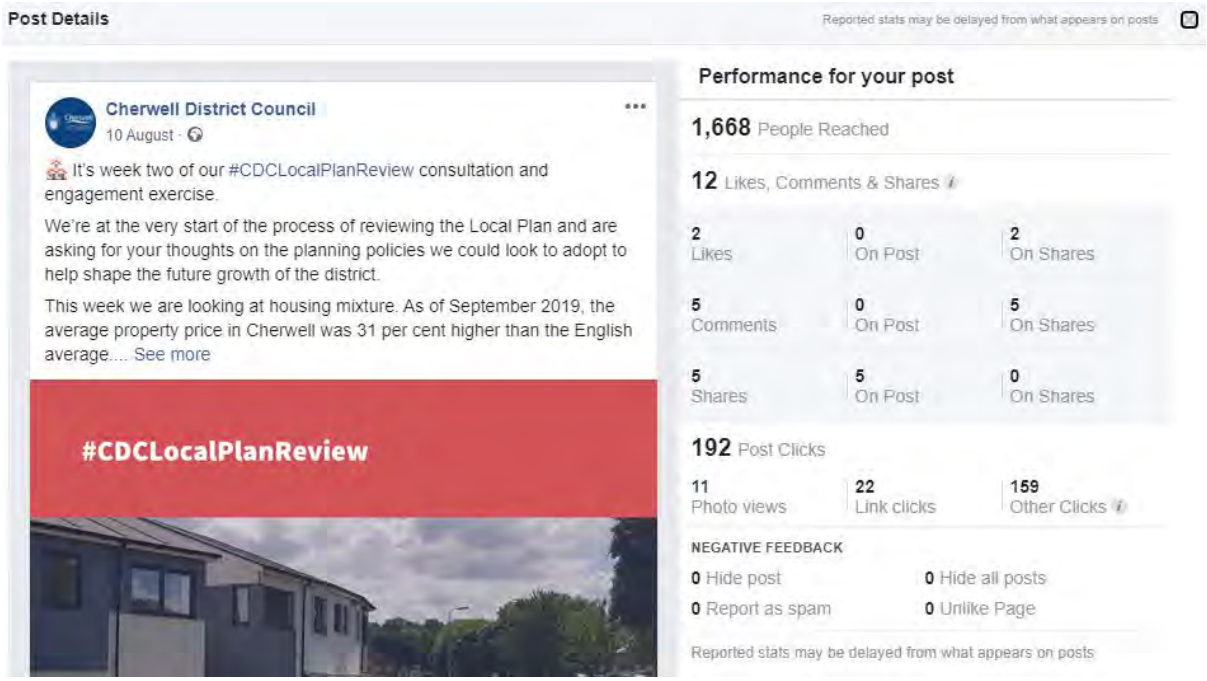
29 July 2020



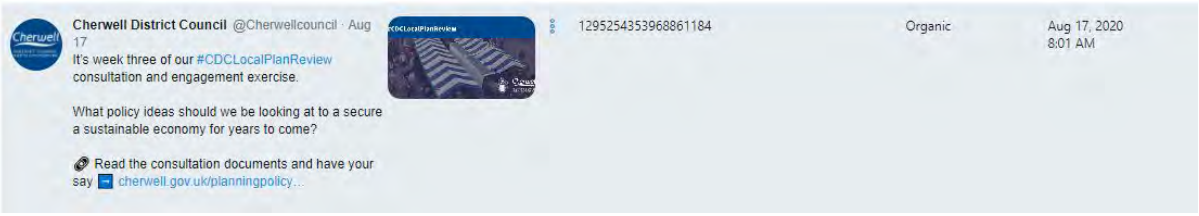
31 July 2020

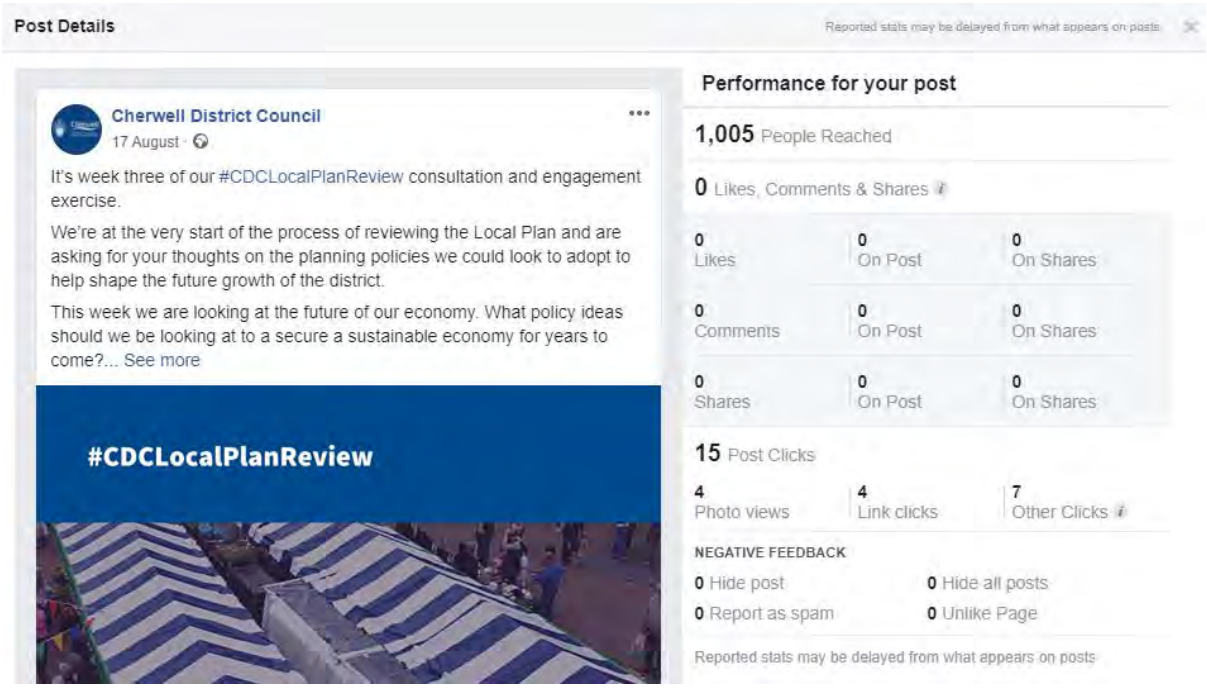


10 August 2020

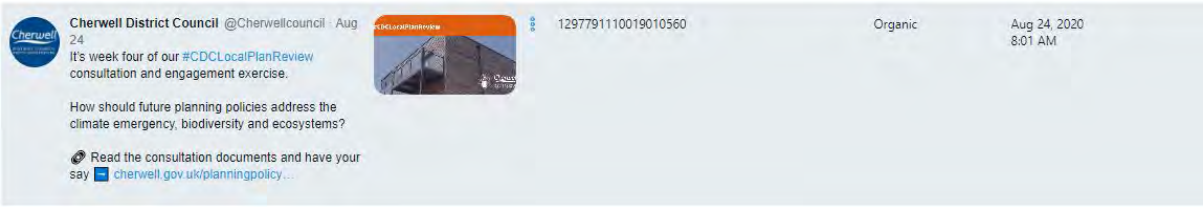


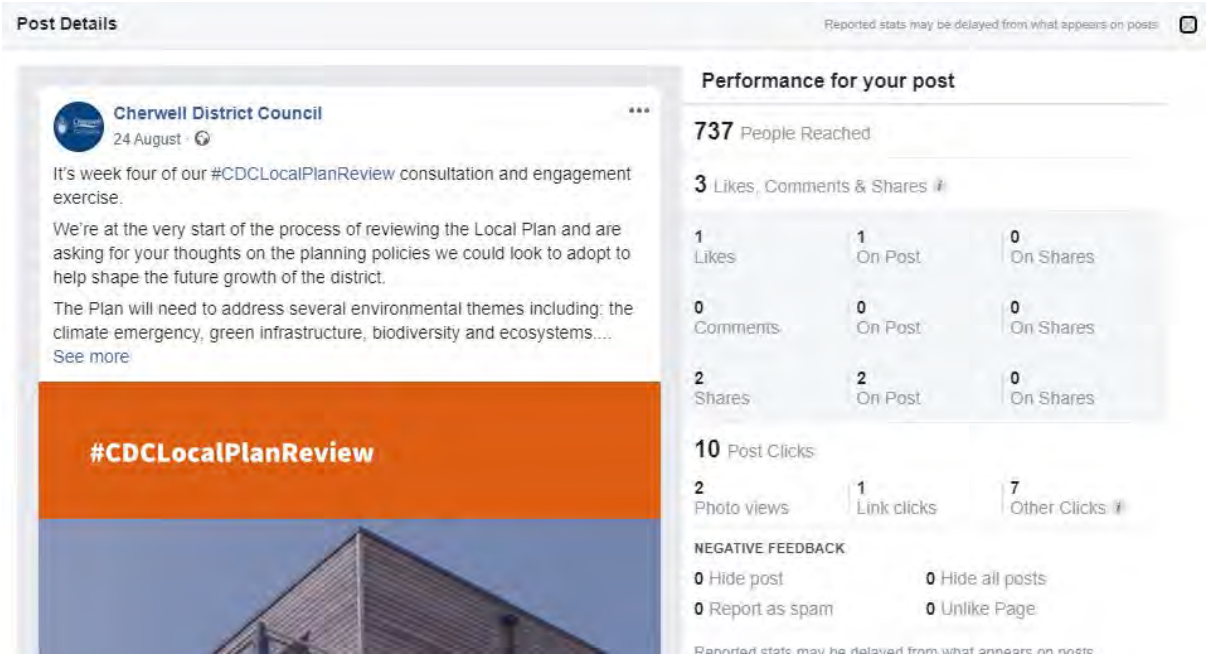
17 August 2020



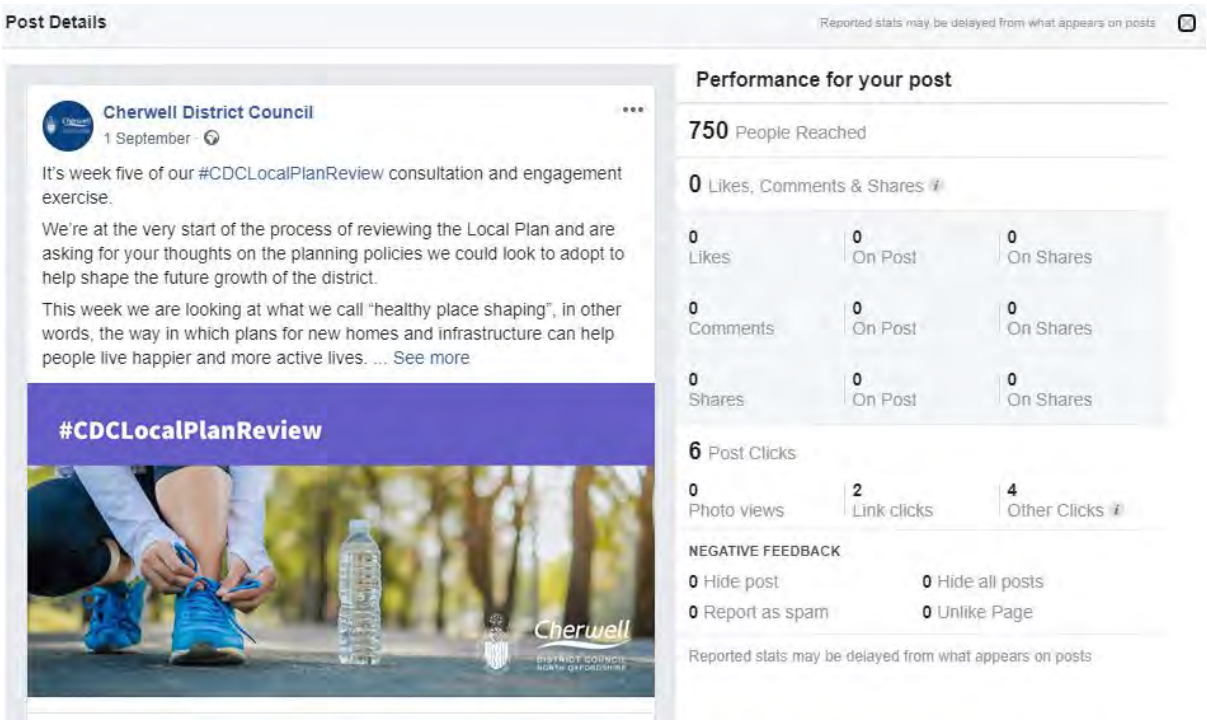


24 August 2020

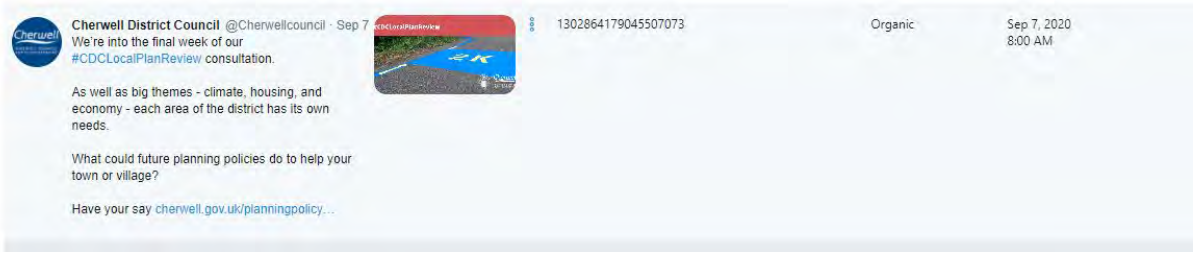




1 September 2020



7 September 2020



