

URGENT BUSINESS AND SUPPLEMENTARY INFORMATION

Executive

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The Cherwell Local Plan



Proposed Submission Draft

The Cherwell Local Plan 2012

Foreword

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

This is a Plan which looks to the future and sets out our proposals to support the local economy and our communities over the next 20 years and beyond.

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

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

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

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

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

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

This is a plan which demonstrates a respect for the past and which seeks to preserve and enhance what makes Cherwell District special; the dynamic market towns, the 59 Conservation Areas, our beautiful villages and wonderful landscape.

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

Councillor Barry Wood
Leader of the Council

Executive Summary

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

This Executive Summary seeks to give an overview of the main policies in the Local Plan. It is important that the Plan is considered as a whole. The 3 proposed themes link together, the economy we look to secure, the communities we build, and ensuring that the development required is sustainable. It is also crucial that the Plan's policies are read in detail to understand the strategy that the Council is putting forward.

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

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

The section numbers highlighted throughout this Executive Summary are references to the Local Plan document.

Structure of the Local Plan

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

- Section A - 'Strategy for Development in Cherwell' considers Cherwell District as a whole. It includes a vision for the district, a spatial strategy and a series of key objectives
- Section B - 'Policies for Development in Cherwell' sets out planning policies grouped around three themes:
 - Theme One: Developing a Sustainable Local Economy
 - Theme Two: Building Sustainable Communities
 - Theme Three: Ensuring Sustainable Development
- Section C - 'Policies for Cherwell's Places' looks at different places within the district: Bicester, Banbury, Kidlington and our villages and rural areas. For each area it outlines how the 3 themes will be delivered and proposed strategic development sites for housing, employment and open space.
- Section D - 'Infrastructure Delivery Plan' shows what new infrastructure and key facilities the Local Plan will secure.

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

Vision, Strategy and Objectives

Underpinning the Local Plan is a vision and a spatial strategy for Cherwell District (Section *Cherwell in 2031: Our Vision and Strategy*). Our spatial strategy for how we manage the growth of the district can be summarised as:-

- Focusing the bulk of the proposed growth in and around Bicester and Banbury,
- Limit growth in the rest of our rural areas towards larger and more sustainable villages
- Strictly control development in open countryside.

There are then fourteen strategic objectives (Section *Getting there: Our Strategic Objectives*) and the policies which follow seek to meet these objectives.

The Policies in the Local Plan

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

Developing a Sustainable Local Economy

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

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

The Local Plan seeks to ensure that there is a balanced supply of employment land to meet the needs of the district for the plan period. Policy SLE1 (Section Policies for Developing a Sustainable Local Economy) seeks, as a general principle, to protect existing employment land and buildings. The Local Plan allocates eight strategic employment areas to meet the employment plan needs over the plan period. These are:

Proposed strategic employment allocations			
Site	Area (ha)	Policy no.	Section
Bicester			
North West Bicester Eco-Town	25.5 (1)	Bicester 1	Bicester
Graven Hill	26	Bicester 2	Bicester
Bicester Business Park	17.50	Bicester 4	Bicester
Bicester Gateway	7.50	Bicester 10	Bicester
North East Bicester Business Park	2.73	Bicester 11	Bicester
East Bicester	24.55	Bicester 12	Bicester

Banbury			
Land west of M40	24.68	Banbury 6	Banbury
Rural Area			
Former RAF Upper Heyford	To be confirmed	Villages 5	Our Villages and Rural Areas
(1) Estimate. The precise area for employment uses at North West Bicester will be determined through a master plan for the area. North West Bicester is anticipated to deliver land for 3,000 jobs by 2031 (5,000 for the eco-development as a whole).			

Dynamic Town Centres

The Local Plan seeks to direct retail and other town centre appropriate development to the two town centres in the district (Policy SLE 2 – Section Policies for Developing a Sustainable Local Economy) and sets the boundaries for the centres; Banbury (Policy Banbury 7 - Section Banbury), Bicester (Policy Bicester 5 – Section Bicester) and Kidlington (Kidlington 2 – Section Kidlington) It also identifies the following strategic allocations:-

Proposed strategic town centre allocations				
Site	Proposed use	Area (ha)	Policy no.	Section
Bicester				
Bure Place Town Centre Redevelopment Phase 2	Shopping, leisure	24.68	Bicester 6	Bicester
Banbury				
Land at Bolton Road	Retail/ mixed uses	1.69	Banbury 8	Banbury
Spiceball Development Area	Refurbished Arts Centre, new library, public space, car parking	4.08	Banbury 9	Banbury

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

Building Sustainable Communities

The plan sets the overall distribution of development across the district (Policy BSC 1 – Theme Two: Building Sustainable Communities).

This Local Plan follows the South East Plan which required Cherwell District to deliver 13,400 new homes across the district between 2006 and 2026. It adds a further 5 years up to 2031, a total of 16,750 new homes, of which a substantial number have already been built.

The Council identifies North West Bicester as a strategic allocation for Bicester (Policy Bicester 1) together with a major housing development at Graven Hill, Bicester (Policy Bicester 2) which will result in more housing distributed to Bicester than elsewhere in the District.

As a consequence of this extra housing at Bicester, the Local Plan proposes to reduce the overall level of growth directed to the rural areas of the district. Accordingly, the target for the rural areas is reduced compared with the Draft Core Strategy (Feb 2010). Within this, it further proposes that there should be a particular reduction in the target for villages in the southern part of the district.

The Plan includes a housing trajectory showing when new strategic sites are expected to be delivered and the expectations for the approved sites at Bankside, Banbury; South West Bicester (Phase 1), Gavray Drive, Bicester; and former RAF Upper Heyford. The table below summarises the overall distribution of housing and the remaining requirements, taking account of housing already completed, sites with planning permission such as Upper Heyford, as well as deliverable and developable sites.

Proposed overall development strategy in the Local Plan		
	South East Plan Requirement 2006-2026	Local Plan Requirement 2006-2031
Completed	-	2,542
Bicester	4,900	6,997
Banbury	4,800	4,352
Rest of Cherwell	3,700	1,709
Windfalls (sites with fewer than 10 homes)	-	1,150
Total	13,400	16,750

Locations for community growth

Bicester and Banbury

Section C 'Cherwell's Places' of the Local Plan identifies the key strategic housing sites that will need to be developed to meet needs within Banbury and Bicester for the period up to 2031. Strategic sites are those that can accommodate over 400 homes. It does not identify all sites for new housing for the period up to 2031.

Through the evolution of the 'Eco-Town' project, Bicester is working towards becoming a new 'Garden City' in the manner of Letchworth in Hertfordshire, a greener more pleasant town in which to live, work and visit. A town which will expand to embrace both the highest environmental standards for the housing which is built, but which also secures investment in creating a cutting edge economy on major new employment sites.

The Bicester Masterplan has been a powerful tool to provide a holistic town vision to help ensure the town develops in a coordinated, planned and integrated way. Other studies have ensured that the plan as a whole is based on up to date evidence and ensures we are taking account of the latest analysis of economic trends as we plan for the economy of the future.

The following sites are allocated to meet strategic housing needs for Bicester and Banbury.

Proposed strategic housing allocations in Bicester and Banbury			
Site	Capacity	Policy no.	Section
Bicester			
North West Bicester (Eco-Town)	1,794 (1)	Bicester 1	Bicester
Graven Hill	1,900	Bicester 2	Bicester
South West Bicester Phase 2	650	Bicester 3	Bicester
East Bicester	150	Bicester 12	Bicester
Banbury			
Canalside	1,050	Banbury 1	Banbury
Hardwick Farm, Southam Road	800	Banbury 2	Banbury
West of Bretch Hill	400	Banbury 3	Banbury
Bankside Phase 2	400	Banbury 4	Banbury
North of Hanwell Fields	400	Banbury 5	Banbury
(1) The total capacity of the North West Bicester eco-development is 5,000, however it is estimated that 3,206 of these will be built in the period after 2031			

The villages and rural areas

Within the rural areas, the Local Plan does not identify the specific sites where future housing will go, however it does give a broad indication of where allocations will be made. The document that will allocate sites in the rural area is the “Local Neighbourhoods Development Plan Document”.

Policy Villages 2 (Section Our Villages and Rural Areas) identifies 23 villages within the district within which these allocations will be made. These are shown in Distribution of housing in the rural areas. The policy does not propose a housing target for individual villages, but it does set a target that will need to be met by groupings of villages. The precise distribution of this will be determined by the Local Neighbourhoods DPD.

Distribution of housing in the rural areas	
Villages	Total no.
Adderbury, Ambrosden, Bodicote, Bloxham, Deddington, Launton	500
Cropredy, Hook Norton, Sibford Gower / Ferris, Fritwell, Steeple Aston	189
Arcnott, Bletchingdon, Chesterton, Finmere, Fringford, Kidlington, Kirtlington, Middleton Stoney, Milcombe, Weston on the Green, Wroxton, Yarnton	259

These rural allocations are for the period 2011 to 2031. Development which has been approved but which has not yet been built will lower the requirements and will be taken into account in preparing the Local Neighbourhoods DPD. The figures also take into account all housing completions from 2006 to 2011.

The Local Plan also includes a policy on village categorisation (Policy Villages 1 - Section Our Villages and Rural Areas). This sets out the approach that will be used to determine “windfall” residential proposals that come forward within villages. “Windfall” proposals are unplanned residential planning applications. The policy lists those villages which may be suitable for some residential development. Smaller villages may only be suitable for infill housing, whilst larger villages may be able to accommodate minor development.

An exceptional scheme has already been approved to secure heritage conservation and environmental improvements at the Former RAF Upper Heyford airbase. This will result in the development of 761 new homes in addition to the 314 ex-military homes that already exist.

Affordable housing

Affordable housing is housing for affordable / social rent or ‘intermediate’ housing such as shared ownership. Policy BSC5 (Section B: Policies for Building Sustainable Communities) within the Local Plan sets out the approach for meeting affordable housing requirements. It sets out a percentage requirement for different parts of the district and a minimum threshold at which affordable housing would be required.

Affordable housing policy as set out in Local Plan		
	Requirement	Threshold
Banbury & Bicester	30%	10
Kidlington	35%	10
Rural Areas	35%	3

In meeting the need for affordable housing in rural areas, the Local Plan supports the use of "rural exception sites" in appropriate cases. Rural exception sites are sites specifically identified for affordable housing in rural communities which would not normally be used for housing. The Council's approach is set out in Policy Villages 3 (Section Our Villages and Rural Areas). In limited occasions, the Plan allows for some market housing to be provided where necessary to make schemes viable.

Ensuring Sustainable Development

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

Supporting strategic policies		
Subject	Policies	Section
Climate Change, Energy, Sustainable Construction and Flooding	ESD1 – ESD7	Ensuring Sustainable Development
Water Resources, Ecology and	ESD8 -	Ensuring Sustainable

Biodiversity, Landscape	ESD13	Development
Green Belt and Green Boundaries to Growth	ESD14-15	Ensuring Sustainable Development
The Built Environment	ESD16	Ensuring Sustainable Development
Effective and Efficient Use of Land	BSC2	Building Sustainable Communities
The Mix of Housing	BSC4	Building Sustainable Communities
Travelling Communities	BSC6	Building Sustainable Communities
Meeting Educational Needs	BSC7	Building Sustainable Communities
Providing Sport, Recreation and Community Facilities	BSC 10-12	Building Sustainable Communities
Green infrastructure	ESD 18	Ensuring Sustainable Development
Meeting the needs for cemeteries in Bicester	Bicester 9	Bicester

Ensuring Delivery and Sustainability Appraisal

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

The completion of an Infrastructure Delivery Plan (IDP) will provide confidence that critical infrastructure can be provided, that the Plan's development strategy is deliverable, and that the necessary social, physical and green infrastructure can be secured to support the planned development. The Local Plan includes provision for a range of key infrastructure such as schools, new strategic roads (such as the SE Bicester relief road and the potential for an inner relief road at SE Banbury), and 'green' infrastructure. The completed IDP will identify costs attributable to the proposed levels of growth, requirements of each type of growth, and consider how and when infrastructure should be provided having regard to the phasing of development and possible funding opportunities.

Section D of the Plan currently includes a temporary IDP – a summary of key infrastructure requirements which will be superseded by the full IDP when finalised.

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

This is a Plan that will be delivered.

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Introduction to the Local Plan

This is the Local Plan for the Cherwell District.

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

- Securing economic development
- Building communities; and
- Ensuring that all development is sustainable.

The Plan sets out the vision and strategy for the development of Cherwell through to 2031. It sets out why, where and how Cherwell will grow over the next 19 years.

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

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

The District faces some critical challenges over the next 15/20 years, including:

- Remaining economically competitive.
- Ensuring housing growth only takes places in appropriate locations.
- Avoiding sprawl and ensuring growth is bounded.
- Ensuring the changing patterns of needs of the population are properly planned for.
- Reducing the high cost of energy use.
- Ensuring that infrastructure needs are met.

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

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

The plan centres on Market Towns as the most sustainable locations for growth. It is a plan which seeks to strengthen the role of the towns as the centre of the local economy, set within a rural hinterland.

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

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

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

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

- A productive, high value economy
- An excellent transport system
- Inclusive communities
- One community, not separate ones
- Quality urban, rural and natural environments.
- Good quality urban design for new business and residential developments.
- A clear urban/rural boundary for both Banbury and Bicester to limit growth.

The plan contains two sets of policies:

- Policies for development, which apply across the entire District.
- Policies for Places, which focus development on a number of strategic locations.

The role of the Local Plan

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

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

New legislation (the Localism (2011) Act) and regulations enable Councils to reintroduce the term 'Local Plan' and have changed some of the plan-making procedures including the introduction of 'Neighbourhood Planning'. A new 'National Planning Policy Framework' (NPPF) has also been produced sweeping away over 1000 pages of guidance and allowing more scope for local interpretation of national policy.

The Cherwell Local Plan 2012 takes into account these changes. It is a truly Local Plan which ensures that the NPPF's priorities are met but in a way that meets Cherwell's needs and challenges.

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

The planning context for the Local Plan

Although Cherwell District Council is the planning authority for Cherwell District, there is a framework of legislation, national planning guidance and regional planning policy within which we must operate. The planning context for Cherwell District over the period to 2031 is heavily influenced by this context.

One of the most important elements of this planning context is regional planning policy. This is presently set out in the Regional Spatial Strategy (RSS). The RSS sets the broad framework of policies for the whole South East region and, like the Local Plan, was itself subject to public involvement and independent examination. Importantly, it identifies how much new housing should be provided within each authority over the period that it covers. All plans which we prepare within our Local Plan in Cherwell are currently required to conform to the RSS at the time of their preparation.

The current RSS for the South East of England, the South East Plan, was issued in May 2009 and covers the period from April 2006 to March 2026. Local Plans are required to plan for at least a 15 year period from the date of adoption.

The Cherwell Local Plan is scheduled for adoption in mid-2013. It covers the period of 1 April 2006 to 31 December 2031, allowing for an 18 year period post-adoption to provide flexibility in phasing the delivery of strategic development sites and to provide a longer period for infrastructure planning.

The structure of the Local Plan

This Local Plan is structured as follows:

Section A: Strategy for Development in Cherwell

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

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

Section B: Policies for Development in Cherwell

This section details a series of planning policies which stem from the objectives described in Section A grouped under 3 themes:

- Developing a Sustainable Local Economy
- Building Sustainable Communities
- Ensuring Sustainable Development

Section C: Policies for Cherwell's Places

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

- C.1 Bicester
- C.2 Banbury
- C.3 Kidlington
- C.4 Our villages and rural areas

Section D: Delivering the Local Plan

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

Section E: Monitoring the Local Plan

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

How the Local Plan has been prepared

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

The emerging strategic issues for the Local Plan to focus on, and the options regarding how to tackle them, were presented in an Issues and Options Paper published for consultation between February and April 2006. The Issues and Options Paper was accompanied by an Initial Sustainability Appraisal Report, a Housing Technical Paper, and a Spatial Report.

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

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

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

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

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

After this 'Options for Growth' consultation, focus turned to gathering further evidence on a range of issues. We commissioned a number of in-depth technical studies to provide the evidence needed to ensure the Local Plan is 'justified'.

In April 2008, two locations in Cherwell were shortlisted for consideration as Eco Towns – Weston Otmoor and North West Bicester. In July 2009 we received confirmation that North West Bicester had been identified as an eco-town location, with around 5,000 new homes to be provided over the lifetime of that development.

The timescale for the Local Plan has also been guided by the preparation and adoption of the Regional Spatial Strategy (RSS) – the regional policy framework to which Core

Strategies must conform. The RSS for the South East of England, the South East Plan, was not adopted until May 2009.

In February 2010 we published the Draft Core Strategy and consulted upon it. The results of that consultation have informed the development of this Local Plan.

Following the election of a new Government in May 2010 a major reform to the Planning system has been legislated for. The plans include the revocation of the RSS, simpler planning guidance through the National Planning Policy Framework (NPPF) and placing a greater emphasis on securing sustainable growth. This plan seeks to respond to these reforms.

Sustainability Appraisal

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

The Local Plan and the Sustainable Community Strategy

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

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

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

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

We have sought to ensure that the two documents are complementary. The SCS recognises the growth and development that will take place in the district and considers the implications of this for Cherwell's communities. The Local Plan seeks to address the wider needs and aspirations of communities as expressed in the SCS.

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

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

- Both the proposed spatial vision for the Local Plan and its objectives draw from those prepared for the SCS.
- The level of growth and development that is anticipated in the district as a direct consequence of the policies in the South East Plan are fully reflected in the SCS, in particular through the "Future Challenges" section of that document.

- The four key "ambitions" within the SCS reflect the challenges posed by this growth. Within each of these are contained objectives, many of which are reflected in the policies of the Local Plan.

Other Policy links and additional local policy guidance

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

- Cherwell Council Strategies such as the Economic Development Strategy, Housing Strategy and Draft Conservation and Urban Design Strategy.
- Specific evidence and studies commissioned for the preparation of the Local Plan
- An Infrastructure Delivery Plan

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

The additional guidance on particular issues and places will include:

- A Development Management DPD – to cover Development Control matters
- A Local Neighbourhoods DPD – to cover the limited village growth.
- Bolton Road SPD
- Canalside SPD
- Spiceball Development Area SPD
- Sustainable Buildings in Cherwell SPD to cover design and regulatory guidance matters
- Bicester Masterplan SPD
- Banbury Masterplan SPD

What Does the Plan Do?

The detail of the Cherwell Local Plan 2013 is set out in the following sections. In summary, it achieves the following:

- Sets out clear ambitions for the District and the two towns in particular
- Provides certainty for communities and developers as to what will /can be developed and where.
- Focuses growth at Bicester.
- Proposes sustainable levels of growth at the villages and regard to the need to protect the character of our rural areas
- Ensures that the main focus of the plan is strengthening the local economy, job creation, inward investment and company growth, together with what sort of communities we wish to build.
- Creates a major platform to help deliver economic development in a recession.
- Strengthens the Town Centres at the heart of the District.
- Secures infrastructure such as new rail and road investment.
- Avoids coalescence with villages, by introducing new green buffers at the edge of development.
- Takes permissions and what has been constructed into account.
- Emphasises high environmental standards and design quality.
- Protects the Oxford Canal
- Promotes area renewal and regeneration in Banbury
- Supports innovation such as Community Self build.
- Addresses planning reforms

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

Section A: Strategy for Development in Cherwell

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

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

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

Cherwell in 2031

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

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

In defining our vision statement, we are mindful that other vision statements have already been prepared by other bodies, and our statement must draw on these as appropriate. These are:-

- The vision for the South East of England contained in the South East Plan (until revocation)
- The vision for Oxfordshire 2030, prepared by the Oxfordshire Partnership
- The vision for Cherwell District contained in the Sustainable Community Strategy and prepared by the Cherwell Community Planning Partnership
- The draft vision for the LDF contained in the Issues & Options paper in 2006
- The draft vision for the Core Strategy in February 2010.

In the light of these, our vision for Cherwell District is as follows:-

Our Vision for Cherwell District

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

For this to happen:-

- We will **develop a sustainable economy** that is vibrant and diverse with good transport links and sound infrastructure, supported by excellent educational facilities. Our economy will grow to provide more diverse employment for our increasing population and reduce the need for our residents to travel outside the district for work.

- We will maintain and improve the **vitality of our town centres** as accessible economic, cultural and social hubs, offering improved leisure and shopping facilities as well as a diverse and vibrant evening economy.
- We will support a stronger, sustainable **rural economy** that is more diverse and not reliant entirely on agriculture. Our villages will be “lived in” as well as “slept in”.
- We will **improve road, rail and public transport links** and provide increased access to services and facilities to cater for the needs of the District. In particular, we will focus on measures aimed at managing road congestion, improving public transport and improving access to town centres and other shops and services.
- We will **build sustainable communities** by facing the challenges of a growing and an ageing population and ensuring that the settlements of Banbury, Bicester and Kidlington, along with the rural areas offer a high quality of life and meet the needs of all sections of the population.
- We will ensure that Cherwell can offer its communities a range and choice of **good quality, market & affordable housing**.
- We will ensure that by careful and timely investment in our **social and physical infrastructure**, people have convenient access to health, education, open space and recreational activities when they need it.
- We will **ensure development is sustainable** by cherishing, protecting and enhancing our **distinctive natural and built environment**. Cherwell will maintain its rural character where its landscapes, its vast range of natural and built heritage and its market towns define its distinctiveness.
- We will protect our **natural resources**, embracing environmental technologies and adapting our behaviour to meet the global challenge of climate change. We will promote the use of alternative energy sources where appropriate and reduce the impact of development on the natural environment.

The Spatial Strategy for Cherwell District

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

Our spatial strategy for Cherwell District is as follows:-

- Most of the growth in the district will be directed to locations within or immediately adjoining the main towns of Banbury and Bicester.
 - Bicester will continue to grow as the main location for development within the District.
 - Banbury will continue to grow, albeit to a lesser extent than Bicester, in accordance with its status as a small market town in the South East Plan.
- Away from the two towns, the major single location for growth will be at the former RAF Upper Heyford base which will deliver over 760 homes in accordance with its planning permission.
- Economic development close to the airport at Kidlington will be supported but growth at Kidlington will only be supported where it meets local needs.
- Growth across the rest of the district will be much more limited and will focus on meeting local community and business needs. It will be directed towards the larger and more sustainable villages within the district which offer a wider range of services and are well connected to major urban areas, particularly by public transport.
- Development in the open countryside will be strictly controlled. In the south of the district, the existing Green Belt will be maintained, though a small scale local review of the Green Belt will be conducted to accommodate identified employment needs. In the north west of

the district, the small area lying within the Cotswolds Area of Outstanding Natural Beauty will similarly be protected.

Getting There - Our Strategic Objectives

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

Challenges & Objectives for developing a Sustainable Local Economy

Cherwell is a relatively prosperous area with some areas of deprivation. It has high levels of employment, high dependence on manufacturing, a relatively low skills and education base, and workplace earnings below the regional level. There remains a lack of diversity in the local economy, but between 1995 and 2006 the level of employment in manufacturing fell from 28.9% to 14.1% as growth in other sectors occurred, particularly in distribution, hotels and restaurants. High employment rates were maintained through this change but the recent economic downturn has begun to challenge this.

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

- the 'knowledge economy' needs to grow
- new employment sites are needed to meet modern business needs
- there is a need to make more efficient use of existing employment areas
- improving our urban centres and existing employment areas to retain and attract business
- there is a need to adapt to the changing rural economy and to provide more employment opportunities and suitable employment sites in rural areas
- relatively large numbers of people in Cherwell are without qualifications and basic skills; the level of education and training needs to improve
- pockets of multiple deprivation in the district
- an increase in the number of residents seeking Job Seeker Allowance and National Insurance Credits in 2008/09 as a result of economic downturn - a faster increase than other Oxfordshire districts (Living in Cherwell, 2009)
- the average weekly wage is lower than the South East average
- insufficient diversity in the local economy
- overdependence on a declining number of manufacturing jobs
- the need to respond to a growing and ageing population: total population is expected to increase from 137,400 in 2006 to 169,900 in 2031 (a 24% increase); the population aged 75 and over is expected to grow by 110% (10,100 people)

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

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

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

Our Strategic Objectives for Developing a Sustainable Local Economy

- SO 1. To facilitate economic growth and a more diverse local economy with an emphasis on attracting and developing higher technology industries
- SO 2. To support the diversification of Cherwell's rural economy
- SO 3. To help disadvantaged areas, improve the built environment and make Cherwell more attractive to business by supporting regeneration
- SO 4. To maintain and enhance the vitality, viability, distinctiveness and safety of Cherwell's urban centres.
- SO5. Encourage Sustainable Tourism

Challenges and Objectives for Building Sustainable Communities

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

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

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

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

- the need to make market housing more affordable - Cherwell is the most affordable district for housing in Oxfordshire, but in 2008 median house prices were still over 8 times median earnings
- the need to provide more family housing for newly forming households in rural areas

- the Council has been successful in the prevention of homelessness but it remains important to ensure an adequate supply of new housing for vulnerable households
- the need to meet the requirements of, at present, a relatively young population, particularly those aged 0 to 15 in urban areas
- child well-being in Cherwell which is well below the other rural districts in Oxfordshire
- Cherwell has the highest number of adults between 18 and 64 with a serious physical disability compared to the rest of Oxfordshire (current total of 2,014 in 2008 rising to 2,193 by 2020). There are a further 7,108 people with moderate disabilities
- the need to improve educational attainment
- the level of adult obesity is above the levels in other Oxfordshire districts
- the percentage of Cherwell residents participating in sport and active recreation is below other rural Oxfordshire districts but above regional and national averages
- the need to consider the implications of depopulation in Kidlington (a fall of 1.8% between 2001 and 2007)
- the need to protect and enhance the identity of Cherwell's towns and villages, to maintain or create a sense of belonging and improve social cohesion
- ensuring that the needs of a diverse Cherwell population are met, for example Cherwell has a relatively large Indian and Pakistani population compared to other rural districts in Oxfordshire
- a lack of affordable housing and the need to increase the proportion of the housing stock that comprises social housing.

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

Our Strategic Objectives for Building Sustainable Communities

- SO 5. To accommodate new development so that it maintains or enhances the local identity of Cherwell's settlements and the functions they perform
- SO 6. To meet the housing needs of all sections of Cherwell's communities, particularly the need to house an ageing population and to meet the identified needs of Gypsies and Travellers and Travelling Showpeople, in a way that creates sustainable, inclusive and mixed communities
- SO 7. To improve the affordability of housing in Cherwell and to provide social rented and intermediate housing to meet identified needs whilst ensuring the viability of housing development and a reliable supply of new homes
- SO 8. To improve the availability of housing to newly forming households in rural areas
- SO 9. To provide sufficient, good quality services, facilities and infrastructure including green infrastructure, to meet health, education, transport, open space, sport, recreation and other community needs.

Challenges and Objectives for Ensuring Sustainable Development

Like many areas in the South East, Cherwell has seen rapid post-war development. In terms of population, Banbury is over twice the size it was in 1951. Bicester is seven times the size. The construction of the M40 motorway through the district in the early 1990s had an enormous impact on the economic attraction of Cherwell and on relieving traffic congestion, but has also brought

negative change in terms of the amount of traffic that travels through the district and with regard to the impact on the landscape and on air quality.

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

Cherwell's key challenges to ensuring sustainable development are:

- there is a need to maximise the opportunities to significantly cut carbon emissions - although compared to other 'significant rural' districts, Cherwell has lower domestic carbon dioxide emissions per person, it has higher overall emissions per person due to more emissions from industrial and commercial activity
- there is a need to maximise opportunities for the use of renewable energy and for using resources such as energy and water more efficiently
- there is a need to reduce dependence on travel by car and to manage traffic congestion - between 1981 and 2001 the number of cars in Cherwell increased by over 34,700 (97%), over double the growth in households (46%); residents in our rural areas are particularly dependent on their cars and congestion hotspots include junction 9 of the M40, on the A34, in the centres of Banbury, Bicester and Kidlington at peak times and in villages with schools. Commuters in Cherwell travel relatively long distances to work
- Cherwell is ranked very poorly on a national measure of geographical accessibility of services
- water resources in Cherwell are limited and demand from new housing development may need to be met from outside the Cherwell catchment area
- Cherwell's rivers have been consistently assessed as poorer in chemical quality than rivers in other districts in Oxfordshire
- there is a need for a leap forward in sustainable design and construction in Cherwell
- Cherwell's biodiversity needs to be protected and enhanced and capable of adapting to a changing climate. There is need to support the management of existing woodlands and wildlife sites and to identify new wildlife sites. The reduction in nesting and roosting sites is a particular concern.
- there is a need to improve the built up environments of our urban areas, to ensure that new development maintains or increases distinctiveness and improves the functioning of our town and villages.
- West Oxfordshire and Cherwell households have the lowest access to natural green space across the whole of the South East; 72% of households meet none of the Accessible Green Space requirements - a reflection of the low number of country parks and areas of common land in the district.

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

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

Our Strategic Objectives for Ensuring Sustainable Development

- SO 10. To incorporate the principles of sustainable development in mitigating and adapting to climate change impacts including increasing resource efficiency, minimising carbon emissions, promoting decentralised and renewable or low carbon energy where appropriate and ensuring that the risk of flooding is not increased
- SO 11. To focus development in Cherwell's sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages.
- SO 12. To reduce the dependency on the private car as a mode of travel, increase the attraction of and opportunities for travelling by public transport, cycle and on foot, and to ensure high standards of accessibility for people with impaired mobility.
- SO 13. To create more sustainable communities by providing high quality, locally distinctive and well designed environments which increase the attractiveness of Cherwell's towns and villages as places to live and work and which contribute to the well-being of residents.
- SO 14. To protect and enhance the natural environment and Cherwell's core assets, maximising opportunities for improving biodiversity and minimising pollution in urban and rural areas.

Section B: Policies for Development in Cherwell

Theme One: Policies for Developing a Sustainable Local Economy

Introduction

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

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

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

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

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

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

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

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

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

- levels of employment are relatively high but not everybody is benefiting;
- we have increasingly relied upon public sector jobs which are set to reduce in number;
- there are still residents without the right skills;
- there remain pockets of deprivation within our overall prosperity;

- we have a diverse economy but often with 'lower value' activity similar to the south Midlands;
- manufacturing is a particular strength but is often lower skilled locally;
- the knowledge economy is growing, but not quickly enough.

Unemployment has increased in Cherwell, particularly in Banbury, since the start of the recession and employment in Cherwell grew more slowly than the national average in the same time period. Even though unemployment is not that high compared to other parts of the Country this needs to be addressed and is one of the reasons for the focus of this Plan.

Cherwell has experienced lower growth than some surrounding areas including locations such as Milton Keynes and Warwick. This may be due to a shortage in skills. However nationally, in terms of competitiveness, it is ranked 62 out of 379 local authorities.

41% of employment in the District is located in Banbury, 20% in Bicester, 14% in Kidlington and 25% in the rural areas. Employment growth has been strongest in Bicester in recent years. Overall the levels of economic activity are high, with 82% of the working age population economically active.

The population in Cherwell is highly skilled, however the levels of educational attainment are low in some areas. It will be important to ensure that the population is sufficiently skilled to attract companies and investment to Cherwell. We will support proposals to strengthen the skills base of the local economy through new facilities aiming to strengthen training and skills within the District. The planned investment in education (e.g. the University Technology College at Bicester) and skills will drive business growth, enhance the economy and improve our quality of life in the long term. Projects such as Brighter Futures and the Bretch Hill regeneration site identified in this Plan will assist in improving skills. There will also need to be; promotion of local training providers, an improvement of the relationships between companies and schools, colleges and the Universities and continuation of initiatives such as the Council's 'Job Club'. Existing partnerships such as Bicester Vision and the M40 Investment partnership should continue to make this their priority.

Cherwell has excellent transport links with the M40 and a number of railway lines running through the District, some of which have recently been upgraded or are the subject of planned investment. Cherwell has a high proportion of employment in industrial sectors, logistics and retail and these contribute towards the local economy but in order to be globally competitive and create a lower carbon economy more jobs are needed in the knowledge based sector. Wages are also relatively low in Cherwell and despite living costs being lower than many places in the South East, this means that there is less disposable income available for spending in the local area. An increase in jobs in this sector will help improve this. Jobs in manufacturing are also at greatest risk from overseas competition where operating costs are much lower.

Homeworking is increasing in the District but is slightly lower than the South East average. Superfast broadband provision will be sought as a standard item within new housing and commercial development to support home working and new enterprise throughout the District, including rural communities. We will support the conversion of residential properties where required (as not permitted development) to enable working from home. We will work with suppliers to encourage the provision of superfast broadband across the District.

As with many similar areas, the age profile of Cherwell is projected to continue to become older. The working age population only makes up a small part of the population, expected only to rise by 1,000 to 2031. This is a trend that should be recognised as it may lead to a lack of labour supply. However a large proportion of the population is aged between 60 and 70. With the changes in retirement age, reduction in pensions and the current economic climate it is likely that a significant

proportion of people will continue to work into their late 60's and 70's. This group will need to be taken into account as a labour resource and it will be important that life long learning is provided so this group has the skills required to support the economic vision in this Plan.

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

Banbury is the most self contained settlement with 80% of its residents working there but there are about 5000 more people leaving the District for work each day than entering it. The Council will attempt to reclaim out-commuters and attract more in-commuters by providing for jobs in sectors which people currently commute to London and elsewhere for. Jobs in Oxford are likely to increase but land availability here is limited meaning Oxford may not be able to meet this increase. It will be important that Cherwell captures this labour but considers the effects this will have in terms of commuting.

According to forecasts the number of jobs expected to be created in Cherwell up to 2031 is about 7,000. The labour supply is unlikely to meet this requirement so Cherwell has to increase capital in use and 'total factor productivity' collectively known as labour productivity. This means developing and growing its economy by improving skills to enable an increase in productive jobs with higher wages.

The provision of a sufficient number and variety of available employment sites is critical to enabling existing companies to grow and to provide for new company formation and inward investment.

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

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

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

A further analysis of the economy of the District and the changes it is experiencing was conducted in 2012, as was an update of the District Retail Study. The forecasting and scenario exercise in the updated ELR shows a net additional demand for between 52.6 and 87.2 hectares of employment land across Cherwell to 2026, with the medium growth scenario (seen as the most likely to occur) predicting a net additional demand of approximately 70 ha.

Based on the above evidence and trends a number of measures are required to fulfil the vision for sustainable economic growth:

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

- Facilitate economic growth and a more diverse economy with an emphasis on attracting higher technology industries

- Support the diversification of Cherwell's rural economy
- Help disadvantaged areas, improve the built environment and make Cherwell more attractive to business by supporting regeneration.
- Improve the local skills base.

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

- Business-friendly and well-functioning towns
- An eco-innovation hub along the Oxford – Cambridge technology corridor
- Internationally connected and export driven economic growth
- Investing in people to grow skills and the local workforce
- Vibrant, creative and attractive market towns.
- Family housing
- Measures to reclaim commuters where possible
- Measures to increase labour productivity

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

- Advanced manufacturing/high performance engineering
- The Green Economy
- Innovation, research and development
- Retailing
- Consumer services

We will support the logistics sector, recognising the jobs it provides and the good transport links that attracts this sector, however land made available for these uses will be limited as our priority is to support investment that helps progressively change the structure of the local economy. The visual impact of the buildings is also a concern and high quality design will be expected.

Significant employment growth at Bicester will be encouraged and we will:

- Encourage green technology and the knowledge based sectors, exploiting its position in the Oxford/Cambridge Corridor
- Exploit its transport connections
- Utilise the Ex-MoD land
- Maintain and increase the motorsport industry and other performance engineering
- Continue to promote and expand Bicester Village
- Encourage retailers and visitors to Bicester Town Centre
- Encourage high tech companies
- Encourage higher value distribution companies
- Improve its utilities infrastructure
- Improve its sustainability and self sufficiency

There will be moderate employment growth at Banbury and we will:

- Build on its manufacturing base ensuring it encourages 'high end' manufacturing
- Exploit its transport connections
- Maintain and increase the motorsport industry and other performance engineering
- Maintain its sustainability and self sufficiency
- Expand the retail heart of the town
- Encourage the tourism industry around the canal
- Encourage green technology and the knowledge based sectors
- Encourage high tech companies
- Encourage higher value distribution companies

- Support its strong food production sector

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

- Exploit its position in the Oxford/Cambridge Corridor
- Allow for appropriate growth plans at Begbroke and at Langford Lane Industrial Estate
- Connect with the Oxford economy
- Continue to improve the village centre
- Secure the growth potential from the presence of Oxford Airport

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

- Farm diversification schemes
- Small scale, appropriate employment sites
- Sustainable growth in the tourism
- Improvement of existing employment sites

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

Policy SLE1: Employment Development

The Council will, as a general principle, continue to protect existing employment land and buildings for employment (B class) uses. The Council will support existing businesses and will seek to ensure their operational activity is not compromised by its planning decisions. Inevitably, over the period of the Local Plan, businesses will relocate or close, leaving land and premises available for re-use or re-development. Where existing sites are lost, we will examine potential replacements if the sites identified in this Plan are at the time unavailable or unsuitable.

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

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

To promote growth in total we have allocated an increase in the amount of employment land available in the District.

A number of our strategic sites (or parts of them) are mixed use to allow for flexibility. Live/work units will be encouraged in locations such as Banbury Canalside. In all cases very careful consideration should be given to locating employment and housing in close proximity and adverse effects on the amenity of residential properties will not be acceptable.

This Local Plan makes strategic allocations for employment use in Banbury, Bicester (see policies Bicester 4, Bicester 10, Bicester 11, Bicester 12 and Banbury 6) and supports the creation of a range of employment units to ensure a range of employment uses are provided. The employment land allocated is 141 hectares.

To ensure employment is located in sustainable locations, to avoid problems such as traffic on rural roads and commuting, employment development in the rural areas will be limited. This accords with

the Council's strategy for focussing new housing development at Banbury and Bicester, ensuring housing and employment are located in the same place.

The new strategic employment sites set out in section B have been allocated because they:

- Are, or will be accessible to the existing and proposed labour supply
- Have good access, or can be made to have good access, by public transport
- Have good access and transport links for commercial vehicles.
- Have no or the least effect on the natural environment.

The sites allocated on the edge of Banbury and Bicester are considered to be sufficient and in locations where the adverse effects will be least. Therefore applications for other sites for employment on the edge of Banbury and Bicester will not be supported. The Local Neighbourhoods DPD will consider where further, smaller, allocations need to be made in the urban areas to support the delivery of a flexible supply of employment land.

Employment development will be focused at the more sustainable villages. Policy Villages 2 identifies the villages considered to be the most sustainable to accommodate the new housing development. These villages are also considered to be the most appropriate for any further employment development.

The Council will need to consider in more detail if sites are required and where to allocate any such sites for employment uses within the rural areas. These sites, if required, will be identified through work on the Local Neighbourhoods DPD. Opportunities for developing small 'hubs' of activity to meet local needs will be explored. Other policies in this Local Plan will help inform this decision, in particular policies ESD13 (Local Landscape Protection and Enhancement) and ESD16 (The Built Environment)

Policy SLE1: Employment Development

Employment development on new sites allocated in this Plan will accommodate the type of employment specified for each site policy in Section C. Other types of employment will be considered in conjunction with the preferred use if it makes the site viable.