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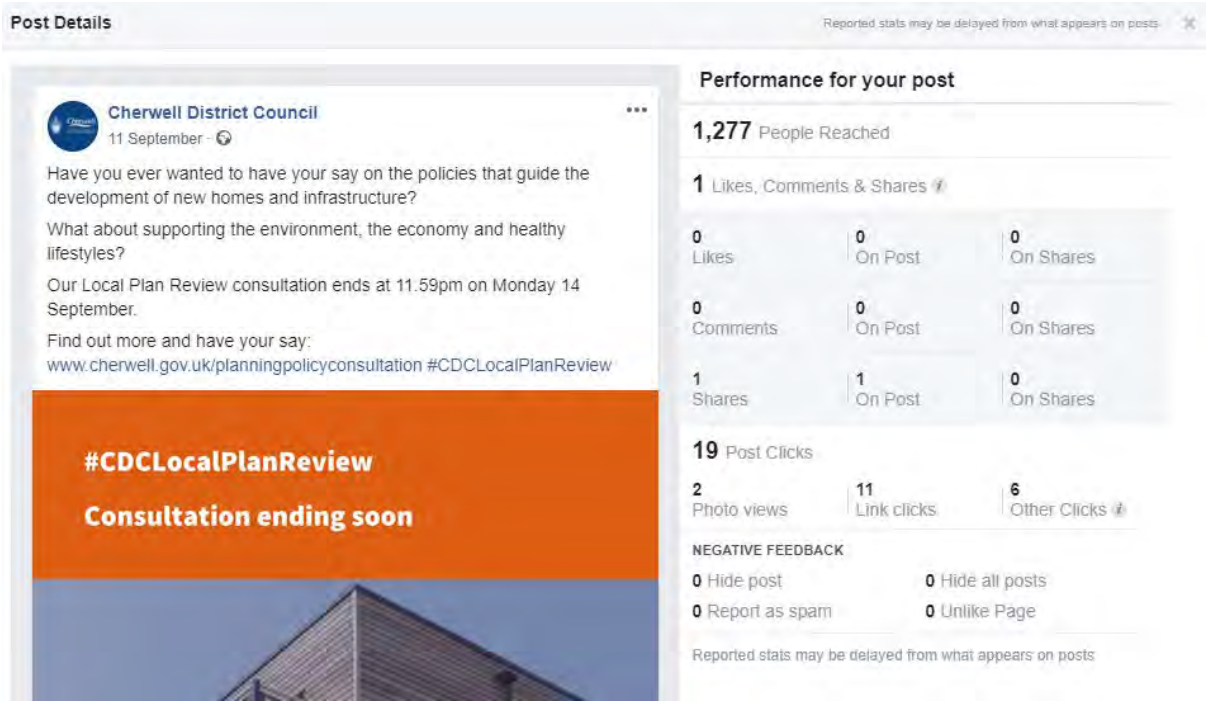

Appendix 9: Call for Sites Site Submission Form

Invitation to submit sites for consideration within the Cherwell District Housing and Employment Land Availability Assessment (HELAA) and Brownfield Land Register (BLR)

The Council is updating its 2018 Housing and Economic Land Availability Assessment (HELAA) and Brownfield Land Register (BLR) and is inviting the submission of new sites.