Where an applicant wishes to change the use of an employment site or redevelop it for a non employment (B1) use, these will be considered with regard to the following criteria:-

- Whether the location and/or nature of the present employment activity has an unacceptable adverse impact upon adjacent residential uses, and an applicant can demonstrate that it would not be desirable to seek to replace this with any other employment use
- Where the applicant can demonstrate that there are valid reasons why the use of a site for the existing or another employment use is not economically viable
- Where there are other planning objectives that would outweigh the value of retaining the site in an employment use and where the applicant can demonstrate that the proposal would not have the effect of limiting the level of provision and quality of land available for employment in accordance with policies in the Local Plan.

Employment proposals at Banbury and Bicester on new, non-allocated sites will be supported if they meet the following criteria:

- Are within the built up limits of the settlement
- Are, or will be accessible to the existing and proposed labour supply
- Make efficient use of existing and underused sites and premises, by increasing the intensity of use on accessible sites.

- Make efficient use of previously-developed land wherever possible
- Have good access, or can be made to have good access, by public transport
- Are well designed
- Do not have an adverse effect on surrounding land uses.

New employment development proposals within rural areas will be supported if they meet the following criteria:

- They will be within or on the edge of the villages listed in Policy Villages 2
- They will meet an identified local need
- They will be well designed, of an appropriate scale and character to the village and its location
- They will be outside of the Green Belt, unless very special circumstances can be demonstrated.
- The proposal and any associated employment activities can be carried out without undue detriment to residential amenity, the highway network, village character, the appearance and character of the landscape and the environment generally including any buildings or features of designated importance
- The proposal will not give rise to excessive or inappropriate traffic and will wherever possible contribute to the general aim of reducing the need to travel by private car.

Where any employment sites in the District remain undeveloped other uses will be considered. Monitoring will be undertaken regularly.

Policy SLE2: Securing Dynamic Town Centres

We are looking to ensure that our Market Towns also have a strengthened role as a destination for visitors, with a stronger connection to and serving their rural hinterland.

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

We envisage town centres that are:

- Easy and pleasant to walk around
- Great for shopping and going out
- Easy to do business in
- Have housing for all ages
- Served by efficient public transport.

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

The town centres of both Banbury and Bicester will grow; in Banbury, with new retail forming part of the Bolton Road, Canalside and Spiceball Development Area and in Bicester towards the improved Bicester Town Railway Station and on through to an expanded Bicester Village, which will be integrated more fully into the town (Policy Banbury 7 and Bicester 5).

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

We do not support out of town office and retail development outside the two town centres. Where edge of town retail is created we will examine whether to increase the town centre land allocations within future phases of the plan to seek to balance the impact, for example north of Bolton Road along the Warwick Road in Banbury. All new retail will also be required to be built to high design and building standards.

We will also support the role that new restaurants and cafes have in the economy of both towns in drawing people into the town centre to attract new professionals, new small businesses and to strengthen the draw of the town at the centre of its local hinterland.

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

- Bicester Village Outlet Shopping Centre
- Banbury Cross Retail Park
- Various other edge of centre & out-of-centre large stores including a number of major food stores
- At various local centres within Banbury and Bicester.

As well as serving the population of their immediate communities and more widely within Cherwell District, the retail centres serve a wider population and draw trade from towns such as Southam, Daventry, Towcester, Buckingham, Witney, Chipping Norton and Shipston-on-Stour. This gives a total catchment population of approximately 464,000 (2001 census).

Each of the main urban centres within the district is unique and today faces different challenges and opportunities. More information, and specific policies for each of the centres, is included within Section Policies for Cherwell's Places: (Bicester 5, Banbury 7 and Kidlington 2). A number of general comments can, however, be made:-

- Both Banbury and Bicester town centre lie at the heart of towns which have grown significantly in recent years and, through the period of this Local Plan, will continue to do so. Assessments of the need for more shopping floorspace have shown that the towns should seek to identify significant levels of further floorspace if they are to provide the capacity to meet local needs.
- Banbury has seen significant retail growth in the last decade with the expansion of the Castle Quay Shopping Centre and this has helped to meet its immediate shopping needs. The Council intend to take the opportunity to expand its retail role.
- Bicester town centre has seen less growth however the re-development of the Bure Place car park which has begun will provide a substantial increase in shopping within the town centre. Away from the town centre, the "Bicester Village Outlet Shopping" centre was opened in 1995 and extended in 2000 and 2008, and Bicester Avenue opened in 2007. Further developments in the town centre will need to ensure that the town remains accessible by all forms of transport for residents and visitors. Further growth of the Outlet village will also ensure its role as a major national and international retail draw continues with all the employment gain this brings to the town.
- Parts of both Banbury and Bicester town centres lie within conservation areas and any development in these areas will need to be sensitively treated.

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

The Council is committed to supporting its town centres and to maintain and enhance their vitality and viability and their associated infrastructure to create vibrant retail environment.

Policy SLE2: Securing Dynamic Town Centres

Retail and other town centre uses will be directed towards the three urban centres of Banbury, Bicester and Kidlington. Proposals for retail and other town centre uses outside of these centres will only be permitted where:-

- There is a proven need (as identified in the Council's Retail Study);
- There are no available, suitable and viable sequentially preferable sites or buildings (searches should follow the order set out in the NPPF i) within existing centres, ii) edge of centre locations, with preference given to sites that are or will be well connected to existing centres and iii) out of centre sites, with preference given to sites which are or will be well served by public transport and are closer to or are more accessible to existing centres);
- It would reduce the need to travel by private car;
- The development is, or can be made, genuinely accessible and well served by a choice of means of transport, especially public transport, walking and cycling as well as by car; and
- It can be demonstrated that the proposal would not have a significant adverse impact on the vitality and viability of urban and existing local centres (where a proposal exceeds 2500sqm).

The Council will support the provision of new local centres within the strategic housing allocations on strategic sites set out in this Local Plan.

Policy SLE3: Supporting Tourism Growth

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

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

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

A tourism study was completed for the District in August 2008 in order to assist the Council in gaining a broad understanding of tourist activity and trends in Cherwell District and nearby. This highlighted a number of issues and made recommendations. It highlighted that tourism was not as

great a part of the local economy as for some locations, but that initiatives to further encourage tourism could be considered. The following observations and issues were identified:

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

Other policies in other sections of this Local Plan will contribute towards addressing these issues and encouraging sustainable tourism development. These include policies for:

- The regeneration of Banbury Canalside
- The development of the Spiceball Development Area in Banbury
- The maintenance of village services and facilities
- The preservation and enhancement of the historic environment in both towns and villages

The issues identified above that are not addressed by these policies will be considered for the Development Management DPD. This will include policies for determining planning applications for new accommodation and the allocation of smaller sites to encourage tourism development.

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

Policy SLE3: Supporting Tourism Growth

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

Policy SLE4: Improved Transport and Connections

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

The Local Plan promotes a series of proposals to support a modal shift away from an over reliance on the car to less energy intensive forms of transport. The strategy proposes more sustainable locations for housing and employment growth, whilst recognising the importance of the car in a rural District. The strategy seeks to avoid increasing the function of the towns as dormitory centres by strengthening their employment base and transport connection to those sites.

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

Over the life of the plan there will be investment in the Strategic Highway network as well as contributions from development to strengthen the road infrastructure of the plan area. This will include the SW Bicester Perimeter Road (already completed) and a new relief road at South East and East Bicester, improvements to Windsor Street in Banbury, the A34 south from Bicester and improvements to Motorway junction 9 and 10 on the M40 of which junction 9 is programmed for early delivery. A new inner relief road within Banbury is also being evaluated. These improvements will collectively enable additional development capacity to be provided within the two towns.

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

The Oxfordshire Local Transport Plan 2011-2030 provides the strategic framework for transport in the County. It aims to tackle congestion, deliver accessibility, safer roads and improve the street environment. Our strategy for managing growth across the district is to locate development in sustainable locations and identify appropriate and deliverable measures to meet the transport needs of the District.

As part of the Local Plan evidence base, Integrated Transport and Land Use Studies for Banbury, Bicester and the Cherwell Rural Areas have been completed on behalf of Oxfordshire County Council and Cherwell District Council and provide the evidence supporting the strategy for housing and employment. More recent transport studies have been completed for Bicester and Banbury through the Banbury and Bicester Masterplan process. Together the transport strategies identify the transport infrastructure required to facilitate sustainable development in the district up to and beyond 2031. In this way the transport strategy focuses on reducing dependency on the private motor car and reducing carbon emissions.

Cycling and walking in the two towns is a means to secure an effective integration between the established areas and new areas of development. We will also seek improved public access to the River Cherwell Valley in support of our policies to increase tourism and public well-being.

New rail investment provides the opportunity to both strengthen the role of the two towns and their locations as places to live and work. The new East - West rail project will strengthen the location of Bicester through a vastly improved connection and service links to Oxford, Milton Keynes and Bedford. Rail investment reinforces the critical role that rail has to play as the centrepiece of wider town centre regeneration in Banbury associated with Canalside and in Bicester associated with the town centre and through to the Bicester Village from an upgraded Bicester Town Station.

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

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

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

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

Policy SLE4: Improved Transport and Connections

The Council will support key transport links as identified in the Local Transport Plan and this Local Plan to deliver key connections, to support modal shift and to support more sustainable locations for employment and housing growth.

Following consideration of the results of 'areas of search' we will support key transport proposals including:

- Banbury inner relief road
- Bicester South East relief road
- Projects associated with East-West rail and Evergreen 3 including new stations at Bicester Town and Water Eaton
- Rail freight associated development at Graven Hill, Bicester

Policy SLE5: High Speed Rail 2 - London to Birmingham

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

HS2 is a national infrastructure project and as such the key planning decisions will be taken by the Secretary of State. However the local authorities, in particular Oxfordshire County and Cherwell District Councils, will be key consultees seeking to influence the detailed design and construction of the route. Given the significance of the proposal for the plan area it is appropriate to include a policy within the Local Plan which seeks to minimise the adverse impacts on the environment and communities in the area and maximise the benefits that could arise from the proposal.

Policy SLE5: High Speed Rail 2 - London to Birmingham

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

The implementation of HS2 will also be expected to:

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

Theme Two: Policies for Building Sustainable Communities

Introduction

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

We will require a mix of housing types, size and tenures, built to high design standards. We will also aim to secure mixed tenure as well as enabling new forms of housing such as community self-build and other imaginative solutions to housing need in the District to ensure new development results in balanced, mixed communities that have taken the housing needs of the District fully not account.

We wish to ensure that the new development fully integrates with existing settlements to forge one community, rather than separate communities (see Policy ESD16: The Character of the Built Environment). We will also require investment in a range of community infrastructure including education, health, leisure facilities and public open space appropriate to the scale of proposed developments (see Section D: Infrastructure Delivery Plan).

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

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

We aim to avoid urban sprawl or coalescence with neighbouring settlements, so will require green buffers at the edge of strategic developments, including the creation of new community woodland where locations permit (See Policy ESD15: Green Boundaries to Growth).

New housing needs to be provided in such a way that it minimises environmental impact and the use of natural resources. It needs to be planned in a way that helps to reduce carbon emissions, reflects the functions of our settlements and protects or enhances the identity of our towns and villages and the sense of belonging of our residents (See Theme Three: Policies for Ensuring Sustainable Development).

Where appropriate we will encourage area renewal to invest in the physical infrastructure, community facilities and to improve the quality of the current housing stock, helping to secure better educational attainment, health and well-being and improved employment opportunities (see Policy BSC5: Area Renewal).

Policy BSC1: District Wide Housing Distribution

The National Planning Policy Framework seeks to increase the supply of housing. It requires the Council to plan for at least 15 years of housing delivery and to meet the full, objectively assessed needs for market and affordable housing. Until such time that Regional Spatial Strategies (RSS) are revoked, the Local Plan must be consistent with the RSS for the South East, to provide a total growth of 13,400 homes between 2006 and 2026. This equates to 670 new homes per year.

Once the RSS (South East Plan) has been revoked the Council will have more flexibility as to the distribution of housing. The Council has had regard to the NPPF by ensuring that:

- focus development into urban areas in the first instance.
- the Council has confirmed its support to delivering an Eco-Development at North West Bicester (see Policy Bicester 1)
- locating development in rural areas is generally less sustainable than focusing it in urban areas. There is a greater need to travel to employment, schools, shops and other services, and fewer public transport opportunities available than in urban areas. It is considered that development could only be sustainably accommodated in Cherwell's rural areas if the overall level of development were to be reduced.
- the capacity of the southern part of the District has particular constraints acting on it. A large area is protected by Green Belt policy (see Policy ESD 14) and the sensitive ecology of the area (see Policy ESD 10) would suggest that development should not be supported.

This strategy plans for an additional period of five years i.e. 2006 to 2031 and has therefore rolled forward the annual average housing growth of 670 for each year of the additional five year period. Therefore this Local Plan provides for 18 years of new housing delivery following its adoption in 2013 to its completion in 2031.

The benefit of taking this approach is to enable more realistic phasing of strategic development sites and enable necessary infrastructure to be delivered alongside.

Cherwell will meet its housing requirements by allocating strategic development sites at Bicester and Banbury and by allocating development to small urban and rural sites in sustainable locations. Development in villages will need to be considered against the appropriate village categorisation and rural exception site policies (Policies Villages 1 and Villages 3).

The Council's Housing Strategy 2012-2017 seeks to increase the supply of homes and to improve access to housing.

We will ensure the opportunities for home ownership are widened, by extending choice and achieving high quality homes and development.

We will aim to secure an appropriate mix of house types, size and tenure. This may include new forms of access such as community self-build or self-finish.

To build sustainable communities new housing will provide affordable homes to meet the needs of those with lower incomes and including the requirements of an ageing population. This will include affordable, extra care, supported, sheltered housing.

Policy BSC1: District Wide Housing Distribution

Cherwell district will provide for 16,750 additional homes between 1 April 2006 and 31 March 2031. 2,542 completions were recorded between 2006 and 2011 leaving 14,208 homes to be provided between 2011 and 2031. This figure includes a number of sites with planning approvals but where development has not yet started, including Gavray Drive at Bicester and Bankside Phase 1 at Banbury (see NPPF, p.12, footnote no. 11). The 14,208 homes will be provided as follows:

- Bicester - 6,997
- Banbury - 4,352

- Rest of District - 1,709
- Windfall Allowance – 1,150

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

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

We aim to secure 40% of new homes will be constructed on previously developed land. The redevelopment of Banbury Canalside, the MOD site at Graven Hill, Bicester and the former RAF Upper Heyford airbase (originally approved in 2010) will be central to Cherwell's 'brownfield' land strategy.

It is also important to make efficient use of land. The density of housing development will be expected to reflect the character and appearance of individual localities and the design of the proposed development and should be provided at a density of at least 30 dwellings per hectare, however individual circumstances may dictate more appropriate densities

In considering development on smaller sites previously developed land within urban areas and within those villages identified by the Local Plan as being suitable places for additional residential development should generally be considered over previously undeveloped sites.

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

Housing development in Cherwell will be expected to make effective and efficient use of land. We aim for 40% of new homes will be provided on previously developed land and new housing should be provided at a density of not less than 30 dwellings per hectare.

Policy BSC3: Affordable Housing

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

Emerging findings from the updated draft Strategic Housing Market Assessment SHMA 2012 suggests a total need of 831 homes per year (this figure comprises the number or people who cannot afford to buy an entry level property). 186 of the total are estimated to require social rent, with the rest either requiring affordable rent or an intermediate solution. These estimates are additional need on top of the average existing supply.

The Council's Housing Strategy 2012-17 takes into account Government policy on the provision of affordable housing and the Homes and Community Agency's current funding regime. The additional value in the stock of affordable housing can be used by Registered Providers to secure finance for further investment in new housing.

The Housing Strategy seeks to increase the supply of, and access to, affordable rented housing. It sets a target of delivering 750 affordable homes in total between 2012 and 2017 which include new homes, the acquisition of market homes by Registered Providers and bringing empty homes back into use. The Housing Strategy highlights the importance of developing sustainable communities. The Housing Strategy recognises the need for affordable homes, and aims to ensure that Cherwell is well-placed to maximise investment by registered providers and respond to opportunities as they arise. A Delivery Plan will be prepared to implement the strategy, which seeks to maximise the resources available to support delivery, to maintain a close dialogue with Registered Providers, and to be innovative in the way affordable housing is provided.

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

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

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

The Affordable Housing Viability Study (2009 and an update 2012) demonstrates that in general affordable housing can be delivered in Cherwell without social housing grant or other grants. The Homes and Communities Agency expects that affordable housing requirements will be met without social housing grant and this assumption underpins this policy.

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

The starting point for the mix of affordable housing to be secured will be Local Plan policies BSC4, the Council's Housing Register and local housing need surveys. Credible information from Registered Providers and developers will also be considered.

Discussions as to whether it would be appropriate to include a 'cascade' mechanism in legal agreements, potentially enabling the secured form and/or quantum of affordable housing to be varied, will only be entered into with the benefit of an 'open-book' economic viability assessment and having regard to the risks to delivery in each case.

Financial contributions made under Policy BSC3 will be secured by legal agreement for the provision of affordable housing.

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

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

The Council's Housing Strategy 2012-17 includes a target of delivering the first 180 self-build homes through its 'Build!' ® programme by 31 March 2015. The Council is also in the process of establishing a district-wide Community Land Trust which will help create the conditions for, and facilitate, community-led housing more generally.

Policy BSC3: Affordable Housing

The Council estimates that a maximum of 4392 new build affordable homes could be delivered in the district between 2011 and 2031, based on applying policy BSC3 to the housing trajectory. Existing properties acquired by Registered Providers will be considered as being additional to these projections.

At Banbury and Bicester, all proposed developments that include 10 or more dwellings (gross), or which would be provided on sites suitable for 10 or more dwellings (gross), will be expected to provide at least 30% of housing delivery as affordable homes on site.

At Kidlington, all proposed developments that include 10 or more dwellings (gross), or which would be provided on sites suitable for 10 or more dwellings (gross), will be expected to provide at least 35% of housing delivery as affordable homes on site.

Elsewhere, all proposed developments that include 3 or more dwellings (gross), or which would be provided on sites suitable for 3 or more dwellings (gross), will be expected to provide at least 35% as affordable homes on site.

Explanation of whether or not sites are suitable for accommodating 10 or more dwellings in urban areas, or 3 or more in rural areas, will be expected to be included in applications for planning permission.

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

All qualifying developments will be expected to provide 70% of the affordable housing as social rented/affordable rented dwellings and 30% as other forms of intermediate affordable homes. Social rented housing will be supported, particularly in the form of Supported Housing/Extra care housing. A mix of homes will be expected that reflects Policy BSC4 Housing Mix, although the mix may be varied to meet specific local needs where information is available.

It is expected that these requirements will be met without the use of social housing grant or other grant.

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

negotiations will take place. These negotiations will include consideration of: the mix and type of housing, the split between social rented and intermediate housing, the availability of social housing grant/funding and the percentage of affordable housing to be provided.

The Council will require active consideration of proposals for self-build or self-finish affordable housing in particular where it will result in suitable empty properties being brought into residential use (see also Policy for Villages 3: Rural Exception Sites).

Policy BSC4: Housing Mix

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

There is need to provide a mix of housing in Cherwell that reflects the needs of an ageing population, a growth in smaller households and which meets the requirements for family housing. The mix of housing needs to enable movement through the market from one house type to another as the needs of households change. This movement frees up housing which might otherwise be unavailable.

Modelling work has been undertaken (draft SHMA Update 2012) which examines 'housing careers' and household 'lifestages' and applies these to national household projections (2008 based) for Cherwell to determine the most appropriate mix of housing types and sizes to best meet the projected mix of households.

The model provides an 'optimum' stock profile which would best fit the different lifestages projected to exist at that time for each household group. Although the model has to generalise, it also seeks to be as realistic as possible, for example by carefully considering the proportion of 'empty nester' households who might or might not 'downsize' over coming years.

The estimates for each broad household group apply to the whole of the housing stock, not just new developments. However, the mix of new additions to stock gradually moves the overall mix towards the optimum profile.

The overall conclusion is that for the foreseeable future the direction of travel of planning should be to provide more moderately sized family homes which are affordable to those on average incomes, and more downsizing homes for sale which will appeal to 'empty nesters'.

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

Evidence produced for the Council's former Housing Strategy for Older People (2010-2015) identified a requirement for an additional 788 units from 2010 to 2026 to meet extra care and 'enhanced sheltered' needs. Extra care remains an important housing option in the new district Housing Strategy 2012-2017.

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

It is therefore expected that strategic housing sites will provide a minimum of 45 self-contained extra care dwellings as part of the overall mix. Elsewhere, opportunities for the provision of extra care accommodation will be encouraged. Sites will be expected to be in locations suitable for housing development, close to services and facilities, and must be capable of providing at least 45 extra care homes. All proposals for extra care housing will be expected to provide affordable housing in accordance with Policy BSC3.

Affordable housing will be expected to reach the standards identified in the draft Planning Obligations SPD.

Policy BSC4: Housing Mix

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

The following mix will be used to guide decision making:

Shared housing	3 %
Upsizing houses, flats	20%
Family housing	55%
comprising:	
two beds	19%
three beds	64%
four beds	15%
five beds	2%
Downsizer houses, bungalows, apartments	12%
comprising:	
one beds	14%
two beds	37%
two beds & space	49%
With care (including extra care)	7%
Other	3%

Policy BSC 5: Area Renewal

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

The 'Brighter Futures in Banbury' initiative brings together key agencies to address issues of deprivation in the town and a number of projects are being pursued targeting western Banbury, together with Grimsbury in eastern Banbury.

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

Measures will include new housing and associated facilities and improvements to the built environment. It will also enhance the built environment and provide opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

Planning permission will be granted for small scale redevelopment/renewal proposals that would result in improvements to the existing housing stock, retail and community facilities and services, and local employment, including opportunities for redevelopment in the defined area using Area action programmes as the required means of delivery.

Policy BSC 5: Area Renewal

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

Policy BSC6: Travelling Communities

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

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

The Council is required to set pitch targets for gypsies and travellers, and plot targets for travelling showpeople, which address the likely permanent and transit site accommodation needs of travellers, working collaboratively with neighbouring local planning authorities. It is required to identify and update annually a five year supply of deliverable traveller sites and to identify a supply of specific, developable sites or broad locations for growth, for years six to ten and, where possible, for years 11-15.

Cherwell presently (May 2012) has seven private Gypsy and Traveller sites providing 70 household 'pitches' (including 16 pitches approved but not yet constructed). A Gypsy and Traveller Housing Needs Assessment (2012) commissioned with two adjoining authorities is due to complete in June 2012.

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

Policy BSC6 provides a sequential and criteria based approach for identifying suitable locations for new traveller sites whether through site allocations in the Local Neighbourhoods DPD or in the determination of planning applications.

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

Applications for planning permission for sites not allocated in the forthcoming Local Neighbourhoods DPD will be expected to demonstrate that the site proposed is required to meet an identified need.

Policy BSC6: Travelling Communities

Cherwell district will provide for additional pitches to meet the needs of Gypsies and Traveller as identified in the Gypsy and Traveller Housing Needs Study (due to report in June 2012). An additional 24 plots will be provided for Travelling Showpeople by 31 March 2031. To meet these requirements, and in order to provide and maintain a five year supply of deliverable sites, allocations will be made in the Local Neighbourhoods Document and planning permissions will be granted for suitable sites.

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

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

Other locations will only be considered in exceptional circumstances.

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

- a) access to GP and other health services
- b) access to schools
- c) avoiding areas at risk of flooding
- d) access to the highway network

- e) the potential for noise and other disturbance
- f) the potential for harm to the historic and natural environment
- g) the ability to provide a satisfactory living environment
- h) the need to make efficient and effective use of land
- i) deliverability, including whether utilities can be provided

Policy BSC7: Meeting Education Needs

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

We will support the growth plans of schools across the District and recognise the important role that viable schools have to play in maintaining the quality of life of communities across the District. Oxfordshire County Council as the local education authority is normally responsible for the provision of new schools and school places. The District Council will work with the County Council and others to provide nursery, primary and secondary schools further and higher education facilities, community learning facilities, special schools and other educational facilities. This will include for the strategic site allocations in the Local Plan. New schools will be provided where required, for example at North West Bicester and Banbury Canalside. We will ensure sufficient primary and secondary school provision across the District to accommodate growth in the population of the District. This may include seeking the provision of new schools, contributions towards these facilities or contributions towards expanding existing facilities. A draft Planning Obligations Supplementary Planning Document (SPD) has been prepared. It will provide details of how education facilities should be provided for.

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

We will support the University Technology College proposal for Bicester as an opportunity to strengthen the education and skills base of the town.

We will seek to ensure that the design of these schools is flexible enough to accommodate the changing needs of their users and the communities they serve and future changes to the demographic profile of the District. Where appropriate the use of school and college buildings and land after hours will be encouraged to support learning among the wider community and may be able to contribute towards recreation provision.

Policy BSC7: Meeting Education Needs

The District Council will work with partners to ensure the provision of pre-school, school, community learning and other facilities which provide for education and the development of skills.

Policy BSC 8: Securing Health and Well-Being

Planning decisions can have an effect on travel to work, schools, noise and air quality, access to services, climate change and social networks which can all contribute to health and well-being. The local environment has a fundamental impact on the health and well-being of local people. By providing facilities such as local open space this allows for activities such as walking and cycling,

promoting healthy lifestyles. The Council will work with the local community to provide safe and accessible environments and to identify the need for and provide local facilities.

Cherwell District Council will continue to work closely with the healthcare providers, partners and the NHS across its delivery bodies to:

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

The Public Health Strategy for Oxfordshire was developed through the Healthier Communities and Older People Programme Board of the Local Area Agreement (LAA) and was discussed by all the major partnerships in the County and endorsed by the Oxfordshire Partnership Steering Group. Its aims are:

- To improve overall life expectancy in all parts of Oxfordshire by 1 year by 2012
- To tackle health inequalities and so reduce the gap in all-age, all-cause mortality rates by 10% by 2012 between the top 20% and bottom 20%
- To “add life to years” by improving health and well-being as measured by a range of specific indicators.

Since 2007, Oxfordshire Primary Care Trust (PCT) has continued to work with the District Council as a partner. It has begun work on the strategic planning of investment including tele-health care and a new Bicester Hospital.

The health sector is currently undergoing radical change. GP Consortia will be taking control of over 80% of the NHS budget. Health & Wellbeing Boards are being set up to monitor and oversee the new arrangements. By April 2013 Public Health will have moved to Oxfordshire County Council, which has a statutory duty to ensure that the Health & Wellbeing Board, local authorities, public health and the GP Commissioning Consortia work effectively together to develop a strategy to deliver successful health outcomes and protect the health and well-being of the population of Oxfordshire.

Policy BSC 8: Securing Health and Well-Being

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

Policy BSC 9: Public Services and Utilities

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

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

The preparation of the Local Plan has highlighted the need for additional burial grounds to be provided in some locations. A new burial site for Bicester is being investigated. In other cases the need for additional burial site provision will be more appropriately addressed through the Development Management DPD and/or by way of planning application.

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

Preliminary enquiries with utility companies have taken place with a view to identifying the infrastructure requirements and constraints to future development in the District. Gas, electricity and heat supply and investment in electricity infrastructure is provided by the private sector and the Council will continue to work with suppliers and distributors to provide the necessary services to strategic sites.

Thames Water provides water supply and waste services in the District. Water services business plans are based on 5 year schedules (2005-2010) and the scale of investment is substantial. Timelines vary on projects and the District Council will work with the water company to plan the delivery of specific projects.

Telecommunications infrastructure will be provided as part of the strategic allocations, for example it is a requirement of the eco towns PPS that homes should be provided with high speed broadband.

Policy BSC 9: Public Services and Utilities

The Council will support proposals which involve new or improvements to public services/utilities if they are required to enable the successful delivery of strategic sites and where they accord with other relevant policies in the Plan.

Policy BSC10: Open Space, Outdoor Sport and Recreation Provision

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

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

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

Alternative uses are only likely to be permitted in exceptional circumstances bearing in mind that all of the analysis areas as defined in the PPG17 assessment have deficiencies in at least two types of

open space provision. A partial update of the assessment in 2011 indicated deficiencies of one or more types of provision. In addition, apparent "surpluses" in provision often compensate for shortfalls in other types of provision locally, and some larger areas of green space serve wider than local needs with usage catchments beyond the ward boundaries in which they are located.

The PPG17 Assessment and subsequent Green Spaces and Playing Pitch Strategies established the current and future deficiencies in open space and recreation provision together with recommendations as to how deficiencies should be met. These comprise a combination of improving or enhancing existing provision, using existing open space of one type of provision to meet deficiencies in another type of provision, or through new provision. The Bicester and Banbury Masterplan work will further define new provision for open space. More detail on this is set out under Section C Policies for Cherwell's Places and in the Infrastructure Delivery Plan. The quality standards as set out in the strategies, together with information contained in the PPG17 study on the quality and value of open space sites, will be used as a guide in considering enhancements to existing provision. The identification of sites for new provision, other than those identified on the Proposals Map and related to the strategic sites identified in the Local Plan, will be included in the Local Neighbourhoods DPD.

Proposals for new development will be expected to contribute to open space, sport and recreation provision in accordance with Policy BSC10 below.

Policy BSC10: Open Space, Outdoor Sport and Recreation Provision

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

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

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

Policy BSC11: Local Standards of Provision- Outdoor Recreation

The PPG17 Assessment set out recommended standards of open space provision. These were updated as part of the Green Spaces and Playing Pitch Strategy and a further partial update has been undertaken since the Draft Core Strategy, with the findings being reflected in the policy below. The strategies set out local standards for each typology of open space, but in recognition of the multi-functional nature of many areas of open space, and the need for flexibility in determining the precise composition of provision in new development, combined quantitative standards of provision were recommended.

Local Standards of Provision- Outdoor Recreation				
Type of provision	Quantitative standard	Accessibility standard	Minimum size of provision	Threshold for on-site provision

General green space (parks and gardens/ natural semi-natural/ amenity green space)	2.4 ha per 1000 urban dwellers 2.74 ha per 1000 rural/urban edge dwellers	5 minute walk (amenity open space) (400m) 15 minute walk other (1200m)	200 sq m	10 urban dwellings 6 rural/urban edge dwellings
Play space (combining provision for younger and older children including MUGAs)	0.78 ha per 1000 people	5 minutes walk (400m) except for NEAPs 15 m walk (1200m)	LAP- 100 sq m activity zone; 400 sq m including buffer LEAP- 400 sq m activity zone; 3600 sq m including buffer NEAP- 1000 sq m activity zone; 8500 sq m including buffer NB In some cases a combined all-age area of play will be preferable to provision of LAPs/LEAPs/NEAPs.	10 dwellings (for a LAP) 50 dwellings (for a LEAP and LAP) 100 dwellings for a NEAP and LEAPs/LAPs.
Outdoor sports provision (combining tennis courts, bowling greens, golf courses and playing pitches) (to be accompanied by changing facilities where appropriate)	1.13 ha per 1000 people	Football, rugby, cricket: 10 minute walk (800m) urban areas 10 minute drive (8km) rural areas Tennis courts: 15 minute walk (1200m) urban areas, 15 minute drive (12km) rural areas. Bowling greens, golf courses: 15 minute drive (12km) Hockey: 20 minute travel time.	0.12 ha	65 dwellings
Allotments	0.37 ha per 1000 people	10 minute walk (800m)	0.2 ha	275 dwellings

	Qualitative standards of provision
Parks and Gardens	A welcoming, clean, well maintained site that is free from vandalism and graffiti and provides a range of facilities for all users, with a good variety of well kept flowers, trees and shrubs and ancillary facilities that will enhance the user's visit and feeling of safety. The site should reflect local traditions and allow for the viewing of public art.
Natural / semi-natural green space	A publicly accessible, spacious, clean and litter free site with clear pathways and natural features that encourage wildlife conservation and biodiversity. Sites should be maintained to protect nature conservation

	interest, with interpretive signage and safety features where appropriate.
Amenity green space	A clean and well-maintained green space site with well kept grass and varied vegetation and large enough to accommodate informal play. Sites should have appropriate ancillary facilities (benches, litter bins) and landscaping in the right places, providing a spacious outlook and overall enhancing the appearance of the local environment.
Play provision	A site providing a suitable mix of well-maintained formal equipment and an enriched play environment to encourage informal play and recreation by children and young people. A safe and secure location with good access to the site that includes ancillary facilities such as teen shelters and seating.
MUGAs	Safe and secure locations with good access to sites that include ancillary facilities such as teen shelters and seating.
Tennis courts	Courts should: <ul style="list-style-type: none"> • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Bowling greens	Greens should: <ul style="list-style-type: none"> • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Golf courses	Courses should: <ul style="list-style-type: none"> • be free from dog fouling, vandalism, graffiti and litter. • have level, well-drained and good quality surfaces • have good quality ancillary facilities • have maintenance and management that ensures safety and effective usage
Allotments	A clean, well kept secure site that encourages sustainable communities, biodiversity and healthy living with appropriate ancillary facilities to meet local needs, clearly marked pathways to and within the site.
Churchyards / cemeteries	A well maintained, clean and safe site with the provision of seating areas, clear footpaths and car parking either on the site or nearby. The site will encourage biodiversity by providing varied vegetation and aim to be an oasis for quiet contemplation.
Green corridors	Clean, well maintained safe and secure routes with clear, level and well drained paths, which are provided by the protection and reinforcement of existing vegetation. The green corridor should provide links to major open spaces, urban areas and community accommodation such as seating and toilets where appropriate.
Civic spaces	A clean, safe, litter and graffiti free community site which encourages a sense of place where local distinctiveness and traditions can be celebrated. The civic space will provide public art and ancillary facilities, where appropriate, to accommodate a wide range of uses.

The minimum size of provision and thresholds for on-site provision are intended to act as a guide to developers, however the composition of provision will depend on the details of the proposal and its location. For example, combined play area schemes to cover all age groups may be preferable to provision of LAPs, LEAPs and NEAPs in some cases. Similarly, the smallest size site where on-site

provision for outdoor sports is likely to be possible is 65 dwellings as this would generate a requirement sufficient for two tennis courts; however this will not be appropriate for all sites of that size. In addition, open space intended to maintain character or improve connectivity between sites needs to be large enough to be functional, irrespective of the standards.

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

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

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

Policy BSC11: Local Standards of Provision- Outdoor Recreation

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

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

Policy BSC12: Indoor Sport, Recreation and Community Facilities

The PPG17 Indoor Sports and Recreational Facilities Assessment indicated a current under-supply of sports hall and swimming pool provision in the district but concluded that the sports centre modernisation programme would address these deficiencies.

In terms of future needs to 2026, the assessment indicated that the projected shortfall in swimming pool and sports hall provision could be met through sports centre modernisation combined with dual use agreements to allow public use of school facilities out of school hours. The use of village/community halls for sporting facilities was also highlighted and a survey of village and community halls is currently being undertaken to assess the adequacy of provision. The PPG17 assessment only covered the period to 2026 and in view of the extended plan period and increased

level of growth associated with it, a review of indoor sport, recreation and community facilities provision is being undertaken. Further location specific information is included in Section C Policies for Cherwell's Places. The findings will be used to determine whether additional facilities are needed and inform the application of Policy BSC12 below.

The local standards of provision developed by the PPG17 study are set out below:

Local Standards of Provision - Indoor Recreation	
Facility Type	Local Quantity Standard per 1000 Population
Sports Hall	0.315 badminton courts
Swimming Pool	9.31m ² swimming water area
Squash Courts	0.059 courts
Health and fitness	5.28 stations
Indoor bowls	0.045 rinks
STPs	0.046 pitches
Athletics tracks	0.0012 8 lane facility

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

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

Policy BSC12: Indoor Sport, Recreation and Community Facilities

The Council will encourage partnership working to ensure that built sports provision is maintained in accordance with the standards set out in Local Standards of Provision - Indoor Recreation above, by the following means:

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

Theme Three: Policies for Ensuring Sustainable Development

Introduction

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

Critical to achieving progress towards a lower carbon economy is the provision of quality employment in the District and public transport options for rail and bus to reduce the need to travel, hence the importance of Theme one: securing a sustainable local economy. But we also need to manage development to ensure that the quality of our environment is valued and sustained.

The Local Plan will help to ensure that growth and development does not take place at the expense of the very features which make Cherwell unique. For example, we will require clear green boundaries to be established as buffers at the edge of where growth occurs to avoid coalescence between the areas for strategic development and neighbouring villages.

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

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

Policy ESD1: Mitigating and Adapting to Climate Change

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

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

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

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

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

There is increasing recognition that reducing carbon emissions is important in reducing and adapting to the impacts of climate change. This can be achieved by, for example, reducing dependence on private cars and locating new development in sustainable, accessible, locations, increasing energy efficiency, or by increasing the use of renewable or low carbon energy sources. It is particularly important to reduce carbon emissions from dwellings and business through increasing energy efficiency. Similarly it is important to ensure that we adapt to the inevitable changes to future climate. This applies to the built development, its location, design, layout and proposed land uses, as well as the natural environment, by seeking to reduce exacerbated habitat fragmentation by increasing landscape permeability and connectivity (see Policies ESD10 and 14).

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

- The Cherwell Sustainable Community Strategy 'Our District Our Future'
- The Council's Environmental Strategy for a Changing Climate
- The Council's signing of the Nottingham Declaration

Consequently this Local Plan and its strategic objectives are focused on delivering sustainable development. Specifically, Strategic Objective 10 relates to climate change mitigation and adaptation (to reduce the intensity of climate change and to adapt to its effects) and this will be achieved through policies ESD1 - 7.

Policy ESD1: Mitigating and Adapting to Climate Change

Measures will be taken to mitigate the impact of development within the district on climate change.

At a strategic level, this will include:

Distributing growth development to the most sustainable locations

Delivering development that seeks to reduce the need to travel and which encourages sustainable travel options including walking, cycling and public transport

Designing developments to reduce carbon emissions and use resources more efficiently

Promoting the use of decentralised and renewable or low carbon energy where appropriate

Key considerations in terms of climate change adaptation include:

Taking into account the known physical and environmental constraints when identifying locations for development.

Considering design approaches that are resilient to climate change impacts including the use of passive solar design for heating and cooling

Minimising the risk of flooding and making use of sustainable drainage methods, and

Reducing the effects of urban 'heat islands' (through the provision of open space and water, planting, and green roofs, for example)

Adaptation through design approaches will be considered in more locally specific detail in the SPD for Sustainable Buildings in Cherwell.

Policy ESD2: Energy Hierarchy

Whilst we need to promote renewable energy where appropriate (see Policy ESD3 below), it would be counter productive to encourage generation of renewable energy if energy is being wasted by inefficiency. As such Policy ESD2 below expresses our support for an 'energy hierarchy', as used in the London Plan (available to view at <http://www.london.gov.uk/thelondonplan/index.jsp>).

An Energy Statement will be required for proposals for major developments (over 10 dwellings, or 1000 sqm of non residential floorspace) to demonstrate how the energy hierarchy above has been applied. The Energy Statement can form a standalone document or part of the Design and Access Statement.

Policy ESD2: Energy Hierarchy

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

- Prioritise being LEAN - use less energy, in particular by the use of sustainable design and construction measures
- Then CLEAN - supply energy efficiently and give priority to decentralised energy supply, and
- Then GREEN - use renewable energy.

The detailed application of the energy hierarchy in assessing proposals will be explained in a Supplementary Planning Document.

Policies on all three elements of the energy hierarchy are set out in order below.