All site forms should be received by 11.59pm on Monday 14 September 2020.

Please complete this form if you would like to submit a site (land and/or buildings) for consideration, of at least 0.25 hectares in area, or which might be capable of accommodating at least 5 dwellings or at least 500 square metres of employment floor space or a site for gypsies and travellers or travelling showpeople. An appropriately scaled OS map showing the boundaries of the site must be provided. This form can also be used to provide updates on existing HELAA or BLR sites. A separate section for Local Green Space submissions is available at the end. Please complete as much information as possible on the site submission form below.

The existing HELAA can be viewed at www.cherwell.gov.uk/helaa, and the BLR at www.cherwell.gov.uk/info/33/planning-policy/384/brownfield-land-register.

Housing and Economic Land Availability Assessment (HELAA)

Local planning authorities are required to assess the amount of land that is available for housing and economic development in their areas. The HELAA is a technical study that determines the suitability, availability and achievability of land for development. It is an important evidence document to inform plan-making. It does not establish policy nor does it determine whether a site should be allocated for future development.

Brownfield Land Register (BLR)

Local planning authorities are required to prepare, maintain and publish a Brownfield Land Register. The HELAA is used to inform Part 1 of the register which contains previously developed sites that have been assessed as being suitable, available and achievable for residential development. The register is reviewed at least once a year.

Subject to a process of publicity, notification and consultation, the Council can formally decide to add sites from Part 1 of the register onto a Part 2. 'Allocation' on Part 2 of the register results in a grant of ‘Permission in Principle’. Permission in Principle is limited to the location, land use and amount of development. It can only be granted for housing-led developments. An application for 'Technical Details Consent' must be applied for and granted before development can proceed.

Submissions should be sent to:

Planning Policy, Conservation and Design Team
Cherwell District Council
Bodicote House
Bodicote, Banbury
Oxfordshire, OX15 4AA

01295 227985
PlanningPolicyConsultation@cherwell-dc.gov.uk

HOUSING AND ECONOMIC LAND AVAILABILITY ASSESSMENT / BROWNFIELD LAND REGISTER - SITE SUBMISSION

Important:
Information provided, including the names of those making submissions, may be made publically available. Submissions cannot be made anonymously. Personal information (such as addresses (other than of the suggested site), telephone number and email address) will not be published.

The information provided will be used for the purpose of preparing planning policy documents and supporting evidence. It may be provided to consultants, consultees and other Council service areas involved in the production of planning policy documents. Information may also be considered as part of the wider Oxfordshire Plan 2050.

Your details will be added to our consultation mailing list which means that you will be automatically notified of future planning policy consultations by the Council. If you wish to be removed from our mailing list, please contact us. Your information will be processed in accordance with the Council's Privacy Notice, a copy of which is available upon request.

Legal Ownership	
Owner's Name (Please provide details of all owners to inform assessment of availability and achievability)	
Owner's Address	
Owner's Contact Details (unless using an agent)	
Is the site in single ownership?	
Is there a developer option on the site which can be disclosed? (please provide details)	

Agent Details (where applicable)	
Agent's Name	
Agent's Address	
Agent's Contact Details	
If you are not the owner, has the owner been made aware of this submission?	

Site Information	
Site address	
Grid reference	
Total Site area (hectares)	
Developable site area (the area of the site capable of being developed in hectares). Please provide a supporting plan / show on the location plan	
Has the site been submitted through the Oxfordshire Plan 2050 during the consultation in 2019?	

Land Use and Planning	
Brownfield/Greenfield/Mix	
Current use of the site (e.g. vacant, agriculture, employment – include use class if known)	
Past uses	
Current planning status e.g. with planning permission, no planning permission, allocated in the Local Plan (include application number if known)	
Relevant planning history	
What are the surrounding uses?	**North:** **East:** **South:** **West:**

Current Policy / Physical Constraints	
Local Plan Context/Designations	

	Provide Details
Do you consider the site to be within a built-up area?	
Does the site fall within the Green Belt?	
Does the site fall within an Area of Outstanding Natural Beauty?	
Does the site fall within Flood Zone 2 or 3?	
Does the site fall within a Registered Battlefield?	
Does the site fall within a Historic Park and Garden?	
Does the site fall within a Site of Special Scientific Interest?	
Does the site contain any ecological interest?	
Does the site contain any designated heritage assets? (e.g. listed buildings, scheduled monuments, conservation area)	
Is there any known contamination on site?	
Is the site affected by any physical constraints?	
Any legal or ownership issues that may prevent development ?	
Other	

Accessibility	
Public Transport Accessibility (e.g. range of means of transport and frequency of service)	
Access to Services and facilities (e.g. employment, retail, leisure, health, school, post office)	
Access to the site (vehicle and pedestrian access)	

Suggested Development – Please provide justification	
Suggested potential type of development (e.g. economic development uses – retail, leisure, cultural, office, warehousing etc; community facilities; residential – by different tenures, types and needs of different groups such as older people housing, private rented housing, travellers and people wishing to build or commission their own homes)	
Number of dwellings or employment floorspace/area suggested?	**Minimum –** **Maximum –**
Is the site Suitable? Are there any barriers to delivery and if so, how can these be overcome?	
Is the site Available? Are there any barriers to delivery and if so, how can these be overcome?	
Is the site Achievable? Are there any barriers to delivery and if so, how can these be overcome?	
Indicative timescale to complete and reasons	**0-5 years -** **6-11 years -** **11-15 years -** **Over 15 years -**
Other considerations: **Appropriateness and likely market attractiveness for the type of development proposed** **Contribution to regeneration priority areas** **Environmental/amenity impacts experienced by would be occupiers and neighbouring areas**	
How will the site be delivered? Single developer, multiple developers, etc	

Local Green Space

Please use this section if you would like to identify possible green area(s) to be protected by being designated as a Local Green Space(s).

An appropriately scaled OS map showing the boundaries of the site must be provided.

The National Planning Policy Framework's criteria for the designation of a Local Green Space is shown below. Please provide any information that you consider may help the site to meet the criteria set out.

Local Green Space	
Site address	
Is the site in reasonably close proximity to the community it serves?	
Is the site demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife?	
Is the site local in character and is not an extensive tract of land?	

Appendix 10: List of Attendees: Town and Parish Council/Meeting Workshops

Cherwell Local Plan Review 2040

Town and Parish Council/Meeting Workshops September 2020

List of Attendees

1 September 2020

- Ambrosden Parish Council
- Cropredy Parish Council
- Deddington Parish Council
- Hornton Parish Council
- Kidlington Parish Council
- Merton Parish Council
- Sibford Gower Parish Council
- Steeple Aston Parish Council
- Wendlebury Parish Council

2 September 2020

- Chesterton Parish Council
- Kidlington Parish Council
- Launton Parish Council
- Swalcliffe Parish Council
- Horley Parish Council

3 September 2020

- Banbury Town Council
- Duns Tew Parish Council
- Hampton Poyle and Gay Parish Meeting
- Horton cum Strudley Parish Council
- Kidlington Parish Council
- North Aston Parish Meeting
- Shutford Parish Council

Appendix 11: Banbury Mosque Engagement Leaflet

The Council is preparing a new Local Plan for Cherwell District

Help Us Plan for the Future

What development will be needed**?**
How can we improve our local environments?

We would like to hear your views

HOUSING

Do we need more?

What type of housing do we need?

Where should it go?

JOBS and BUSINESSES

How can we encourage and support local businesses?

TOWN CENTRES

How can we support our town centres and make them vibrant?

HEALTH and RECREATION

How can we make the places where we live healthier?

Do we need more green spaces to enjoy?

What sports and play facilities do we need?

Please email us at: planningpolicyconsultation@cherwell-dc.gov.uk

Or write to us at:

Cherwell Local Plan Review 2040
Planning Policy Team
Cherwell District Council
Bodicote
Banbury OX15 4AA

For further information please visit:

https://www.cherwell.gov.uk/info/83/local-plans/729/local-plan-review-2040---planning-for- cherwell-to-2040

Or telephone: 01295 227985

Appendix 12: Representations Proposing Sites

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-002	Land to the rear of Gracewell of Adderbury, Gardner Way, Adderbury	Adderbury	0.6	Matthew Johnson - DLBP Ltd / Patron Adderbury Retirement Living Sarl	Housing	New
LPR-A-041	Land to the rear of Henge Close and St Mary's Farmhouse, Hornhill Road, Adderbury	Adderbury	0.7	Neil Warner - JPPC / Mr J Young	Housing	New
LPR-A-077	Land at Croft Farm, Adderbury	Adderbury	0.4	Tom Birks - Brown & Co / Mr Robert Cooke	Housing	Update
LPR-A-077	Land North of Croft Farm, Adderbury	Adderbury	1.77	Tom Birks - Brown & Co / Mr Robert Cooke	Housing	Update
LPR-A-081	Land off Banbury Road, Adderbury	Adderbury	2.9	Tom Birks - Brown & Co / Mr R W Stephens	Housing	Update
LPR-A-086	Land at South Adderbury, Adderbury	Adderbury	6.74	Tom Birks - Brown & Co / Mr H R N Stilgoe	Housing	Update
LPR-A-086	Land at Berry Hill Road, Adderbury	Adderbury	13.79	Tom Birks - Brown & Co / Mr H R N Stilgoe	Housing	Update
LPR-A-146	Land to the North of Henge Close, Adderbury	Adderbury	0.65	Wesley McCarthy - Nicholas King Homes	Housing	New
LPR-A-156	Land to the west of Banbury Road, Adderbury	Adderbury	14.2	Ashley Maltman - Pye Homes / Cancer Research UK	Housing	Update
LPR-A-178	Land East of Adderbury	Adderbury	60	Rob Linnell - Savills (UK) Ltd / Hallam Land Management	Housing	New
LPR-A-218	Land North of Berry Hill Road, Adderbury	Adderbury	4	Hannah Wild - Hollins Strategic Land / Mr Carl Wright	Housing	Update
LPR-A-258	Land to the South of Milton Road, Adderbury	Adderbury	3.53	John Breese - Rosconn Strategic Land / Hugh Robert Nathaniel Stilgoe	Housing	Update
LPR-A-010	Land North of Ploughley Road, Ambrosden	Ambrosden	9.5	Jonathan Porter - Archstone Ambrosden Ltd / Mrs R May	Housing	New
LPR-A-084	Land at Wretchwick Farm, Ploughley Road, Ambrosden	Ambrosden	3.44	Tom Birks - Brown & Co / Mr M H & Mrs E J Collins	Housing / Commercial	Update
LPR-A-095	Ambrosden Poultry Farm, Land East of Graven Hill, Bicester	Ambrosden	60	Luke Thorpe - Quod / Faccenda Property Ltd (c/o Albion Land)	Housing	Update
LPR-A-143	Land North of Merton Road, Ambrosden	Ambrosden	7.2	Luke Garrett - Obsidian Strategic	Housing	New
LPR-A-143	Land South of Park Farm Close, Ambrosden	Ambrosden	1.4	Obsidian Strategic Ltd	Housing	Update
LPR-A-163	Land North of Blackthorn Road, Ambrosden	Ambrosden	17	Darren Bell - David Lock Associates / Hallam Land Ltd	Housing	Update
LPR-A-083	Land at Water Lane, Ardley with Fewcott	Ardley	0.67	Jonathan Love - Bidwells LLP / Brasenose College, Oxford	Housing	Update
LPR-A-103	Land off Patrick Haugh Road, Arncott	Arncott	4.87	Tom Birks - Brown & Co / Mr D Orchard	Housing	Update
LPR-A-029	Sites H & G, South of Palmer Avenue, Lower Arncott	Arncott	26	Stephen Harness - Defence Infrastructure Organisation	Housing	New
LPR-A-103	Land at Arncott Hill Farm, Arncott	Arncott	5.73	Tom Birks - Brown & Co / Mr D Orchard	Housing	New
LPR-A-103	Land South of Arncott Hill Farm, Arncott	Arncott	4.91	Tom Birks - Brown & Co / Mr D Orchard	Housing	New
LPR-A-103	Land to the East of Arncott Hill Farm, Arncott	Arncott	4.22	Tom Birks - Brown & Co / Mr D Orchard	Housing	New

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-194	Bridge Farm, Palmer Avenue, Arncott	Arncott	0.61	Selina Coleman / Selina Coleman and Gemma Harris	Housing	New
LPR-A-011	Arncott Motoparc, Murcott Road, Upper Arncott	Arncott / Bucks	9.7	Robert Bolton - Review Partners / Schyde Investments Limited	Housing	Update
LPR-A-007	Canalside, Banbury	Banbury	25.6	Ken Howard	Travellers	Update
LPR-A-007	Poundland 1-6 Malthouse Walk, Banbury, OX16 5PW	Banbury	0.07	Ken Howard	Travellers	Update
LPR-A-007	PR Alcock and Sons Ltd, Castle Street, Banbury	Banbury	0.16	Ken Howard	Travellers	New
LPR-A-007	3 West Bar Street, Banbury	Banbury	0.14	Ken Howard	Travellers	New
LPR-A-027	Land off Bloxham Road, Banbury	Banbury	3	Keith Fenwick - Pegasus Group / Barwood Development Securities Ltd	Housing	Update
LPR-A-034	Land North East of Junction 11 M40, East of A361, Banbury	Banbury	42	Rhys Bradshaw - DLP Planning Ltd / Mr M Stroud, Mr J Stroud and Ms L Aries	Commercial	New
LPR-A-047	Land at Hardwick Farm, West of Southam Road, Banbury	Banbury	11.5	Rob Huntley - RHPC / Hargreaves Residential Developments Ltd	Housing	Update
LPR-A-107	Land at Saltway Farm, Broughton Road, Banbury	Banbury	13.72	Tom Birks - Brown & Co / Mr and Mrs Morris	Housing	New
LPR-A-116	Wykham Park Farm, Wykham Lane, Banbury	Banbury	2.9	Hywel Morse - Sworders / Mr J Colegrave	Housing	New
LPR-A-129	Land at Bretch Hill, Balmoral Avenue, Banbury	Banbury	2.5	Rebecca Bacon - Savills (UK) Ltd / Lone Star Land Ltd	Housing	New
LPR-A-129	Land North of Broughton Road, Banbury	Banbury	7.5	Rebecca Bacon - Savills / Carole Chard and Jill Woodfield	Housing	Update
LPR-A-141	Land at Waterworks Lane, Banbury	Banbury	3.2	Rhys Bradshaw - DLP Planning Ltd / Mr M Stroud	Commercial	New
LPR-A-149	Banbury Oil Depot, Tramway Road, Banbury	Banbury	0.87	Debbie Jones - Framptons / Motor Fuel Group Ltd	Housing	New
LPR-A-150	Former Lagoon at Banbury Sewage Treatment Works, Banbury	Banbury	1.94	Tasha Hurley - Savills (UK) Ltd / Thames Water Utilities Limited	Commercial	New
LPR-A-150	Land at Bretch Hill Reservoir, Bretch Hill, Banbury	Banbury	0.31	Tasha Hurley - Savills (UK) Ltd / Thames Water Utilities Limited	Housing	New
LPR-A-152	Land at Canal Lane, Banbury	Banbury	23.87	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Community / Leisure / Recreation	New
LPR-A-154	Hanwell Rise, Land at Hardwick Hill, Southam Road, Banbury	Banbury	15.8	James McAllister-Jones - Thakeham Homes Ltd	Housing	New
LPR-A-159	Milestone Farm, Broughton Road, Banbury	Banbury	7.7	Michael Robson - Cerda Planning Limited / Mr Howse, Ms Toemaes and Mr Jones	Housing	Update
LPR-A-166	Crouch Hill Farm, Broughton Road, Banbury	Banbury	2.57	Jim Rawlings - Roebuck Land & Planning King & Warr	Housing	New
LPR-A-168	Land to the East of the A361 and North of the A422, East of Junction 11 M40, Banbury	Banbury	19.97	Duncan Chadwick - David Lock Associates / Mr John Stroud, Trustee to the Beneficiaries	Commercial	New
LPR-A-170	Land between Calthorpe Street and Marlborough Road, Banbury	Banbury	1.4	Peter Frampton - Framptons / Skape Banbury LLP	Mixed	New