Policy ESD3: Sustainable Construction

Policy ESD3 sets out the Council's approach to implementing the first step of the energy hierarchy in ESD2 above, specifically, its encouragement for the use of sustainable design and construction measures

The delivery of sustainable development is a fundamental theme of the Cherwell Local Plan and the Council places a high priority on the achievement of sustainable construction. However, the expectations in policy ESD3 will be applied flexibly. The onus will be on the developer to demonstrate, for example where it can be demonstrated they cannot be met because of the particular character, location or scale of development; where the application of the policy would conflict with other policy objectives; or where it can be satisfactorily demonstrated (with robust evidence) that implementing the standards would not be feasible or financially viable, undermining delivery of the development. Negotiations will take place to ensure that sustainable construction is achieved as far as possible and we encourage discussion with the local planning authority in the early stages of any development proposal. This policy will be subject to monitoring and review to ensure the standards and guidance remain appropriate and relevant. Any new national standards will need to be reflected in revisions to the local policy.

Sustainable design and construction issues will be considered and illustrated in more local detail in the Sustainable Buildings in Cherwell SPD. There is however much information already widely available regarding achieving and being assessed against the Code for Sustainable Homes and BREEAM standards. See

<http://www.communities.gov.uk/planningandbuilding/buildingregulations/legislation/codesustainable/> and <http://www.breeam.org/>

Policy ESD3: Sustainable Construction

All new homes will be expected to meet Code Level 4 of the Code for Sustainable Homes with immediate effect, unless exceeded by the standards set for NW Bicester Eco Town. Achieving higher Code levels in the water use category will be particularly encouraged.

All new non-residential development will be expected to meet BREEAM 'Very Good' with immediate effect.

On the strategic sites allocated for development in this Local Plan, the Council expects to see the achievement of higher levels of on-site “carbon compliance” (carbon emissions reductions through energy efficiency and the use of renewable energy) than required through national building regulations.

Proposals for conversion and refurbishment will be expected to show high quality design and high environmental standards, demonstrating sustainable construction methods including but not limited to:

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

Policy ESD4: Decentralised Energy Systems

This policy sets out the Council’s support for decentralised energy systems, the second step of the energy hierarchy in Policy ESD2.

Our 'Renewable Energy and Sustainable Construction Study' (See Local Plan evidence base) found that District Heating and CHP will have an important role in delivering low carbon and renewable power and heat in the district. A focus on efficient heat generation, supply and use is particularly important given that the vast majority of heat is produced from burning fossil fuels, and heat is responsible for a third of the UK’s greenhouse gas emissions (Draft Heat Strategy, DECC, 2012). More of the energy consumed in the UK is used for heating (46%) than for electricity or transport, and of this 46%, around three quarters is used by households and in commercial and public buildings (Draft Heat Strategy, DECC, 2012). The Government’s Draft Heat Strategy (2012) and the Carbon Plan (2011) both emphasise the urgent national need to decarbonise our heat supply in order to meet carbon emissions reductions commitments in the Climate Change Act 2008. The Cherwell Local Plan seeks to tackle this by increasing thermal efficiency through better insulation of buildings (Policy ESD3) and, in this policy, ESD4, by encouraging efficient heat delivery systems.

Briefly, District Heating involves the distribution of heat (for space heating and hot water) from a decentralised energy centre connected to local customers via a private heat distribution network, meaning that systems can be more efficient, avoiding losses over larger transmission and distribution networks. Combined Heat and Power (CHP) systems are where the 'waste' heat produced when fuel is burnt to generate electricity is used, rather than lost (trigeneration, supplying chilled water for cooling, is also possible).

The fuel source in both DH and CHP systems can be either non renewable or renewable (renewable heat installations will of course contribute to meeting national renewable energy targets). In the UK most DH networks are linked to a gas fired CHP system or use waste heat

generated from industrial processes. Some parts of rural Cherwell are without mains gas ('off-gas areas') and here biomass powered DH/CHP could be appropriate. The map at Appendix X shows the broad potential for decentralised heat supply in the district, illustrating any potential waste heat sources, the existing DH/CHP schemes in the district that could be extended, the off-gas areas in the district, and the typical major users of heat that could anchor a district heating system. This map should be used in combination with the DECC's mapping of areas of high heat demand density to inform more detailed feasibility assessments of the potential for DH/CHP in new developments in Cherwell.

Policy ESD4: Decentralised Energy Systems

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

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

- All residential developments for 400 dwellings or more
- All residential developments in off-gas areas for 50 dwellings or more
- All applications for non domestic developments above 1000m² floorspace

The feasibility assessment should be informed by the mapping of broad potential at Appendix X and the national mapping of heat demand densities undertaken by the Department for Energy and Climate Change (DECC) (see Local Plan evidence base).

Where feasibility assessments demonstrate that decentralised energy systems are deliverable, such systems will be required as part of the development.

Policy ESD5: Renewable Energy

This policy sets out the Council's support for renewable energy where appropriate, the third step in the energy hierarchy of Policy ESD2, in order to contribute to national carbon emissions reductions and renewable energy generation targets.

Mapping of spatial opportunities for renewable energy has been undertaken in The Cherwell Renewable Energy and Sustainable Construction Study (see Local Plan evidence base) sets out the potential for different types of renewable energy development in the district and maps the broad spatial opportunities for renewables. We have not however although we have not allocated specific spatial opportunities for large scale renewable energy in this Local Plan, primarily because very few opportunities have been identified and even these are subject to constraints which require detailed investigation. We have however mapped the broad potential for district heating opportunities in Cherwell (see ESD4 above).

Based on local evidence available at the current time (see Local Plan evidence base) opportunities for large scale wind generation are considered to be limited and uncertain, although there is potential for scattered single turbines or small clusters. In line with the UK Renewable Energy Strategy, the community ownership of wind power and other renewable energy schemes is encouraged within Cherwell.

Impacts on residential amenity are particularly pertinent in relation to wind turbines and wind farm development. To minimise adverse impacts on residential amenity, the Council will apply minimum separation distances between turbines and dwellings. Further guidance on separation distances is

set out in the Council's "Planning Guidance on the Residential Amenity Impacts of Wind Turbines Development" document (2011).

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

Policy in relation to renewable energy generation in the Cotswolds Area of Outstanding Natural Beauty (AONB) is set out in the Cotswolds AONB Management Plan, produced by the Cotswolds Conservation Board, which has been adopted by this council as supplementary planning guidance.

Policy ESD5: Renewable Energy

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

Planning applications involving renewable energy development will be assessed against the following issues, which are considered to be of particular local significance in Cherwell:

- Impacts on landscape and biodiversity including designations, protected habitats and species, and Conservation Target Areas
- Visual impacts on local landscapes
- Impacts on the historic environment including designated and non designated assets
- Impacts on the Green Belt, particularly visual impacts on openness
- Impacts on aviation activities
- Highways and access issues, and
- Impacts on residential amenity.

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

- All residential developments for 400 dwellings or more
- All residential developments in off-gas areas for 50 dwellings or more
- All applications for non-domestic developments above 1000m² floorspace

Where feasibility assessments demonstrate that onsite renewable energy provision is deliverable, this will be required as part of the development.

Policy ESD6: Sustainable Flood Risk Management

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

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

Construction work commenced in February 2011 on a Flood Alleviation Scheme for Banbury to protect the town centre and surrounding businesses from flooding and the scheme is due to be completed in 2012. The project was funded by the Environment Agency supported by Cherwell District Council and contributions from local landowners.

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

Policy ESD6: Sustainable Flood Risk Management

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

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

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

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

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

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

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

Development should be safe and remain operational (where necessary) and proposals should

demonstrate that surface water will be managed effectively on site and that the development will not increase flood risk elsewhere.

The above policy reflects government planning guidance on sustainable flood risk management set out in the NPPF. The suitability of development proposals will be assessed according to the sequential approach and where necessary the exceptions test as set out in the NPPF. Defended areas should be sequentially tested as though the defences are not there. Applications will also be assessed against the Environment Agency's standing advice on flood risk available at <http://www.environment-agency.gov.uk/research/planning/82584.aspx>

The Council's Level 1 SFRA (see Local Plan evidence base) provides the framework for applying the sequential and exception tests in the district. The SFRA identifies and maps the risk of flooding across the district based on a range of data and taking into account predicted climate change impacts, and is a useful source of information in undertaking site specific flood risk assessments particularly in relation to specific locations across the district. The SFRA also highlights the biodiversity opportunities associated with the use of sustainable flood risk management techniques, for example in enhancing or creating priority habitats such as grazing marsh, wet grassland, wetlands and aquatic habitats (particularly so in the Conservation Target Areas, policy ESD10).

Level 2 SFRA's have also been carried out to assess the level of flood risk for strategic site allocations in more detail (see local plan evidence base). The assessments provide site specific guidance for flood risk assessments, policy recommendations and SuDS guidance. The findings of the assessments will be taken into account in the final determination of planning applications at the strategic sites.

Site specific flood risk assessments (FRAs) will be required in accordance with the NPPF and the accompanying technical guidance. The FRA should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. Fluvial flood events up to and including the 1 in 100 year event with an allowance for climate change should be considered. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. The FRA should also include investigation of the use of sustainable drainage systems, as indicated in policy ESD6 below.

Briefly, there are 3 levels of FRA, as follows:

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

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

Location	Site Specific FRA requirement
Wherever applicable	Where a site is in close proximity of the Oxford Canal, the Level 3 FRA should include breach analysis.
Wherever applicable	Flood defended areas will require a FRA to include assessment of risk from catastrophic failure of defences.

Banbury	A detailed level 3 FRA is required for development within the River Cherwell Floodplain to include flood compensation. (<i>conflicts with Canalside</i>) Groundwater risk to be highlighted at Crouch Hill.
North East Bicester	A level 2 FRA using existing data can be applied.
South East Bicester	A level 3 FRA including hydraulic modelling will be required in the vicinities of these watercourses.
Kidlington	Where EA modelled data is available a level 2 FRA can be completed using existing modelled flood levels. Where no data is available a Level 3 FRA including hydraulic modelling may be required for sites in close proximity to the Rowell Brook or the River Cherwell. A level 2 FRA to include detailed assessment of groundwater flood risk should be included at all sites.
Rural Areas	There are village specific recommendations contained in the SFRA

Additional recommendations are included in the Level 2 SFRA for the proposed strategic site allocations, though some of this analysis is currently on going.

We will work actively with the Environment Agency, other operating authorities and stakeholders to ensure that best use is made of their expertise and so that spatial planning supports existing flood risk management policies and plans, River Basin Management Plans and emergency planning in accordance with PPS25.

Policy ESD7: Sustainable Drainage Systems (SuDS)

Policy ESD 7 sets out the Council's approach to Sustainable Drainage Systems (SuDS). Potential flooding and pollution risks from surface water can be reduced by reducing the volume and rate of water entering the sewerage system and watercourses. Managing drainage more sustainably in this way can ensure that developments are better adapted to the predicted impacts of climate change in the South East, which include more intense rainfall events. Policy ESD 7 is supported by the Flood and Water Management Act 2010 which presumes that SuDS will be used for new developments and redevelopments in order to prevent surface water run-off from increasing flood risk, and sets out that national standards be published to address SuDS design, construction, operation and maintenance issues at a national level.

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

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

All relevant organisations should meet at an early stage to agree on the most appropriate drainage system for the particular development. These organisations may include the Local Authority, the Sewage Undertaker, Oxfordshire County Council as the LLFA and Highways Authority, and the Environment Agency. SuDS will now be adopted by Oxfordshire County Council but must be located on the most appropriate land, requiring consideration of the need to provide access for maintenance purposes, and topographical factors.

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

Policy ESD7: Sustainable Drainage Systems (SuDS)

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

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

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

Our Core Assets

Policy ESD8: Water Resources

In considering development proposals, the Council will use policy ESD8 together with policies ESD3, ESD6, and ESD7 to reduce the impact of development on the water environment, maintain water quality, ensure adequate water resources and promote sustainability in water use. This will assist in contributing to the objectives of the Water Framework Directive which seeks to protect and enhance the quality of water bodies, and indicates that development should not result in any deterioration in the status of surface water bodies. These policies together with ESD8 are also intended to help deliver the actions contained in the Thames River Basin Management Plan. These actions highlight the importance of development proposals contributing to an improved water environment, through the use of sustainable design and construction techniques for water efficiency, water quality and sustainable flood management, and the incorporation of appropriate green infrastructure and biodiversity improvements.

Cherwell district lies within an area of serious water stress, with the research carried out by the Environment Agency in 2005 indicating that the Upper Cherwell area (including Banbury) was over abstracted. Resources in this area are being reassessed, with results expected at the end of 2012. Policy ESD8 below will be used to ensure that new development is located in areas where adequate water supply can be provided from existing and potential water supply infrastructure. In addition policy ESD5 will ensure new development incorporates water efficiency measures, reducing demand.

Policy ESD8: Water Resources

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

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

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

Protection and Enhancement of Biodiversity and the Natural Environment

Conserving biodiversity is an important element of sustainable development. Government guidance in the NPPF indicates that in delivering sustainable development local authorities should enhance as well as protect biodiversity and natural habitats. It is also recognised that the distribution of habitats and species will be affected by climate change. This reinforces the importance of considering climate change impacts in seeking to avoid habitat fragmentation.

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

Cherwell contains one site of European importance; part of Oxford Meadows Special Area of Conservation (SAC) located in the south west corner of the district (indicated on the Proposals Map). The SAC receives statutory protection under the Habitats Directive (Directive 92/42/EEC), http://ec.europa.eu/environment/nature/legislation/habitatsdirective/index_en.htm transposed into national legislation in the Conservation of Habitats and Species Regulations 2010 (the Habitats Regulations). <http://www.legislation.gov.uk/ukxi/2010/490/contents/made>

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

Appropriate measures as recommended by the HRA have been incorporated to avoid or minimise the effect of the plan proposals on the SAC in relation to water quality, natural groundwater flow, air quality and recreational use. A revised HRA is being undertaken (2012) to accompany the submission Local Plan to ensure that the plan proposals will not result in adverse effects on the SAC.

However, as the proposals in the Local Plan are strategic by nature, any more detailed proposals that are identified in the Local Neighbourhoods Development Plan Document that document will also be the subject to a Habitats Regulations Assessment if they are likely to have a significant impact. Similarly, if a proposed development submitted as a planning application could have a likely

significant effect on Oxford Meadows SAC then consideration and assessment would need to be undertaken as indicated in Policy ESD9 below.

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

Policy ESD9: Protection of the Oxford Meadows SAC

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

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

- The SAC receives groundwater supplies from the River Cherwell and the River Thames (and their catchments). Alteration to adjacent rivers or obstruction of natural groundwater flows may alter the flooding regime of the SAC and lead to a degradation of the internationally important habitats and biodiversity that it supports. However the current groundwater recharge could be maintained using Sustainable Drainage Systems, including porous surfacing, which maintain infiltration of groundwater without exacerbating flood risk (see Policy ESD6).
- If new development is situated next to watercourses that flow into the River Thames upstream of the SAC, it is possible that there could be a decrease in water quality flowing through the SAC during the construction and the operation of development. This could potentially alter or prevent the nutrient enrichment of the habitats and species that the SAC supports, leading to degradation or loss.

Policy ESD9 below aims to prevent any obstruction of groundwater flows and to preserve water quality, in order to maintain the stability of the hydrological regime within the SAC and therefore its integrity as a site of international importance.

Policy ESD9: Protection of the Oxford Meadows SAC

Developers will be required to demonstrate that:

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

Policy ESD10: Protection and Enhancement of Biodiversity and the Natural Environment

Development proposals likely to affect a site of international ecological importance will need to be accompanied by a thorough Habitats Regulations Assessment of the potential effects of the development on that site of international importance, to enable the Council to determine whether the development would result in significant adverse effects on the integrity of the site. Any development that is unable to demonstrate that it would not have a significant adverse effect upon the integrity of a European site, having taken account of proposed mitigation, will be refused. This is in accordance with the precautionary principle enshrined in the Habitats Directive. Where there are imperative reasons of over-riding public interest and the Council is unable to conclude no adverse effect on the integrity of the SAC, the authority will notify the Secretary of State to allow the application to be called in for determination. In these situations compensatory measures to protect the site must be put in place.

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

Sites of regional/local importance comprise Local Geological Sites (LGSs), Local Nature Reserves (LNRs), non-statutory nature reserves and other sites of importance for nature conservation including Local Wildlife Sites (formerly known as County Wildlife Sites), ancient woodland and UK Biodiversity Action Plan (BAP) Priority Habitats (habitats of principle importance for the conservation of biodiversity under Section 41 of the NERC Act) (http://www.opsi.gov.uk/acts/acts2006/pdf/ukpga_20060016_en.pdf). Cherwell contains 13 LGSs, 3 LNRs, 81 Local Wildlife sites, 12 proposed LWSs and 7 proposed LWS extensions (as of May 2012). The sites will be indicated on the Proposals Map at the submission stage, but it must be acknowledged that the number and location of sites changes over time as surveys and re-surveys take place. A living list of Local Wildlife Sites and associated maps are available on the following link <http://www.tverc.org/TVERC%20Local%20Wildlife%20Sites.html>. Sites of regional/local importance also include the habitats of those species of principal importance for biodiversity (as identified in Section 41 of the NERC Act).

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

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

There are a number of features which can be incorporated into developments to encourage biodiversity including green roofs and walls, SUDs, using native and locally characteristic species in

landscaping schemes, using landscaping to link up existing areas supporting biodiversity and including features such as bird and bat boxes. The Council is compiling further guidance on the incorporation of features to encourage biodiversity which will form part of the Sustainable Buildings in Cherwell SPD.

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

Policy ESD10: Protection and Enhancement of Biodiversity and the Natural Environment

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

- In considering proposals for development, a net gain in biodiversity will be sought by protecting, managing, enhancing and extending existing resources, and by creating new resources.
- Development which would result in damage to or loss of a site of international value will be subject to the Habitats Regulations Assessment process and will not be permitted unless it can be demonstrated that there will be no likely significant effects on the international site or that effects can be mitigated.
- Development which would result in damage to or loss of a site of biodiversity or geological value of national importance will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site and the wider national network of SSSIs, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity.
- Development which would result in damage to or loss of a site of biodiversity or geological value of regional or local importance including habitats of species of principal importance for biodiversity will not be permitted unless the benefits of the development clearly outweigh the harm it would cause to the site, and the loss can be mitigated to achieve a net gain in biodiversity/geodiversity.
- Development proposals will be expected to incorporate features to encourage biodiversity, and retain and where possible enhance existing features of nature conservation value within the site. Existing ecological networks should be identified and maintained to avoid habitat fragmentation, and ecological corridors should form an essential component of green infrastructure provision in association with new development to ensure habitat connectivity.
- Relevant habitat and species surveys and associated reports will be required to accompany planning applications which may affect a site of known or potential ecological value.
- Planning conditions/obligations will be used to secure net gains in biodiversity by helping to deliver Biodiversity Action Plan targets and/or meeting the aims of Conservation Target Areas. Developments for which these are the principal aims will be viewed favourably.
- A monitoring and management plan will be required for biodiversity features on site to ensure their long term suitable management.

Policy ESD11: Conservation Target Areas

Conservation Target Areas in Oxfordshire have been mapped by the Thames Valley Environmental Records Centre (TVERC) in consultation with local authorities and nature conservation organisations in Oxfordshire. The Target Areas have been identified to focus work to restore biodiversity at a landscape scale through the maintenance, restoration and creation of UK BAP priority habitats, and they therefore have a major role to play in achieving Strategic Objective 14.

Addressing habitat fragmentation through the linking of sites to form strategic ecological networks can help species adapt to the impact of climate change, and therefore Conservation Target Areas can also contribute to the achievement of Strategic Objective 10. Conservation Target Areas represent the areas of greatest opportunity for strategic biodiversity improvement in the District and as such development will be expected to contribute to the achievement of the aims of the target areas through avoiding habitat fragmentation and enhancing biodiversity.

Ten Conservation Target Areas lie wholly or partly within Cherwell District. The boundaries of the Conservation Target Areas are indicated on the Proposals Map.

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

Biodiversity enhancements sought in association with development could include the restoration or maintenance of habitats through appropriate management, new habitat creation to link fragmented habitats, or a financial contribution towards biodiversity initiatives in the Conservation Target Area. More detail will be set out in the Planning Obligations SPD. Consideration will be given to the introduction of a tariff based approach to biodiversity enhancement within the CTAs, through the development of our CIL proposals to enable development throughout the district to contribute to the areas with the greatest opportunity for strategic biodiversity improvement.

Policy ESD11: Conservation Target Areas

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

Policy ESD12: Cotswolds Area of Outstanding Natural Beauty (AONB)

Cherwell contains one area of national landscape importance - the Cotswolds Area of Outstanding Natural Beauty (AONBs). National designations including AONBs are to be prioritised for landscape protection as set out in national planning guidance.

Only a small part of Cherwell District, around the village of Epwell, is included in the Cotswolds AONB, as shown on the Proposals Map. The area of AONB straddles the boundary of Sibford and Wroxton wards.

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

The Cotswolds AONB Management Plan was prepared by the Cotswolds AONB Board and was adopted by the Council for use as supplementary guidance. The main principles are that development within the AONB will:

- be compatible with the distinctive character of the location as described by the relevant landscape character assessment, strategy and guidelines
- incorporate designs and landscaping consistent with the above, respecting the local settlement pattern and building style
- be designed to respect local building styles and materials
- incorporate appropriate sustainability elements and designs
- maintain or improve the existing level of tranquillity
- not have an adverse impact on the local community amenities and services and access to these
- protect, or where possible enhance, biodiversity
- be in accordance with a more sustainable pattern of development, reducing dependence on car travel.

Policy ESD12: Cotswolds Area of Outstanding Natural Beauty (AONB)

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

Only development which supports the local economy, improves access to local services, and increases the opportunity for people to live and work in their local community will be promoted within the AONB.

Policy ESD13: Local Landscape Protection and Enhancement

The Cherwell Local Plan 1996 identified areas of Area of High Landscape Value - land of particular environmental quality - where the Council would seek to conserve and enhance the environment. This Local Plan seeks to conserve and enhance the countryside and landscape character of the whole district, and so specific local designations are not proposed. Policy ESD13 below therefore seeks to conserve and enhance the distinctive and highly valued local character of the entire district.

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

The relationship between the district's towns and the adjoining countryside and the avoidance of an abrupt transition from built development to open farmland requires special attention to the landscaping of existing and proposed development. This interface is important in determining the relationship between the urban areas and on the character of the countryside. Where new development will extend the built up limits of the towns the Council will seek a masterplan and well-designed approach to the urban edge. This could incorporate the enhancement of existing hedgerows and woodlands and new areas of woodland planting and hedgerows to be incorporated as part of the development, to ensure the satisfactory transition between town and country. (See also Policy ESD15 below). These considerations can equally be applied where extensions to villages are required. Landscape mitigation for the proposed strategic sites will be negotiated on a site by site basis.

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

One of the most important elements of the landscape which can add to the character and identity of an area are natural landscape features. Such features include Muswell Hill, Crouch Hill, Madmarston Hill, the River Cherwell and Otmoor, which all make those areas distinct and create a sense of place. Many form local landmarks valued by the local communities. The following features and characteristics around Banbury and Bicester are of particular value, as identified in the Council's Landscape Character and Sensitivity Assessment, 2009 (See Local Plan evidence base).

- The open and agricultural setting and identity of the outlying villages surrounding Banbury and Bicester
- The setting of the Grade II* Registered Park at Wroxton Abbey with its obelisk and arch, and Broughton Castle and Grade II Registered Park and the borrowed vistas up the Cherwell Valley from Rousham
- Crouch Hill: an important landmark overlooking Banbury and the surrounding area
- The landscape to the east of the motorway at Banbury which retains a distinct historic pattern
- The setting of the Salt Way is a significant constraint and there are long views to the south of Banbury and the Sor Brook Valley
- The setting of the Oxford Canal and River Cherwell corridor
- Specific features at Bicester noted for their value include those showing notable 'time depth' including RAF Bicester, Wretchwick deserted medieval village, Bignell Park and the roman roads.

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

In order for development to conserve and enhance the character of the countryside, the Council will carefully control the type, scale and design of development, including the materials used, taking into account the advice contained in the Council's Countryside Design Summary SPD and the OWLS.

In addition to this policy, many villages have conservation areas and in considering development proposals within or adjacent to them, special attention will be given to the preservation or enhancement of their character and appearance under Policy ESD16.

<p>Policy ESD13: Local Landscape Protection and Enhancement</p>
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Opportunities will be sought to secure the enhancement of the character and appearance of the landscape, particularly in urban fringe locations, through the restoration, management or enhancement of existing landscapes, features or habitats and where appropriate the creation of new ones, including the planting of woodlands, trees and hedgerows.

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

- Cause undue visual intrusion into the open countryside
- Cause undue harm to important natural landscape features and topography
- Be inconsistent with local character
- Impact on areas judged to have a high level of tranquillity.
- Harm the setting of settlements, buildings, structures or other landmark features, or
- Harm the historic value of the landscape

Development proposals should have regard to the information and advice contained in the Council's Countryside Design Summary Supplementary Planning Guidance, and the Oxfordshire Wildlife and Landscape Study (OWLS).

Policy ESD14: Oxford Green Belt

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

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

Work undertaken for the South East Plan did not identify a need for strategic review of the Green Belt boundaries in Cherwell District. The plan indicated that selective review should take place to the south of Oxford and stated that if the initial area of search to the south of Oxford did not prove a suitable candidate for review, a wider review across the area could take place. A legal challenge to this section of the South East Plan was issued on the grounds that proper environmental assessment of the proposals and reasonable alternatives had not taken place. The outcome of the legal challenge remains unresolved. However there is no suggestion at this stage that a wider review is required. The revised housing figures contained in this document are in accordance with those contained in the South East Plan and the development strategy contained within this document can be achieved without the need for a strategic review of the Green Belt in the district.

At the current time it is not considered that the 'exceptional circumstances' required by government policy exist to justify a small scale local review of the Green Belt to meet local housing needs. Exceptional local housing needs, if demonstrated, may be met through the release of rural

exception sites as part of the development control process, in accordance with Policy Villages 3. The recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites outside of the Green Belt. Therefore, to meet this need it is proposed to undertake a small scale local review of the Green Belt.

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

Policy ESD14: Oxford Green Belt

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

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

Development proposals within the Green Belt will be assessed in accordance with government guidance contained in the NPPF. Development will only be permitted if it maintains the Green Belt's openness and does not conflict with the purposes of the Green Belt or harm its visual amenities. Small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated.

Policy ESD15: Green Boundaries to Growth

We will create clear green boundaries between the areas of growth on the edge of Banbury and Bicester and surrounding villages to maintain their distinctive identity and prevent coalescence. All development at the edge of the two towns will need to address how they face out into the open countryside and present a green edge to development.

Key landscape design principles specific to the strategic allocations are contained within the site specific policies in Section C Cherwell's Places. More detailed landscape assessments will need to accompany planning applications for each development to inform landscaping proposals to ensure a soft edge to the development.

Green buffers are shown indicatively on the Proposals Map. The buffers do not negate the need for green infrastructure provision within the strategic allocation sites. They are intended to define the limits to built development and protect the gaps between the existing/planned edge between Bicester and the villages of Bucknell, Chesterton, and Launton, and the gaps between the existing or planned edge of Banbury and the villages of Hanwell, Drayton, Bodicote and Adderbury. Additional buffers are shown on the south east edge of Banbury to protect the prominent landscape feature Crouch Hill and historic Salt Way and ensure that development does not extend beyond the existing built up limits of the town towards Bloxham and Broughton.

In some cases where the opportunity exists green buffers may take the form of community woodland e.g. between SW Bicester Phase 2 (Bicester 3) and Chesterton. In other locations solid woodland planting may not be appropriate in landscape terms but the intention of the buffers is that

they are kept free from built development. The boundaries and form of the green buffers are shown in the proposals maps and also in the Banbury and Bicester Masterplans.

Policy ESD15: Green Boundaries to Growth

Proposals for development on the edge of the built up area must be carefully designed and landscaped to soften the built edge of the development and assimilate it into the landscape. Existing important views of designated or attractive landscape features will need to be taken into account. Proposals will also be considered against the requirements of ESD13.

Green buffers as indicated on the Proposals Maps will be kept free from built development to protect vulnerable gaps between the existing or planned built up limits of Banbury and Bicester and neighbouring villages, to protect valuable landscape or historic features.

Green buffers will take the form of community woodland where the opportunity exists and when woodland planting is appropriate in landscape terms.

Policy ESD16: The Character of the Built Environment

Cherwell District is composed of four landscape character areas, which each display distinct, settlement patterns, building materials and styles of vernacular architecture to create a rural environment that is strongly locally distinctive. Each of the three urban areas also displays its own unique character.

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

- Over 2,200 listed buildings and many others of local architectural and historical interest.
- Currently 59 Conservation Areas
- 36 Scheduled Ancient Monuments
- 5 registered Historic parks and gardens and a Historic Battlefield
- Three urban centres - Banbury, Bicester and Kidlington – with quite distinct characters, retaining their medieval street patterns
- The Oxford Green Belt (see policy ESD14)
- The Cotswolds Area of Outstanding Natural Beauty in the north-west of the district (see policy ESD12)
- The district's waterways, in particular the River Cherwell and the Oxford Canal
- Sites of ecological importance including Special Areas for Conservation (see policy ESD9) and Sites of Special Scientific Interest (SSSIs)

We will protect our historic environment; it is a major resource for the District. Conservation Areas and heritage assets (Listed Buildings) form part of the historic fabric of the District and contribute to the character of the area and will be maintained. We will protect our Conservation Areas and heritage assets from harmful growth as these help to define how the area looks and feels, both in the towns and villages. We will maintain a local register of Buildings at Risk and use Article 4 Directions to maintain the character of our villages.

The Council will wish to protect and enhance the special value of these features individually and the wider environment that they create. The strategic policies on landscape protection can be found under Policy ESD13. It is also important, however, to provide a framework for considering the

quality of built development and to ensure that we achieve locally distinctive design which reflects and respects the urban or rural landscape and built context within which it sits.

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

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

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

Policy ESD16: The Character of the Built Environment

New development will be expected to complement and enhance the character of its context through sensitive siting, layout and high quality design. All new development will be required to meet high design standards. Where development is in the vicinity of any of the district's distinctive natural or historic assets, delivering high quality design will be essential.

New development should:

- Respect local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views, in particular within designated landscapes, within the Cherwell Valley and within conservation areas and their setting.
- Preserve, sustain and enhance designated and non designated 'heritage assets' (as defined in the NPPF) including features, archaeology, areas and their settings, and ensure new development is sensitively sited and integrated. Regeneration proposals that make sensitive use of heritage assets, particularly where these bring redundant or under used buildings and areas into appropriate use will be encouraged.
- Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings.
- Reflect or, in a contemporary design response, re-interpret local distinctiveness, including elements of construction, elevational detailing, windows and doors, building and surfacing materials, mass, scale and colour palette.
- Demonstrate a holistic approach to the design of the public realm following the principles set out in The Manual For Streets.
- Be compatible with up to date urban design principles, including Secured By Design and Active Design principles.
- Incorporate energy efficient design, whilst ensuring that the aesthetic implications of green technology are appropriate to the context (also see Policies ESD1 - 5 on climate change and renewable energy).
- Incorporate biodiversity enhancement features where possible (see ESD10).
- Use locally sourced materials where possible

The Council will provide more detailed design policies in the Development Management DPD.

The design of all new development will need to be informed by an analysis of the context, together

with an explanation and justification of the principles that have informed the design rationale. This should be demonstrated in the Design and Access Statement that accompanies the planning application. The Council expects all the issues within this policy to be positively addressed through the explanation and justification in the Design & Access Statement. CLG Circular 01/06 (<http://www.communities.gov.uk/documents/planningandbuilding/pdf/144854.pdf>) sets out the matters to be covered and further guidance can be found on the Council's website and in the CABE publication Design and Access Statements: How to read, write and use them <http://www.cabe.org.uk/publications/design-and-access-statements>.

For major sites and complex developments, Design Codes will need to be prepared in conjunction with the Council and local stakeholders to ensure appropriate character and high quality design is delivered throughout. The Council will require design to be addressed in the Pre-Application process on major developments and in connection with all heritage sites.

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

These issues are as relevant in urban areas as in rural locations and also in recent development as in historic areas. The policy seeks to protect, sustain and enhance designated and non-designated 'heritage assets'. The NPPF defines these as '*A building, monument, site, place, area or landscape as having a degree of significance meriting consideration in planning decisions, because of its heritage interest*' (Annex 2:Glossary). Heritage assets with archaeological interest will require the submission of relevant assessment. In sensitive locations severe constraints may direct the design approach, but in many cases the Council will not wish to prescribe a specific design solution. Designs need to be sensitive and complimentary to their surroundings but this does not require merely replicating existing styles and imitating architectural details; modern interpretation is possible if informed by a full contextual analysis

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

Our rural areas will need to accommodate new development which reinforces the locally distinctive character by being sensitive in its location, scale, materials and design, reflecting the traditional pattern of development within the settlement, balancing making best use of land with respect for the established character and respecting open features that make a positive contribution. Council publications, such as its Countryside Design Summary, which analyses settlement types, and Appraisals of its conservation areas, which analyse the special qualities and identify those features that make a positive contribution to the character of the place, will assist in understanding a settlement. National guidance includes Natural England's guidance on undertaking Village Design Statements.

Policy ESD17: The Oxford Canal

The Oxford Canal is an iconic historic structure running the length of the district through the attractive valley of the River Cherwell, and is of historic, ecological and recreational significance, but is afforded little statutory protection. This policy for the Oxford Canal draws on the recent Design and Conservation strategy (2012).

Policies ESD10, ESD13 and ESD18 will be used to protect and enhance the contribution that the canal makes to the district's landscape, ecological and recreational resource, for its entire length through the District. Policy ESD16 will also be used to ensure that works to existing structures are sympathetic to the historic context and that any new development is sensitively sited and designed to ensure that the special character is preserved or enhanced.

Policy ESD17: The Oxford Canal

We will protect the Oxford Canal corridor which passes south to north through the plan area as a green transport route, significant industrial heritage, tourism attraction and major leisure facility that faces significant development pressure. Following a recent study we plan to designate the length of the Oxford Canal through Cherwell District a Conservation Area.

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

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

Policy ESD18: Green Infrastructure

Green infrastructure comprises the network of green spaces and features in both urban and rural areas including the following:

- Parks and gardens, natural and semi-natural green space, green corridors (including cycleways and rights of way), outdoor sports facilities, amenity green space, children's play space, allotments, cemeteries and churchyards, accessible countryside in urban fringe areas, river and canal corridors, nature reserves, green roofs and walls.

Securing adequate green infrastructure is an important component of achieving sustainable communities. Green Infrastructure networks can deliver both environmental and social benefits including conserving and enhancing biodiversity, recreation, landscape, water management, social and cultural benefits to underpin individual health and well-being, contributing to local distinctiveness and helping communities to be more resilient to the effects of Climate Change. The Policy ESD18 will be used to secure an adequate green infrastructure network in Cherwell district.

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

Within Banbury, Bicester and Kidlington the key components of green infrastructure are areas of open space, sport and recreation, sometimes linked by public rights of way. Public rights of way are protected in law and comprise four types: footpaths, bridleways, restricted byways and byways open to all traffic (BOAT). Elsewhere in the district the dominant strategic features include the River Cherwell and Oxford Canal corridors, statutory designated sites such as Local Nature Reserves, and other areas such as RSPB Otmoor reserve and BBOWT reserves. The Conservation Target Areas (indicated on the District Key Diagram) are the most important areas for biodiversity in the district where targeted conservation action will have the greatest benefit, and form an important component of the green infrastructure network of the district which can be enhanced over the period of the plan.

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

Protection and enhancement of open space, sport and recreation sites and sites of importance to nature conservation will assist in the maintenance of the green infrastructure network. Green corridors consist of canals, river corridors and hedgerows, together with public rights of way. These can provide areas for walking, cycling and horse riding and also provide opportunities for wildlife migration, which on a strategic scale can help to address the impact of climate change on biodiversity. Development proposals will be expected to retain and enhance existing green corridors, and maximise the opportunity to form new links between existing open spaces.

Development proposals, particularly on larger sites, can offer the opportunity to improve the green infrastructure network. Policy ESD18 usually requires open space provision on site and biodiversity enhancements secured by policy ESD10 can contribute to the network by maintaining existing habitats and reducing fragmentation. The incorporation of sustainable urban drainage systems can contribute to green infrastructure provision and can perform dual roles of helping to alleviate flooding and being beneficial to biodiversity. New landscaping areas, particularly in the case of the strategic sites, will be required to assimilate development into the landscape and assist in the transition between the urban edge and rural areas. Effective links in these areas can enable the urban fringe to provide a recreational resource, providing accessible countryside within walking distance of urban dwellers. Proposals should include details of management and maintenance of green infrastructure to ensure areas are secured in perpetuity. Further guidance on green infrastructure provision is provided in the *South East Green Infrastructure Framework- From Policy to Practice* available at <http://www.gos.gov.uk/497648/docs/171301/SEGIFramework.finaljul09.pdf>

In Banbury and Bicester successive local plans have sought to establish a series of open spaces in the towns, and this plan includes proposals for a new country park in Banbury (Banbury 14).

Additional detail is contained under Section: Policies for Cherwell's Places. The key open space components of existing green infrastructure provision in Banbury and Bicester are shown on the key diagram for each town.

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

Policy ESD18: Green Infrastructure

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

- Pursuing opportunities for joint working to maintain and improve the green infrastructure network, whilst protecting sites of importance for nature conservation.
- Protecting and enhancing existing sites and features forming part of the green infrastructure network and improving connectivity between sites in accordance with policies on biodiversity and the natural environment (Policy ESD10), conservation target areas (Policy ESD11), open space, sport and recreation (Policy BSC11), adapting to climate change (Policy ESD1) and SUDs (Policy ESD7).
- Ensuring that green infrastructure network considerations are integral to the planning of new development. Proposals should maximise the opportunity to maintain and extend green infrastructure links to form a multi-functional network of open space, connecting the towns to the urban fringe and the wider countryside beyond.

Section C. Policies for Cherwell's Places

Introduction

Development in and around the towns of Bicester and Banbury will ensure that the housing growth the district needs only takes place in the locations that are most sustainable and most capable of absorbing this new growth.

This plan has set clear priorities for the places that we are looking to support growth.

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

We are taking a conscious decision to increase the growth level planned for Bicester and to a lesser degree at Banbury, to secure positive gains for them as towns, especially their retail, commercial and manufacturing roles. The two towns are the most sustainable locations for growth in the district and are the right places to meet the economic and social needs of the district whilst minimising the environmental pressure generated. Major growth in the villages is not appropriate as a growth approach, putting additional pressure on small communities, roads, schools and the environment.

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

We are looking to secure full integration of new business and residential areas with the existing towns. We wish to secure mixed use development, not segregated functions therefore are seeking a mix of commercial, retail and residential investment in our town centres. At the same time, new infrastructure investment will strengthen the vitality of the town centre by progressively redirecting through traffic and strengthening the links between the town centres and their surrounding neighbourhoods.

Please note - For all sites in this section the policies set out in Section B apply (unless specifically stated otherwise).

Also, a number of strategic sites have received planning approval since the start of the plan period. They do not require specific policies as approval has already been granted, but are shown on both the proposals maps (Appendix 5) and in the Housing Trajectory and Employment Trajectory (Section E: Monitoring Delivery), including South West Bicester Phase 1, Gavray Drive, and Bankside Phase 1.