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-182	Land South of Broughton Road and West of Friswell Road, Banbury	Banbury	10.5	Nick Keeley - Gleeson Strategic Land	Housing	Update
LPR-A-185	Land at Wykham Park Farm, Wykham Lane, Banbury	Banbury	33	Alan Divall - Walsingham Planning / L&Q Estates	Housing	Update
LPR-A-185	Land South of the A422 at Nethercote, Banbury	Banbury	36.6	Alan Divall - Walsingham Planning / L&Q Estates	Commercial	New
LPR-A-203	S. Grundon Services Ltd and Cemex UK, Land off Higham Way, Merton Street, Banbury	Banbury	3.05	Mark Berry - JSA Architects Ltd / Grundon Waste Management Ltd & Cemex UK	Housing	Update
LPR-A-205	Land off Dukes Meadow Drive, Banbury	Banbury	19.74	Geoff Armstrong - Armstrong Rigg Planning / Manor Oak Homes and Mr & Mrs Donger	Mixed	Update
LPR-A-198	The Bowling Green, Overthorpe Road, Banbury	Banbury / West Northants	1	Julian Philcox - JP Planning Ltd / Mr N Wingfield	Commercial	New
LPR-A-130	Land South of Townsend, Barford St Michael	Barford St John and St Michael	0.41	Will Lombard - Fernhill Estates / Katherine Wheeler	Housing	New
LPR-A-069	Land South of Solid State Logic headquarters, Spring Hill Road, Begbroke	Begbroke	2.36	Mike Gilbert - Mike Gilbert Planning Ltd / Proper Tea LLP	Housing	Update
LPR-A-042	Land at no. 42 and to the rear of 30-40 Woodstock Road East	Begbroke	4.39	Jon Waite - RPS Planning / Mr Richard Davies	Housing	Update
LPR-A-191	Begbroke Science Park	Begbroke	5.54	Duncan Chadwick - David Lock Associates / University of Oxford	Commercial	New
LPR-A-008	Land on the east side of Woodstock Road East, Begbroke	Begbroke / Kidlington	4.3	Nina Langford - Breckon & Breckon / Richard Eric Davies and Marian Davies	Housing	Update
LPR-A-063	Land between Woodstock Road, Langford Lane and Begbroke Lane, Begbroke/Kidlington	Begbroke / Kidlington	25	Nigel McGurk - Blenheim Estates	Mixed	New
LPR-A-108	Land to the South of the planned Oxford Technology Park between Begbroke and Kidlington	Begbroke / Kidlington	17	Lauren Bates - Hill Street Holdings / Blenheim Estates	Commercial	New
LPR-A-007	Former Bicester Library, Old Place Yard, Bicester	Bicester	0.04	Ken Howard	Travellers	Update
LPR-A-029	St David's Barracks, Bicester	Bicester	33	Stephen Harness - Defence Infrastructure Organisation	-	Update
LPR-A-031	Fire Station / BRIC Building, Queens Avenue, Bicester	Bicester	0.39	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-031	Land at Hudson Street, Bicester	Bicester	1.77	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	New
LPR-A-095	Axis J9, Howes Lane, Bicester	Bicester	4.5	Luke Thorpe - Quod / Albion Land	Commercial	New
LPR-A-110	Former Magistrates Court, Waveley House, Queens Avenue, Bicester	Bicester	0.32	Joe Bennett - RCA Regeneration Ltd / GG Oxford Investments Limited	Housing	New
LPR-A-122	Bicester Village - A41 site, Bicester	Bicester	3	Peter Twemlow - DP9 Ltd / Value Retail	Mixed	New
LPR-A-122	Bicester Village - Oxford Road site, Bicester	Bicester	4.85	DP9 Ltd / Value Retail Management Ltd	Mixed	Update

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-122	Bicester Village - Station Road site, Bicester	Bicester	1.21	DP9 Ltd / Value Retail Management Ltd	Mixed	Update
LPR-A-123	Land at Gavray Drive, Bicester	Bicester	23	Peter Chambers - David Lock Associates / L&Q Estates	Housing	Update
LPR-A-125	Gavray Meadows Local Wildlife Site, Gavray Drive, Bicester	Bicester	N/A	Pamela Roberts - Save Gavray Meadows campaign	Local Green Space	
LPR-A-167	Land at Alchester Terrace, Bicester	Bicester	0.26	Neil Warner - JPPC / The Trustees of A Deeley	Housing	New
LPR-A-177	North West Bicester (East) - Land North West of Lords Lane, Bicester	Bicester	130	Nick Freer - David Lock Associates / Hallam Land Ltd	Housing	New
LPR-A-196	Derwent Green - Land adjacent to 27 Dewent Road, Bicester	Bicester	N/A	Samantha Shippen - Bicester Town Council	Local Green Space	
LPR-A-196	Oxford Road - Sport and recreation facilities west of Pingle Field, Bicester	Bicester	N/A	Samantha Shippen - Bicester Town Council	Local Green Space	
LPR-A-196	Avon Crescent - Land between Greenwood Drive, Avon Crescent and Blythe Place, Bicester	Bicester	N/A	Samantha Shippen - Bicester Town Council	Local Green Space	
LPR-A-204	Langford Community Orchard, off Dunlin Court, Bicester	Bicester	N/A	Pamela Roberts - Langford Community Orchard	Local Green Space	
LPR-A-240	Cattle Market Car Park, Victoria Road, Bicester	Bicester	0.79	Dan Sames - Conservative Councillors on Bicester Town Council	-	Update
LPR-A-240	Claremont car park, Deans Court and the County Council Buildings on Launton Road, Bicester	Bicester	1.73	Dan Sames - Conservative Councillors on Bicester Town Council	-	New
LPR-A-081	Land at Thame Road, Blackthorn	Blackthorn	0.84	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-099	Land at Blackthorn	Blackthorn	6.24	Tom Birks - Brown & Co / Messrs G & C White	Housing	Update
LPR-A-145	Land adjacent to Symmetry Park, Bicester	Blackthorn	6.33	Debbie Jones - Framptons / Tritax Symmetry	Commercial	New
LPR-A-185	Land off Blackthorn Road, Ambrosden - Parcel 1	Blackthorn	3.45	Alan Divall - Walsingham Planning / L&Q Estates	Housing	New
LPR-A-185	Land off Blackthorn Road, Ambrosden - Parcel 2	Blackthorn	2.8	Alan Divall - Walsingham Planning / L&Q Estates	Housing	New
LPR-A-208	Land at South East Bicester	Blackthorn	75	Ellen Timmins - Countryside Properties (UK) Ltd	Housing / Community	New
LPR-A-022	Land to the South of Station Road, Bletchingdon	Bletchingdon	4.58	David Jones - Robinson & Hall LLP / Christopher Edward Lane	Housing	New
LPR-A-076	Land at Station Road, Bletchingdon	Bletchingdon	11.3	Colin Griffiths - Satnam Planning Services	Housing	New
LPR-A-049	Land at Tadmarton Road, Bloxham	Bloxham	9.7	Chris Dodds - Planning Prospects	Housing	New
LPR-A-052	Land at Tadmarton Road, Bloxham	Bloxham	8.5	Hywel Morse - Sworders / Bertrand Facon	Housing	Update
LPR-A-070	Land South of Ells Lane, Bloxham	Bloxham	2.58	Alistair Russell - Cala Homes Midlands Limited	Housing	Update

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-075	Land East of South Newington Road, Bloxham	Bloxham	7.75	Mark Rose - Define Planning and Design Ltd / Mrs S Spencer, Mr C Spencer and Mrs S Gray; Mr A and Mrs P Shorter; Mrs E Hyde and Mrs M Hyde	Housing	Update
LPR-A-094	Land at South Newington Road, Bloxham	Bloxham	6	Richard Agnew - Gladman	Housing	Update
LPR-A-115	Orchard House, Barford Road, Bloxham	Bloxham	0.4	Lois Partridge - Sworders / Mr Christopher Bell	Housing	New
LPR-A-151	Land North of Bloxham	Bloxham	5.58	Hywel Morse - Sworders / Mr D Stroud	Housing	Update
LPR-A-100	Land North and South of Milton Road, Bloxham	Bloxham / Milton	15.8	Sarah Moorhouse - Lichfields / Taylor Wimpey UK Ltd	Housing	Update
LPR-A-091	Land South of Wards Crescent, Bodicote	Bodicote	4.5	Simon Gamage - RPS Planning / Mr Will Bratt	Housing	New
LPR-A-044	Land parcel 2783 between Great Bourton and Cropredy	Bourton	1.5	Evan Owen / Mr Ikhlaq Karim and Mr Mazhar Iqbal	Housing	New
LPR-A-088	Land off School Lane, Great Bourton	Bourton	1.01	Tom Birks - Brown & Co / Mr M Smalley	Housing	New
LPR-A-090	Land off South View, Great Bourton	Bourton	4.86	Tom Birks - Brown & Co / Mr I Amos, Mr R Amos, Ms H L Stewart, Mr M Smalley and Mrs C Campion	Housing	Update
LPR-A-114	Land South of Crow Lane, Great Bourton	Bourton	0.82	Hywel Morse - Sworders / Brian and Lynne Aries	Housing	New
LPR-A-133	Land West of School Lane, Great Bourton	Bourton	0.24	Will Lombard - Fernhill Estates / Fergus White	Housing	New
LPR-A-183	Land West of Foxden Way, Great Bourton	Bourton	1.21	Will Lombard - Fernhill Estates / Jeremy Brown	Housing	New
LPR-A-134	Land North of Chapel Lane, Little Bourton	Bourton	0.47	Will Lombard - Fernhill Estates / Fergus White	Housing	New
LPR-A-003	South Lodge, Caversfield	Caversfield	6.86	Sam Matthew - Greystoke Land / Andrew and Elizabeth Derrer	Housing	Update
LPR-A-039	Land known as The Plain, Caversfield	Caversfield	10.07	Roger Cross / Mr John Phipps	Housing	Update
LPR-A-144	Land at South Lodge, Caversfield	Caversfield	6.9	Alan Divall - Walsingham Planning / Linden Limited and Andrew and Elizabeth Derrer	Housing	Update
LPR-A-147	Land at Dymock's Farm, Caversfield	Caversfield	43.27	Joanna Lishman - Savills (UK) Ltd / Vistry Homes Ltd	Housing	New
LPR-A-165	Land at Mill Lane, Charlton on Otmoor	Charlton-on-Otmoor	3.72	Lydia Pravin - Brown & Co / JB & ML Honour & Son	Housing	New
LPR-A-165	Land at Mill Lane (small), Charlton on Otmoor	Charlton-on-Otmoor	0.47	Lydia Pravin - Brown & Co / JB & ML Honour & Son	Housing	New
LPR-A-046	Land to the North and East of Little Chesterton, Chesterton	Chesterton	26.3	Jane Harrison - Barton Willmore / University College, Oxford	Housing / Commercial	Update
LPR-A-092	Land at Park Farm, Wendlebury	Chesterton	2.76	Tom Birks - Brown & Co / Mr and Mrs Miller	Housing	New
LPR-A-106	BSA Sports Facility, Akeman Street, Chesterton	Chesterton	24.7	Paul Newton - Barton Willmore / Bicester Sports Association	Leisure	New
LPR-A-113	Land off A4095, Chesterton	Chesterton	10	Melissa Balk - Fisher German LLP / Mrs Josephine Horton	Housing	New

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LPR-A-118	Land South of Green Lane, Chesterton	Chesterton	14.8	Christopher Roberts - Boyer Planning / Wates Developments	Housing	New
LPR-A-193	Land off Oxford Road, Bicester	Chesterton	0.68	Lloyd Collins - Planning Potential / Aldi Stores Limited	Retail	New
LPR-A-225	Land at Lodge Farm, Chesterton	Chesterton	40	Richard Cutler - Bloombridge LLP / Jane and Robert Shouler	Housing / Retail / Community / Leisure	Update
LPR-A-259	Bicester Gateway	Chesterton	3.3	Richard Cutler - Bloombridge LLP	Mixed	Update
LPR-A-058	Land South of B4030, Bignell Park Farm, Chesterton	Chesterton / Bucknell	20	Mike Robinson - Oxford & Country Planning / Mr C J Lane Fox	Housing / Commercial / Mixed	New
LPR-A-173	Land at Junction 9 M40, Chesterton	Chesterton / Wendlebury	65	Peter Frampton - Framptons / Tritax Symmetry Ltd	Commercial	Update
LPR-A-155	Land to the North of Cropredy and South of Cropredy Marina, Cropredy	Cropredy	10.9	Robert Love - Bidwells LLP / Brasenose College, Oxford	Housing / Mixed	New
LPR-A-155	Land West of Station Road, Cropredy	Cropredy	3.27	Robert Love - Bidwells LLP / The Kings Hall and College of Brasenose Oxford	Housing	Update
LPR-A-202	The Straw Barn, School Lane, Cropredy	Cropredy	1.5	Martin Leather - Haulix Developments Ltd	Mixed	New
LPR-A-009	Land East of Oxford Road, Deddington	Deddington	1.8	Melissa Balk - Fisher German LLP / Stella O'Neill	Housing	New
LPR-A-016	Land to the South of Clifton Road, Deddington	Deddington	2.5	Des Dunlop - D2 Planning / Blue Cedar Homes Limited	Housing	New
LPR-A-054	Home Farm Works, Clifton Road, Deddington	Deddington	2.22	John Wilbraham - DLP Planning Ltd / Mr Andrew Thompson	Housing	New
LPR-A-054	Industrial buildings and land to the south of Clifton Road, Deddington	Deddington	2.22	John Wilbraham - DLP Planning Ltd / Mr Andrew Thompson	Housing	New
LPR-A-056	Land off Banbury Road, Deddington	Deddington	15.7	David Joseph - Bloor Homes Limited / J A & D A Calcutt	Housing	New
LPR-A-065	Land South of Hempton Road, Hempton	Deddington	4.36	Joshua Hughes - Sheldon Bosley Knight Ltd / Maxine Murray and John Benfield	Housing	New
LPR-A-074	Land East of A4260 Banbury Road, Deddington	Deddington	4.94	John Clarke - Howkins & Harrison / The Fuller Family	Housing	New
LPR-A-104	Land at Manor Barn, Manor Barn, Chapel Close, Clifton, Deddington	Deddington	2.05	John Wilbraham - DLP Planning Ltd / Mr Colin Young and Mr Douglas Young	Housing	New
LPR-A-148	Land off Duns Tew Road, Hempton, Deddington	Deddington	2.24	Jamie Lewis - Ridge and Partners LLP / M and G Real Estate	Housing	Update
LPR-A-152	Land North of Drayton Lodge Farm, Banbury	Drayton	9.3	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Housing	New
LPR-A-152	Withycombe Farm, Bretch Hill, Banbury	Drayton / Banbury	15	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Housing	Update
LPR-A-036	Durrants Gravel, Finmere	Finmere	3.26	Andrew Gore - Marrons Planning / Ms Helen Tredwell	Housing	Update
LPR-A-040	Land to the North of Banbury Road, Finmere	Finmere	1.91	John Beardsell - Elan Homes Strategic Land Ltd / Zagora Holdings Limited	Housing	Update
LPR-A-078	Land at Hall Farm, Fringford	Fringford	0.56	Harriet Featherstone - Carter Jonas / Viscount Sidmouth	Housing	New