C.1 Bicester

The Bicester Masterplan has been a powerful tool to provide a holistic town vision to help ensure the town develops in a coordinated, planned and integrated way. The Masterplan has helped forge a consensus amongst stakeholders that the town needs:

- To secure sustainable growth through new job opportunities and a growing population;
- To be a desirable employment location that supports local distinctiveness and economic growth;
- To be a sustainable community with a comprehensive range of social, health, sports and community functions;
- A vibrant and attractive town centre with a full range of retail, community and leisure facilities;
- An exemplar eco-town, building upon Eco Bicester – One Shared Vision;
- A safe and caring community set within attractive landscaped spaces;

- Business and community networks that promote the town and the eco development principles; and
- To be developed as a continuing destination for international visitors to Bicester Village and other destinations in the area.

The Masterplan addresses the following challenges -

Meeting the Challenge of Developing a Sustainable Economy in Bicester

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

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

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

The key economic challenges facing Bicester are:

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

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

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

- The proposed improvements to the rail network from Chiltern Railways and the East-West Rail Consortium.
- North West Bicester is identified as a potential eco-town location in the Eco towns PPS. The PPS sets out eco town standards including a requirement to match the number of homes to jobs within the Eco Town and ensure that these are easily reached by walking, cycling and/or public transport. Furthermore, the opportunity exists to use the “eco-town” proposals to encourage a range of environmental and green technology industries and the development of employment clusters in Bicester, as part of the employment strategy for the ‘eco town’ and in Bicester more widely.

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

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

- Enabling the provision of quality employment sites for identified growth sectors.
- Maximising Bicester’s excellent location on the road and rail network.
- Promoting mixed use of employment and housing in appropriate locations to support the creation of sustainable neighbourhoods.
- Promoting employment opportunities linked to the proposed rail freight sites.
- Enabling the development of Bure Place Phase 2 and the new Civic venue.
- Promoting the provision of hotels, restaurants and leisure development opportunities.
- Supporting the sustainable development of Bicester Village, one of the UK’s premier ‘high end’ international retail destinations.
- Planning and developing the central area of the town.
- Establishing a Bicester Marketing Board to promote Bicester as an employment location.

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

- Delivering a strategic relief road on the south east and east of the town to service the long term growth aspirations, through traffic and to service key employment sites.
- Reducing traffic congestion on Kings End/Queens Avenue and create a strong sense of place
- Reducing traffic congestion into the Tesco and Bicester Village development and establishing a park and ride.
- Improving the linkages between Bicester Business Park, Bicester Village, Graven Hill, the town centre and improved railway station for the Town to take advantage of Evergreen 3 and the improvements to the East-West rail service.
- Improving the connectivity and attractiveness of the pedestrian and cycle network across Bicester
- Delivering improvements to J9 and J10 of the M40
- Secure an expanded Rail Freight Interchange at Graven Hill

Meeting the challenge of Building a Sustainable Community in Bicester

Many of the community issues facing Bicester are symptomatic of the town's transition from a small market town dependent on local industry, defence activities and farming to a rapidly expanding commuter town with newer storage, distribution and manufacturing activities benefiting from the town’s location on the strategic road and rail networks. The historic central residential area of the town - Bicester Town ward (pre-1950s) - is now surrounded by new housing developments built

mainly within the last 20 years. Bicester Town ward faces levels of social deprivation. The extensive out-commuting from newer housing estates creates its own problems in terms of achieving social cohesion and supporting the services, facilities and infrastructure that Bicester needs to keep pace with its rapid growth. There is a social and economic need to improve Bicester's self-sufficiency and its image as a place to live and work.

The key community challenges facing Bicester are:

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

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

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

- Promoting housing choice in sustainable neighbourhoods with local facilities
- Improved access to higher quality local employment
- Retro-fitting of existing housing stock to improve eco standards
- Developing the town centre as the main retail centre and focus of community and leisure services

- Expanding the schools and colleges to match the needs of residents and businesses;
- Enabling the development of new health care and social facilities
- Expanding the sports and leisure facilities
- Providing the new cemetery, allotments and community orchard as part of NW Bicester
- Expanding and enhance the town centre retail experience
- Identifying a future role for the Garth offices and Garth Park

Meeting the Challenge of Ensuring Sustainable Development in Bicester

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

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

The key environmental challenges facing Bicester are:

- the need to improve the appearance of the town centre and historic core, delivering town centre redevelopment and environmental improvements to Market Square
- accommodating major growth whilst addressing constraints such as:
 - the severing effect of the town's perimeter roads
 - the character, appearance and setting of historic assets such as RAF Bicester and nearby villages
 - ecological constraints such as designated wildlife sites, ecologically important landscapes and conservation target areas, and
 - highway constraints such as traffic congestion in the town centre and at King's End / A41 and the need for improvements to M40 junction 9 and the Bucknell Road / Howes lane junction within the town.
- accommodating growth without having an adverse effect on the Oxford Meadows Special Area of Conservation
- addressing deficiencies in 'green' infrastructure
- improving the attractiveness of the town's employment areas.

Our aim is to help improve the image of Bicester by delivering objectives set out in the Eco Bicester One Shared Vision as part of environmental improvements to the town centre and to ensure that new development is delivered to the highest environmental standards to help improve the image and attractiveness of the town. As the Bicester Masterplan (2012) has identified, new development will maximise opportunities for improving and integrating with Bicester's existing built environment, respecting environmental constraints, enhancing Bicester's biodiversity and addressing deficiencies in 'green' infrastructure to sustainably accommodating rapid growth.

Following the analysis from the Bicester Masterplan we are looking to ensure sustainable development by:

- Improving the amenity and connectivity of the town with a network of parkland, landscaped areas and amenity space.
- Creating a memorable 'people' place in Market Square.

- Taking the Eco-Town concept across the whole town, by embedding the 'eco- principles' in the planning policy for NW Bicester and applying policies from Local Plan Theme Three as the standards we wish to see achieved in all new development in Bicester and across the District more widely.
- Appointing a Design Panel to improve the design quality and eco credentials of development.

Bicester in 2031

By 2031, Bicester will have grown significantly to become an important economic centre in its own right and on the Oxford-Cambridge corridor. It will have become a more attractive place to live and work and will be significantly more self-sustaining both economically and socially. Bicester will have established itself as a location for higher-technology businesses building on its relationship with Oxford through the Bicester Gateway development. Its economy will have become more knowledge based and the town's importance as a centre for retail and leisure will have increased as a result of an expansion of both the town centre and the Outlet village.

6,997 new homes will have been constructed over the period 2011-2031, of which a substantial number will be 'affordable'. Its town centre will have been extended and new services, facilities and cultural and recreation opportunities will have been provided. The North West Bicester eco-town development will be entering its final phases of development. It will have brought with it sustainable homes and substantial infrastructure of benefit to the whole town. North West Bicester and development at Graven Hill will be contributing greatly to improving Bicester's profile by being a pioneering development, an economic driver and by delivering environmental gains. Bicester's town centre will have been redeveloped and environmental and highway improvements will have been made to Market Square. Bicester's improved economic position and the provision of new services and facilities will have contributed to reducing deprivation in the town.

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

Our strategy for delivering Bicester's vision is to:

- bring about pioneering eco-development which will establish a new sustainable community, integrated with, and for the benefit of, the whole of Bicester
- ensure implementation of the permitted urban extension at South West Bicester, including the provision of a new perimeter road and secondary school, and employment development east of the A41
- deliver development that will increase Bicester's self-containment, provide 'higher-value' job-opportunities and reduce the proportion of out commuting
- provide for new development in accessible locations that will maximise opportunities for providing sustainable transport choices, for reducing traffic congestion and for reducing the proportion of out-commuting
- ensure implementation of the permitted town centre redevelopment scheme, secure improvements to Market Square and provide for development that will improve the appearance and image of Bicester whilst ensuring accessibility to the town centre
- provide services, facilities and new infrastructure required to accommodate major growth and which will help reduce deprivation particularly in older parts of the town

- improve the attractiveness of existing employment areas and providing for new employment space that will be attractive to knowledge and higher-technology businesses
- deliver strategic open space and recreation opportunities to address existing deficiencies and meet the future needs of development
- provide for a new cemetery
- integrate the Graven Hill development area within Bicester's economy and community.

What will happen and where

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

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

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

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

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

Following the South East Plan's publication, North West Bicester was identified in Annex A of the Eco-towns PPS (2009) as one of the four potential locations for the development of an eco-town. An eco-town development of 5,000 homes and jobs will be developed on land identified at North West Bicester in accordance with the standards set out in the extant Eco-towns PPS. It is anticipated that at least 1794 homes will be provided at NW Bicester within the plan period.

The Key Diagram ([hyperlink to KD](#)) and NW Bicester Proposals Map ([Policy Bicester 1: North West Bicester hyperlink to](#)) identify the location and the area of the eco-town proposals.

Proposals should ensure:

- Zero-carbon development as defined in the Eco-town PPS and Eco Bicester One Shared Vision
- Delivery of a high quality local environment
- Climate Change Adaptation - standards are met on water, flooding, green infrastructure and biodiversity as set out in the Eco towns standards
- Homes that achieve Level 6 of the Code for Sustainable Homes
- Employment - access to one employment opportunity within the eco-town development at the NW of Bicester, for each new dwelling within easy reach by walking, cycling and/or public transport. This will mean that an economic strategy will be required to support

planning applications to deliver 5,000 jobs over the lifetime of the development (excluding construction) as part of the NW Bicester development area.

- Transport - at least 50% of trips originating from the development to be made by means other than the car
- Promotion of Healthy lifestyles
- Promotion of Local services and facilities
- Green infrastructure and Biodiversity - 40% of the total gross site area will be provided as green space of which at least half will be public open space.
- Sustainable management of waste

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

The eco-town concept of more sustainable living in new communities provides the opportunity to completely rethink how transport, employment, retail and other services are provided as well as providing new homes to standards which are more challenging than would normally be required for new development. Biodiversity projects will be incorporated as part of the Masterplanning process. The proposed eco-town at NW Bicester provides the potential to test a wide range of innovative and emerging technologies due to its scale.

The Council will continue to work with central Government, the promoters of NW Bicester and other partners to ensure the delivery of an exemplary eco-town development that achieves the highest environmental standards.

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

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

Employment

An economic strategy will be produced to support the proposals for eco-town. It should demonstrate how access to employment will be achieved and deliver a minimum of one job per dwelling. For NW Bicester, this will mean providing 5,000 jobs by the end of the delivery of the NW Bicester eco-town development. The Local Plan estimates that approximately 1,800 homes will be provided by 2031 and therefore sets a target of 1,800 jobs within this period.

The precise nature and location of these jobs will be set by a master plan that will be prepared for the NW Bicester allocation. The Concept Study which the Council undertook in 2009 estimated that

approximately 32 hectares (9% of the total area of the development) would need to be set aside as employment areas. This would provide for business space for offices, workshops, factories and warehousing (B1, B2 and B8 uses), but not for retail and leisure jobs which would be located in local centres.

NW Bicester Development Standards

The NW Bicester eco-town will play a major role in delivering the strategic growth identified for Bicester during and beyond the plan period. The One Shared Vision for Eco Bicester is expected to guide the delivery of higher environmental standards while acting as a catalyst for the transition of the town as a whole towards a more sustainable community.

The Vision aims: "To create a vibrant Bicester where people choose to live, work and spend their leisure time in sustainable ways..." (Eco Bicester One Shared Vision December 2010)

Proposals for development at NW Bicester will be required to meet the eco town development standards set out in the eco-town PPS. Other sites in Bicester will be required to meet the improving building standards set at national level and District wide standards set out in Policy ESD1-5.

Further guidance on the approach to design and sustainable construction in Cherwell will be set out in the Sustainable Building in Cherwell SPD.

Bicester 1 - North West Bicester Eco-Town

Development area: 366 hectares

Development Description – A new exemplar eco development will be developed on land identified at NW Bicester.

Employment

- Land Area – 25.5 ha
- Jobs created – 5000 jobs (1,800 to be delivered within the plan period)
- Use classes – Sustainable lifestyle employment

Housing

- Number of homes – 5000 (1794 to be delivered within the plan period)
- Affordable Housing – 30%

Infrastructure needs

- Education – One primary school in each of the proposed local centres (4 in total), One secondary school
- Health – to be confirmed
- Open Space – 40% of the site area will comprise green infrastructure including sports pitches, parks and recreation areas, play spaces, allotments, a woodland cemetery and SUDS.
- Access and Movement– appropriate crossing of the railway line will be incorporated into the Masterplan to provide access and integration across the NW Bicester site.
- Community facilities – the 4 local centres will include retail provision and health care services. Two will include community facilities. An indoor sports facility will be required as part of the community facilities.
- Utilities – to be confirmed

Key site specific design and place shaping principles.

- High quality exemplary development and design standards including zero carbon development, codes level 6 for dwellings and one job per dwelling.
- Layout of development that enables a high degree of integration and connectivity between new and existing communities
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes and community facilities
- Layout of development that maximises opportunities for views of Graven Hill within the site and protects views of Graven Hill from outside of the site.
- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside
- Development that respects the landscape setting and the need for wildlife corridors, and that respects the relationship between the woodland and open areas of Graven Hill and the development, through the creation of 'green fingers' leading into the development area
- Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site
- Development should be set back from watercourses: which would provide opportunity for green buffer
- Maximisation of the transport connectivity in and around the site
- Contribution to capacity improvements to the surrounding road networks, to public transport services, and to facilities for pedestrians and cyclists and the provision of a Travel Plan to maximise connectivity with existing development
- Significant green infrastructure provision including enhancing green modal accessibility beyond the site to the town centre and Bicester Town Rail Station, and adjoining developments including Bicester Business Park, South West Bicester Phases 1 & 2, and South East Bicester, and linking the development to the existing Public Rights of Way Network
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Appropriate treatment of protected habitats and species on site and creation and management of new habitats to achieve an overall net gain in biodiversity
- Sensitive management of recreational access to open space provision to secure recreation and health benefits.
- Habitats Management Plan to be provided to manage habitats onsite
- Careful design of employment units onsite to limit adverse visual impact on the new development and the wider area
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Bicester 2 - Graven Hill

Graven Hill to the south of Bicester is part of an extensive MoD site comprising some 600 hectares of land stretching for over 5km from the edge of Bicester to the villages of Arncott to the south and Piddington to the north east. It includes a number of distinct, built-up sites separated by areas of countryside and accommodates a number of military functions. Predominantly, it is a major logistics and distribution hub serving the armed forces, but with the potential from this proposed development to help strengthen Bicester's economic role within the Oxford to Cambridge corridor.

Following a national Operational Efficiency Programme (OEP) in 2008, the MoD identified a need to modernise its estate, improve efficiencies, reduce costs and improve the support services to the

Armed Forces. It reviewed its assets and concluded that the widely dispersed estate at Bicester was ageing and suffering from under-investment.

The MoD wishes to retain its valued presence in Bicester. It has decided to rationalise and consolidate its logistics operations with the development of a new freight and distribution interchange at Arncott. The land at Graven Hill, Bicester can then be released with the receipts used to fund the consolidation and modernisation programme in Bicester, to improve support services to the Armed Forces.

The MoD's financial viability exercises have concluded that a mixed use scheme of some 1900 homes with major employment would enable the required modernisation to proceed and secure between 420 and 620 additional military jobs. The land released at Graven Hill could provide a further 2470 civilian jobs.

The Graven Hill site represents a unique sustainable development opportunity, consisting of predominantly previously developed land in single ownership that is well located to the centre of Bicester, Bicester Town Rail Station and strategic development sites, and already having some existing infrastructure and landscaping, but previously standing separate from the town. Development of this site presents the opportunity for integration of this development area with Bicester and its development to be undertaken in an integrated, coordinated and planned way.

Within the Graven Hill site stands the woodland topped hill itself, which is a landmark in the local landscape that could be opened up for public access providing recreational and health benefits (subject to careful management given the ecological value of the woodland and its designation as a Local Wildlife Site).

The site benefits from excellent transport connections. There are rail tracks still on situ on the site and rail linked distribution warehouses. There are also planned transport improvements for the town including Evergreen 3 (to improve links between Oxford, Bicester, Milton Keynes and Bedford), East-West Rail, and M40 J9 improvements. The site will also contribute to transport infrastructure improvements including the provision of a Bicester Relief Road. Development of the site will identify Bicester as a prime location for investment through the creation of significant jobs-led economic growth to address the town's historic housing/jobs in-balance.

As the Bicester Masterplan has identified, Graven Hill has an important position to the south east of Bicester and will play a major role in supporting the creation of a new relief road to connect to the A41 that will form part of a movement strategy for the town redirecting through traffic away from the town centre. Graven Hill will also support the relief road through the eastern part of the development area.

The proposal also supports local economic growth and the warehousing and logistics sector in a location that lends itself to both national and regional distribution. This sector is well placed to maximise the strategic accessibility from which Bicester benefits. The job creation impact of the Rail Freight Interchange (RFI) will make a positive and significant contribution to the employment provision of this quarter of Bicester. The proposed Bicester RFI would provide a logical continued use of this existing employment area.

The delivery of rail served distribution nodes is a key part of the Government's policy of transferring freight from roads to rail. Government policy recommends that sites with unique transport connections to develop as rail freight interchanges should be protected from other forms of development. This site is located adjacent to the A41 and within easy access of the Strategic Highway Network, ensuring that operations based at Bicester will perform well in terms of transport cost minimisation and in being able to attract rail freight from the UK and international locations. The close proximity of the improved junction 9 on the M40 and the proposed SE relief road, running

through the site, present a unique opportunity to locate a RFI on a highly sustainable and accessible site with limited impact on residential properties.

Policy Bicester 2: Graven Hill

Development area: 207 hectares

Development Description – This 207 hectare predominantly brownfield site to the south of Bicester is proposed for a mixed use development of 1900 dwellings, significant employment land providing for high quality job opportunities, associated services, facilities and other infrastructure including the potential for the incorporation of a rail freight interchange.

Employment

- Land Area – 26ha
- Jobs created – 2470
- Use classes – Mixed B1, B2 and B8 uses

Housing

- Land area – 55ha (application details)
- Number of homes – 1900 (application details and housing trajectory)
- Dwelling mix – to be confirmed based on revised CS mix policy
- Affordable/social – 30%
- Density – 34 dph average

Infrastructure needs

- Education – Three form of entry primary school
- Health – to be confirmed
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC12. Outdoor sports provision to be located in the north-west part of the site. Public open space to include the hill top area.
- Access and Movement– Graven Hill will contribute to the funding of the proposed Bicester SE relief road. New points of access between site and Bicester.
- Community facilities – local centre to include retail provision, health care services and community facilities

Key site specific design and place shaping principles

- Layout of development that enables a high degree of integration and connectivity between new and existing communities
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes and community facilities
- Layout of development that maximises opportunities for views of Graven Hill within the site and protects views of Graven Hill from outside of the site.
- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside
- Development that respects the landscape setting and the need for wildlife corridors, and that respects the relationship between the woodland and open areas of Graven Hill and the development through the creation of 'green fingers' leading into the development area
- Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site
- Provision of a peripheral road within the site to function as a relief road for Bicester, enabling

through traffic to bypass the Tesco/Bicester Village roundabout, to access the A41 and thus alleviate existing congestion.

- Maximisation of the transport connectivity in and around the site, including the use of the rail tracks on site to serve commercial logistics and distribution issues, subject to consideration of noise mitigation if proximate to sensitive receptors
- Contribution to capacity improvements to the surrounding road networks, to public transport services, and to facilities for pedestrians and cyclists to cross the A41, and the provision of a Travel Plan to maximise connectivity with existing development
- Significant sustainable access provision including enhancing green modal accessibility beyond the site to the town centre and Bicester Town Rail Station, and adjoining developments including Bicester Business Park, South West Bicester Phases 1 & 2, and South East Bicester, and linking the development to the existing Public Rights of Way Network
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Appropriate treatment of protected habitats and species on site and creation and management of new habitats to achieve an overall net gain in biodiversity
- Sensitive management of recreational access to Graven Hill woodland whilst acknowledging recreational tourism and health benefits.
- Habitats Management Plan to be provided to manage the woodland and other habitats onsite
- Careful design of employment units onsite to limit adverse visual impact on the new development and the wider area
- Remediation of contaminated land
- Appropriate treatment of on-site and off- site heritage assets and their settings, particularly given the archaeological interest in and beyond the site, the heritage significance of the MOD site and also in relation to listed buildings beyond the site
- The provision of extra care housing and the opportunity for self-build affordable housing
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 - 5

Strategic Development: Bicester 3 - South West Bicester Phase 2

Phase 1 of the South West Bicester urban extension (now known as Kingsmere) is under construction. It will provide 1631 new homes, new primary and secondary schools, public open space, health and sports facilities, employment land, a hotel, and other local facilities. As part of the development, a new perimeter road has been constructed.

A 28 hectare area of land to the west of the main development was originally identified by the Council for formal sports facilities. These facilities are now being provided within the main Phase 1 development site making the unused land available for development.

The development area offers an opportunity to provide new homes, services and facilities integrated with the Phase 1 development. It is a relatively unconstrained site with low landscape sensitivity, no substantive flooding issues, and which has relatively low ecological value other than that provided by a small number of hedgerows and trees.

Development would be contained within the 'inside' of the new perimeter road avoiding further encroachment into the wider countryside. The site is in an accessible location relatively close to the town centre. The occupiers of new housing will have access from the secondary school, other services and facilities, public open space, places of employment and health village already planned for provision within Phase 1. The site is well located with immediate access to the new perimeter

road, and the potential to extend Phase 1 bus services, cycleways and footpaths. It also has good accessibility to places of employment, services and facilities elsewhere in Bicester.

The Phase 2 development will provide additional services and facilities, provide an opportunity to extend green corridors, and provide improved access to the countryside with links to a new community woodland between the perimeter road and Chesterton village.

Bicester 3: South West Bicester Phase 2

Development area: 28.2 hectares

Development Description - 650 homes with associated services, facilities and other infrastructure.

Employment

- Land Area – 2.80 ha
- Jobs created - 370
- Use classes – B1 Business uses

Housing

- Land area – 21 ha net
- Number of homes– 650
- Affordable/social – 30%

Infrastructure needs

- Education – Two Form of Entry Primary School
- Health – to be confirmed
- Open Space - to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC12. Outdoor sports provision to be located to the south of the new link road.
- Access and Movement– link to Phase 1 shuttle bus service to Bicester Town Railway Station and Park and ride at Phase 1
- Community facilities – local centre to include a community facility.
- Utilities – extension of phase 1 connections

Key site specific design and place shaping principles

- Layout of development that enables a high degree of integration and connectivity with direct vehicular (including cycle) and pedestrian linkages between South West Bicester phases 1 and 2.
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes and community facilities.
- Development that respects the setting of Chesterton Conservation Area and the wider landscape setting.
- Retention of hedgerows to provide wildlife corridors and the enhancement of the biodiversity value of the site
- Development set back from the minor watercourse along the site's northern boundary to meet Environment Agency requirements
- A surface water management framework and the incorporation of infiltration Sustainable Urban Drainage Systems (SuDS) to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)
- Public open space to form a well connected network of green areas suitable for formal and informal recreation
- Retention of the existing Public Right of Way which crosses the site

- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages reflecting the approved Design Code for Phase 1.
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and Chesterton village and affords good access to the countryside.
- A community woodland / green buffer to be provided between Chesterton village and the Development Area (Policy ESD15)
- The provision of extra care housing and the opportunity for self-build affordable housing
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 - 5

Strategic Development: Bicester 4 - Bicester Business Park

There is a sustainable opportunity for the provision of strategic employment space to the south of Bicester Town Centre and adjoining the A41. The 22 hectare site has planning permission for a 60,000m² business park incorporating offices (B1) and hotel (C1) use. This development area is located immediately to the east of the South West Bicester (Kingsmere) urban extension, less than 1 km from Bicester Town Railway Station and close to major retail uses and town centre facilities. The site has immediate access to the strategic highway network (Oxford-Aylesbury) with junction 9 of the M40 motorway situated about 3 km to the south. Major growth is planned nearby with the redevelopment of Graven Hill (Bicester 2), phase 2 of the South West Bicester extension (Bicester 3) and a southerly extension of the town centre (Bicester 5).

Although full implementation of the permitted scheme requires the completion of junction 9 improvements, stage 1 of the highway works has been completed. The Council wishes to support the development of this important site and in doing so will work with County Council who have agreed junction improvements. The Council will also consider the potential for appropriate, complementary uses that will help secure B1 office space in this sustainable location.

Policy Bicester 4: Bicester Business Park

Development area: 29.42 hectares

Development Description - This site is to the south west of Bicester, bounded by the A41 to the north and west, is proposed for employment generating development in the form of a high quality B1 (Office/Business use) scheme.

Employment

- Land Area – 17.5ha
- Jobs created – 3,850
- Use classes – B1 Business uses

Infrastructure needs

- Open space- incidental
- Access and Movement– M40, Junction 9 improvements are required for Phase 2.

Key site specific design and place shaping principles

- Imaginative, high quality development, locally distinctive in form, materials and architecture
- Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the south, and, to the north, Bicester town centre and Bicester Village retail outlet
- Provision for safe pedestrian access from the A41 including facilitating the crossing of the

A41 to the north and west to maximise walking and cycling links between this site and the adjoining sites including South West Bicester and the proposed Bicester Gateway site to the south.

- Accommodation of bus stops to link the development to the wider town
- Contribution to the creation of a footpath network around Bicester
- Flood plain land in the eastern parts of the site to be used for informal recreational and ecological benefit in order to enhance Bicester's green infrastructure network
- Development that does not encroach with 8m of the watercourse banks
- Adoption of a surface water management framework to reduce surface water run off to greenfield rate
- Structural planting and landscape proposals within the site to provide for wildlife corridors and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings, including viewpoints along the A41 to the west and north (where the road is more elevated) and along the southern boundary (important in longer distance views of the site)
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5
- Full mitigation of flood risk in compliance with Policy ESD6 including the use of SuDS (Policy ESD7) specifically attenuation SuDS techniques
- Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential onsite.

Strategic Development: Bicester 5 - Strengthening Bicester Town Centre

As identified in the Bicester Masterplan the town centre will be extended as shown on the Proposals Map. Town centre retail, leisure and office uses will be permitted within the new town centre boundary, with the creation of quarters for the concentration of different uses and which work together to deliver the expanded town centre facilities.

The aim of the extension is to:

- i. support the viability and vitality of the existing town centre
- ii. encourage economic activity
- iii. assist with the connectivity between the existing town centre, Bicester Town Railway Station, Bicester Village and adjoining existing and proposed residential areas;
- iv. improve the character and appearance of the town centre and the public realm

Bicester town centre is the second largest centre in the district. It is predominantly linear, running along the length of Sheep Street from Launton Road and Market Square in the south to St. John's Street in the north. The main retail focus is at the southern end of Sheep Street and part of Crown Walk. Much of the centre, including Sheep Street and Market Square, lies within the Bicester conservation area.

Partial redevelopment of the town centre is underway at Bure Place Town Centre Redevelopment (Bicester 6). However, work on the Bicester Masterplan has identified how a southerly expansion of the town centre would consolidate and expand the town centre to provide space to help accommodate Bicester's growth needs. It will also enable improvements to the connectivity of the existing town centre with a redeveloped Bicester Town Railway Station, Bicester Village and potential new public open space. It would also provide for improved accessibility with new residential developments to the south of the town.

In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study with a further update in 2012 which identifies the capacity for comparison and convenience retail floorspace in each of the district's urban centres up to 2031. No additional capacity for convenience retail floorspace is

identified for Bicester on top of the committed floorspace proposed as part of the Bicester town centre expansion (Bicester 6). However, the study does identify more need for comparison retail within the town.

The Bicester Masterplan provides the basis for widening the Town Centre boundary to include a renewed Bicester Town Station and land south towards the Bicester Outlet Village.

The partial redevelopment of the town centre currently being implemented as part of the Bicester town centre expansion (Bicester 6) will be anchored by a major food retailer and a new cinema and will provide impetus for further investment to meet the needs of a rapidly growing town.

Achieving the delivery of a stronger, expanded town centre will require the implementation of the Action Plan that forms part of the Bicester Masterplan.

Bicester 5 - Strengthening Bicester Town Centre

Shopping, leisure and other town centre uses will be supported within the new boundary of Bicester town centre. Residential uses will be supported above ground floor level.

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

The redevelopment of Bicester Town Centre has started with the redevelopment of Bure Place, Bicester Town Centre, a three hectare site within the town centre, bounded by Sheep Street to the east, Manorsfield Road to the west, St. John's Street to the north and Crown Walk to the south.

The redevelopment of this site will increase the range of uses in the town centre and improve the attractiveness and vitality of Bicester Town Centre. The site comprises what were the Bure Place and Franklin's Yard car parks, a bus interchange, and existing retail units and service yards.

Preparatory works including the diversion of the town brook and associated landscaping have been completed and the first stage of development to provide a new supermarket, cinema, restaurants, other shops, a car park and a new bus interchange should be complete by 2013.

Phase 2 of the redevelopment is to be undertaken as a partnership between the Council, Sainsbury's and Stockdale Land. It is intended that Oxfordshire County Council will become a partner for phase two with a view to providing a new library and civic offices. The provision of the new civic buildings would provide the opportunity for a new public focal point to be provided and would assist in improving the attractiveness and vitality of Bicester Town Centre

Bicester 6 - Bure Place Town Centre Redevelopment Phase 2

The Council will support the delivery of the approved town centre redevelopment at Bure Place car park to provide a new supermarket, cinema, restaurants, shops, car parking and bus interchange. The Council will also work with the County Council and other partners to deliver new civic buildings as a second stage to the development involving new public space and a library.

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

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

Some of these deficiencies can be met through improvement to the quality of and access to existing facilities and using existing areas of one type of open space to meet deficiencies in another type. In addition some new provision will be required to meet Bicester's growth; the potential locations are identified in the Bicester Masterplan (2012)

The Playing Pitch Strategy Action Plan indicated that existing deficiencies in playing pitch provision could be addressed through conversion of adult to junior football pitches, developing dual use agreements for community access to schools facilities, and new pitches to be provided as part of the committed development at South West Bicester. Existing deficiencies identified in the Green Spaces Strategy (2008) were updated in the Open Space database in 2011 and have been reassessed. Some of the existing deficiencies in open space provision will require the allocation of land through the Local Plan, as follows:

- 11.69 ha parks and gardens
- 2.87 ha natural/semi-natural green space
- 8.18 ha allotment provision

The Playing Pitch and Green Space Strategy estimated that the following additional provision was required to meet needs to 2026:

- 4 junior football pitches
- 2 mini-soccer pitches
- 2 additional cricket pitches
- 2 additional rugby pitches
- 7ha park
- 3.4ha natural/semi-natural space through new provision/public access agreements to privately owned sites
- 4.2ha of amenity open space
- 6.58ha of children's play space to be met through new equipped play areas and additional play opportunities using other open space
- 1 Multi Use Games Area
- 3 tennis courts
- 2.6ha of allotments

These strategies were formulated before the amount and preferred distribution of development in Bicester over an extended plan period had been established and as a result future needs still need to be updated.

Policies BSC11, BSC12 and BSC13 will all be used to help address existing deficiencies in provision and future development needs, in addition to policy Bicester 7 below.

Whilst new development can only be expected to make provision for its own needs, the most effective way of planning for some of the current and future requirements may be through integrating provision with the planning of strategic sites. This is indicated in more detail in the Bicester Masterplan. Any additional non-strategic allocations required will be contained in the Local Neighbourhoods DPD.

The proposed urban edge park is the continuation of a long term objective to address the poor distribution of open space in Bicester. The policy aims to maximise the value of existing open spaces by increasing their accessibility and linking them to each other through a network of footpaths/cycleways, and create new areas of open space to contribute towards the network of provision, improving green infrastructure links. The core of the network is currently centred to the north, south and east of the town centre, formed by Bicester Fields, and land in the Town Council's ownership adjacent to Skimmingdish Lane. Committed development at South West Bicester and Gavray Drive will contribute to the network. As the Bicester Masterplan proposes changing Pingle

Fields into a new town park there is a need to relocate the rugby club and other sports uses. In addition there are a number of areas in private ownership used informally for recreation purposes which contribute to the network, albeit there is currently no secured public access.

The proposed strategic allocations at NW Bicester, Graven Hill, SW Bicester, Bicester East and North East provide a major opportunity to extend the network around the town, and in combination with the urban edge park should offer the opportunity to help address the existing shortfalls in parks and gardens and natural/semi-natural provision together with some of the estimated future needs of the town. The proposed network will be investigated further to enable land allocations to be indicated in more detail within the Local Neighbourhoods DPD as appropriate.

Stratton Audley Quarry is proposed for development as a new country park, with the planning consent having been partially implemented. The principle of low intensity recreation use of the site illustrates what can be achieved in different locations; the site is close to the edge of Bicester making it easily accessible to the town's residents and could assist in the establishment of long distance links from the town to the villages and countryside beyond.

Bicester 7 - Meeting the Need for Open Space, Sport and Recreation

As part of measures to address current and future deficiencies in open space, sport and recreation provision in the town we will:

- Seek to establish an urban edge park around the outskirts of the town, by protecting the existing network of green spaces and securing new open space provision linked with public footpaths/cycleways, to create a circular route with connections to the town centre and the countryside beyond.
- Seek to establish a community woodland between the south-west Bicester link road and Chesterton
- Encourage proposals for the restoration and use of Stratton Audley Quarry for informal outdoor recreation, provided that the proposals are compatible with the site's designation as a Local Wildlife Site and partial SSSI.

Strategic Development: Bicester 8 – RAF Bicester

RAF Bicester is an inter-war airfield situated immediately to the north-east of Bicester. It comprises a 'Domestic Site' and 'Technical Site' together with the large open space of the flying field. English Heritage has described the site as "the best preserved bomber airfield dating from the period up to 1945". The whole of the site is a conservation area, which was reviewed and extended in 2008, and most of the buildings and structures are protected by listing and scheduling.

The MOD has declared RAF Bicester as surplus to defence requirements. The Council worked with the MOD and English Heritage and prepared a planning brief for the site in 2009. This brief recognises the complex issues, and the unique opportunities, raised by the site and the need to maintain and re-use its historic buildings and the flying field. The Technical Site is currently subject to preliminary legal processes whilst the Domestic Site has recently been sold and is being converted to housing.

The technical site is currently subject to preliminary legal processes whilst a planning application for the redevelopment of the domestic site, which has recently been sold, was approved subject to legal agreement in August 2011.

Accordingly, the brief proposes a “conservation-led” approach to the site, recognising that finding a use which can best preserve the sensitive historic fabric of the buildings may require a flexible approach in terms of the use to which the buildings are put.

Policy Bicester 8 seeks to secure appropriate uses for a long-lasting “conservation-led” approach to the Technical Site and Flying Field. It aims to establish uses that will be complementary to, and help enhance, the character and appearance of the conservation area and the nationally important heritage value of the site. It seeks to encourage a mix of uses that will best preserve the sensitive historic fabric and layout of the buildings and the openness of the grass airfield. However, the need to allow some flexibility in the interests of securing an economically viable future for the site is recognised.

The Planning Brief indicates that employment uses on both the Domestic and Technical Sites would be appropriate, and if both of these areas were re-used for employment uses, this would be an area of 12 hectares (although much of this is landscaping). It does, however, also propose a range of other uses including residential, nursing home, hotel and educational uses on the Domestic Site, and aviation, museum, cultural, sport and community uses on the Technical Site.

Bicester 8 – RAF Bicester

The Council will encourage conservation-led proposals to secure a long-lasting, economically viable future for RAF Bicester’s Technical Site and Flying Field.

It will support heritage tourism uses, leisure, recreation, employment and community uses associated with the development of a museum for to RAF Bomber Command. The development of hotel and conference facilities will also be supported.

All proposals will be required to accord with the approved Planning Brief for the site and the Bicester Masterplan (2012).

They must maintain and enhance the character and appearance of the conservation area, protect listed, scheduled and other important buildings, and protect the sensitive historic fabric of the buildings and preserve the openness of the airfield. The continuation of gliding use will be supported where compatible with other uses.

Strategic Development: Bicester 9 – Burial Site in Bicester

Bicester cemetery is nearing capacity and there is limited opportunity to increase the capacity of the existing cemetery. It is evident that a site for a new cemetery needs to be secured as a matter of urgency. Bicester Town Council has already undertaken a considerable amount of investigative work and although work is continuing, it is estimated that a site of approximately 4 hectares is required to accommodate a cemetery and area for green burial. It is anticipated that a site will be provided within the NW Bicester eco town area.

We will continue to work with Bicester Town Council to identify and secure a suitable site as part of strategic development at Bicester, to enable delivery of new burial facilities for the town at the earliest opportunity. Potential land will be surveyed to confirm initial findings on the suitability of ground conditions and inform the decision on where these new burial facilities should be located.

Bicester 9 - Burial Site in Bicester

A new cemetery is required to meet the needs of future development in the town, in addition to the existing population. As such developer contributions will be sought from new development in the town towards the establishment of the facility. Further details will be contained in the Planning Obligations SPD.

Strategic Development: Bicester 10 - Bicester Gateway

There is an opportunity to encourage the knowledge economy in Cherwell by enabling businesses which have or want links to the Oxford cluster, as well as direct spin out companies from successful research and development, to locate in Bicester.

Development on this site has the potential to contribute towards building and reinforcing a modern knowledge economy for Cherwell and surroundings, securing a location for science and research and technology transfer and commercial application.

This site has the potential to be a major high quality employment area at this critical gateway to the town. Being a major development site at the southern edge of Bicester will require exemplary building quality and design to provide a strong sense of arrival to the town and a statement of the sort of economy we have aims to secure for inward investors or local companies in need of land for expansion.

Oxford is constrained by its historic environment and by the Green Belt. Bicester is only 10 miles from Oxford, with good transport links between the two.

Development of this site will provide employment in Bicester helping to reduce the number of people out commuting to Oxford and London. The development will also complement the proposed employment development at Silverstone and will form part of the technology corridors from Oxford to Northamptonshire and Oxford to Cambridge.

Bicester 10 - Bicester Gateway

Development area: 15.32 hectares

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

Employment

- Land Area – 7.5 ha
- Jobs created – 990
- Use classes – B1 Business uses, specifically high tech knowledge industries

Key site specific design and place shaping principles

- A well designed modern area with the provision of high quality property to attract and retain 'best in class' technology companies
- Imaginative, high quality development, locally distinctive in form, materials and architecture
- Layout that enables a high degree of integration and connectivity between new and existing development particularly the mixed use urban extension at South West Bicester to the west, the garden centre to the north, and, further to the north, Bicester Village retail outlet and Bicester town centre
- Provision and encouragement for sustainable travel options as the preferred modes of transport rather than the private car, and provision of a Travel Plan
- The provision of a detailed transport assessment tailored to assess in detail the impact of the

- proposed use class and floorspace on the strategic road network
- Provision for safe pedestrian access from the A41 including facilitating the crossing of the A41 to the north and west to maximise walking and cycling links between this site and the adjoining development sites
 - Accommodation of bus stops to link the development to the wider town
 - Maximisation of walking and cycling links to the adjoining mixed use development at South West Bicester as well as the garden centre to the north
 - Contribution to the creation of a footpath network around Bicester
 - Flood plain land in the eastern parts of the site to be used for informal recreational and ecological benefit in order to enhance Bicester's green infrastructure network
 - Adequate investigation of, protection of and management of protected habitats and species on site given the ecological value of the site
 - Provision for a staged programme of archaeological work in liaison with statutory consultees, given the archaeological potential close to the site
 - Structural planting and landscape proposals within the site to include retention of existing trees and hedgerows to provide for wildlife corridors and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings
 - Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5
 - Adoption of a surface water management framework to reduce surface water run off to greenfield rate
 - Full mitigation of flood risk in compliance with Policy ESD6 including the use of SuDS (Policy ESD7).

Strategic Development: Bicester 11 – North East Bicester Business Park

The site provides the opportunity to restore the balance of housing and jobs provision in Bicester by providing for office development (B1 uses) providing for high technology sectors in a sustainable location in close proximity to the town's existing areas of employment and residential uses.

Careful design and landscaping is required to ensure development respects and preserves the setting and character and appearance of the RAF Bicester Conservation Area.

Bicester 11 – North East Bicester Business Park

Development area: 8.27 hectares

Development Description – Business Park for employment development.

Employment

- Land Area – 2.73 ha
- Jobs created – 1092
- Use classes – B1 Business uses

Key site specific design and place shaping principles

- Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre
- A high quality, well designed approach to the urban edge which functions as an high profile economic attractor but which also achieves a successful transition between town and country environments

- Buildings that provide for an active frontage to Skimmingdish Lane and a strong gateway at the site entrance
- The site is a proposed Local Wildlife Site. Ecological surveys must be undertaken to identify habitats and species of value and any mitigation measures required. Features of value should be retained and enhanced and the proposals should result in a net gain in biodiversity.
- Development that respects the landscape setting, the need for wildlife corridors, and the creation of a green infrastructure network for Bicester
- A comprehensive landscaping scheme to limit visual intrusion into the wider landscape, particularly given the need to preserve the open setting, character and appearance of RAF Bicester and the Conservation Area
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact
- Connection with the existing footway/cycle links around the site including along Skimmingdish Lane
- A detailed Transport Assessment to be undertaken and Travel Plan to be provided focusing on maximising access by means other than the private car including demonstration of the provision of adequate cycle parking
- Use of SuDS in accordance with Policy ESD7
- A need for demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Bicester 12 - East Bicester

The site at East Bicester was identified through work on a concept masterplan for Bicester. The site consists of mainly open farmland. It is adjacent to a Scheduled Ancient Monument (Wretchwick Deserted Medieval Settlement) and is in the vicinity of a Conservation Target Area to the north. Development on this site will require careful design consideration, due to its location next to the historic asset and vicinity to an ecologically important area.

The Landscape Sensitivity and Capacity Assessment 2010 found the site to have high capacity to accept development in areas apart from those with ecological and archaeological importance. The council considers the site offers an opportunity for mixed used development to the East of Bicester that will enable the delivery of important infrastructure in the area to support wider proposals for the town.

The proposed new south eastern link road for larger site will act as the trigger for the development coming forward. As a result it is anticipated that this site will only come forward towards the end of the current plan period.

Bicester 12 - East Bicester

Development area: 40.86 hectares (in total, some of which is beyond 2031)

Development Description – Residential development as a first phase of a potential larger mixed use site for employment development to the west of the proposed ring road to the south east of Bicester. Further phases will come forward after the end of the current plan period. All of the development will be bounded to the east by the south east relief road.

Employment

- Land Area – 24.55 hectares (in total)

- Jobs created – 3,241
- Use classes – Primarily B1 Business uses, including storage, lifestyle and light commercial and some high tech knowledge industries

Housing

- Land area – 22.38 hectares (in total)
- Number of homes - 150
- Affordable Housing – 30%

Infrastructure needs

- Access and Movement – contributes to the South East Relief Road.
- Community facilities – Local Centre. Off-site contributions are likely to be required towards community facilities.
- Utilities - Unknown

Key site specific design and place shaping principles

- The proposed Bicester south east relief road for larger site will enable the development to come forward.
- A scheme which respects the setting of Wretchwick Deserted Medieval Settlement with a significant landscape buffer to maintain the open setting of the scheduled monument.
- Provision of open space in accordance to policy BSC12, particularly to allow for access to the monument
- Retention and enhancement of hedgerows and the introduction of new landscaping features/wildlife corridors that will ensure a net gain of biodiversity
- A well designed approach to the urban edge, which relates development at the periphery and affords good access to the countryside.
- A proposal that is well integrated, with improved connections between existing development and new development on this site
- A layout that maximises the potential for walkable neighbourhoods and incorporates cycle routes to encourage sustainable modes of travel.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5
- The incorporation of urban design principles (see Policy ESD16: The Character of the Built Environment) including consideration of street frontages and building heights in relation to the landscape setting
- The incorporation of SUDS (see ESD 7 SUDS)
- Development that considers and addresses any potential amenity issues which may arise- including noise impact from the rail line to the far north. The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances

Further phases beyond this plan period will include significant employment development and a wetland nature reserve on the northern part of the site liable to flooding.

C.2 Banbury

Banbury is the District's principal town centre and is identified within the South East Plan as a 'Primary Regional Centre' that serves the needs of its sub-region. Banbury is expected to be the focus for major retail developments, employment, housing and other cultural and community uses that attract large numbers of people.

Banbury is a large market town, with a historic core that is expected to see growth over the period of the Local Plan. The growing population will have consumer needs, employee needs and community needs. Whilst most employment and housing growth will take place on the edge of the town, this plan seeks to also take active steps to strengthen the town centre. The town centre of Banbury will adapt and evolve to meet the new growth and changing needs, demands and patterns of activity.

Banbury faces topographic constraints to the east (the M40) and west (steep sided valley and villages) with a historic town boundary and open aspect to the south, the Salt Way. These are all natural (and manmade) barriers to growth. As a result only a limited number of strategic development sites are available for new housing growth including Bankside, Canalside, West of Bretch Hill, North of Hanwell Fields and at Southam Road.

The Challenge of Developing a Sustainable Economy in Banbury

Banbury's economy is focused on manufacturing, distribution, service industries, local government and health. Generally it has had very low levels of unemployment and a high demand for labour. However, there is a need to further diversify its economy, to attract more highly skilled businesses, to increase the levels of education, training and ambition in the town and to continue addressing the impact of the recent recession. In recent years the major manufacturers Hella (automotive parts) and SAPA (aluminium) have left the town with the loss of about 800 jobs.

The key economic issues facing Banbury are:

- ensuring the town remains competitive so that it retains and attracts major employers
- addressing the impact of recession on the unemployment level: in February 2009 the number of job seeker allowance claimants in Banbury had risen to 4.1%, significantly higher than for other Oxfordshire towns (e.g. Bicester - 1.9%, Oxford - 2.3%, Witney - 2.2%). In areas of Grimsbury and Castle Ward and Banbury Ruscote ward unemployment as a percentage of working age population was at 8.2% and 7.4% respectively, again the highest in Oxfordshire
- the need to improve standards of education and training: five areas within Banbury Ruscote ward and one in Banbury Neithrop are in the worst 10% in England in terms of skills, education and training. GCSE performance is below county and national averages. A third of residents have no qualifications. There is an above average concentration of people employed in low-skilled and lower paid occupations
- maintaining a strong manufacturing sector but further diversifying the economy and creating more higher skilled and knowledge based job opportunities
- the need to improve the overall attractiveness of the town as a place to live and work
- the need to improve the appearance and vitality of the town centre outside of the Castle Quay shopping centre
- Banbury has undergone considerable growth over the last 20 years and the Council's Economic Development Strategy (2011-2016) (EDS) envisages this as continuing in the long-term. The EDS considers that there will be a reduction in the size of the town's manufacturing sector (in common with UK trends) however since much of this is in higher value and specialised areas which are more dependent upon skilled input, it is of great importance that the sector remains an important local employer. The town has a strong industrial heritage and the EDS sees this evolving over the 21st century into a robust

engineering economy driven by flagship sectors such as motor sport and advanced materials.

A key challenge for the Local Plan will be to ensure that the needs of both existing employers seeking to relocate and expand, and new businesses moving to the area can be met, by ensuring that a number of smaller sites such as the SAPA site continue to be used for employment generation. This is a particular issue as this Local Plan seeks to regenerate the Canalside area of the town. This 24 hectare area includes a number existing businesses and it will be important that there are sites and help available to relocate any of these that wish to develop locally.

Banbury has the largest supply of employment land in the district and the Council's Employment Land Review (2006, updated 2012) identified a range of available sites totalling over 46 hectares. Some of these became allocations in the Cherwell Non Statutory Local Plan 2010. Whilst many of these are non strategic, one site is considered to be of strategic importance to securing Banbury's long term supply of employment land and is therefore allocated in this Local Plan (Banbury 6 – Central M40).

Providing for economic growth and diversification is necessary to increase the number of economically active residents, to lower unemployment to pre-recession levels, to provide more training opportunities and to encourage more ambitious educational attainment in Banbury. This will help provide a broader range of employment opportunities and potential access to more highly skilled jobs. Our plan seeks to build on the current manufacturing strength of the town with support for new business units for SME growth. We wish to encourage a wider range of employers into the town, particularly higher skilled and higher technology businesses, by providing suitable employment land, delivering regeneration and improving the quality of the built environment, to help create the conditions that will help reduce deprivation and improve the attractiveness of Banbury as a place to live, work and visit.

Strengthening Town Centre Vitality

This Plan seeks to ensure that the town centre remains the primary focus for new development; particularly retail uses together with other appropriate town centre uses such as commercial, employment, community, leisure and residential development being accommodated in accordance with the principles of the NPPF.

In addition to the town centre commercial area there are out-of-centre retail locations; this comprises freestanding supermarkets and other retail parks. Banbury's role within the District is also supported by Bicester and Kidlington, together with other local centres that provide a hierarchy of facilities to serve Cherwell's population.

The existing and future role of Banbury has been considered in relation to the competition experienced from other centres outside the District. The principal centres that currently compete with Banbury are as follows:

- Leamington Spa 22 miles
- Stratford upon Avon 27 miles
- Oxford 28 miles
- Northampton 32 miles
- Milton Keynes 35 miles

These centres generally fulfil a similar role to Banbury within their respective catchment areas, although Oxford and Milton Keynes are identified as higher level regional centres. Other centres such as Milton Keynes and Northampton are also growing rapidly which is increasing the level of competition experienced by Banbury (and also Bicester and Kidlington). In addition to this,

significant commercial development is being delivered in Oxford City Centre which has significantly enhanced the commercial offer in the City centre.

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

We will strengthen Banbury town centre to be the focus of the town. This plan will ensure that it remains a pleasant place to spend time and a usable space for all members of the community which brings people together and fosters a stronger sense of belonging. This plan builds on the heritage and natural assets of the town, but which also embraces change and remains modern. It must be a place that people choose to use and enjoy. Therefore we will:

- Create more natural flows of people between its various quarters, creating a single whole rather than a group of unrelated parts.
- Bring together a broad mix of uses – open space, commercial, residential in the built environment; leisure, shopping, education and work for people, to ensure there is a human dimension throughout the day.
- Ensure the town is accessible from a variety of transport options, making it a place with a steady flow of life.
- Make features and focal points of our key assets – our waterside areas, our built heritage and our cultural heritage – to create and maintain uniqueness and a sense of community ownership.
- Promote a wide variety of activities at all times of the year.

The town centre has an inner town centre core area and an outer town centre core area. It is intended to expand the town centre boundary (and the core area) over the period covered by the strategy. In general terms, mixed-use (residential, commercial and retail) development will be favoured to ensure that there is an active ground floor commercial use.

Meeting the challenge of Building a Sustainable Community in Banbury

Banbury faces some challenging community and social issues. Increasing opportunities in the Ruscote, Neithrop and Grimsbury and Castle wards is a priority and many of Banbury's main social issues are related, but not confined, to the complex problems of deprivation. This includes educational attainment, teenage pregnancy, anti-social behaviour, child well-being and access to services and facilities and affordable housing. This Strategy provides for new development in a way that helps deal with Banbury's social issues and provide necessary community facilities, working in combination with the Council's 'Brighter Futures in Banbury' project which has been established to improve outcomes. In particular the proposal for area renewal around Woodgreen and the wider area to the east of Bretch Hill are concerned with renewing the physical and community fabric of the area, to help reduce social disadvantage, improve health and well-being, educational attainment and employment outcomes. This approach will be extended to other wards within Banbury over the life of this plan.

The key community issues facing Banbury are:

- the need to ensure social opportunities increase in a number of wards in Banbury, particularly Ruscote ward and two areas of Banbury Grimsbury and Castle Ward are in the 20 per cent most deprived areas nationally according to the Index of Multiple Deprivation 2010.
- the need to foster social cohesion, integration and equal opportunity: Banbury has a diverse population, with higher concentrations of people of non-white ethnic origin than elsewhere in the district, many of whom live in the more deprived areas
- the need to reduce the incidences of teenage pregnancy, anti-social behaviour and to improve educational attendance and attainment
- the need for a replacement library

- the need for affordable housing a more diverse private rented housing sector
- the need to improve access to services and facilities and to address deficiencies. A new ground is needed for Banbury United Football Club, the town is lacking 11 junior football pitches, 1 cricket pitch, children's play space, allotments and tennis court provision. There are deficiencies in natural/semi-natural green space. Accessibility to open space and recreation opportunities is also mixed. Improved cultural facilities are also needed.
- additional open space, sport and recreation provision will also be required to provide for future development needs.
- new cemetery space is also needed.

The Sustainable Community Strategy emphasises the importance of increasing opportunity across all wards in Banbury, reducing crime, anti-social behaviour and providing affordable housing and better training and employment opportunities. It looked to improve the skills and aspirations of young people and the opportunities open to them. It aims to provide better access for diverse communities to services and the provision of affordable recreational opportunities to help residents of all ages stay healthy. Retention of Banbury's Horton District General Hospital remains of particular importance, given the distance to alternatives.

Meeting the Challenge of Ensuring Sustainable Development in Banbury

Banbury's rapid post-war and continuing expansion has placed great pressures on its built environment. The quality and distinctiveness of the town centre, Banbury's residential areas, its green spaces and its employment areas are important to the well-being of existing residents and to attracting new businesses and draw people to the town. Growth has pushed the built-up perimeter of the town close to major landscape and other constraints and managing further expansion is a major challenge. Improving the town's river / canal corridor and continuing with regeneration to improve the environment and make effective and efficient use of land is also necessary. Banbury has some deficiencies in 'green' infrastructure which also need to be addressed.

Banbury's key environmental challenges are:

- managing growth in a way that will not unacceptably harm important natural and historic assets
- the need to manage traffic congestion and to provide more opportunities to travel more sustainably
- preserving and enhancing the quality and distinctiveness of the urban area including the historic street pattern of the town centre
- the need to improve the river / canal corridor to improve the setting of the town centre, make more efficient and effective use of land and enhance its ecological value
- managing traffic congestion
- completing the flood alleviation scheme for the town and ensuring flooding issues are considered
- improving access to natural and semi-natural green space
- the need for more publicly accessible woodland and protecting existing areas of urban woodland
- protecting the ecological value and the historic rural character of the Salt Way.

The major environmental challenges at Banbury are managing growth in a way that will not unacceptably harm areas of sensitive landscape around the town; which will preserve and, where possible, enhance natural and historic assets; plus its green spaces to provide more wooded areas and to minimise the impact of new development on the natural environment which will enhance biodiversity, improve the quality and distinctiveness of the built environment and which will maximise the opportunity for more sustainable traffic management and reducing carbon emissions. In particular we will regenerate land east of Banbury town centre and west of the railway line to

improve the setting of Banbury town centre, the river/canal corridor and make effective and efficient use of underused land.

For each of the proposed new strategic development areas such as West of Bretch Hill, North of Hanwell Fields there is a need for creation of a green buffer to prevent coalescence with the neighbouring village; likewise south of Salt Way there is a need for a clear green buffer to constrain future growth to retain the open aspect of the south west of the town.

Banbury in 2031

By 2031, Banbury will have become a larger and more important economic and social focus for its residents, for business, and for a large rural hinterland.

- The town will have a more diverse economic base and new employment areas will have been established with levels of deprivation reduced.
- 4,352 new homes will have been constructed from 2011 to 2031 of which a substantial number will be 'affordable'. New services, facilities and cultural and recreation opportunities will have been provided. A new football ground will have been provided.
- The town centre will be vibrant, regionally competitive and at the heart of the town; a place that builds on our heritage and natural assets. The quality and distinctiveness of the built environment will have improved, particularly as a result of Canalside regeneration and the construction of new urban extensions. There will be more opportunity to travel on foot, by cycle and by bus and traffic management measures will have been implemented.
- There will be more natural and semi-natural open space accessible to the public including new wooded areas and a green corridor or 'lung' will have been created through the town, with effective screening and access.

To achieve this vision our Strategy for Banbury is to:

- bring about Canalside regeneration for the benefit of the whole town
- ensuring implementation of the permitted urban extension at Bankside
- support the role of the town centre by creating opportunities for further growth to meet the needs of local people
- help reduce the level of deprivation by securing benefits achieved through specific development proposals and by economic growth and diversification
- secure a site that will deliver a new ground for Banbury United Football Club in an accessible location
- provide for new development that will bring with it new open space and recreation opportunities
- plan new development in a way that will improve access to natural and semi-natural green space and promote opportunities for new publicly accessible wooded areas
- provide for new development in accessible locations which will provide good opportunities for improving and accessing public transport services, for delivering and using new cycleways, for travelling on foot and for minimising the impact on the highway network and traffic congestion.

What will happen and where

Mixed use strategic development sites delivering housing, services and facilities and contributions to local infrastructure are considered to be the most sustainable way of meeting Banbury's housing needs and addressing the issues facing the town. We have sought to identify sites which will maximise benefits in terms of providing new homes and affordable housing, address deprivation, encourage economic growth and achieve good urban design, and to balance this with the need to minimise the use of natural resources, the harm to nearby villages and the surrounding the landscape, and the pressure on the road network.

A major strategic site of some 1092 dwellings has already been permitted for the south east of Banbury at Bankside and will be delivered with a new primary school, park, playing fields, shops, community facilities and employment opportunities. A further extension of the site and the relocation of the town's football club next to the existing rugby club will complete development in this area. The now completed redevelopment of the former Cattle Market site will be complemented by major Canalside regeneration close to the town centre. An extension to the west of the town will be accompanied by proposals to help the regeneration of the wider Bretch Hill area and extensions to the north of the town will bring about new economic development opportunities as well as new housing and community facilities.

Strategic Development: Banbury 1 - Banbury Canalside

Banbury Canalside is the name given to the land between Banbury Town Centre and Banbury Railway Station. The successful regeneration of Canalside and its potential to act as a catalyst for change in the town has been a key component of Cherwell District Council's planning and regeneration aims for a number of years.

The development area represents a major opportunity to redevelop a substantial area close to the town centre, to secure improved access to the Towns railways station, the reintegration of the canal as a central feature of the area, with new residences, commercial and retail premises.

Canalside is a highly sustainable location for housing development. Its re-development will make effective use of brownfield land and significantly reduce the need for less sustainable greenfield development on the edges of the town.

Given the complexities of the site, a separate SPD is in preparation which will form the basis for developing an Action Plan to take forward the regeneration, using a Public-Private partnership to ensure all appropriate powers are used to secure the development vision.

Banbury 1 - Banbury Canalside

Development area: 24.47 hectares

Development Description - Provision of new homes, retail, office and leisure uses, a primary school, public open space, pedestrian and cycle routes including new footbridges over the railway line, river and canal, and multi-storey car parks to serve Banbury railway station. Re-development would bring about significant environmental benefits in terms of improving the appearance of the built environment, the town centre, and the quality of the river and canal corridor. The wider community will have access to new services and facilities and Banbury's economy will benefit with the increase in the number of visitors to the town.

Employment

- Land Area - 15,000 sq metres
- Use classes - Town centre/commercial uses (not including B use classes)

Housing

- Number of homes – 1050
- Dwelling mix - 70% houses 30% flats. Flats and smaller homes to the north and west of the site, larger family homes to the south and east
- Affordable/social – 30%

Infrastructure needs

- Education – Primary School

- Open Space – Provided in line with Council requirements.
- Access and Movement – Use of existing junctions at Station Approach (from Bridge Street), Canal Street (from Windsor Street), Lower Cherwell Street (from Windsor Street) and Tramway Road (or a realigned Tramway Road) with a new junction off Swan Close Road provided west of Tramway Road. Provision of a bus only link provided from Station Approach to an extended Tramway Road.
- Community facilities – Nursery. A contribution towards indoor sports provision may be required.
- Utilities – Key constraints to development are located within the area to the east of the Oxford Canal. A twin foul rising main is also present, crossing the site from Canal Street to the football ground and there are also multiple existing services located in other places. The anticipated costs associated with relocating or realigning the other existing apparatus throughout the site are unlikely to be significant or 'abnormal' for a development of this type in a town centre location.

Key site specific design and place shaping principles

- A distinctive residential proposition for Banbury that integrates well with the adjoining town centre and Railway Station.
- An appropriate location for higher density housing to include a mixture of dwelling styles and types.
- A high quality design and use of innovative architecture, including the use of robust and locally distinctive materials, which reflect the character and appearance of Banbury, respect the setting of the retained historic buildings and in particular reference the canal side location.
- Taking advantage of the accessibility of the town centre, an age friendly neighbourhood with extra care housing and housing for wheel chair users and those with specialist supported housing needs.
- Retail, commercial and leisure uses focused in the north of the site adjacent to the town centre and station, not including any significant convenience retail.
- Retail units sized and located to attract small specialist leisure and niche retailers which combine to create a destination.
- Live/work units but no 'B' uses classes and other sui generis uses which do not accord with the vision for the site.
- Provision of a designated pedestrian and cycle route from the station to the town centre over the canal and river and a new pedestrian / cycle bridge over the railway.
- New pedestrian and cycle bridges erected over the Oxford Canal and the River Cherwell to enable and encourage walking and cycling through the site.
- Provision of a landscape corridor along the edge of the river to facilitate a footpath and cycleway on one or both sides for the length of the river through Canalside to link the open countryside of the Cherwell Valley to the south with Spiceball Park to the north. Open/urban spaces provided located in various locations within the site.
- Improved junction arrangements on Bridge Street and Cherwell Street to improve traffic capacity but also to facilitate pedestrian movement between the town centre and Canalside.
- Buildings fronting Windsor Street enabling pedestrian permeability of the site to correspond with the proposed highway improvements which include frequent informal crossing points along the Windsor Street boulevard.
- Parking provision that complies with County Council's Parking Standards for new Residential Developments Policy and will not exceed maximum standards. Some car free or reduced levels of parking with innovative solutions to accommodating the private car.
- The provision of a bus route through the site with buses stopping at the railway Station and at new bus stops on the site.
- Development fronting on to the canal and public access to and from the canal.
- The continued use of canal boats for leisure purposes with a canal basin and mooring

facilities located in the northern part of the site.

- Protection and enhancement of the biodiversity value of the site recognising the importance of the river and canal corridors.
- Retention of the most valuable historic buildings/structures.
- Residential development to achieve Level 4 of the Code for Sustainable Homes for the non-energy components with carbon compliance standards and allowable solutions contributions set assuming 4 kgCO₂/sq.m./year for detached dwellings and 10 kgCO₂/sq.m./year for apartments as well as demonstration of climate change mitigation and adaptation measures.

Additional requirements required by this large complex site

Development proposals will be expected to be in accordance with a Supplementary Planning Document (SPD) for the site. Ideally proposals should come forward for the whole site accompanied by a detailed master plan but applications for parts of the site may be permitted provided that they clearly demonstrate their proposals will contribute towards the creation a single integrated community. Applications should cover significant land area within the site in order to achieve continuity in design and delivery of the vision.

The Council will expect an application to demonstrate it has complied with the SPD and has taken into account the known or anticipated implications of the proposals on adjoining areas. The Council will expect applications to comply with the requirements for each character area in the SPD, but will not expect applications to necessarily cover the same geographical area.

The Council believes that the most effective and equitable means of promoting development at Canalside will be based on an outline planning application being made by consortia of key landowners and/or their developer partners, supported by a master plan. It is expected that key landowners will have agreed a means of capturing and mutually benefiting from the uplift in land values as a result of a successful development scheme.

The Canalside area falls primarily within Flood Zones 2 and 3 at present. It has been subject to flooding in recent years and the Environment Agency (EA) is implementing a scheme to provide flood alleviation to the town centre. The scheme will provide a defence for flood events up to the 1 in 200 year (0.5% annual probability) by constructing a flood storage area upstream of the town centre and bunds in places in the Canalside area. To assess the potential flood risk in the Canalside area, a level 2 Strategic Flood Risk Assessment has been undertaken to assess both the fluvial flood risk to the development proposals from the River Cherwell and the flood risk associated with the Oxford Canal. This confirms that flood risk will be significantly reduced with the implementation of the Flood Alleviation Scheme. Applications will be required to follow the requirements set out in the Strategic Flood Risk Assessment and a detailed Flood Risk Assessment (FRA) for the site will be required with any planning application.

The proposals for Canalside, mean that existing land uses, including all of the existing businesses, would be relocated. One of the Council's key priorities is to ensure that businesses remain in Banbury/or the District. In terms of locations where businesses may wish to go this could include within vacant units/premises elsewhere, or in/on new buildings/sites allocated in the Council's Local Plan or Local Neighbourhoods DPD such as on land near the motorway, or on sites which have recently been given planning permission, such as the former SAPA site in Banbury. The re-development of Canalside will provide businesses with the opportunity to invest for the future and the Council's Economic Development team will assist any businesses to relocate. The redevelopment of Canalside is a long term plan and therefore it is possible some businesses may want remain on a temporary basis for some time.

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

The Development Area East and West of Southam Road at Hardwick Farm is a sustainable location for housing growth on the northern periphery of Banbury. The site is bounded to the east by the M40 and by a cemetery to the west.

The design of the development will need to respect the landscape sensitivity of the site, especially to the west. The topography of the area rises to the north and the potential visual impact will need addressed. Careful consideration will be needed to the nearby heritage assets including Hardwick House, a listed building and an area of archaeological potential to the north of Noral Way (Hardwick deserted Medieval Village) in the creation of a high quality neighbourhood.

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

Development area: 42.70 hectares

Development Description –The Development Area east and west of the Southam Road is located in a sustainable location, close to existing employment uses and north of Banbury town centre. Residential development (of approximately 800 dwellings) will be permitted across the two areas, provided it can be demonstrated that high quality design has been applied to address the potential landscape/visual impact issues and that careful consideration has been given to minimise the impact on historic asset/ potential archaeological sensitivity of the sites.

Housing

- Land area: 42.70 ha (17.75 west + 24.95 east),
- Number of homes: approximately 800
- Dwelling mix: A variety of dwelling types see policy BSC 6 (Housing Mix)
- Affordable/social: 30%

Infrastructure needs

- Education – remains to be negotiated
- Health – remains to be negotiated
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC12.
- Community facilities – there will be a requirement for on-site community facility if 400 or more dwellings are proposed.
- Utilities – to be confirmed

Key site specific design and place shaping principles

- Development that respects the landscape setting with particular attention to the west of Southam Road- where the visual sensitivity is considered to be greater. Careful consideration should be given to address the topographical changes on the site to ensure minimal visual impact.
- Development that addresses the flood risk of the site, where a small part of the site to the far west is within Flood zone 2 and 3 (along the route of the brook -a tributary of the River Cherwell); built development close to the watercourse will not be permitted. A green buffer should be provided along the watercourse.
- Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features (e.g. green buffer along the watercourse) to enhance existing wildlife corridors and therefore increase biodiversity in the area.
- Development that respects and has minimal impact on the historic environment, including listed buildings (Hardwick House) and area of archaeological potential north of Noral Way (Hardwick deserted Medieval Village)
- Layout of development that enables a high degree of integration and connectivity between

new and existing communities.

- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes and incorporates cycle routes to encourage sustainable modes of travel.
- Development that considers and addresses any potential amenity issues which may arise including noise impact from the M40 (forming the north-east boundary), and any issues arising from the crematorium (to the north). The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances.
- Public open space to form a well connected network of green areas suitable for formal and informal recreation, with the opportunity to connect to the Banbury Country Park (Banbury 14).
- The incorporation of urban design principles (see Policy ESD16: The Character of the Built Environment) including consideration of street frontages and building heights in relation to the landscape setting
- A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside.
- The incorporation of SuDS (Policy ESD 7)
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Banbury 3 - West of Bretch Hill

Helping to create opportunity for all and positively renew and regenerate areas with challenging social conditions in parts of Banbury is important to the delivery of the objectives of the Local Plan. This strategic development to the west of Bretch Hill will positively contribute to improving opportunities in western Banbury by providing new housing and associated facilities and improvements to the built environment. It will also enhance the built environment and provide opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

Accommodating development in this area has challenges due to the site comprising grades 1, 2 and 3a agricultural land and landscape sensitivity, all of which can be overcome. The ridges and slopes and historic environment to the west of Banbury, and the rural character of, and important views from, the Banbury Fringe Circular Walk in this area will all warrant a very carefully designed development. The boundary of the site shown extends to Stratford Road to the north and the bridleway to the west. However, the whole of this area will not be developed. It is important that the rural character of the bridleway is maintained and that open space and landscaping is used to protect the character, appearance and setting of the Drayton Conservation Area, the listed Drayton Arch, the registered Wroxton Abbey Historic Park and Garden and the listed Withycombe Farmhouse to the south. The relationship with the wider landscape will also need careful consideration. Whilst some impact will be inevitable, the wider growth of the town and potential community benefits are considered to be overriding justification for strategic development in this area.

Strategic Development: Banbury 3 – West of Bretch Hill

Development area: Approx 26.47 hectares

Development Description – Land west of Bretch Hill will be developed with up to 400 homes to provide an integrated extension to the Bretch Hill area, to provide a mix of housing together with physical and social infrastructure.

Housing

- Land area: approximately 14 ha (net)
- Number of homes: 400
- Density: 30 dph (estimate only in view of landscape constraints and no. of homes envisaged)
- Affordable Housing – 30%

Employment

- Inclusion of some small scale enterprise space.

Infrastructure needs

- Education –contributions will be required towards the expansion of existing primary schools. Contributions may also be sought towards provision of additional secondary school places.
- Health –improvements to existing surgery
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC12
- Access and Movement- A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and identify mitigation measures. The existing Bretch Hill bus service may need re-routeing to serve the site. Vehicular access to the site should be provided from the existing development to the east of the site depending on the movement strategy of the Banbury Masterplan.
- Community facilities –local centre to include retail, health care services and community facilities
- Utilities – off site improvements to the water supply and sewerage network may be required.

Key site specific design and place shaping principles

- Development must respect the landscape setting, particularly the major ridgeline to the west of the site and the undulating landscape to the south-west
- Development must respect the historic environment, including listed buildings (Withycombe Farmhouse, Drayton Arch and Park Farm Barns), Drayton Conservation Area and Wroxton Abbey parkland
- Development must respect and enhance significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduce new features to enhance existing wildlife corridors. Ecological surveys should be used to identify wildlife corridors and features to be protected, including badger, bat and bird surveys.
- Existing trees and hedgerows and the area of woodland in the north east corner of the site should be retained.
- New planting will be required to take place at an early stage to ensure planting is established prior to development being completed.
- A well designed and soft approach to the urban edge will be required, which relates development at the periphery to its sensitive landscape setting and affords good access to the countryside. The development should improve the appearance of Banbury's western edge within the landscape.
- The development layout should enable a high degree of integration with the Bretch Hill area to the east and connectivity between new and existing communities, including footpath cycleway provision.
- Development should bring about wider community benefits for the Bretch Hill area
- Proposals should include provision of extra care housing and the opportunity for self-build affordable housing in conjunction with the Council's "Build!" programme
- The layout should maximise the potential for walkable neighbourhoods, with a legible hierarchy of routes and community facilities. Existing public rights of way crossing the site should be preserved and enhanced.
- A green buffer should be provided either side of the bridleway that marks the western boundary of the site, to safeguard the rural character of the bridleway marking the western boundary of the site and forming part of the Banbury Fringe Circular Walk which should be

maintained and kept separate from the development.

- Public open space should form a well connected network of green areas suitable for formal and informal recreation and connected with wider strategic landscaping. This should protect the landscape setting and provide a green north/south linear park along the western portion of the site. Formal recreation would be best located at the northern end of the site.
- Careful consideration should be given to the relationship of street frontages with existing streets and houses to the east.
- Careful consideration should be given to building heights in relation to the landscape setting
- A surface water management framework should be prepared to reduce runoff rates to greenfield run off rates and volumes. A flood risk assessment should include consideration of whether infiltration SuDS techniques are suitable or whether attenuation techniques would be appropriate, informed by a site geological investigation.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Banbury 4 - Bankside Phase 2 (Links to Banbury 12)

A south-eastern urban extension to Banbury, providing some 1092 new homes has been granted planning permission and will be developed over the coming years. The development will change the existing rural character of the area north-east of Bodicote on the eastern side of Oxford Road but will provide much needed family homes, including affordable housing. It will also bring about new services and facilities including a new primary school, canalside facilities, and an extensive area of public open space. In this changing context, there is capacity for this area to receive some additional development.

A Phase 2 development in this area would enable the consolidation of new infrastructure such as school provision, sport facilities and public open space together with the Phase 1 scheme. Land previously identified for formal sports provision would also be available to provide a new football ground for Banbury United to replace the existing ground which would be redeveloped as part of the proposals for Canalside (Banbury 1). This would provide the potential for some joint sharing of facilities such as car parks with the Banbury Rugby Club already located off Oxford Road at Bodicote.

The Phase 2 site comprises mostly 'Best and Most Versatile' agricultural land (grade 2 with some grade 3b). However, the site has low landscape sensitivity, no substantive flooding issues, and relatively few ecological constraints. Development will provide the opportunity to enhance biodiversity in this area including through the possibility of surface water attenuation as part of a Sustainable Urban Drainage System (SuDS)

The site will benefit from the provision of new services and facilities, a new employment area and a large valley park to be provided within Phase 1. There is potential to extend Phase 1 bus services, cycleways and footpaths to provide good accessibility to key destinations in the south of the town, particularly secondary schools, a major supermarket, GP surgeries and the hospital.

Banbury 4: Bankside Phase 2

Development area: 21.67 hectares

Development Description - 400 homes with associated services, facilities and other infrastructure.

Employment

- Land Area – remains to be negotiated

- Jobs created - remains to be negotiated
- Use classes – remains to be negotiated

Housing

- Land area – 13 ha net
- Number of homes– 400
- Affordable Housing - 30%

Infrastructure needs

- Education – contribution to expansion to Phase One school
- Health – remains to be negotiated
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC12
- Access and Movement – bus route extension from Phase 1
- Community facilities – local centre, Contributions towards the enhancement of community facilities to be provided as part of phase 1 may be preferable to a community facility being provided on site. A contribution towards indoor sports provision may be required.
- Utilities – extension and enlargement of phase One connections and pumping station if required

Key site specific design and place shaping principles

- Layout of development that enables a high degree of integration and connectivity with Bankside Phase One and provides good linkages for cyclists and pedestrians to the wider urban area
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes and community facilities.
- Development that respects the identity of Bodicote village
- Development that respects the Cherwell Valley landscape setting, the importance of Banbury's southern approach, and which protects important views from the south and east
- Development that ensures that important valley views from the park within Phase 1 are secured and retained
- A surface water management framework and the incorporation of attenuation Sustainable Urban Drainage Systems (SuDS) to reduce surface water, control drainage and protect a Minor Aquifer (subject to further ground investigation)
- The retention of the line of Ash trees on the site's western boundary
- The protection of other important trees, the retention of hedgerows where possible to provide wildlife corridors, and the enhancement of the biodiversity value of the site
- Public open space to form a well connected network of green areas suitable for formal and informal recreation. Outdoor sports provision should ideally be located in close proximity to the existing pitch provision at Banbury Rugby Club or the proposed relocation site for Banbury United Football Club.
- Development of the Design Code for Phase One with careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages. A well designed approach to the urban edge, which relates development at the periphery to its rural setting, creates clearly defined but soft boundaries, and affords good access to the countryside.
- Protection of the rural character of the Public Right of Way along the site's southern boundary
- A green buffer to be provided to the north and east of the development and to the south to the east of the Rugby Club.
- The provision of extra-care housing and the opportunity for self-build affordable housing
- The incorporation of well designed noise attenuation techniques in view of the site's proximity to the M40 motorway

- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Banbury 5 - North of Hanwell Fields

An area of land to the north-west of Banbury has been identified for development as an extension to the recent Hanwell Fields development. The 27 hectare site lies immediately north of Dukes Meadow Drive, a carefully designed residential spine road which links Warwick Road to the west (adjoining the site) with Southam Road to the east. The road presently marks the northern extent of the town. The site will be developed in a planned, coordinated, integrated way using a single Masterplan for the area as a whole.

The site benefits from its proximity to employment areas, a secondary school, supermarkets and a retail park in the north of the town. It is large enough to accommodate some small scale employment uses in addition to providing local services and facilities to complement those nearby in Hanwell Fields and to the south in Hardwick. It can be readily connected to, and integrated with, existing residential development to the south and there is also the potential to improve local bus services to the wider area.

The site includes grade 2 and 3a 'Best and Most Versatile' agricultural land and has ecological value in its small areas of woodland, hedgerows and semi-improved grassland. Bats and badgers have also been recorded. However, the site is considered to have low landscape sensitivity and has no flooding issues. There is scope for wildlife mitigation and biodiversity enhancement through the replacement and improvement of existing features and the extension of green corridors.

Hanwell village is situated about 500 m to the north and the southern boundary of its Conservation Area is approximately 400m from the site. The village also hosts a community observatory. Development of the site can be achieved without harm to the character and appearance of the Conservation Area but the existence of a local ridgeline means that new houses could protrude into the skyline when viewed from the north. Careful design will therefore be necessary to ensure harm to the historic environment is avoided and the impacts on the character of the rural area and local amenity are minimised. This could include the enhancement of the band of semi-mature trees on the site's northern and western boundaries and detailed consideration of building heights and lighting schemes. The improvement of woodland to the north would help permanently establish a green buffer between the site and Hanwell.

It will also be important that development respects the design and layout of the Hanwell Fields development, sits well in the rural landscape, and ensures that a 'soft' urban edge is created in view of the site's prominent position at a northern gateway to Banbury. Land North of Hanwell Fields has been identified as having the potential to provide up to 400 homes and associated services, facilities and other infrastructure, set out in the policy below:

Policy Banbury 5: North of Hanwell Fields

Development area: 28.04 hectares

Development Description - Located at the northern edge of Banbury, this residential-led strategic development site will provide 400 dwellings with associated facilities and infrastructure in a scheme that demonstrates a sensitive response to this urban fringe location. The development area will require an integrated, coordinated and comprehensive planning approach to be taken with a link road between the various sites to ensure a sustainable and inclusive access and movement

strategy for the Development Area to be taken and connection in to the surrounding road network.

Housing

- Land area – 11.55 ha (net)
- Number of homes – 400
- Affordable Housing - 30%

Employment

- Small scale local employment opportunities, such as would be appropriate for a semi-rural setting, such as live-work or small scale office / workshops.

Infrastructure needs

- Education – 100 additional primary school places will be required, 80 secondary school places, and that North Oxfordshire Academy has capacity (as at 2008) Health – Health needs would be best met by expansion/improvement of existing surgeries or development of a branch surgery
- Open Space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC12. Additional playing pitches can be provided towards the western edge, and children's play space on a phase by phase basis Access and Movement – Initial single access point off existing roundabout; later phasing will need second access point. Extension and improvement of existing bus services.
- Community facilities – provision of a local centre including the opportunity for a local shop and small scale community facility. A contribution towards indoor sports provision may be required
- Utilities – Two new electrical substations will be required; Hanwell Fields water booster station will need to be upgraded, Hardwick Hall booster pumps will need to be upgraded, SuDS will be required, sewerage networks likely to be required (Source: Site promoter's report).