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LPR-A-171	Land to the West of Fringford, Fringford	Fringford	0.9	Alan Divall - Walsingham Planning / R2 Developments	Housing	New
LPR-A-031	Land South of Fewcott Road, Fritwell	Fritwell	0.29	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-031	Land North of Fewcott Road, Fritwell	Fritwell	0.24	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	New
LPR-A-097	Manor Farm, North Street, Fritwell	Fritwell	0.5	Tom Birks - Brown & Co / Mr P Surman	Housing	New
LPR-A-101	Land North of Forge Place, Fritwell	Fritwell	1	Iain Summerwood - Edgars Limited / Lagan Homes	Housing	New
LPR-A-131	Land North of North Street, Fritwell	Fritwell	0.51	Will Lombard - Fernhill Estates / Peter and Carol Surman	Housing	New
LPR-A-235	Land at the end of North Street, off Somerton Road at western edge of Fritwell	Fritwell	N/A	Helen Metcalfe - Fritwell Parish Council	Local Green Space	
LPR-A-059	Land at St Frideswide's Farm and Water Eaton Estate	Gosford and Water Eaton	48	Jon Alsop - Savills (UK) Ltd / Christ Church and The Water Eaton Estate	Housing	New
LPR-A-079	Land at North Oxford Golf Course	Gosford and Water Eaton	32	Robert Linnell - Savills (UK) Ltd / The University of Oxford, Exeter College and Merton College	Housing	New
LPR-A-140	Land at Loop Farm, Woodstock Road, Wolvercote	Gosford and Water Eaton	20	Roger Smith - Savills (UK) Ltd / Merton College and the Blenheim Estate	Mixed	New
LPR-A-183	Land adjacent to Oxford Parkway and Water Eaton Park and Ride	Gosford and Water Eaton	3.48	Adam Davies - David Lock Associates / Mr M Smith	Commercial	New
LPR-A-222	Frieze Farm, North Oxford	Gosford and Water Eaton	29.93	Luke Slattery - Turnberry / Exeter College	Mixed	New
LPR-A-214	Land to the East of Warwick Road, Banbury	Hanwell / Drayton	20.86	David Murray-Cox - Turley / Vistry Homes	Housing	Update
LPR-A-023	Land to the South of Camp Road, Upper Heyford	Heyford Park	12.59	Richard Sherrott - VSL and Partners Ltd / Walkers Trust and Rebecca Haynes	Housing	New
LPR-A-197	Land to the North of Camp Road, Upper Heyford	Heyford Park	5.78	Alan Divall - Walsingham Planning / Richborough Estates	Housing	Update
LPR-A-200	Land to the North of Camp Road, Upper Heyford	Heyford Park	5.9	Alan Divall - Walsingham Planning / Lone Star Land Ltd	Housing	New
LPR-A-030	Land to the south east of Upper Heyford	Heyford Park / Lower Heyford	35.8	Richard Sherrott - VSL and Partners Ltd / Charles Peter Brown; Caroline Jane Brown; Sandra Mary Norman; James Harvey Norman. Partners in J H Norman and Sons	Housing	New
LPR-A-138	Heyford Park and OS Parcels	Heyford Park / Upper Heyford	568.2	Paul Burrell - Pegasus Group / Elvin Investments LLP	Mixed	New
LPR-A-057	Land South of Station Road, Hook Norton	Hook Norton	7.24	Graham Jones - Merlin Land Planning & Development / Shelley and Smart	Housing	New
LPR-A-120	Land at The Bourne, Hook Norton	Hook Norton	4.9	Donna Palmer - Turley / L&Q Estates	Housing	Update
LPR-A-153	Land North to Railway House, Station Road, Hook Norton	Hook Norton	2.3	Peter Frampton - Framptons / Nursery Ground Ltd	Housing	Update

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-257	Land west of Sibford Road, Hook Norton	Hook Norton	5.12	John Breese - Rosconn Strategic Land / Christoper Gasson	Housing	New
LPR-A-007	Verneys Garage, Quarrry Road, Hornton	Hornton	0.35	Ken Howard	Travellers	New
LPR-A-064	Rozerneil (Paddock), Kidlington Road, Islip	Islip	0.6	Sarah Gordon-Colebrooke	Housing	New
LPR-A-124	Ambergate Barn, Wheatley Road, Islip	Islip	1.3	Michael and Susannah Peace	Housing	New
LPR-A-221	Former Oil Storage Depot, Bletchingdon Road, Islip	Islip	13.5	Huw Mellor - Carter Jonas / NCM Real Returns Property GP Limited and NCM Real Returns Nominee Limited	Housing	Update
LPR-A-223	SITE 1-Land off Mill Street/Mill Lane, south of the railway line, Islip	Islip	2.1	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	Update
LPR-A-223	SITE 2-Land off Mill Lane/Kidlington Road, north of the railway line, Islip	Islip	4.2	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	Update
LPR-A-223	SITE 3-Land off Bletchingdon Road, Islip	Islip	4.6	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	Update
LPR-A-223	SITE 4-Land off the A34, Islip	Islip	6	Jennifer Mitter - Lichfields / The Church Commissioners for England	Commercial	Update
LPR-A-223	SITE 5-Land adjacent to Islip Train Station, Islip	Islip	5.7	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	New
LPR-A-223	SITE 6-Land to the North and West of Islip Village	Islip	33	Jennifer Mitter - Lichfields / The Church Commissioners for England	Mixed	New
LPR-A-223	SITE 7-Land at Islip	Islip / Noke	499	Jennifer Mitter - Lichfields / The Church Commissioners for England	Mixed	New
LPR-A-007	Former Builders Yard, The Moors, Kidlington	Kidlington	0.31	Ken Howard	Travellers	Update
LPR-A-024	Land North of The Moors and East of Banbury Road, Kidlington	Kidlington	37	Simon Handy - Strutt & Parker / Dairystock Limited	Housing	Update
LPR-A-031	Former Blenheim Centre, Alexander Close, Kidlington	Kidlington	0.36	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-082	Oxford Technology Park, Langford Lane, Kidlington	Kidlington	8.3	Matthew Sobic - Savills (UK) Ltd / Hill Street Holdings	Commercial	New
LPR-A-082	The Piggeries and associated land, Langford Lane, Kidlington	Kidlington	6	Matthew Sobic - Savills / Hill Street Holdings	-	New
LPR-A-156	Land South of Langford Locks, Kidlington	Kidlington	2.4	Ashley Maltman - Pye Homes	Commercial	Update
LPR-A-156	Land off Webb's Way, Kidlington	Kidlington	9.8	Ashley Maltman - Pye Homes / Cancer Research UK	Housing	Update
LPR-A-184	London Oxford Airport, Langford Lane, Kidlington	Kidlington	206	Nick Alston - Avison Young / Oxford Aviation Services Ltd	Commercial / C1, C2	Update
LPR-A-224	Land North of The Moors, Kidlington	Kidlington	21.68	Richard Cutler - Bloombridge LLP / The Bulford Trust	Mixed	Update
LPR-A-230	Land at Langford Lane, Kidlington	Kidlington	19.5	Michael Crofton-Briggs - University of Oxford	Commercial	New