Key site specific design and place shaping principles

- Layout of development that enables a high degree of integration and connectivity with the Hanwell Fields development to the south.
- A layout that maximises the potential for walkable neighbourhoods, with a legible hierarchy of routes and community facilities
- Provision of a Travel Plan to maximise connectivity with existing development, including linkages with and improvements to existing public transport servicing Hanwell Fields and the Hardwick area
- Careful consideration of street frontages to ensure an appropriate building line and incorporation of active frontages
- A well designed, 'soft' approach to the urban edge, which integrates with the design and layout of the Hanwell Fields development and which respects the rural, gateway setting
- The maintenance of the integrity and quality of the strategic landscaping for the Hanwell Fields development
- Retention of the two Public Rights of Way and a layout that affords good access to the countryside
- Enhancement of the semi-mature band of trees on northern and western boundaries and establishment of a Green Buffer between the site and Hanwell village
- Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation
- Provision of opportunities for Green Infrastructure links beyond the development site to the wider town and open countryside in accordance with policy ESD17
- Detailed consideration of ecological impacts, wildlife mitigation including relocation of a bat roost and the creation and enhancement of wildlife corridors

- Careful design of the height and extent of built development to minimise adverse visual impact on the setting of Hanwell village and Hanwell Conservation Area
- Provision of appropriate lighting and the minimisation of light pollution in order to avoid interference with Hanwell Community Observatory based on appropriate technical assessment.
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5
- Adoption of a surface water management framework to reduce surface water run off to greenfield rates
- Use of attenuation SuDS techniques (and infiltration techniques in the south eastern area of the site)
- The provision of extra-care housing and the opportunity for self-build affordable housing
- If necessary, the satisfactory incorporation of 3 existing dwellings into the scheme.

Strategic Development: Banbury 6 – Employment Land West of M40

The Council's aspirations for a new strategic employment site in this highly prominent location adjoining the M40 motorway and close to junction 11 are in the process of being realised. A new roundabout junction has been developed on Overthorpe Road and a planning permission for B2 and/or B8 uses on 5.5 hectares of land in the northern part of the site is being implemented. There is also active developer interest in a further 28 hectares of land extending further south to the west of the M40 and to the east of the Thorpe Mead industrial area.

The strategic road network and local distributor routes can be readily accessed from this area and be done so avoiding lorry movements through residential areas. Although an edge of town site, it is also within walking distance of the town centre and bus and railway stations. Development in this area provides an opportunity for high visibility economic investment, the remediation of land that is potentially contaminated (tertiary treatment of sewage), and the bringing into effective use land that would otherwise be unsuitable for residential purposes due to the impacts of neighbouring land uses. Land will be reserved for a new road connection to act as an inner relief road that enables traffic to bypass the town centre should this be required towards the end of the programme period.

Policy Banbury 6 therefore seeks to deliver this land for economic development in the interest of delivering jobs and investment in a highly sustainable location.

Policy Banbury 6: Employment Land West of M40

Development area: 24.68 hectares

Development Description – Located on the eastern edge of Banbury in an important position adjoining the M40, this strategic site provides for 28 hectares of mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy expressed in the Economic Development Strategy.

Employment

- Land Area – 8.14 ha
- Jobs created – 527 (approx, on part of site already constructed), 1000 (approx, on the part of the site not yet constructed)
- Use classes – B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution)

Infrastructure needs

- Green Infrastructure – to be confirmed

- Open space- Incidental
- Access and Movement– route to be safeguarded for potential inner relief road

Key site specific design and place shaping principles

- Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre
- A high quality, well designed approach to the urban edge which functions as an high profile economic attractor but which also achieves a successful transition between town and country environments
- Development that respects the landscape setting, the need for wildlife corridors, and the creation of a green infrastructure network for Banbury
- A comprehensive landscaping scheme including onsite provision to No built development south of the dismantled railway which represents a defensible boundary to the site in landscape impact terms
- Adequate investigation treatment and management of protected habitats and species onsite
- Protection of the amenity of the public footpath network including satisfactory treatment of existing footpaths on the site and diversion proposals where appropriate
- enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape, particularly given the key views afforded into the site from higher ground in the wider vicinity
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to reduce overall visual impact
- The height of buildings to reflect the scale of existing employment development in the vicinity
- Detailed investigative work with regards to land contamination and remediation
- Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to the strategic road network
- Development that reserves the potential for a future highway connection to bypass the town centre
- Full mitigation of flood risk in compliance with Policy ESD6 including the use of SuDS (Policy ESD7)
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Banbury 7 - Strengthening Banbury Town Centre

Banbury town centre is the largest shopping and service centre in the hierarchy of centres. It is a regional centre which draws in visitors from south Warwickshire, and south Northamptonshire, as well as from a rural hinterland within Oxfordshire. The town centre has substantial shopping floorspace as well as leisure, cultural, commercial and civic uses.

The historic heart of the town centre is the Market Place, and much of the town centre lies within the Banbury conservation area. The town centre has, however, grown significantly in recent years to the east with the opening of the Castle Shopping Centre in 1974 and its expansion into the Castle Quay Shopping Centre in 2000.

The Council has worked with the Banbury Town Centre Partnership to develop a spatial strategy for Banbury and this has informed the preparation of the Local Plan. The spatial strategy identifies a vision for the town centre and from this a number of themes emerge:-

- We need to create more natural flows of people between the various quarters of the town centre
- We need to encourage a broad mix of uses within the town centre and ensure there is a “human dimension” throughout the day

- The town centre should be accessible by a variety of transport options
- We should make the most of our assets (our waterways, built and cultural heritage); using features and focal points to create and maintain the uniqueness and sense of community ownership.
- We should promote a wide variety of activities at all times of the year
- We need to reflect and adapt to changes yet protect the asset of the town centre.
- A PPS6 Assessment carried out by the Council in 2006 (see evidence base), identified a number of areas where it was considered that there is development potential. This work has been further supported by more recent studies for the Canalside, Bolton Road and Spiceball Development Areas. On the basis of this work, the following sites are identified as of strategic importance that should be addressed in the Local Plan.

Key sites which are of strategic importance to the future of the town centre:

- Canalside (Policy Banbury 1) - This area is identified as a strategic housing allocation to deliver a housing-led mixed-use regeneration of this area. Not all of the Canalside site lies within the town centre, however the northern area (between Upper Windsor Street and the railway station) is allocated for retail and commercial uses. This area will form an important link between the railway station and new housing to the south and the heart of the town centre.
- Land at Bolton Road (Policy Banbury 8) - This is major opportunity for a retail-led regeneration of this area.
- Banbury Spiceball Development Area (Policy Banbury 9) - Including land at the former Spiceball Sports and Leisure Centre, this site provides a unique opportunity to regenerate this area and introduce new retail and provision for the night economy as well as improved arts and cultural uses within an expanded town centre.

In addition, the Banbury Bus Station is an important site that links the existing Castle Quay shopping centre, Canalside and The Spiceball Development Area, it will be redeveloped within this plan period as part of a major investment programme to strengthen the town centre.

The boundary for the town centre is to be extended to form the new area within which appropriate planning applications will be considered and proposals brought forward.

In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study (see evidence base) and this identifies the capacity for comparison and convenience floorspace in each of the district's urban centres up to 2026. In the light of recent changes facing the retail sector this study has itself been followed by a further examination of retail needs through to 2031 and the opportunity that exists to strengthen Banbury's retail offer. Following the CBRE study of retail trends affecting Cherwell (2012) our plan aims to help strengthen the retail base of the town centre, supporting the growth of more independents and night economy, act as a draw to encourage dwell time and help generate new employment. The Local Plan identifies land within Banbury town centre that will help meet Banbury's identified need as well as positioning Banbury to compete on a regional basis.

Banbury 7 - Strengthening Banbury Town Centre

Shopping, leisure and other town centre uses will be supported within the boundary of Banbury town centre. Residential uses will be supported above ground floor level.

Strategic Development: Banbury 8 - Land at Bolton Road

Land at Bolton Road will be developed to provide new shopping and other town centre uses. The site lies immediately to the west of the Castle Quay Shopping Centre and to the north of Parsons

Street. It comprises a large multi-storey car park, a number of smaller car parks and service areas associated with commercial units fronting Parsons Street, a former car repair workshop, a Bingo Hall and a number of historic outbuildings.

The PPS6 Assessment carried out for the Council in 2006, its subsequent review 'The Retail Study Update 2010' and the initial Bolton Road site analysis identified that this site could offer suitable accommodation for larger retailers and should be given the greatest priority by the Council. The site offers an ideal opportunity to provide significant additional retail floorspace adjacent to the current Shopping Centre and presents the potential to provide a link through to Parsons Street to improve pedestrian circulation in this area capitalising on the recent pedestrianisation of Parsons Street.

The Council is currently completing a masterplan for the Bolton Road site in the form of a Supplementary Planning Document (SPD). It will set out the capacity and mix of uses that should be supported on the site to ensure a comprehensive and viable scheme, that sits well with the Conservation Area that it sits alongside. It will include the aim to secure a mix of convenience and comparison shopping on the site, together with other uses including residential and leisure uses at the heart of Banbury. The site will connect and integrate with the Castle Quay shopping centre, links through to Parsons Street, strengthening the role of the independent sector to increase footfall. We intend to secure a major anchor supermarket, high quality mixed use development on the site.

Banbury 8 - Land at Bolton Road

Development area: 1.7 hectares

Development Description - Bolton Road is located in a prominent location on the northern edge of Banbury Town Centre. The Council will seek the redevelopment of the area to include a range of town centre uses that will regenerate and enliven this part of the town centre. Proposals should respect and enhance the historical setting, and include the creation of a high quality public realm, which ensures successful integration and connectivity with the rest of the town centre.

Employment

- Jobs created – 446 (source BM calculated potential job numbers based on the indicative layout in SPD)
- Use classes: (source: Draft SPD)
 - Retail: including anchor foodstore and comparison retail (class A1, A3)
 - Hotel (C1)
 - Leisure (D2)
 - Car parking

Housing

- Number of homes—Residential use would be acceptable but as a secondary element to the wider retail and leisure proposal

Infrastructure needs

- Access and Movement—Improved links between the site and Parson Street
- Community facilities – Replacement of community facility is desirable. A contribution towards indoor sports provision may be required
- Utilities – to be confirmed

Key site specific design and place shaping principles

- An attractive, mixed use proposal which is well integrated with the rest of Banbury town centre.
- Pedestrian linkages that enable a high degree of integration and connectivity, particularly

between Parson Street, North Bar Street and Castle Street.

- A design which respects and enhances the adjoining historical setting
- A design which respects the historical grain of the adjoining areas.
- Careful consideration of street frontages and elevation treatment to ensure an active and vibrant public realm.
- Height and massing sensitive to the surroundings, ensuring there are no adverse effects on important views/vistas
- The creation of a high quality public realm
- The incorporation of SuDS (Policy ESD 7)
- Encouragement of sustainable modes of travel
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Banbury 9 - Spiceball Development Area

The land to the immediate north east of the Castle Quay Shopping Centre is home to a range of uses including the Mill Arts Centre, the Banbury Museum and the former Spiceball Sports and Leisure Centre. On the other side of the river a new Spiceball Leisure Centre was completed in December 2009.

With the Museum and Arts Centre already established, the former sports centre site cleared, land between the canal and river is uniquely placed to deliver a shared vision of the District and County Councils: to deliver a further extension to the town centre to provide new retail and leisure uses, provide opportunities for a strengthened night economy, and enhance the appeal of central Banbury to both residents and visitors. It will be important that development in this area capitalises on its excellent linkages with the existing town centre and in particular the recreational potential of its canal and river front location. A high standard of design will be essential.

The Council is working with the County Council to deliver this project and will work with other stakeholders in shaping the proposals.

Banbury 9 - Spiceball Development Area

Development area: 2 hectares

Development Description - Land between the canal and river Cherwell to the north east of the Castle Quay Shopping Centre will be developed to provide a mixture of town centre uses, comprising new retail and leisure uses associated with strengthening the night economy of the centre of Banbury.

Town Centre uses

- Use classes - A and D and Sui generis

Infrastructure needs

- Open Space – to be focussed on the canal/river corridor and linking with existing open space to contribute to the objective of creating a linear park and thoroughfare from the north of the town to Bankside in the south.
- Access and Movement– to be confirmed
- Utilities – to be confirmed

Key site specific design and place shaping principles

- Well-designed retail premises

- A refurbished Mill Arts Centre
- A new library for Banbury
- A public space focusing on the Oxford Canal and/or river and improved pedestrian access to the new Spiceball Centre from the town centre
- Additional car parking with opportunities for commercial and residential uses above.
- Taking account of the level 2 SFRA currently underway
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Strategic Development: Banbury 10 - Bretch Hill Regeneration Area

The Bretch Hill area is centred on Ruscote Ward. This is a ward with relatively low levels of income and employment, while poorer health and well-being and lower education and training outcomes are particular issues in this area of the town. The 'Brighter Futures in Banbury' initiative brings together key agencies to address such issues in the town and a number of projects are being pursued targeting western Banbury, together with Grimsbury in eastern Banbury.

Helping to create opportunity for all and positively renew and regenerate areas with challenging social conditions in parts of Banbury is important to the delivery of the objectives of the Local Plan. This strategic development to the west of Bretch Hill will positively contribute to improving opportunities in western Banbury by providing new housing and associated facilities and improvements to the built environment. It will also enhance the built environment and provide opportunities for contributions and linkages to long-term community based projects and schemes designed to specifically help community development.

A number of opportunities exist to further improve the Bretch Hill area and the identification of a regeneration area focussed on Ruscote Ward and part of Neithrop Ward under Policy Banbury 10 below is intended to promote development proposals that would help to address some of the issues in this part of the town.

The area of Bretch Hill will be regenerated through housing investment and new retail, community facilities and other investment from a multi-agency partnership. Area renewal will help improve the community fabric of the area, help reduce social disadvantage, improve health and well-being, educational attainment and employment opportunities. This development area takes forward many elements of the 'Brighter Futures in Banbury' initiative on a multi-agency basis.

Planning permission will be granted for small scale redevelopment/renewal proposals that would result in improvements to the existing housing stock, retail and community facilities and services, and local employment, including opportunities for redevelopment in the Woodgreen area. An Area action programme will be prepared as the required means of delivery.

The Sanctuary Group owns and manages a significant proportion of the affordable housing in the area, which provides the opportunity for further improvements to the housing stock. Neighbourhood Planning Front Runner status has secured funding for a community led self build housing scheme at the Fairway Methodist site. This is the first scheme to be developed under the Council's "Build!" programme and the land will be owned by the Community Land Trust (CLT) being established to facilitate community-led housing on a wider scale. The policy encourages further development proposals which would include an element of self build and community involvement to progress the aims of "Build!" and the CLT.

Proposals which would provide local employment opportunities will be encouraged and the proposed development to the west of Bretch Hill (Policy Banbury 3) will include local recruitment of labour.

Local retail and community facilities in the Wood Green area are in the ownership of Cherwell District Council and Oxfordshire County Council, which provides the opportunity for improvements and regeneration to maximise the use of buildings by co-locating/ sharing of facilities, ensuring the facilities can be used for longer periods of time, providing better accessibility and improved facilities.

Banbury 10: Bretch Hill Regeneration Area

Development area: development area is of necessity indicative

Development Description – Development proposals will be permitted within the Bretch Hill regeneration area for small scale redevelopment/renewal that would result in improvements to the existing housing stock, retail and community facilities and services, and provide local employment. This will include opportunities for redevelopment in the Woodgreen area, through investment from a multi-agency partnership. Development proposals incorporating elements of the following will be encouraged:

Housing

- Improvement/renewal of existing stock where opportunities exist e.g. Sanctuary Group improvement programme
- Small scale redevelopment where opportunities exist e.g. Orchard Way flats, Woodgreen
- Opportunities for community led self build housing in accordance with the “Build!” programme and Community Land Trust initiatives.
- Development proposals including an element of shared ownership /shared equity properties

Employment

- Increased opportunities for local employment and career progression through apprenticeships

Infrastructure needs

- Education – opportunities to improve educational attainment
- Health –improvements to existing surgery may be required
- Open Space – improvement/enhancement of open space/recreation facilities
- Access and Movement– The scheme will look to build on good bus service to town centre by improving bus links to employment sites
- Community facilities – Improvement of existing community facilities at the Sunshine Centre and facilities in the Woodgreen area. Opportunities for community involvement and services to be managed by local people will be encouraged.

Key site specific design and place shaping principles

- Layout of new development should enable a high degree of integration and connectivity with the existing communities.
- Development proposals should assist in addressing problems of deprivation in the existing community and aid community development.

Strategic Development: Banbury 11 - Meeting the Need for Open Space, Sport and Recreation

There are existing deficiencies and future shortfalls in open space and recreation provision which will need to be addressed in part through the Local Plan. The action plans contained in the Playing Pitch and Green Spaces Strategies recommended deficiencies being met through a combination of improvements to the quality of and access to existing facilities, using existing areas of one type of

open space to meet deficiencies in another type (e.g. locating play equipment on some areas of amenity open space), and the provision of new areas of open space.

Open space should form an integral part of new development and Policy BSC 11 indicates that provision should usually be made on site. The proposed strategic sites shown on Proposals Maps will be expected to make provision on site for open space and recreation to meet the needs of the new development. The precise composition and size of green space provision will be determined in relation to the overall size of development, the character of the site, the overall green space provision in the locality and with reference to the minimum standards of provision set out in Policy BSC 11.

Whilst new development will only be expected to make provision for its own needs, meeting existing deficiencies requires land to be allocated in the Local Plan. Based on the deficiencies identified in the Playing Pitch Strategy and the Green Spaces Strategy (as updated by the 2011 Open Space review) land is required for the following:

- 3 junior football pitches
- 1 cricket pitch
- 9.75 ha of allotments
- 8.81 ha of natural/semi-natural green space

The Playing Pitch and Green Spaces Strategy estimated that the following additional provision was required to meet development needs to 2026:

- 6 junior pitches
- 2 mini-soccer pitches
- 2 cricket pitches
- 3 rugby pitches
- 3.3 ha park on the north west outskirts of the town
- 3.7 ha of natural/semi-natural space through new provision/public access agreements to privately owned sites
- 3.5 ha of amenity open space
- 5.41 ha of children's play space to be met through new equipped play areas and additional play opportunities using other open space
- 2 multi-use games areas (MUGAs)
- 2 tennis courts
- 1 bowling green
- 2.1 ha of allotments

The Playing Pitch and Green Spaces Strategies were based on allocations in the draft Core Strategy and future needs is to be updated to reflect the amount and preferred distribution of development in the district for an extended plan period through to 2031.

The most effective way of planning to meet current and future requirements is through integrating provision with the planning of the strategic sites. For example, the proposed strategic allocation on land west of Bretch Hill should provide the opportunity to contribute towards provision of a park on the north west outskirts of the town, which could assist in landscaping the proposed development and improving the urban fringe, in addition to providing a facility for the local population. The intended components of open space and recreation provision of the strategic sites are briefly summarised in the site allocation policies. Overall open space provision and green infrastructure requirements are being examined in more detail as part of the Banbury Masterplan work and any additional non-strategic allocations will be contained in the forthcoming Local Neighbourhoods DPD.

Policies BSC 11, BSC 12 and BSC 13 will be used to help address existing deficiencies in provision and future development needs, in addition to policy Banbury 11.

The strategy retains the long-term objective of seeking to establish a series of open spaces based on the Oxford Canal and River Cherwell linked by public footpaths/cycleways. The Banbury Country Park proposal (Banbury 14) represents a major expansion of the public green space available to the citizens of Banbury. The river canal corridor provides the opportunity for flat, traffic free and pleasant footpath cycleway routes linking residential areas to employment areas, the town centre, railway station and bus station. The provision of these routes is an important measure in seeking to reduce the need to travel by private car. Contributions towards the provision of these routes and areas of open space will be sought from developers when it can be shown to be necessary in order to ensure that the development is adequately served by sustainable transport modes in a safe, segregated environment.

The regeneration of Canalside (Policy Banbury 1) will provide the opportunity to form public access routes alongside the canal and watercourse, together with new areas of open space, improving the amenity and appearance of the area. Much of the land in the river canal corridor lies within the flood plain and there may be other opportunities to improve the open space network; for example the Council's proposed country park and community woodland at Wildmere Wood (Policy Banbury 14 below), which has the potential to contribute to the green infrastructure network of the town, improving the river corridor by providing a screen for the M40 to the north and Wildmere Industrial Estate to the south.

Banbury 11 - Meeting the Need for Open Space, Sport and Recreation

As part of measures to address current and future deficiencies in open space, sport and recreation provision in the town we will:

- retain the long-term objective of seeking to establish a series of open spaces based on the Oxford Canal and River Cherwell linked by public footpaths/cycleways, with the intention of creating a linear park and thoroughfare from the north of the town and Grimsbury reservoir to the new park to be provided as part of the committed development south of Bankside. Development that would prejudice this objective will not be permitted.
- identify a site for the relocation of Banbury United Football Club (see Policy Banbury 12 below)

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

Banbury United Football Club is an important sporting and community asset with a long history. 'The Puritans' have over 20 teams including youth squads and a team for people with learning difficulties. The club presently occupies the Spencer Stadium at Station Approach but has been in need for a new ground for a number of years. The proposals for Canalside regeneration (Banbury 1) mean that an alternative site needs to be secured. An alternative site needs to be secured to enable proposals for the regeneration of Canalside (Banbury 1) to go ahead.

Land adjacent to Banbury Rugby Club at Oxford Road, Bodicote is available. Although previously allocated for formal sports provision to meet the needs as part of the permitted Bankside urban extension, it is no longer required for that purpose as alternative provision is to be made. The site is in a suitable location on a main transport corridor. At 5.1 hectares, the site is larger than the football club requires. Therefore, any land not needed by the club will be used to address existing shortfalls in town wide provision. There may also be the potential for some sharing of facilities with the adjacent rugby club.

Banbury 12 - Land for the Relocation of Banbury United FC

An area of land to the east of the Oxford Road at Bodicote, adjacent to Banbury Rugby Club, will be secured for the relocation of Banbury United Football Club and for sport and recreation use.

Strategic Development: Banbury 13 – Burial Site Provision in Banbury

As indicated above, additional burial site provision will be required during the Local Plan period to meet the needs of the town. The Town Council has carried out initial investigations and has requested that land be allocated to provide increased burial capacity. However, this does not require a strategic land allocation to be made in the Local Plan and will therefore be progressed as part of the Local Neighbourhoods DPD.

Banbury 13 - Burial Site Provision in Banbury

An extension to the existing cemetery is required to meet the needs of future development in the town, in addition to the existing population. As such developer contributions will be sought from new development in the town towards the establishment of the facility. Further details will be contained in the Planning Obligations SPD.

Strategic Development: Banbury 14 – Banbury Country Park

The Council has for some time held aspirations for a new community woodland to be established on the fringe of Banbury. It owns land at Wildmere Wood, immediately to the north of Wildmere Industrial estate, and the completion of the Banbury Flood Alleviation scheme to the north has provided the opportunity for the Council and the Environment Agency to work in partnership to design and implement a scheme for a new country park, designed to benefit both residents of and visitors to the town. The site is approximately 3 miles from the town centre and will be located in close proximity to the proposed Banbury Gateway retail development site.

The site comprises approximately 27ha of unused pastureland and includes the flood alleviation scheme comprising earth embankments to the east of the M40 corridor and a flood storage area with flood control structures adjacent. Additional land acquired by the Council will enable the provision of a country park, much of which will be new woodland planted as an extension to Wildmere Wood. To the north of the M40 there will be areas of wetland meadow, reedbeds and scrapes.

A visitor car park will be provided accessed via the Environment Agency's maintenance access to the Flood Alleviation Scheme embankment off the A361 Daventry Road. A network of existing rights of way and permissive paths will enable public access to most areas of the park and will also allow access to Wildmere Wood, currently inaccessible due to its position between the industrial estate, railway line embankment and private land.

Provision of a country park with new woodland planting will help meet deficiencies in natural/semi-natural provision identified in the evidence base, and will also contribute to the objectives of the Council's BAP. It will also help contribute to the objective of establishing a series of linked open spaces through the town based on the river canal corridor (Policy BSC11).

Policy Banbury 14: Banbury Country Park

Development area: 26.86 hectares

Development Description – Land to the north of Wildmere Road industrial estate and east of the M40 will be developed as a country park, with a permissive footpath network with DDA access.

Infrastructure needs

- Access and Movement– A visitor car park is proposed off the A361 Daventry Road which will allow access to the Flood Alleviation Scheme Embankment permissive footpath and the proposed parkland between the canal, M40 and railway. Pedestrian and maintenance access will be provided between Wildmere Wood and the proposed community woodland. The Country Park's permissive path system will be linked with the canal towpath, and the bridleway on the defunct Daventry Road.

Key site specific design and place shaping principles

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

C.3 Kidlington

Kidlington Village Centre is the smallest of the three urban centres in the district, and primarily serves the local area. Its proximity to Oxford is partly responsible for the relatively low provision of comparison retailers compared with convenience shopping.

The Centre is compact and includes both the High Street and a parade running south along the A4260 Oxford Road. There is a small arcade, the Kidlington Centre, located off the High Street opposite Sterling Road Approach. Within or adjacent to the Centre are a number of local services including the library, Health Centre and Exeter Hall.

Local organisations within Kidlington have worked to prepare their own spatial strategy for the Village and have identified a vision for how the centre should grow and evolve. At the heart of this is a perception that Kidlington is failing to achieve its full potential despite its size (13,433 people including those within Gosford and Water Eaton). The main issues that have been identified are as follows:-

- defining robust boundaries for the village centre to allow for future growth
- improvements to the public realm
- creating stronger links between various uses including Exeter Hall which lies over 200 metres from the shops on the High Street.
- there is a shortage of burial space

The Council commissioned an update to its 2006 PPS6 Retail Study in 2010 (Appendix 2) and this identifies the capacity for comparison and convenience retail floorspace in each of the district's urban centres to 2026. This study is currently being updated to cover the period up to 2031.

The Local Plan will initiate a review of how best to extend the village centre boundary.

What will happen, where?

There is a major potential for Cherwell to start to diversify its economic base by taking advantage of its location on the hi-tech corridor between London and Cambridge, with close proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. Both Bicester and Kidlington have the potential to capture this investment.

Kidlington plays an important role in the District's wider employment context and along with Begbroke has the potential to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. Within this area lies Oxford: London Airport which includes another employment cluster and an adjoining area of lower employment. The Employment Land Review identified a need for additional land to be allocated for employment use. The Council proposes that in order to meet this need a local Green Belt review will be undertaken in preparing the Development Management DPD in the area adjoining Oxford: London Airport as illustrated in the Proposals Map (See Kidlington 1).

Kidlington is "inset" within the Green Belt. In accordance with Policy SLE1, sites subsequently allocated for employment development will be outside of the Green Belt boundary. It is recognised that Kidlington has a very different economic role from the other villages in the district, and accordingly, the need for more employment land is likely to be higher. If there is clear evidence that an identified need cannot be met by a site within the village (i.e. outside of the Green Belt), the Council will need to consider reviewing Green Belt boundaries. Any such case would need to demonstrate the special circumstances why the land should be removed from the Green Belt for employment purposes.

Strategic Development: Kidlington 1 – Langford Lane Technology Park

Langford Lane is already the only location of an industrial estate at Kidlington, which in recent years has become a location for a wide range of commercial uses. In the light of the economic analysis which informs this Local Plan there is a need for some additional employment land at Kidlington. To secure this additional employment land we propose to undertake a small scale local review of the Green Belt (see Policy ESD14: Oxford Green Belt).

Over the medium to longer term progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries. This will reinforce and strengthen the emerging cluster of such industries in this area adjoining Oxford airport.

Kidlington 1 – Langford Lane Technology Park

We will undertake a small scale local review of the Green Belt to accommodate identified employment needs at Kidlington.

The review needs to consider how to accommodate higher value employment uses such as high technology industries in the research and development sector.

Subject to the outcome of the small scale local review of the Green Belt the following design and place shaping principles will be applied:

- Design for buildings that create a gateway with a strong sense of arrival from the airport and to the industrial estate
- Layout of development that enables a high degree of integration and connectivity between new and existing development, including surrounding employment areas and services
- A well designed approach to the urban edge, which achieves a successful transition between town and country environments
- Development that respects the landscape setting of the site
- A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses.
- The height of buildings to reflect the scale of existing employment development in the vicinity
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5.

Strategic Development: Kidlington 2 - Strengthening Kidlington Village Centre

It is important that Kidlington centre is supported and strengthened to help meet the aspirations of Kidlington and to ensure that the everyday shopping needs of residents are met, avoiding the need for unnecessary journeys to Oxford, Bicester and other destinations.

Kidlington Village Centre performs a particular function in the hierarchy and network of town centres in the district. Smaller than Banbury and Bicester centres, it is however larger in the number and range of retail units than the local centres present in many of the larger villages in the district. A Healthcheck of Kidlington Village Centre undertaken by the Council in 2007 found that the centre fulfils the role of 'top up' and local shopping. This notwithstanding, the Council's 2010 Retail Study Update identified significant capacity within Kidlington centre for comparison and convenience retail. This is despite limited population growth in Kidlington and the use of conservative comparison

expenditure growth rates, and reflects the increased allowance made in the projections to tackle the 'over trading' of existing convenience stores in Kidlington (which is significantly above average benchmarks).

Many improvements to the village centre have been implemented in recent years in a partnership between the District Council, Kidlington Parish Council and the Kidlington Village Centre Management Board, including most recently the pedestrianisation of the core retail area throughout the day.

This Local Plan now expands the geographical area defined as Kidlington Village Centre to include land on the western side of the Oxford Road and other small areas of commercial uses. The aim of the extension is to:

- i. support the viability and vitality of the existing village centre
- ii. encourage economic activity
- iii. assist with the connectivity between the existing village centre and the civic, community and green open space at the Exeter Hall area
- iv. contribute to and maximise the benefits of improvements to the character and appearance of the village centre and the public realm.

Kidlington 2 - Strengthening Kidlington Village Centre

Shopping, leisure and other town centre uses will be supported within the boundary of Kidlington Village Centre as shown on the proposals map. Residential uses will be supported where above ground floor level.

C.4 Our Villages and Rural Areas

The Challenge of Developing a Sustainable Economy in the villages and rural areas

Most of rural Cherwell's economically active residents commute to their workplaces, and less than a quarter of them work within 5km of home. There are limited employment opportunities in Cherwell's villages. Kidlington is the exception to this pattern with some employment opportunities available here. In recent years it has developed its high technology, office and airport offerings, positioning itself to absorb the potential overflow from Oxford University's spin off businesses. This Local Plan encourages this to continue with the future small scale local review of the Green Belt allowed for under Policy Kidlington 1. Kidlington is well connected with easily accessible business premises, and is well positioned to continue to provide for overflow demand from Oxford.

The key economic issues facing the villages and rural areas are:-

- addressing the changing needs of the rural economy and the district's farming communities. Farming remains of vital importance to Cherwell's rural identity. In order to remain viable many farms are diversifying into tourism, recreation, food retail and other types of business.
- ensuring that there are appropriate opportunities for local rural employment and to support home working will be important.
- the need to support the vibrant visitor economy in a way which contributes to the local economy whilst also preserving the local environment.
- the need to support the economic role of Kidlington.
- Preserving the canal and its immediate surroundings whilst maintaining and realising its recreational potential.
- Potential future demand for airport expansion and the potential for employment land in this location.

Our vision for our rural areas is that our villages should be "lived in" as well as "slept in". To achieve this, rural areas must seek to provide appropriate opportunities for new jobs such as support for farm diversification proposals and rural employment opportunities that have the potential to be sustainable and support local communities, whilst at the same time having regard to protecting the landscape and built environment of the district. In particular we will encourage appropriate proposals that can support a vibrant tourist economy whilst also preserving the local environment.

At Kidlington, we will support the function of the Village Centre as a vibrant heart of the village and build on Kidlington's strength as a focus for employment generating development as a quality centre for office and laboratory based businesses, recognising its proximity to Oxford.

The challenges of Building Sustainable Villages and Rural Areas

Cherwell District has many attractive villages with valued built and natural environments. High house prices and an emphasis on commuting by private car mean that those of limited means, and those seeking to live, work and access services locally, can be disadvantaged. (There are also pockets of deprivation in Cherwell's rural areas.

The key community issues facing the villages and rural areas are:-

- A lack of affordable homes of all types. There is a lack of private rented homes, social rented housing stock and smaller homes generally. In some areas there is a lack of any new housing coming onto the market at all. House prices are more expensive in Kidlington and the rural areas compared to Banbury and Bicester, meaning that it is less likely that those born in the village will be able to purchase a house there.
- The Council's Playing Pitch and Green Spaces Strategy and 2011 open space update, have identified that there are deficiencies in open space provision in the rural areas.

- The number of permanent local services (village shops, pubs, schools, GP surgeries) is declining. Public transport provision is variable across the rural areas. In smaller and more isolated villages, it can be infrequent or non-existent.

As our district continues to grow, a key challenge will be to steer development towards the most appropriate sustainable locations in a manner which meets the needs of our villages and rural communities as far as possible. We will aim to seek to provide good quality, affordable rural housing to meet rural needs and meet the needs of rural communities for services and for open space, sport and recreation facilities.

Meeting the Challenge of Ensuring Sustainable Development in our villages & rural areas

The need to manage the rural environment and create inclusive, sustainable rural communities, meeting the needs of all those people who live and work there, creates particular tensions.

The key environmental issues facing the villages and rural areas are:-

- The need to protect the biodiversity of the rural areas. The Oxford Meadows Special Area of Conservation, which is of European importance, is located 2km from Kidlington.
- The need to address the challenges faced by the legacy of major developments that have taken place in the rural areas. In particular, the MOD has developed significant assets across the district, and over time their needs for these will change. The former RAF base at Upper Heyford has particular challenges as it is redeveloped for new uses.
- The impact of growth and new development in the rural areas may impact upon the quality, character and landscape setting of villages.
- Any further expansion of Kidlington needs to be carefully considered in relation to topography and landscape character as well as the existing Green Belt to prevent pressure on the surviving historic environment.
- The rural areas are not congested when compared to the towns but traffic is an issue in the rural area owing to the high level of commuting to nearby towns and cities for work. Traffic congestion is an issue for Kidlington. The Sustainable Community Strategy highlights the need to address the issues of the main road bisecting the village, and traffic management

The major environmental challenge for our villages and rural areas is to maintain and enhance the quality of our natural and built heritage in the face of pressures for new development that the district must accommodate; to protect and enhance biodiversity and to support a pattern of development which reduces peoples' need to travel and maximises opportunities to use public transport, thereby minimising additional levels of traffic on the roads and pollution.

Our Vision and Strategy for Our Villages and Rural Areas

By 2031, we will have protected and enhanced where possible, our services and facilities, landscapes and the natural and built environment within our villages and rural areas, and will have created opportunities for the people who live and work there. We will provide 948 (2011-2031) dwellings in the rural areas.

We will cherish, protect and enhance the beauty of our villages through protecting conservation areas and by promoting high standards of design for new development and will have protected and enhanced the beauty and natural diversity of the countryside for the enjoyment of all.

To secure our vision this Local Plan has a strong urban focus which deliberately seeks to direct housing towards Bicester and Banbury. However, there will still be a need for some development within the rural areas.

What will happen, where

In identifying the strategic approach towards new development in our villages and rural areas, this Local Plan must do three things. It must:-

- Identify the overall level of growth to be developed within the rural areas.
- Identify an approach for distributing the growth across the different villages within the rural areas.
- Identify a sustainable hierarchy of villages to set a framework for considering how proposals within villages will be determined.

Our approach to where development in the rural area is to be located is informed by:

- Distribution of development across our most sustainable villages, where there is good access to local shops, services and job opportunities, or where there is best access by means other than the car to nearby towns.
- Where existing rural services and facilities can best be supported through controlled population growth
- Where opportunities for affordable rural housing can be taken
- Where there will not be significant environmental harm

This strategy is reflected in Policy for Villages 1 and 2 below.

The overall level of growth for our villages and rural areas is set out earlier in Theme Two: Building Sustainable Communities. The Local Plan proposes to reduce the overall level of growth directed to the rural areas of the district. Accordingly, the target for the rural areas is reduced compared with the Draft Core Strategy (Feb 2010). Within this, it further proposes that there should be a particular reduction in the target for villages in southern part of the district.

We do not allocate specific sites within villages in this document. Further work is currently being carried out to assess the suitability of individual sites within villages, and this will be published as part of the Local Neighbourhoods Development Plan Document.

Where development is permitted in villages, we will require that it is built to exemplary design and building standards as set out in Section B - Theme Three of this Plan.

In addition, some villages are also considering whether to prepare Neighbourhood Plans as has been enabled by the Localism Act (2011). Where Neighbourhood Plans have been prepared and completed, including the stages of Inquiry and been supported through a local referendum, they will be adopted as an additional Development Plan Document and will form part of the Development Plan.

Policy for Villages 1 – Village Categorisation

In order to ensure the most sustainable distribution of growth across the rural areas the villages have been categorised based on the following:

- population size
- the number and range of services and facilities within the village (shops, schools, pubs, etc.)
- whether there are any particular known issues in a village that could be materially assisted by an increase in housing (for example to maintain pupil numbers at a primary school)
- the accessibility (travel time and distance) of the village to an urban area by private car and public transport (including an assessment of any network constraints)
- accessibility of the village in terms of walking and cycling
- local employment opportunities.

The Council, in association with Oxfordshire County Council, commissioned the “Cherwell Rural Areas Integrated Transport & Land Use Study” (CRAITLUS) to assess many of these issues. Other studies, such as the Council’s Strategic Housing Land Availability Assessment (SHLAA) have also informed the choice of suitable villages.

The principle of categorising villages is well established within the district, with this approach being taken in both the Cherwell Local Plan 1996 and the Non Statutory Local Plan in 2004. It is considered that this approach is still appropriate.

This Local Plan has also considered the issue of village clustering as people living in the rural areas may use services and facilities in other nearby villages. Some villages, which may not necessarily have many services and facilities of their own, are geographically close to villages which do have services and facilities. Those larger villages with services and facilities (the ‘service centre’ villages) in combination with the smaller “satellite” villages can be considered to form a functional “cluster”. Clustering will allow for:

- the support of community facilities (such as shops) in service centres, by locating new development and therefore people/customers close to as well as in service centre villages.
- small sites to come forward for development in satellite villages where sites in service centres may be limited.
- the reduction in length of car journeys in the rural areas (i.e. between satellite villages and service centres.
- where appropriate, the potential for developer contributions to be applied to needs in any village in a cluster

It is not proposed that clustering forms part of the development strategy in Policy Villages 2 as the services and facilities in most satellite villages are too limited. There is considered to be a role for satellite villages in situations where smaller housing proposals come forward and this is set out in Policy Villages 1 as shown in the table below.

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

Village Categorisation		
Cat	Village	Type of development
A	Adderbury, Ambrosden, Begbroke, Bloxham, Bodicote, Cropredy, Deddington, Fritwell, Hook Norton, Kidlington, Kirtlington, Launton, Steeple Aston, Sibford Ferris/Gower, Weston on the Green (*), Yarnton	Minor Development Infilling Conversions
B	Arcott, Blackthorn, Bletchingdon, Chesterton, Claydon, Clifton, Finmere, Fringford, Great Bourton, Hempton, Islip, Lower Heyford, Middle Aston, Middleton Stoney, Milcombe, Milton, South Newington, Mollington, Wardington, Wroxton	Infilling Conversions
C	All other villages	Conversions

(* This village lies partly within and partly outside the Green Belt. In those parts that lie within the Green Belt, only infilling and conversions will be permitted.

This policy sets a framework for considering sites which have not been specifically identified as available in the Local Plan. The appropriate form of development will vary depending on the character of the village and development in the immediate locality. In all cases, Policy ESD 16 will be applied in considering applications.

The definition of “minor development” will have regard to the size of the village and the general location of the site within the village. The scope of new residential development in Kidlington is considered to be limited due the Green Belt.

Infilling refers to the development of a small gap in an otherwise continuous built-up frontage that is suitable for residential development.

Within the category B villages listed in the section Village Categorisation (above) there are a number of much smaller villages. These are Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington. All of these are considered “satellite” villages within a cluster. For example, Claydon, Great Bourton, Mollington and Wardington are clustered with Cropredy.

Appropriate infilling and minor development for affordable housing in these “satellite villages” may help to meet needs not only within the village itself but also the larger village with which it is clustered.

This policy includes all those villages that are, in whole or in part, within the Green Belt. The general extent of, and policy for, the Green Belt is set out in Policy ESD 14 and on the key diagram. The villages of Kidlington, Yarnton and Begbroke (all “category A” villages) are “inset” villages within the Green Belt and therefore will not be covered by Green Belt policy. All other villages within the Green Belt, however, are “washed over” by Green Belt designation and these will be covered by policy ESD 14. In considering any residential proposals in such villages therefore, the requirements of this policy will need to be read alongside those of policy ESD 14. This is the case for Islip and those parts of Weston on the Green and Bletchingdon that lie within the Green Belt, where infilling will be permitted. In considering any proposals, the Council will need to have regard to the impact of the for infill proposal on the openness of the Green Belt.

Policy for Villages 2 - Distributing Growth across the Rural Areas

The Local Plan must set out an approach for identifying the development of new sites for housing across the rural areas to meet the strategic targets set in Policy BSC 1.

Development of new housing will be directed to villages across the rural areas as follows:

Distribution of Housing in the Rural Areas		
Note: the villages have been grouped in this table as Groups 1, 2 and 3 for presentation purposes to enable easy reference to the different groups of villages and their respective allocations in Section Housing Delivery. These figures cover the whole programme period and therefore also include housing already built.		
	Villages	948 dwellings
Group 1	Adderbury, Ambrosden, Bodicote, Bloxham, Deddington, Launton	500
Group 2	Cropredy, Hook Norton, Sibford Gower / Ferris, Fritwell, Steeple Aston	189
Group 3	Arccott, Bletchingdon, Chesterton, Finmere, Fringford, Kidlington, Kirtlington, Middleton Stoney, Milcombe, Weston on the Green, Wroxton, Yarnton	259

The precise number of homes to be allocated to an individual village, and the allocation of sites, will be set out in the Local Neighbourhoods Development Plan Document. This document will take account of levels of building that have already taken place in each village to avoid over development in villages and may put additional measures in place to control the supply of rural housing. At Bletchington and Weston on the Green development will take place outside that part of the village that is within the Green Belt.

The figure shown relates to the number of homes to be distributed across the group of villages as a whole. The Local Neighbourhoods Development Plan Document will set out precise level of development for each village and will make land allocations to meet this target. It is anticipated that within each group the total number of homes will be divided broadly equally between villages. This will, be considered further in the light of evidence from the SHLAA as the Local Neighbourhoods DPD is prepared.

Villages that are suitable for development have been identified based on the same evidence by which the village categories have been identified. The lists are not the same for the following reasons:-

- Not all of the cluster villages are considered suitable for major new development. They may have a small role to play in assisting meeting housing needs in adjacent larger villages, however they are not sustainable villages in their own right, capable of accommodating significant levels of new development.
- there is evidence from the Council's Strategic Housing Land Availability Assessment (SHLAA) that some villages are likely to have fewer available housing sites and their identification within the policy has been adjusted accordingly.

Within the policy there are two villages that are "inset" within the Green Belt: Kidlington and Yarnton. This Local Plan is not proposing that any amendments to Green Belt boundaries are made around these villages to accommodate new housing. It follows that these villages are therefore likely to have a lower capacity to accommodate new development than other villages where development on the edge of the village is possible.

The development proposed in Policy Villages 2, in combination with the strategic sites identified at Banbury and Bicester, will meet the strategic requirements for the District. No allowance has been made for unplanned, small (less than 10 dwellings) windfall sites coming forward. However, it is anticipated that windfall sites will come forward and, as they do so, they will assist in meeting the rural housing requirements set out in this policy.

Policy for Villages 3 - Rural Exception Sites

Housing is generally less affordable in rural areas than in Cherwell's towns. There are also less new housing opportunities than in urban areas and a low turnover of existing social or 'affordable' homes. This makes it particularly difficult for those who cannot afford market housing including many newly forming households. The Council's Housing Strategy (2012-17) highlights that the attraction of rural areas adds to the pressure on affordability. Allowing opportunities for small scale affordable housing to meet local needs as an exception to planning policies which otherwise restrain development can provide homes for people in rural areas who otherwise might have to move out of their communities.

Such 'rural exception sites' do not have the same economic value as market housing sites. It is therefore important that the key parties involved work in partnership. In limited occasions consideration will be given to the introduction of market housing to enable a degree of cross-subsidisation. This approach is supported by the National Planning Policy Framework.

The Council will support proposals for self-build or self-finish affordable housing where it will meet a specific, identified local housing need and particularly where it will result in suitable empty properties being brought into residential use. Arrangements will be made to restrict the occupancy of the housing to ensure that it continues to meet local needs in perpetuity.

In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the degree of harm that would be caused, for example to the appearance of the village, the surrounding landscape or to the historic environment. It will be particularly important that proposals for developments in the Green Belt are able to demonstrate that there are no alternative sites outside of the Green Belt that could reasonably meet the identified needs (for example if part of the village lies outside the Green Belt or needs could be met in another village close by).

In considering the number of homes proposed and the form of development, the suitability of villages to accommodate additional development will be assessed having regard to village categorisation policy (Villages 1) and to demonstrated local housing need.

Where rural exceptions sites are shown to be unviable, the Council will consider whether an element of market housing would be appropriate to secure the delivery of affordable housing. 'Open-book' analysis of the costs of development will be expected. The policy sets a limit of 25% market housing. This will be kept under review and, if necessary, adjusted by way of a Supplementary Planning Document.

The Council will work in partnership with the Oxfordshire Rural Community Council, Parish Councils, Registered Providers and other interested parties in identifying suitable opportunities.

Policy for Villages 3 - Rural Exception Sites

The Council will support the identification of suitable opportunities for small scale affordable housing schemes within or immediately adjacent to villages to meet specific, identified local housing needs that cannot be met through the development of sites allocated for housing development.

Arrangements will be secured to restrict the occupancy of the housing to ensure that it continues to meet local needs in perpetuity.

Market housing for private rent or sale will only considered on rural exception sites in the following circumstances:

- the number of market homes must not exceed 25% of the total number of homes proposed (unless specific site development costs indicate otherwise and are justified)
- the market housing must be shown to be required to secure the viability of the proposal and development costs must be justified
- no alternative, suitable site is available to provide a rural exception site
- the market housing ensures that no additional subsidy for the scheme is required
- the development has the support of the local community
- the total number of dwellings and the scale of development is in keeping with the categorisation, character and form of the village and its local landscape setting

Policy for Villages 4 - Meeting the Need for Open Space, Sport and Recreation

The evidence base studies have identified a number of existing deficiencies and future shortfalls in provision in Kidlington and the Rural Areas. The action plans contained in the Playing Pitch and Green Space Strategies recommended deficiencies being met through a combination of

improvements to the quality and accessibility of existing facilities, using existing areas of one type of provision to meet deficiencies in another type, and the provision of new areas of open space. Policies BSC11, BSC12 and BSC13 will be used to help address existing deficiencies in provision and future development needs.

In terms of addressing existing deficiencies in Kidlington, land will need to be allocated for the following:

- 1 new junior football pitch
- A park ideally on the northern outskirts of Kidlington
- 11.29 ha of amenity open space with priority provision in South ward
- 1.51ha of allotments

The Playing Pitch and Green Spaces Strategy estimated that the following additional provision was required to meet needs to 2026:

- 1 adult football pitch
- 4 junior football pitches
- 5 mini-soccer pitches
- 0.4ha park ideally on the northern outskirts of Kidlington
- 0.1ha natural/semi-natural green space
- 0.4ha amenity open space
- 0.2ha allotments

These strategies were formulated before the amount and preferred distribution of development in the district for an extended plan period had been established, and as a result future needs need to be updated to cover the period through to 2031.

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

Rural sub-areas: Open Space	
Sub Area	Wards
Rural North	Adderbury, Bloxham and Bodicote, Cropredy, Hook Norton, Sibford, Wroxton
Rural Central	Caversfield, Deddington, Fringford, The Astons and Heyfords
Rural South	Ambrosden and Chesterton, Yarnton, Gosford and Water Eaton, Kirtlington, Launton, Otmoor,

In terms of addressing existing deficiencies in the rural areas, new areas of open space will be required for the following:

- 6.38 ha of amenity open space in Rural North sub-area with priority provision in Adderbury, Bloxham and Bodicote, Cropredy and Sibford Wards.
- 2.87 ha of amenity open space in Rural South sub-area with priority provision in Gosford and Water Eaton, Kirtlington, Launton, Otmoor and Yarnton.

The Playing Pitch and Green Spaces Strategy estimated that the following additional provision was required to meet needs to 2026:

Additional Recreation Provision to 2026		
Rural North Sub Area	Rural Central Sub Area	Rural South Sub Area

2 junior pitches 1 mini-soccer pitch 2 cricket pitches 5.3ha of natural/semi-natural green space (through new provision or public access agreements) 2.6ha amenity open space	1 junior pitch 1 mini-soccer pitch 2 cricket pitches 1.5ha amenity open space	1 junior pitch 1 mini-soccer pitch 2 cricket pitches 2.7ha amenity open space 1 tennis court 1 bowling green subject to local demand
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It is important that provision to meet future open space and recreation needs is made in conjunction with new housing, in order to achieve development that secures sustainable communities. The Local Plan sets out the framework for housing development in Kidlington and the Rural Areas but site specific allocations will be determined by the Local Neighbourhoods DPD and this will include allocations to meet deficiencies in open space, sport and recreation provision for the plan period.

As indicated above, the strategies were formulated before the amount and preferred distribution of development in the district for an extended plan period had been established, and as a result future needs will need to be updated as the Local Neighbourhoods DPD is progressed.

Policy for Villages 5 – Former RAF Upper Heyford

The former RAF Upper Heyford site is located 7 km north west of Bicester, in an isolated rural location, within the parishes of Upper Heyford, Somerton and Ardley. It measures approximately 505 hectares in total.

The US Air Force vacated the airbase in 1994 and since 1996 the site has been allocated for residential led mixed uses as enabling development to secure environmental improvements and conservation of the heritage interest of the site.

In view of the heritage interest associated with its former use as a Cold War military base, the whole site is designated as a Conservation Area. There are a number of Scheduled Ancient Monuments, listed buildings, and non designated heritage assets on site, and much of the airfield is of ecological importance. The site has been divided into three main functional character areas: the main flying field and a technical site to the north of Camp Road and the residential area that is mainly to the south of Camp Road.

A Revised Comprehensive Planning Brief to guide the future redevelopment of the site was adopted by the Council as a Supplementary Planning Document in 2007.

Since the airbase closed in 1994 temporary planning permissions have been granted for the reuse of a large number of the buildings on the site. At present there are just over 300 residential dwellings on the site, the majority of which are rented. Buildings used for employment purposes provide around 1000 jobs. The Cherwell Innovation Centre is also located on the site, providing serviced offices and flexible office space, lab space, and meeting rooms. The Centre is home to a large number of science, technology and knowledge-based businesses.

Over the last 10 years numerous applications have been made seeking permission to either develop the whole site or large parts of it and many have gone to appeal. The most significant application proposed a new settlement of 1075 dwellings (gross), together with associated works and facilities including employment uses, community uses, school, playing fields and other physical and social infrastructure for the entire 500 hectare site. Following a major public inquiry in 2008 the Council received the appeal decision from the Secretary of State in January 2010. The appeal was allowed, subject to conditions, together with 24 conservation area consents that permitted demolition of buildings on the site including 244 dwellings. More recently, and following a change of

ownership of the site, a new outline permission has been granted for a revised scheme focusing on the settlement area only. A new masterplan was produced in which the same numbers of dwellings are proposed with the majority of the existing units retained but the development area extends further westwards.

The 2010 permission granted consent for some of the many commercial uses already operating on temporary consents on the site. However no new build development has taken place nor has any part of the permitted residential development commenced. This site is therefore allocated in this Local Plan as a means of securing the delivery of a lasting arrangement on this large scale brownfield site.

Policy for Villages 5 – Former RAF Upper Heyford

Development area: 505 ha

Development Description – This site will provide for a settlement of approximately 760 dwellings and necessary supporting infrastructure, including a primary school and appropriate community, recreational and employment opportunities, enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved.

Housing

- Land area – to be confirmed

Employment

- Land Area – to be confirmed
- Jobs created – net figure to be confirmed
- Use classes – B1, B2, B8

Infrastructure needs

- Open Space – sports pitches, sports pavilion, play areas, indoor sport provision
- Community Facilities – nursery, community hall, local centre/hotel, education provision, a neighbourhood police facility
- Access and Movement – transport contributions and sustainable travel measures including contributions to improvements to Junction 10 of the M40, countryside access measures, fencing along the boundary of the new settlement and the Flying Field
- Utilities – contamination remediation

Key site specific design and place shaping principles

- Proposals must demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the former airbase in association with the provision of the settlement.
- The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car. Improvements to bus and rail facilities and measures to minimise the impact of traffic generated by the development on the surrounding road network will be required.
- The construction of the settlement on the former technical core and residential areas should retain buildings, structures, spaces and trees that contribute to the character and appearance of the site and integrate them into a high quality place that creates a satisfactory living environment.
- Integration of the new community into the surrounding network of settlements by reopening historic routes and encouraging travel by means other than private car as far as possible
- The preservation of the stark functional character and appearance of the flying field beyond

the settlement area, including the retention of buildings of national interest which contribute to the area's character (with limited, fully justified exceptions) and sufficient low key re-use of these to enable appropriate management of this area.

- The achievement of environmental improvements within the site and of views to it including the removal of buildings and structures that do not make a positive contribution to the special character or which are justified on the grounds of adverse visual impact, including in proximity to the proposed settlement, together with limited appropriate landscape mitigation, and reopening of historic routes.
- The conservation and enhancement of the ecological interest of the flying field through appropriate management and submission of an Ecological Mitigation and Management Plan
- Visitor access, controlled where necessary, to (and providing for interpretation of) the historic and ecological assets of the site
- Provision of a range of high quality employment opportunities, capable of being integrated into the fabric of the settlement, and providing that the use would not adversely affect residents or other businesses and would not have an unacceptable impact on the surrounding landscape, historic interest of the site, or on nearby villages
- New and retained employment buildings should make a positive contribution to the character and appearance of the area and should be located and laid out to integrate into the structure of the settlement
- A full arboricultural survey should be undertaken to inform the master plan, incorporating as many trees as possible and reinforcing the planting structure where required
- New development should respond to the established character of the district character areas where this would preserve or enhance the appearance of the Conservation Area
- A neighbourhood centre or hub should be established at the heart of the settlement to comprise a primary school and nursery facilities, community hall, place of worship, shops, public house, restaurant, and social and health care facilities
- The removal or remediation of contamination or potential sources of contamination will be required across the whole site
- The scale and massing of new buildings should respect their context. Building materials should reflect the locally distinctive colour palette and respond to the materials of the retained buildings within their character area, without this resulting in pastiche design solutions
- Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5

Section D. The Infrastructure Delivery Plan

The completion of an Infrastructure Delivery Plan (IDP) will provide confidence that critical infrastructure can be provided, that the Plan's development strategy is deliverable, and that the necessary social, physical and green infrastructure can be secured to support the planned development. The Local Plan includes provision for a range of key infrastructure such as schools, new strategic roads such as the SE Bicester relief road, and 'green' infrastructure. The completed IDP will identify costs attributable to the proposed levels of growth, requirements of each type of growth, and consider how and when infrastructure should be provided having regard to the phasing of development and possible funding opportunities.

This Section of the Plan currently includes a temporary IDP – a summary of key infrastructure requirements which will be superseded by the full IDP when finalised.

The delivery of the strategy takes into consideration the effect of the current economic downturn. The strategy as a whole is designed to be flexible and adaptive to change whilst maintaining the overall vision and objectives over the longer term.

This plan identifies the critical infrastructure necessary for its successful delivery. Many sites require infrastructure, such as road access, new education, a neighbourhood centre and health facilities. The planning process determines at what point in a development they are required. Utility engagement has informed the consideration of on-site requirements.

The funding of infrastructure has traditionally proved to be challenging because of the expense it required. Therefore a cautious, realistic approach has informed the infrastructure assessment of the sites and the plan as a whole.

Our planning for infrastructure is taking a long term focus, using available funding from both the public and private sector wisely. Planning properly for growth over a 15/20 year period requires a strategic and rational approach to investment - where priorities are set and the phasing of investment is mapped out to secure maximum gain.

Infrastructure investment is not simply a response to demand, but provides a powerful tool to shape growth. Infrastructure is integral to the delivery of the spatial strategy

This Local Plan presents an opportunity to take an integrated approach to growth management where infrastructure investment and delivery are coordinated with land-use proposals.

Infrastructure is a critical underpinning for the development strategy of the District. Priority infrastructure is transport, energy (water and waste) and communications, as well as community infrastructure in education & health. Less critical but still important for particular localities and neighbourhoods is local infrastructure including libraries, museums, recreational and sports facilities.

Infrastructure investment to support the Local Plan is essential to ensure the creation of sustainable communities. The South East Plan identified infrastructure requirements in the Region up to 2026. It was supported by a Technical Report on infrastructure requirements which estimated the costs of infrastructure in the Region based on population forecasts.

The term infrastructure covers a wide range of facilities and services provided by public and private sector bodies. The South East Plan contained a definition of infrastructure which has been used as the basis of the delivery strategy in this Plan. It is vital to provide infrastructure to support new development and remedy existing deficiencies.

Ideally infrastructure should be provided as an integral part of development in order to achieve the vision and objectives of the Plan. The approach to infrastructure provision is set out within Section B – Policies for Development and Section C – Policies for Cherwell's Places. Infrastructure will need to be provided and phased alongside development and the Local Plan sets out the key elements of infrastructure requirements.

The Integrated Transport Studies for the two main urban areas and the rural area, together with the work to develop Masterplans for Bicester and Banbury provide the evidence to support the provision of new and improved transport infrastructure.

The Local Transport Plan sets out the likely transport infrastructure requirements and priorities for Cherwell aimed at tackling congestion, safer roads and improving the street environment. The specific schemes and projects are included in the development overview and infrastructure requirements contained in the Infrastructure Delivery Plan. In addition, likely school requirements will be agreed with Oxfordshire County Council.

Cherwell's future success depends on the key public bodies such as the District Council and Oxfordshire County Council working together on the sustained implementation of this strategy over the long term. The Council will continue to work with its partners to plan, provide, manage and deliver substantial networks of accessible multi-functional green space.

Policy INF 1: Infrastructure

The vision, objectives and strategy for the area will be delivered in partnership with a range of public, private and voluntary sector organisations working together. The Local Plan cannot be implemented by the Council on its own. The Council is working with a wide range of Government bodies and agencies, the County Council and the private sector to bring forward the strategy and ensure it is consistent with the plans and strategies relating to adjoining areas. Considerable discussions have taken place with key stakeholders and partners. The involvement of landowners and developers is essential to the delivery of the plan and continues as an active process, in many cases leading to planning applications for a number of the key strategic developments.

This plan seeks to support growth by securing infrastructure to ensure development is sustainable and takes into account existing infrastructure deficits. Infrastructure to support housing and employment development is essential to the creation of sustainable communities. The plan considers the physical, social and green infrastructure needed to enable the amount of development proposed taking into account its type and distribution.

Policy INF 1: Infrastructure

The Council's approach to infrastructure planning in the District will identify the infrastructure required to meet the District's growth, to support the strategic site allocations and to ensure delivery by:

- Working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure
- Identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery

- Completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space.

Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social and community facilities.

Key Infrastructure Requirements

In order to ensure the right infrastructure is provided to support the growth set out in the Local Plan, an initial assessment and evidence gathering of the likely infrastructure requirements has been carried out. A detailed schedule of infrastructure requirements is set out in the overview of development contained in the Infrastructure Delivery Plan.

The schedule illustrates the range and scale of infrastructure required to secure sustainable economic development and sustainable communities.

The infrastructure assessment suggests that infrastructure to support the local transport network will be a key priority for the delivery of the strategic site allocations in Bicester and Banbury. The Local Plan therefore contains information relating to infrastructure and a Developer Contributions SPD is nearing completion.

For example, there are a number of specific issues and deficiencies to be considered further which include the need for new burial sites at both Bicester and Banbury. In Banbury, the Canalside development (Policy Banbury 1) sets out the development and infrastructure requirements for the redevelopment of the area comprising a mix of uses including up to 1,050 homes, retail, office, and leisure (up to 15,000m²), primary school, public open space and multi storey car parks. The implementation of the Flood Alleviation Scheme has been central to the delivery of the site and is approaching completion. Other requirements include the provision of a new primary school and public open space.

In Bicester, the NW Bicester eco-town proposals (Policy Bicester 1) involving the development of 5,000 homes and jobs requires schools, 40% open space, sustainable transport, community facilities, local shops and services, energy and waste facilities. The delivery of the proposed Bicester south east relief road is fundamental to the strategy for Bicester.

Appendix D.1 – Infrastructure Proposals for Bicester, Banbury, Kidlington and Rural Areas

Appendix D.1 – Infrastructure Proposals for Bicester, Banbury, Kidlington and the Rural Areas

Note – these tables are illustrative pending the completion of the Infrastructure Delivery Plan.

Bicester

Overview of Future Growth in Bicester 2006-2031

Strategic Housing and Employment Allocation:

- NW Bicester Eco town of 5,000 homes and jobs with 40% open space (1794 expected to be delivered by 2031)
- Graven Hill, 1900 homes, logistics and distribution hub
- Land at Bure Place, Town Centre Redevelopment (Phase 2)
- Extension to Bicester Town Centre
- SW Bicester Phase 1. 650 homes at Phase 2
- Gavray Drive
- South East Bicester
- Bicester Business Park
- Employment land at Bicester Gateway
- North East Bicester Business Park
- East Bicester
- Tourism-led development at RAF Bicester
- New Cemetery

Infrastructure Plan: Bicester

Requirement/Projects	Phasing	Priority	Policy Linkage	Funding (status and cost if known)	Responsible body	Partners	Current Status
Transport							
Motorway Junction Improvements (M40 Junction 9)	Phase 1 complete Phase 2 tbc	Wider benefit	SEP Policy T14 LTP Local Plan Policy Bicester 4	TBC	DfT	OCC Highways Agency	Phase 1 complete 'Pinchpoint' Bid being made for Phase 2
Remote Park and Ride at Bicester	Associated with development of SW Bicester	Wider Benefit	LTP Local Plan Policy Bicester 3	TBC	OCC	CDC Bus operators	This will help reduce pressure on the A34 by encouraging local journeys from Bicester to Oxford to be made by Park & Ride
Road network, cycling and walking	2006-2031	Wider benefit	Local Plan Policy SLE4	Not known	OCC	CDC	Further discussion with OCC required

Travel Planning Initiatives	2010-2031	Local benefit	Eco town PPS Local Plan Policy Bicester 1	Eco town start up funding and developer contributions	OCC	DfT	Commenced with 'Eco-Bicester' demonstration project and continuing with exemplar project and masterplanning for wider NW Bicester development
Various highways improvement schemes Including SE Relief Road	2006-2031	Wider benefit	LTP BicITLUS, Developer Contributions SPD Local Plan Policy SLE4	Public funding and Developer contributions	OCC	CDC	Further discussion with OCC required
East West Rail	Post 2016	Wider benefit	SEP Policy T11 LTP Local Plan Policy SLE4	Public/Private sector	DfT	East West Rail Consortium	Improved connections at Bicester will assist with delivery of East-West Rail www.eastwestrail.org.uk
Project Evergreen 3	Estimated 2014	Wider benefit	LTP Local Plan Policy SLE4	TBC	Chiltern Railways DfT	Network Rail	Implementation of scheme anticipated in 2014 depending on outcome of the Transport and Works Act inquiry www.chiltern-evergreen3.org.uk
Education							
Primary schools	2006 - 2031	Essential	SE Plan Policy S3 Developer Contributions SPD Local Plan Policy BSC 7	Includes Developer Contributions	OCC	Private sector	Requirement to be assessed as part of strategic allocations.

Secondary Schools	2006-2031	Essential	SE Plan Policy S3 Developer Contributions SPD Local Plan Policy BSC7	Includes Developer Contributions	OCC	Private sector	Requirement to be assessed as part of strategic allocations. A new secondary school will be provided at SW Bicester Phase One and at NW Bicester
Nursery Schools	2006 - 2031	Essential	SE Plan Policy S3 Developer Contributions SPD Local Plan Policy BSC7	tbc	OCC	Private sector	Requirement to be assessed as part of strategic allocations. Nursery provision for 3 year olds to be included in new primary schools.
Health							
Bicester Community Hospital	2006-2016	Wider benefit	SE Plan Policy S2 Developer Contributions SPD Local Plan Policy BSC8	A replacement hospital is expected to be built on the existing site. Developer Kajima Mansell plans to build a new 12 bed hospital. Once open, the existing hospital site will be available for redevelopment. A planning application is expected in Summer 2012.	DoH NHS	PCT	The identified Health Village site at South West Bicester Phase 1 was identified as a possible alternative site for the hospital. Should the hospital be reprovided on the existing site, the Health Village site may still be required to provide additional services.
GP Surgeries (as required)	2006-2031	Opportunity to provide as required	SE Plan Policy S2 Developer Contributions SPD Local Plan Policy BSC8	Public funding / developer contributions	NHS / Developers	PCT	Further discussion with PCT required Land to be provided on strategic sites if required
Social infrastructure							
Sport and Culture Enhanced sports facilities	2006-2031	Essential	SE Plan Policy S1 Developer Contributions SPD	Public/private sector Includes Developer Contributions	OCC CDC	Sport England Living Places Partnership	Sports Centres Implemented

on strategic housing sites and enhanced cultural facilities in extended town centre			Local Plan Policies BSC11, 12, 13 Bicester 1,2,3,5,7				
Social and Community facilities (Strategic Housing Sites)	2010-2031	Essential	Developer Contributions SPD Local Plan Policies Bicester 1,2,3,	TBC Includes Developer Contributions	OCC CDC	Town/Parish Councils	To be progressed by masterplanning of strategic allocations
Civic Building Bicester (Bure Place Town Centre Redevelopment)	2006-2031	Essential	SEP CC7 Local Plan Policy Bicester 6	Public – grants, sale of assets, Eco towns start up funding	BTC	CDC	CDC led
Green infrastructure							
Open Space (Strategic Housing Sites)	2006-2031	Essential	SEP Policy CC8 Local Plan Policies Bicester 1,2,3	Public/private sector Includes Developer Contributions	CDC	OCC Parish/Town Councils	To be developed as part of Strategic Allocations
Parks and play space (Strategic Housing Sites)	2006-2031	Essential	SEP Policy CC8 Local Plan Policies Bicester 1,2,3	Public/private sector Includes Developer Contributions	CDC	OCC Parish/Town Councils	To be developed as part of Strategic allocations
Public Services							

Bicester Cemetery	2006-2031	Essential	SEP Policy CC8 Local Plan Policy Bicester 9	TBC Includes Developer contributions	BTC	CDC Developers	A new cemetery to be provided under Policy Bicester 9 assisted by developer contributions
Waste management and disposal (NW Bicester)	2006-2031	Essential	Eco towns PPS ET 19 SEP W1, W7 Local Plan Policy Bicester 1	TBC	CDC	OCC BTC	Proposal to enhance recycling facilities in Bicester put forward in Eco town bid for funding
Emergency services (police, fire, ambulance)	2006-2031	Essential	SEP CC7 Local Plan Policy BSC9	Public sector with some developer contributions through Developer Contributions SPD	Emergency service providers	CDC	
Library (new library)	2013-2031	Wider benefit	Local Plan Bicester 6	Public funding and Developer Contributions	OCC	CDC BTC	To be provided as part of Bicester town centre redevelopment
Utilities							
Energy (NW Bicester)	2014-2031	Essential	Eco towns PPS Local Plan Policies ESD1,5 and Bicester 1	NW Bicester funding	Utility service providers	Utility service providers	Proposed as part of energy strategy for strategic allocation at NW Bicester
Utilities (NW Bicester)	2014-2031	Essential	Ecotown PPS Local Plan Policy Bicester 1, BSC9	NW Bicester funding	Utility service providers	Utility service providers	Proposed as part of energy strategy for strategic allocation at NW Bicester
Waste water treatment Foul drainage	2006-2031	Essential	SEP CC7 Local Plan Policy BSC9	Tbc	Thames Water	Developers/Agents	Further discussions with providers required
Gas, Electricity, Heat, Telecoms (Strategic allocations)	2006-2031	Essential	SEP CC7 Developer contributions SPD	Not known		Developers, Utility Service providers	High speed broadband to be delivered as part of NW Bicester and other strategic allocations Requirement for network

			Local Plan Policy BSC9				upgrades to be progressed with utility companies
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Banbury

Overview of Future Growth in Banbury 2006-2031

- Bankside Phase 1. 400 homes at Phase 2
- Canalside, including 1050 homes, retail, office and leisure uses
- West of Bretch Hill, 400 homes
- North of Hanwell Fields 400 homes
- Southam Road, Banbury 800 homes
- Employment Land West of M40
- Relocation of Banbury United Football Club
- Extended town centre
- Retail and other mixed uses at Bolton Road, Spiceball Development Area
- Bretch Hill Regeneration Area
- Banbury Country Park

Requirement/ Projects	Phasing	Priority	Policy Linkage	Funding (status and cost if known)	Responsible body	Partners	Current Status
Transport							
Various highway improvement schemes	2006-2031	Wider benefit	BanITLUS, LTP, Developer Contributions SPD Local Plan Policy SLE4	Public funding and Developer contributions	OCC	CDC, Developers	Further discussion with OCC required
Road network, cycling and walking	2006-2031	Wider benefit	LTP Local Plan Policy SLE4	Not known	OCC	CDC Sustrans	Further discussion with OCC required
Education							
New Primary and Secondary School provision (Strategic Housing Allocations)	2006-2031	Essential	SE Plan Policy S3, Developer Contributions SPD Local Plan Policies BSC7 and Banbury 1,2,3,4,5	Public funding and Developer contributions	OCC	Private sector	Requirement to be assessed as part of strategic allocations. A primary school is required to support the redevelopment of Banbury Canalside
Nursery schools	2006-2031	Essential	SE Plan Policy S3, SPD Local Plan Policy BSC7	tbc	OCC	Private sector	Requirement to be assessed as part of strategic allocations. Nursery provision for 3 year olds to be included in new primary schools.
Health							
GP Surgeries	2006-2031	Opportunity to provide as	SE Plan Policy S2 Developer	Public funding / developer	NHS / Developers	PCT	Further discussion with PCT required

(as required)	required	Contributions SPD	contribution s	Land to be provided on strategic sites if required			
Local Plan Policy BSC8							
Social infrastructure							
Relocation of Banbury United Football Club	2006-2031	Essential	Strategic allocations, Canalside SPD Local Plan Policy Banbury 12	Cost not known Land being made available	The Football Association	BUFC, CDC	Ongoing discussions with owners
Sport and Culture Enhanced sports facilities on strategic housing sites and enhanced cultural facilities at Spiceball Development Area	2006-2031	Essential	SE Plan Policy S1 Developer Contributions SPD Local Plan Policies BSC11, 12, 13 Banbury 1,2,3,5,9,11	Public/private sector Includes Developer Contributions	OCC CDC	Sport England Living Places Partnership	Sports Centres Implemented
Social and Community facilities (Strategic Housing Sites)	2006-2031	Essential	Developer Contributions SPD Local Plan Policies Banbury 1,2,3,4,5	Developer Contributions	OCC CDC	Town/Parish Councils	To be progressed by masterplanning of strategic allocations
Green infrastructure							
Open Space	2006-2031	Essential	SEP Policy CC8	Public/private sector	CDC,	OCC/ Parish/Town Councils	To be developed as part of Strategic Allocations
Parks and play space	2006-2031	Essential	SEP Policy CC9	Public/private sector	CDC,	OCC/ Parish/Town Councils	To be developed as part of Strategic Allocations
Public Services							

Emergency services (police, fire, ambulance)	2006-2031	Essential	SEP CC7 Local Plan Policy BSC9	Public sector with developer contributions through Developer Contributions SPD	Emergency service providers	CDC	Possible relocation of TVP HQ in Kidlington
Library–Spiceball Development Area	2006-2031	Essential	SEP CC7 Local Plan Policy Banbury 9	Public – grants, sale of assets,	OCC	CDC	Funding dependent
Utilities							
Sewerage treatment works upgrade	2006-2031	Essential	SEP CC7 Local Plan Policy BSC9	tbc	Thames Water	Developers/Agents	Further discussions with providers required
Gas, Electricity, Heat, Water supply, Telecoms, Foul drainage (Strategic allocations)	2006-2031	Essential	Developer contributions SPD Local Plan Policy BSC9	tbc		Developers, Utility Service providers	Requirement for network upgrades to be progressed with utility companies
Flooding							
Banbury Flood Alleviation Scheme	Banbury	Essential	Canalside SPD, Local Plan Policy Banbury 1	Secured	CDC/EA	BW, HCA	Approved and under construction

Kidlington

Overview of Future Growth in Kidlington 2006-2031

- Langford Lane Technology Park
- Kidlington Village Centre

Requirement/ Projects	Phasing	Priority	Policy Linkage	Funding (status and cost if known)	Responsible body	Partners	Current Status
Transport							
Access to Oxford	2010- 2016	Wider benefit	SE Plan Policy T14, LTP Local Plan Policy SLE4	£62m identified by Regional Transport Board	DfT	OCC, Chiltern Railways, Network Rail, Highways Agency, East West Rail consortium	Feasibility study 2010 to inform LTP3
Oxford Airport		Wider benefit	SE Plan Policies T1, 6, 9,	Not known	DfT OCC	Airport operator	No current projects identified
Road network, cycling and walking	2006- 2031	Wider benefit	LTP Local Plan Policy SLE4	Not known	OCC	CDC, Sustrans	Further discussion with OCC required
Various highway improvement schemes	2006- 2031	Wider benefit	CRAITLUS, LTP, Developer Contributions s SPD Local Plan Policy SLE4	Developer contributions	OCC	CDC, Developers / Agents	Further discussion with OCC required
Education							
New Primary and Secondary School Places	2006-31	Essential	SE Plan Policy S3, Developer Contributions SPD Local Plan Policy BSC7	Developer Contributions	OCC	Private sector	Developer contributions to provide places as required
Nursery schools	2006- 2031	Essential	SE Plan Policy S3, Developer Contributions SPD Local Plan Policy BSC7	tbc	OCC	Private sector	Nursery provision for 3 year olds to be included in new primary schools.
Health							

Social infrastructure							
Community facilities	2006-2031	Essential	Developer Contributions SPD	Public/private sector	OCC CDC	Town/Parish Councils	Developer contributions as required
Green infrastructure							
Open Space	2006-2031	Essential	SEP Policy CC8	Public/private sector	CDC,	OCC/Parish/Town Councils	Developer contributions as required
Parks and play space	2006-2031	Essential	SEP Policy CC9	Public/private sector	CDC,	OCC/Parish/Town Councils	Developer contributions as required
Public Services							
Emergency services (police, fire, ambulance)	2006-2031	Essential	SEP CC7 Local Plan Policy BSC9	Public sector with some developer contributions through Developer Contributions SPD	Emergency service providers	CDC	Possible relocation of TVP HQ in Kidlington
Utilities							
Waste water treatment Foul drainage	2006-2031	Essential	SEP CC7 Local Plan Policy BSC9	Tbc	Thames Water	Developers/Agents	Further discussions with providers required
Gas, Electricity, Heat, Telecoms (Strategic allocations)	2006-2031	Essential	Developer contributions SPD Local Plan Policy BSC9	Not known		Developers, Utility Service providers	Requirement for network upgrades to be progressed with utility companies

Rural Areas

Overview of future growth in the remaining areas within the district 2006-2031:

- Strategic policy 948 homes to be distributed to suitable villages (Specific sites to be identified in Local Neighbourhoods documents and Neighbourhood Plans where developed)
- Approved development at RAF Upper Heyford (including 761 homes net)

Requirement/ Projects	Phasing	Priority	Policy Linkage	Funding (status and cost if known)	Responsible body	Partners	Current Status
Transport							
Road network, cycling and walking	2006-2031	Wider benefit	LTP, Local Plan Policy SLE4	Not known	OCC	CDC, Sustrans	Further discussion with OCC required
Various highway improvement schemes	2006-2031	Wider benefit	CRAITLUS, LTP, Developer Contributions SPD Local Plan Policy SLE4	Developer contributions	OCC	CDC, Developers/ Agents	Further discussion with OCC required
Education							
New Primary and Secondary School provision and places	2006-31	Essential	SE Plan Policy S3, Developer Contributions SPD Local Plan Policy BSC7	tbc	OCC	Private sector	Further discussion with OCC required New Primary School to be provided at the approved development at Former RAF Upper Heyford. Elsewhere contributions to provide school places.
Nursery schools	2006-2031	Essential	SE Plan Policy S3, Developer Contributions SPD Local Plan Policy BSC7	tbc	OCC	Private sector	Nursery provision for 3 year olds to be included in new primary schools.
Health							
Social infrastructure							
Community facilities	2006-2031	Essential	Developer Contributions SPD	Public/private sector £2m identified in Eco town	OCC CDC	Town/Parish Councils	Developer Contributions as required

				funding bid			
Green infrastructure							
Open Space	2006-2031	Essential	SEP Policy CC8	Public/private sector	CDC,	OCC/ Parish/Town Councils	Developer contributions as required
Parks and play space	2006-2031	Essential	SEP Policy CC9	Public/private sector	CDC,	OCC/ Parish/Town Councils	Developer contributions as required
Public Services							
Emergency services (police, fire, ambulance)	2006-2031	Essential	SEP CC7 Developer Contributions SPD Local Plan Policy BSC9	Public sector with some developer contributions through Developer Contributions SPD	Emergency service providers	CDC	
Utilities							
Waste water treatment Foul drainage	2006-2031	Essential	SEP CC7 Local Plan Policy BSC9	Tbc	Thames Water	Developers/Agents	Further discussions with providers required
Gas, Electricity, Heat, Telecoms (Strategic allocations)	2006-2031	Essential	Developer contributions SPD Local Plan Policy BSC9	Not known		Developers, Utility Service providers	Requirement for network upgrades to be progressed with utility companies

Section E. Monitoring Delivery of the Local Plan

Effective monitoring is important to ensure that Local Plan policies are being implemented and are achieving their aims, given that all development proposals are subject to viability testing.