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-237	Outskirts of Kidlington	Kidlington / Gosford and Water Eaton / Yarnton	N/A	Rachel Faulkner - Kidlington Parish Council	Local Green Space	
LPR-A-043	Land East of Heyford Road, Kirtlington	Kirtlington	0.54	Tim Northey - Abbeymill Homes Limited / James Budgett, Diana Grayland, Christopher Budgett, Heather Tylor, Solvein Limited, Portway Farms Limited and Sarah Nicholson	Housing	New
LPR-A-261	Corner Farm, Station Road, Kirtlington	Kirtlington	5.8	Peter Frampton - Framptons / Mr R Hall	Housing	Update
LPR-A-012	Land off The Green, Station Road, Launton	Launton	1.83	Robert Bolton - Review Partners / Albert Geoffrey Phipps	Housing	New
LPR-A-017	Charbridge Lane, Bicester	Launton	4.75	Richard Walker / Richard Walker, David Walker, Robert Walker and Phil Carver	Housing / Commercial	New
LPR-A-018	59 West End, Launton	Launton	0.1	Richard and David Walker	Commercial	New
LPR-A-071	Land East of Charbridge Lane, South of Railway, Bicester	Launton	5.4	Olivia Glenn - Charterhouse / The Portland House Group & Richard Walker & London and Metropolitan Developments	Housing	Update
LPR-A-085	Land North East of Skimmingdish Lane/Bicester Road	Launton	191	Jake Collinge - JCPC Ltd / Mr P W Deeley, Mr W A Deeley, Mr S R Deeley, Ms J L Morgan and Ms J S Horton	Housing / Commercial / Mixed	New
LPR-A-085	Land North of Launton	Launton	6.4	Jake Collinge - JCPC Ltd / Mr P W Deeley, Mr W A Deeley, Mr S R Deeley, Ms J L Morgan and Ms J S Horton	Housing	New
LPR-A-089	Land South of Launton	Launton	20	Jake Collinge - JCPC Ltd / Mr P W Deeley, Mr W A Deeley and Mr S R Deeley	Housing	New
LPR-A-112	Land East of Bicester Road and North of Yew Tree Close, Launton	Launton	18.3	Melissa Balk - Fisher German LLP / Josephine Horton and Jean Morgan	Mixed	New
LPR-A-121	Land North of Station Road, Launton	Launton	5.7	David Bainbridge - Savills (UK) Ltd / Richborough Estates	Mixed	Update
LPR-A-126	Land North of Launton	Launton	12.7	Emma Wagland - Strutt & Parker / Mrs A Darbishire	Housing / Commercial / Mixed	Update
LPR-A-127	Grange Farm, Station Road, Launton	Launton	0.13	Rebecca Bacon - Savills (UK) Ltd / Richborough Estates	Housing	New
LPR-A-061	Land off Middle Aston Lane, Middle Aston	Middle Aston	2.42	Sienna Barbour / Scenic Farms Ltd	Housing	Update
LPR-A-021	Hatch End Old Poultry Farm, Steeple Aston Road, Middle Aston	Middle Aston / Steeple Aston	2.46	Lucy Smith - JPPC / Middle Aston Limited	Commercial	Update
LPR-A-080	Cottage Field, Bicester Road, Middleton Stoney	Middleton Stoney	8.1	Harriet Featherstone - Carter Jonas / Henry David Teare	Housing	Update
LPR-A-080	Land at Middleton Stoney, Ardley Road, Middleton Stoney	Middleton Stoney	12.8	Harriet Featherstone - Carter Jonas / Henry David Teare	Housing	New

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-105	Land and allotments east of Ardley Road and adjoining Middleton Stoney to the north, Ardley Road, Middleton Stoney	Middleton Stoney	1.71	Helen Gibbs - Laws & Fiennes / Villiers Park Educational Trust	Housing	Update
LPR-A-119	Land at North Manor Farm, Milcombe	Milcombe	2.4	Katie Jefferis - Savills (UK) Ltd / Christ Church, Oxford	Housing	Update
LPR-A-137	Land off Bloxham Road, Milcombe	Milcombe	6.04	Stephen Rutledge - Fisher German LLP / Mr David Smith	Housing	Update
LPR-A-158	Hollies Farm, New Road, Milcombe	Milcombe	8.4	Michael Robson - Cerda Planning Limited / Jane Sheppard	Housing	New
LPR-A-206	Land and buildings at 12 Heath Close, Milcombe	Milcombe	2.2	Julian Philcox - JP Planning Ltd / Keble Homes Ltd	Housing	Update
LPR-A-231	Land at Fern Hill Farm, Milcombe	Milcombe	3.7	Tom Birks - Brown & Co / A S Cole & Son	Housing	Update
LPR-A-067	Newland Caravan Site, Milton Road, Bloxham	Milton	1.86	Tim Humphrey - Brown & Co / Smiths of Bloxham	Housing	Update
LPR-A-004	Land adjacent to Milestone Farm, Broughton Road, Banbury	North Newington	8.19	Neil Holiday - Laws & Fiennes / Broughton Estate	Housing	Update
LPR-A-004	Land South of Shutford Road and Main Street, North Newington	North Newington	1.82	Neil Holiday - Laws & Fiennes / Broughton Estate	Housing	New
LPR-A-135	Land North of Shutford Road, North Newington	North Newington	0.59	Will Lombard - Fernhill Estates / Stuart Morgan	Housing	New
LPR-A-060	Oddington Grange Farm, Weston on the Green	Oddington / Weston on the Green	160.7	Sienna Barbour / Terraughtie Farming Co Ltd & Mrs D Barbour	Mixed	New
LPR-A-229	Land off Stocking Lane, Shenington	Shenington with Alkerton	2.8	Ben Cook - Pegasus Group / Elan Homes	Housing	New
LPR-A-063	Land between Oxford Road, Upper Campsfield Road and Shipton Road, South East Woodstock	Shipton on Cherwell and Thrupp	49	Nigel McGurk - Blenheim Estates	Mixed	New
LPR-A-102	Land at Bunkers Hill, Shipton on Cherwell	Shipton on Cherwell and Thrupp	0.48	Jake Collinge - JCPC Ltd / Keble Homes Ltd	Housing	New
LPR-A-192	Shipton Quarry, Shipton on Cherwell	Shipton on Cherwell and Thrupp	103	Grant Baylis - Ridge and Partners LLP	Mixed	New
LPR-A-004	Land at Lower End and Thistle Hill, Shutford	Shutford	1.79	Neil Holiday - Laws & Fiennes / Broughton Estate	Housing	New
LPR-A-171	Land to the North of Epwell Road, Shutford	Shutford	3	Alan Divall - Walsingham Planning / R2 Developments	Housing	Update
LPR-A-045	Land to the West of Hook Norton Road, Sibford Ferris	Sibford Ferris	6.8	Jonathan Harbottle - Land & Partners South East Limited / Mr Kevin Bishop and Mrs Emily Bishop	Housing	New
LPR-A-139	Land East of Woodway Road, Sibford Ferris	Sibford Ferris	0.8	Melissa Balk - Fisher German LLP / Executors of A G Bishop (dec'd)	Housing	Update
LPR-A-068	Land at Folly Farm, Sibford Ferris	Sibford Ferris / Swalcliffe	22.11	Tim Humphrey - Brown & Co / Mr & Mrs Bishop	Housing	Update

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-107	Land at Mawles Farm, Pound Lane, Sibford Gower	Sibford Gower	8.06	Tom Birks - Brown & Co / Mr and Mrs N Morris	Housing	New
LPR-A-107	Land South of Mawles Farm, Pound Lane, Sibford Gower	Sibford Gower	4.2	Tom Birks - Brown & Co / Mr and Mrs Morris	Housing	New
LPR-A-136	Land North of Ardley Road, Somerton	Somerton	1.71	Will Lombard - Fernhill Estates / Jeremy Brown	Housing	New
LPR-A-195	Troy Farm, Somerton	Somerton / Fritwell	124	Margaret Ruth Power	Housing	New

Appendix 13: Extended Summary of Representations to the Community Involvement Paper Consultation