The Annual Monitoring Report (AMR) is the document that will monitor and report on the effectiveness of policies within the Local Plan and associated documents. The AMR will continue to report on a range of data to assess whether:

- policy targets have been met, or progress is being made towards meeting them
- policy targets are not being met, or are not on track to being achieved, and the reasons for this
- policies are having an impact in respect of national and local policy targets, and any other targets identified in local development documents
- policies need adjusting or replacing because they are not working as intended
- policies need changing to reflect changes in national or regional policy, and
- if policies need changing, the actions needed to achieve this.

AMRs are published at the end of each calendar year and report on the previous monitoring year (1 April to 31 March). AMRs produced so far can be viewed online at <http://www.cherwell.gov.uk/localdevelopmentframework>.

These have focused on measuring the progress of Local Plan preparation, and on the collection of data for the national set of indicators.

The Monitoring Framework

There are various types of indicators that can be used to measure the performance of policies. The AMRs produced so far have reported on the *Core Output Indicators*, indicators that were previously set at a national level by Government. The Core Output Indicators measured quantifiable physical activities directly related to the implementation of planning policies covering issues such as business development, housing development and environmental quality.

We can also develop additional indicators that are more closely related to monitoring the effectiveness of our local policies. The indicators we intend to use are set out below, grouped together under the relevant theme of the Local Plan.

Before the publication of the Submission Local Plan, we will have established targets for each indicator against which the performance of policies can be measured (targets for some of the housing indicators have already been established in the Annual Monitoring Reports for 2009, 2010 and 2011).

We also have developed a set of trajectories for housing and employment to address delivery across the programme period as a whole. These are of necessity indicative at the start of a programme, have been prepared to reflect how the current recession is depressing delivery, but are a clear baseline against which overall implementation can be assessed. They include completions and those strategic developments such as Bankside phase one which has an existing planning permission that has not yet been implemented (see NPPF footnote 11).

In view of the imminent abolition of the Regional Spatial Strategy we propose to move to one single District wide calculation for the land supply and end the unhelpful splitting of the District into two sub areas for this calculation.

Theme One - Achieving a Sustainable Local Economy

The strategic employment trajectory which follows, shows how the release of the strategic development sites set out in Section C – 'Policies for Cherwell's Places' would secure a significant employment growth in Cherwell that is focused on Bicester and Banbury. There are other smaller sites which are excluded from this assessment.

We will use a number of local indicators to monitor how well policies are delivering our aim of 'achieving a sustainable local economy' (See Policies for Developing a Sustainable Local Economy).

These include:

- Employment land lost to non employment use (hectares)
- Allocated employment land completed, committed and remaining
- Employment development on non allocated land (hectares)
- Amount of retail/town centre uses completed within and outside of town centres
- Diversity of uses within urban centres
- Amount of vacant uses within town centres
- Amount of new tourism development in the district
- Numbers of visitors to tourist attractions in the district
- Number of village services and facilities closed, opened or lost to development.

Theme Two - Building Sustainable Communities

This section demonstrates in more detail how Cherwell's housing requirements will be met and sustainable communities built. Monitoring the delivery of strategic development site allocations will ensure continued housing land supply. The Local Plan is informed by the Strategic Housing Land Availability Assessment.

The 2011 Annual Monitoring Report details the housing land supply position during 2011 and has informed the completion of the housing trajectory.

The housing trajectory which follows shows how the release of the strategic development sites set out in Section C – Policies for Cherwell's Places would enable the overall housing growth targets to be met and a 5 year supply maintained for the life of the Local Plan.

The attached Housing Trajectory shows how the development of new homes will be phased over the plan period.

Housing delivery will be monitored to ensure that the projected housing delivery is achieved. The district is required by the National Planning Policy Framework to maintain a continuous five year supply of deliverable (available, suitable and achievable) sites as well as meeting its overall housing requirement. The District must also provide an additional buffer of 5% on top of its five year land supply delivery requirement. This increases to 20% where there has been a record of persistent under delivery.

If the supply of deliverable housing land drops to five years or below and where the Council is unable to rectify this within the next monitoring year there may be a need for the early release of sites identified within this strategy or the release of additional land.

We will use a number of local indicators to monitor how well policies are delivering our aim of 'building sustainable communities' (See [Policies for Building Sustainable Communities](#)).

These include:

- Housing completions on previously developed land
- Density of housing completions
- Affordable housing completions/acquisitions
- Housing completions by type and size
- Number of extra care units completed
- Number of Gypsy and Traveller pitches and Travelling Show people plots provided/lost.
- Number (or floorspace) of new health care facilities provided
- Number (or floorspace) of new community facilities provided
- Number of new educational places provided (primary/secondary/tertiary)
- Amount, type and location of open space/sport/recreation facilities
- Areas deficient in recreation provision by type and amount
- Open space/sport/recreation facilities lost to development
- Open space/sport/recreation facilities gained through new development/S106 agreements
- Open space/sport/recreation facilities enhanced through new development/S106 agreements
- Number of areas of open space achieving quality standards

Theme Three - Ensuring Sustainable Development

We will use a number of local indicators to monitor how well policies are delivering our aim of 'ensuring sustainable development' (See [Policies for Ensuring Sustainable Development](#)).

These include:

- Planning permissions granted contrary to Environment Agency advice on flood risk grounds
- Number of consented renewable energy schemes, number of refused renewable energy schemes, and reasons for refusal
- Number of consented developments making use of combined heat and power
- Number of developments achieving Code for Sustainable Homes/BREEAM standards, and at what level
- Permissions granted contrary to BBOWT/Natural England/Environment Agency advice
- Area of biodiversity habitat/number of species
- Progress towards Conservation Target Area targets (not set or monitored by the Council, but by Oxfordshire Nature Conservation Forum)
- Number of ecological surveys permitted with applications
- Amount of AONB lost to development
- Number of major development schemes permitted in AONB
- Number of urban fringe improvement schemes

Annual Reporting

Data on these indicators will be gathered annually and reported in the Annual Monitoring Report (AMR) each year. The AMR will also report on whether the established targets have been met, and, if not, what actions are to be taken to ensure they are met in future.

Proposed Housing Trajectory

	Total units	11/12	12/13	13/14	14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22	22/23	23/24	24/25	25/26	26/27	27/28	28/29	29/30	30/31
BICESTER																					
NW Bicester Ph.1	394				20	50	50	50	50	50	50	50	24	0	0	0	0	0	0	0	0
NW Bicester Ph.2	1400							50	50	100	100	100	100	150	150	100	100	100	100	100	100
Graven Hill	1900				50	100	100	150	150	150	150	150	150	150	150	150	150	150			
SW Bicester Ph. 1 (approved)	1585	20	100	150	150	150	150	150	150	150	150	150	115								
SW Bicester Ph.2	650												50	75	75	75	75	75	75	75	75
Gavray Drive (approved)	500				50	75	75	75	75	75	75										
East Bicester	150																			50	100
Bicester Subtotal	6579	20	100	150	270	375	375	475	475	525	525	450	439	375	375	325	325	325	175	225	275
Bicester Cumulative Subtotal		20	120	270	540	915	1290	1765	2240	2765	3290	3740	4179	4554	4929	5254	5579	5904	6079	6304	6579
BANBURY																					
Bankside Ph. 1 (approved)	1092					50	100	100	100	100	100	100	100	100	100	100	42				
Bankside Ph.2	400														50	50	75	75	50	50	50
Canalside	1050							0	50	100	100	100	100	100	100	100	100	100	100	100	100
Southam Road	800				50	100	100	100	100	100	100	100	50								
West of Bretch Hill	400				50	50	50	50	50	50	50	50									
North of Hanwell Fields	400				50	50	50	50	50	50	50	50									
Banbury Subtotal	4142	0	0	0	150	250	300	300	300	350	400	400	250	200	250	250	217	175	150	150	50
Banbury Cumulative Subtotal		0	0	0	150	400	700	1000	1300	1650	2050	2450	2700	2900	3150	3400	3617	3792	3942	4092	4142
OTHER SUPPLY																					
Upper Heyford	761				50	100	100	100	100	100	100	100	11								
Completions	2542																				
Other outstanding approvals (Urban)	456		114	114	114	38	38	38													
Other outstanding approvals (Rural)	432		108	108	108	36	36	36													
Non-strategic sites (Urban 25%)	172			20	20	15	15	10	10	10	10	10	8	8	8	7	7	7	7		
Non-strategic sites (Rural 75%)	516			46	44	44	44	30	28	28	28	28	28	28	28	28	28	28	28		
Sites < 10 dw	1150	70	70	70	70	70	70	70	70	70	70	70	70	70	70	70	50	50			
Rest of District Subtotal	6029	70	292	358	406	303	303	284	208	208	208	208	117	106	106	105	85	85	35	0	0
Rest of District Cumulative Subtotal		70	362	720	1126	1429	1732	2016	2224	2432	2640	2848	2965	3071	3177	3282	3367	3452	3487	3487	3487
GRAND TOTALS																					
Grand-total	16750	90	392	508	826	928	978	1059	983	1083	1133	1058	806	681	731	680	627	585	360	375	325
Cumulative Total		90	482	990	1816	2744	3722	4781	5764	6847	7980	9038	9844	10525	11256	11936	12563	13148	13508	13883	14208
Affordable Housing	4392	30	126	163	261	291	306	329	304	334	349	326	247	209	223	207	191	178	109	112	97

Proposed Strategic Employment Trajectory

	Total Employment Area (ha)	Total sqm	2006 - 2011	2011- 2016	2016 - 2021	2021- 2026	2026 - 2031
BICESTER							
North West Bicester Phase 1 (<i>Bicester 1</i>)	0.20	2,900			2,900		
Rest of North West Bicester (<i>Bicester 1</i>)(up to 2031)	25.30	64,420				64,420	
Graven Hill (<i>Bicester 2</i>)	26.00	104,000					104,000
Bicester Business Park (<i>Bicester 4</i>)	17.50	46,200				46,200	
Bicester Gateway (<i>Bicester 10</i>)	7.50	19,800				19,800	
North East Bicester Business Park (<i>Bicester 11</i>)	2.73	21,833				21,833	
East Bicester (<i>Bicester 12</i>)	24.55	64,812					64,812
Bicester Subtotal	103.78	323,965	0	0	2,900	152,253	168,812
BANBURY							
Canalside (<i>Banbury 1</i>)	TBC	TBC					
Land West of M40 (<i>Banbury 6</i>)	24.68	139,202	24,005		115,197		
Former SAPA site	12.8	55,565		55,565			
Banbury Subtotal	37.48	194,767	24,005	55,565	115,197	0	0
OTHER SUPPLY							
Former RAF Upper Heyford	TBC	115,009			115,009		
Other Supply Subtotal	TBC	115,009	0	0	115,009	0	0
GRAND TOTALS	141.26	633,741	24,005	55,565	233,106	152,253	168,812

Appendix 1. Background to Cherwell and its places

Cherwell is situated in north Oxfordshire at the northernmost point of the South East region. It lies between London and Birmingham, immediately north of Oxford and south of Warwick / Leamington Spa. The district shares boundaries with Oxford City, South Oxfordshire, Vale of White Horse, West Oxfordshire, Aylesbury Vale, South Northamptonshire and Stratford upon Avon districts.

Cherwell Today

Cherwell is predominantly a rural district. It has two towns, Banbury in the north and Bicester in the south, and a third urban area at Kidlington, a very large village close to Oxford. The district has over 90 villages and hamlets.

Cherwell has an estimated population of 134,294 (2009) with 44,805 people living in Banbury (33.3%), 30,041 in Bicester (22.3%) and 13,433 in Kidlington (10%). The total urban population is 88,279 (65.7%) with 46,016 people (34.3%) living in rural areas. The district has a total of 58,036 dwellings, 12% of which are social or other public housing (2009).

The district's largest employment sectors are: distribution, hotels and restaurants; public administration and health; banking, finance and insurance; and manufacturing. In recent times, unemployment has generally been low in Cherwell. However, it has doubled during the economic downturn.

Banbury is principally a manufacturing town and service centre whilst Bicester is a garrison and commuter town with a military logistics, storage and distribution and manufacturing base. Both towns feature as important economic locations in the Regional Spatial Strategy. Kidlington functions as a village service centre but has a larger, varied employment base benefiting from its proximity to Oxford, its location next to the strategic road network, and the location of Oxford Airport immediately to the north. Bicester and Kidlington lie within Oxford's sub-region. In rural areas, the function of villages as places to live and commute from has increased as the traditional rural economy has declined. Nevertheless, although the number of people employed in agriculture fell by 18% between 1990 and 2000, it increased by 13% between 2000 and 2007.

The M40 motorway passes through Cherwell close to Banbury and Bicester. There are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. The rail link from Bicester to Oxford is planned for improvement as part of wider east-west rail objectives. The district has a clear social and economic relationship with Oxford and to a lesser extent with Northamptonshire. Banbury has its own rural hinterland and housing market area which extends into South Northamptonshire and less so into West Oxfordshire and Warwickshire. London has a significant commuting influence.

The character of Cherwell's built environment is diverse but distinctive. Banbury and Bicester have changed as a result of post-war expansion and economic growth brought about by the M40 but retain their market town origins. The district has a number of larger, well served villages but less mid-sized villages than is typical for the rest of Oxfordshire. In the north of the district, the predominant traditional building material is ironstone; in the south, limestone. Many villages have retained their traditional character. Cherwell has approximately 2,300 listed buildings, an increasing number of conservation areas (presently 59), approximately 55 Scheduled Ancient Monuments and a number of registered parks and gardens and historic battlefields. In some areas the MoD's presence has influenced the built environment.

Cherwell's natural environment is also varied. The River Cherwell and Oxford Canal run north-south through the district. There are Ironstone Downs in the north-west (a small proportion of which is within the Cotswolds Area of Outstanding Natural Beauty in the north west of the district), the Ploughley Limestone Plateau in the east and the Clay Vale of Otmoor in the south. Part of the

Oxford Meadows Special Area of Conservation lies north of the boundary with Oxford City and the district has a large number of designated wildlife sites, Sites of Special Scientific Interest and other designated areas of natural interest. Approximately 14% of the district lies within the Oxford Green Belt to the south which surrounds the urban area of Kidlington.

Development in the district has been led by waves of urban expansion to Banbury and Bicester as part of a countywide approach to focus growth on Oxford and its satellite country towns. An urban extension to the north of Banbury of over 1000 homes was completed in 2008/09. Urban extensions producing some 1600 homes at Bicester were completed in 2004/05. Average housing completions from 1996 to 2009 were 604 per annum, 38% of which were in Banbury, 31% in Bicester and 31% elsewhere. Banbury's town centre benefited from redevelopment in the 1990s and is regionally important. Improvements to Bicester town centre have been permitted to provide much needed retail, leisure and community facilities and are in the process of being implemented.

Permissions are in place for further extensions to Banbury and Bicester of 1000 and 1600 homes respectively. Saved development plan policy allows for a new settlement of about 1000 homes (including about 300 existing) to be constructed between the two towns at former RAF Upper Heyford to achieve environmental and heritage benefits.

Bicester Today

Bicester is a rapidly expanding historic market town with a long-standing military presence. It has grown substantially over the last 50 years and now has a population of approximately 30,000. This represents growth of 50% since 1981 and further growth of up to 30% (to approximately 40,000) is projected by 2026. Bicester's growth has been influenced by its location on the strategic road network close to junction 9 of the M40, where the A34 meets the A41. It is also close to junction 10 with the A43 which connects the M40 and M1. Bicester has a particularly close economic relationship with Oxford.

A substantial programme of continuing development in the town is in place. Planning permission has been granted for a strategic housing site of 1,585 homes at 'South West Bicester', including a health village, sports provision, employment land, a hotel, a new secondary school, a community hall and a local centre. A new perimeter road has now been built to serve the development and to assist in removing through traffic from the town centre. Permission has also been granted for another site of 500 homes at Gavray Drive, including a new primary school, open space and a local wildlife site. The Government has identified North West Bicester as a location for an Eco-Town development. Bicester's location within the Central Oxfordshire sub-region and on the Oxford-Cambridge arc makes it well located for growth.

Permission has also been granted for a £50m redevelopment of the town centre including a Sainsburys supermarket, other retail premises, a cinema, a library and a new civic building. 'Bicester Village', an internationally successful factory outlet centre at the southern edge of Bicester, has also recently expanded. The Council has granted planning permission for a new business park comprising 50,000m² of B1 employment space and a hotel to the south of Bicester Village and east of the A41. Full build out of this will be subject to improvements to junction 9 of the M40.

In terms of other significant infrastructure, NHS Oxfordshire has now chosen its preferred bidder for new health facilities to replace Bicester's existing community hospital and a planning application is expected imminently. In terms of rail improvements, in 2013, Chiltern Railways intends to commence work to upgrade the railway between Oxford and Bicester, to significantly improve services between Oxford and London via Bicester and provide an alternative to using the M40 and A34. This will result in improved services from Bicester and the redevelopment of Bicester Town Railway Station. Furthermore, the East West Rail Link Project, which will pass through Bicester, seeks to establish a strategic railway connecting East Anglia with Central, Southern and Western England.

The town's military presence remains today. MoD Bicester to the south of the town is a major logistics site for the Defence Storage and Distribution Agency (DSDA) and has an army, other military and civilian presence. The site extends to some 630 hectares from the south of Bicester into the rural area around the villages of Ambrosden and Arccott. Logistics operations at the Graven Hill site are being rationalised and consolidated, with the development of a new 'Fulfilment Centre' at Arccott's existing 'C' site, releasing much of the land at the Graven Hill site for allocation for development in this Local Plan. The MoD wishes to retain its valued presence in Cherwell and it remains a major employer in the district. RAF Bicester to the north east of the town was established as a Royal Flying Corps Aerodrome and became a Royal Air Force station. The site is now a Conservation Area and retains: "... *better than any other military airbase in Britain, the layout and fabric relating to pre-1930s military aviation...*". It also has "...*the best-preserved bomber airfield dating from the period up to 1945...*" (English Heritage). The airfield itself is now used by a gliding club.

Other major employers at Bicester include Bicester Village (about 600) and Tesco (about 450) and Fresh Direct (fruit and vegetable merchants employing about 350 people). Bicester does however experience high levels of out-commuting, particularly to Oxford, and this is a significant issue for the Local Plan.

Bicester is identified in the South East Plan as a main location for development within the Central Oxfordshire area around Oxford to improve its self-containment. The South East Plan also states that every opportunity should be taken to promote the town, amongst other things, as a new location for higher value and knowledge-based business. Bicester is generally less constrained than Banbury in terms of landscape sensitivity, flooding and agricultural land quality but has more designated ecological constraints. Under-provision of services and facilities is a concern. Whilst some measures, such as town centre redevelopment, are in place to address this, more needs to be done. Improving self-containment and delivering jobs, services, facilities, traffic management measures and other infrastructure to match Bicester's rapid and continuing expansion and reduce levels of deprivation are central to this strategy.

Banbury Today

Banbury is the largest of Cherwell's two towns and is a commercial, retail, employment and housing market centre for a large rural hinterland. It is identified as a Primary Regional Centre in the South East Plan. Although still a market town, Banbury expanded rapidly in the 1960s to assist in dealing with London's housing needs. Since then, it has seen continued economic and population growth in part due to the construction of the M40 motorway.

Banbury's major employers are the Horton General Hospital to the south of the town centre (about 1200 people) which serves North Oxfordshire and neighbouring areas, Kraft (about 1000 people) to the north of the town centre, and the District Council based in the adjoining village of Bodicote to the south (about 700 people). The main employment areas are to the north and east of the town.

The town has two residential areas which suffer significantly from deprivation: an area in western Banbury in and around the Bretch Hill estate, built to accommodate overspill from London; and Grimsbury, originally a Victorian area to the east of the town centre which expanded with the construction of local authority housing and has experienced further development over the past 20 years. Grimsbury has relatively high numbers of people from ethnic minority groups.

Banbury experienced major retail redevelopment in the 1990s (Castle Quay) which has brought great benefits to the town centre but has also made it more challenging for the historic High Street area. Areas of land east and west of the railway station to the east of the town centre have been in need of regeneration for some years. The easternmost area - the former Cattle Market and

adjoining land - has now been developed. The 'Canalside' industrial area to the west is more challenging as it is in active use by a wide range of businesses.

Banbury is located on the River Cherwell / Oxford Canal corridor and its development potential is constrained by sensitive landscape and topography in most directions. This includes the Cherwell Valley, Sor Brook Valley and significant ridgelines. Banbury experienced serious flooding in 1998 and to a lesser extent in 2007. A flood alleviation scheme for the town has now been delivered. The M40 is both an opportunity and constraint. Junction 11 lies immediately to the north east of the town and the motorway runs close to the town's eastern perimeter. Currently traffic must pass through the town centre or through residential areas to travel between Junction 11 and the south side of town.

Kidlington

Kidlington, in the south of the district, makes a proud claim to be Britain's largest village with a population of about 13,000. By reason of its size, and due to its function as a large employment and service centre, it comprises the district's third urban area. Kidlington is located only 5 miles north of Oxford City and is located near a major junction connecting 3 separate A roads - the A34, A40 and A33. The village centre 'healthcheck' of 2007 found that Kidlington operates as a local shopping centre which primarily serves customers from the local vicinity. The village centre fulfils the role of 'top up' or convenience shopping. Within the centre there was found to be a relatively high proportion of service and office sector dominance whilst outside of the centre, there is a concentration of employment generating development to the west of the village around Langford Lane, with Langford Business Parks, Spires Business Park and the Oxford Motor Park. Oxford Airport is also situated in this area. One of the challenges at Kidlington is meeting the needs of an urban area constrained by surrounding Green Belt. Population estimates for 2009 put the total at 13,433 people (Living in Cherwell, 2010), a decrease of 2% since 2001 (likely to be a result of changes in occupancy rates – i.e. a fall in the number of people per household).

Our Villages and Rural Areas Today

There are over 90 villages and hamlets in Cherwell. Bloxham, in the north of the district, is the second largest village with a population of over 3,000. Yarnton, to the south west of Kidlington, has a population of about 2,500. Adderbury, Deddington, Hook Norton and Bodicote, each in north Cherwell, also have populations in excess of 2000.

Each of Cherwell's villages has its own unique character and many have conservation areas which help to conserve and enhance their historic core. All of the villages have seen growth over the centuries, and some have grown significantly in the 20th and 21st centuries.

Cherwell's other villages can be generally characterised as having a fairly limited number and range of services and facilities, however there are significant differences between villages. The larger villages often have some or all of the following; a post office, primary school, shops, pubs, bus services, recreation areas and community halls and other community facilities. Some also have local employment opportunities.

The character of the rural area is varied and includes land of significant landscape and biodiversity value. A small part of the Cotswolds AONB lies within the north western part of the district and to the south lies the Oxford Meadows Special Area of Conservation. This environment helps attract tourists to the area to destinations such as Hook Norton Brewery, the Cropredy festival and the Oxford Canal.

Appendix 2: Links between Plan Policies and Objectives

Policy Title	Policy number	Relevant Strategic Objective
Policies for Development in Cherwell		
Theme One: A Sustainable Local Economy		
Employment Development	SLE 1	1, 3, 11, 12
Securing Dynamic Town Centres	SLE 2	1, 3, 4, 5, 9, 11, 12, 13, 14
Supporting Tourism Growth	SLE 3	2, 9, 12, 13, 14
Improved Transport and Connections	SLE 4	9, 12
High Speed Rail	SLE 5	9, 11, 14
Theme Two: Building Sustainable Communities		
District Wide Housing Distribution	BSC 1	5, 6, 7, 8, 9, 11
Effective and Efficient Use of Land -- Brownfield land and Housing Density	BSC 2	5, 6, 7, 8, 9, 11
Affordable Housing	BSC 3	7
Housing Mix	BSC 4	6, 8
Area Renewal	BSC 5	3, 9, 13
Travelling Communities	BSC 6	6, 9
Meeting Education Needs	BSC 7	9
Securing Health & Well-Being	BSC 8	9
Public Services & Utilities	BSC 9	9
Open Space, Sport and Recreation Provision	BSC 10	9, 10, 13, 14
Local Standards of Provision – Outdoor Recreation	BSC 11	9, 10, 13, 14
Indoor Sport, Recreation and Community Facilities	BSC 12	9, 10, 13
Theme Three: Ensuring Sustainable Development		
Mitigating and Adapting to Climate Change	ESD 1	10, 11, 12, 14
Energy Hierarchy	ESD 2	10
Sustainable Construction	ESD 3	10
Decentralised Energy Systems	ESD 4	10
Renewable Energy	ESD 5	10
Sustainable Flood Risk Management	ESD 6	10
Sustainable Drainage Systems (SUDS)	ESD 7	10
Our Core Assets		
Water Resources	ESD 8	10
Protection of Oxford Meadows SAC	ESD 9	14

Protection and Enhancement of Biodiversity and the Natural Environment	ESD 10	10, 14
Conservation Target Areas	ESD 11	10, 14
Cotswolds AONB	ESD 12	11, 13
Local Landscape Protection and Enhancement	ESD 13	11, 13
Oxford Green Belt	ESD 14	11, 13
Green Boundaries to Growth	ESD 15	5, 9, 13, 14
The Character of the Built Environment	ESD 16	5, 13
The Oxford Canal	ESD 17	9, 12, 13, 14
Green Infrastructure	ESD 18	9, 10, 13, 14
Policies for Cherwell's Places		
Bicester		
North West Bicester Eco-Town	Bicester 1	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Graven Hill	Bicester 2	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
South West Bicester Phase 2	Bicester 3	5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Bicester Business Park	Bicester 4	1, 9, 10, 11, 12, 13
Strengthening Bicester Town Centre	Bicester 5	1, 3, 4, 9, 13
Bure Place Town Centre Redevelopment Phase 2	Bicester 6	1, 3, 4, 9, 13
Meeting the Need for Open Space, Sport and Recreation	Bicester 7	9, 13
RAF Bicester	Bicester 8	1, 3, 9, 13
Burial Site in Bicester	Bicester 9	9
Bicester Gateway	Bicester 10	1, 9, 10, 11, 12, 13
North East Bicester Business Park	Bicester 11	1, 9, 10, 11, 12, 13
East Bicester	Bicester 12	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Banbury		
Banbury Canalside	Banbury 1	3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Hardwick Farm, Southam Road (East and West)	Banbury 2	5, 6, 7, 8, 9, 10, 11, 12, 13, 14
West of Bretch Hill	Banbury 3	3, 5, 6, 7, 9, 10, 11, 12, 13, 14
Bankside Phase 2	Banbury 4	5, 6, 7, 9, 10, 11, 12, 13, 14
North of Hanwell Fields	Banbury 5	5, 6, 7, 9, 10, 11, 12, 13, 14
Employment Land West of M40	Banbury 6	1, 9, 10, 11, 12, 13
Strengthening Banbury Town Centre	Banbury 7	1, 3, 4, 9, 13

Land at Bolton Road	Banbury 8	1, 3, 4, 9, 13
Spiceball Development Area	Banbury 9	3, 4, 9, 11, 13, 14
Bretch Hill Regeneration Area	Banbury 10	1, 3, 5, 6, 7, 8, 9, 11, 13
Meeting the Need for Open Space, Sport and Recreation	Banbury 11	9, 13
Land for the Relocation of Banbury United FC	Banbury 12	9, 13
Burial Site Provision in Banbury	Banbury 13	9
Banbury Country Park	Banbury 14	9, 13, 14
Kidlington		
Langford Lane Technology Park	Kidlington 1	1, 9, 10, 11, 12, 13
Strengthening Kidlington Village Centre	Kidlington 2	1, 3, 4, 9, 13
Our Villages and Rural Areas		
Village Categorisation	Villages 1	5, 6, 7, 8, 9, 11, 12, 13, 14
Distributing Housing Growth across the Rural Areas	Villages 2	5, 6, 7, 8, 9, 11, 12, 13, 14
Rural Exception Sites	Villages 3	5, 6, 7, 8, 9, 13
Meeting the Need for Open Space, Sport and Recreation	Villages 4	9, 13
Upper Heyford	Villages 5	3, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14
Delivering the Local Plan		
Infrastructure	INF 1	9

Appendix 3: The Evidence Base for the Plan

Evidence Base and Relevant Documents/Data Sources

Affordable Housing Viability Assessment

http://www.cherwell.gov.uk/media/pdf/a/7/Cherwell_Housing_Viability_Study_%2819_March_2010%29.pdf

Affordable Housing Viability Assessment Update (2012) – to be added

Analysis of the viability of Extra Care Housing units within Section 106 scheme in Cherwell DC

http://www.cherwell.gov.uk/media/pdf/7/o/Viability_of_Extra_Care_Housing_%28February_2_011%29.pdf

Annual Monitoring Report 2011 <http://www.cherwell.gov.uk/index.cfm?articleid=3238>

Banbury Integrated Transport and Land Use Study (BANITLUS)

<http://www.cherwell.gov.uk/index.cfm?articleid=3244>

Bicester Integrated Transport and Land Use Study (BICITLUS) (draft)

http://www.cherwell.gov.uk/media/pdf/r/e/BICITLUS_%28February_2009%29_-_lr.pdf

Cherwell in Numbers 2010

http://www.cherwell.gov.uk/media/pdf/c/5/Cherwell_in_numbers_2010_v2.pdf

Cherwell Level 2 Strategic Flood Risk Assessment March 2012 – to be added

Cherwell Rural Areas Integrated Transport and Land Use Study (CRAITLUS) (August 2009) Final Report -

http://www.cherwell.gov.uk/media/pdf/j/h/CRAITLUS_Stage_2_Final_Report_with_Figures.pdf

Appendices -

http://www.cherwell.gov.uk/media/pdf/l/e/CRAITLUS_Stage_2_Final_Appendices_with_Figures.pdf

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

Main Document & Appendix A & E - L

[http://www.cherwell.gov.uk/media/pdf/9/b/Cherwell_and_West_Oxfordshire_SFRA_\(April_20_09\)_Including_Appendix_A_E_-_L.pdf](http://www.cherwell.gov.uk/media/pdf/9/b/Cherwell_and_West_Oxfordshire_SFRA_(April_20_09)_Including_Appendix_A_E_-_L.pdf)

Appendix B -

http://www.cherwell.gov.uk/media/pdf/s/b/Appendix_B_CDC_Settlement_Maps_-_1.pdf

Appendix B Part 2 -

http://www.cherwell.gov.uk/media/pdf/i/c/Appendix_B_CDC_Settlement_Maps_-_2.pdf

Cherwell Tourism Development Study (August 2008)

[http://www.cherwell.gov.uk/media/pdf/a/c/Cherwell_Tourism_Development_Study_\(August_2008\).Pdf](http://www.cherwell.gov.uk/media/pdf/a/c/Cherwell_Tourism_Development_Study_(August_2008).Pdf)

Conservation and Urban Design Strategy for Cherwell 2012 – 2015 (draft)

<http://www.cherwell.gov.uk/index.cfm?articleid=8683>

Economic Analysis Study (2012) – to be added

Economic Development Strategy 2011 – 2016

http://www.cherwell.gov.uk/media/pdf/8/3/11_10_06_Cherwell_EDS_2011-16.pdf

Employment Land Review (July 2006)

http://www.cherwell.gov.uk/media/pdf/s/1/Employment_Land_Review_-_Final_Report_-_July_2006_-_lr.pdf

Employment Land Review Update (2012)

http://www.cherwell.gov.uk/media/pdf/2/a/12-04-16_Cherwell_ELR_FINAL_low_res.pdf

Environmental Strategy for a Changing Climate (May 2007)

http://www.cherwell.gov.uk/media/pdf/4/4/Environmental_Strategy.pdf

Green Space Strategy (July 2008)

[http://www.cherwell.gov.uk/media/pdf/5/m/Green_Space_Strategy_-_Background_Document_\(July_2008\).pdf](http://www.cherwell.gov.uk/media/pdf/5/m/Green_Space_Strategy_-_Background_Document_(July_2008).pdf)

Gypsy and Traveller Accommodation Needs Assessment for the Thames Valley Region (September 2006) <http://www.cherwell.gov.uk/media/pdf/3/j/>

[Gypsy and Traveller accommodation needs assessment for the Thames Valley region \(September 2006\).pdf](http://www.cherwell.gov.uk/media/pdf/3/j/Gypsy_and_Traveller_accommodation_needs_assessment_for_the_Thames_Valley_region_(September_2006).pdf)

Gypsy and Traveller Housing Needs Assessment (2012)

Habitats Regulations Assessment (stage 1) of Options for Growth Consultation on Directions of Growth (November 2009)

[http://www.cherwell.gov.uk/media/pdf/o/5/Habitats_Regulations_Assessment_\(Stage_1\)_of_Options_for_Growth_-_Consultation_on_Directions_of_Grow.pdf](http://www.cherwell.gov.uk/media/pdf/o/5/Habitats_Regulations_Assessment_(Stage_1)_of_Options_for_Growth_-_Consultation_on_Directions_of_Grow.pdf)

[Habitats Regulations Assessment \(Stage 1 screening of draft Core Strategy \(February 2011\)\)](http://www.cherwell.gov.uk/media/pdf/o/5/Habitats_Regulations_Assessment_(Stage_1_screening_of_draft_Core_Strategy_(February_2011)))

<http://www.cherwell.gov.uk/media.cfm?mediaid=8654>

Landscape Sensitivity and Capacity Assessment (September 2010)

Part 1 -

http://www.cherwell.gov.uk/media/pdf/d/8/Landscape_Sensitivity_and_Capacity_Report_10_08_02_-_lr.pdf

Part 2 -

http://www.cherwell.gov.uk/media/pdf/f/2/Figures_and_Appendices_%28combined%29_-_Part_A.pdf

Part 3 -

http://www.cherwell.gov.uk/media/pdf/f/p/Figures_and_Appendices_%28combined%29_-_Part_B.pdf

Living in Cherwell (July 2010)

http://www.cherwell.gov.uk/media/pdf/c/4/Living_in_Chерwell_2010.pdf

Needs Assessment for Travelling Showpeople - Executive Summary (November 2008)

http://www.cherwell.gov.uk/media/pdf/5/2/Needs_Assessment_for_Travelling_Showpeople_-_Executive_Summary_-_November_08.pdf

Oxfordshire Data Observatory

<http://www.oxfordshireobservatory.info/wps/portal/dataobservatory>

Oxfordshire Local Transport Plan

<http://www.oxfordshire.gov.uk/cms/public-site/local-transport-plan>

Oxfordshire Wildlife and Landscape Study

<http://owls.oxfordshire.gov.uk/wps/wcm/connect/OWLS/Home/>

Playing Pitch Strategy (July 2008)

[http://www.cherwell.gov.uk/media/pdf/6/n/Playing_Pitch_-_Background_Document_\(July_2008\).pdf](http://www.cherwell.gov.uk/media/pdf/6/n/Playing_Pitch_-_Background_Document_(July_2008).pdf)

PPG17 Assessment - Indoor Sports and Recreation Facilities Assessment (August 2006)

[http://www.cherwell.gov.uk/media/pdf/m/9/Indoor_Sports_and_Recreations_Facilities_Assessment_\(PMP\)_August_2006\).pdf](http://www.cherwell.gov.uk/media/pdf/m/9/Indoor_Sports_and_Recreations_Facilities_Assessment_(PMP)_August_2006).pdf)

PPG17 Assessment - Open Space, Sport and Recreational Facilities Needs Assessment Audit and Strategy (July 2006)

[http://www.cherwell.gov.uk/media/pdf/p/7/Open_Space_Sports_and_Recreational_Facilities_Needs_Assessment_and_Audit_Strategy_-_PMP_\(July_2006\).pdf](http://www.cherwell.gov.uk/media/pdf/p/7/Open_Space_Sports_and_Recreational_Facilities_Needs_Assessment_and_Audit_Strategy_-_PMP_(July_2006).pdf)

PPS6 Town Centres Study (December 2006)

http://www.cherwell.gov.uk/media/pdf/7/d/PPS6_Assessment.pdf

Renewable Energy and Sustainable Construction Study (September 2009)

[http://www.cherwell.gov.uk/media/pdf/l/i/Renewable_Energy_and_Sustainable_Construction_Study_\(September_2009\).Pdf](http://www.cherwell.gov.uk/media/pdf/l/i/Renewable_Energy_and_Sustainable_Construction_Study_(September_2009).Pdf)

Retail Study Update (November 2010)

http://www.cherwell.gov.uk/media/pdf/a/d/Cherwell_Retail_Study_Update_%28November_2010%29.pdf

Retail Study Update (2012) – to be added

Rural Strategy (April 2009)

http://www.cherwell.gov.uk/media/pdf/6/o/Rural_Strategy_Access.pdf

Strategic Housing Land Availability Assessment (SHLAA) (2012) – to be added

Strategic Housing Market Assessment (December 2007): Full report -

[http://www.cherwell.gov.uk/media/pdf/7/6/Oxfordshire_Housing_Market_Assessment_-_Final_Report_\(December_2007\).pdf](http://www.cherwell.gov.uk/media/pdf/7/6/Oxfordshire_Housing_Market_Assessment_-_Final_Report_(December_2007).pdf)

Summary -

[http://www.cherwell.gov.uk/media/pdf/8/2/Oxfordshire_Housing_Market_Assessment_-_Summary_Report_\(December_2007\).Pdf](http://www.cherwell.gov.uk/media/pdf/8/2/Oxfordshire_Housing_Market_Assessment_-_Summary_Report_(December_2007).Pdf)

Strategic Housing Market Assessment Update (2012) – to be added

Sustainable Community Strategy 'Our District, Our Future'

http://www.cherwell.gov.uk/media/pdf/s/t/Sustainable_Community_Strategy.pdf

Cherwell Local Plan Documents

Core Strategy:

Core Strategy: Issues and Options Paper (February 2006)

http://www.cherwell.gov.uk/media/pdf/3/n/1_DPD_Core_Strategy_Issues_Options_Paper

[pdf](#)

Spatial Report (February 2006)

[http://www.cherwell.gov.uk/media/pdf/s/7/3 DPD Core Strategy Spatial Report.pdf](http://www.cherwell.gov.uk/media/pdf/s/7/3_DPD_Core_Strategy_Spatial_Report.pdf)

Options for Growth (September 2008)

http://www.cherwell.gov.uk/media/pdf/1/1/Options_for_Growth.pdf

Options for Growth Supporting Report

http://www.cherwell.gov.uk/media/pdf/e/3/Options_for_Growth_-_Supporting_Report.pdf

Draft Core Strategy (February 2010)

http://www.cherwell.gov.uk/media/pdf/2/7/Draft_Core_Strategy_-_February_2010_-_lr1.pdf

Core Strategy Sustainability Appraisal:

Scoping Report (December 2005)

[http://www.cherwell.gov.uk/media/pdf/n/o/4 DPD Core Strategy SA Scoping Report.pdf](http://www.cherwell.gov.uk/media/pdf/n/o/4_DPD_Core_Strategy_SA_Scoping_Report.pdf)

Initial Sustainability Appraisal Report (February 2006)

[http://www.cherwell.gov.uk/media/pdf/b/q/5 DPD Core Strategy Initial Sustainability Appraisal Report.pdf](http://www.cherwell.gov.uk/media/pdf/b/q/5_DPD_Core_Strategy_Initial_Sustainability_Appraisal_Report.pdf)

Draft Core Strategy Sustainability Appraisal (February 2010)

http://www.cherwell.gov.uk/media/pdf/s/b/Draft_Core_Strategy_-_Sustainability_Appraisal_-_lr.pdf

Proposed Submission Core Strategy Sustainability Appraisal (2012) – to be added

Site Allocations:

Banbury and North Cherwell Site Allocations - Issues and Options (July 2006)

[http://www.cherwell.gov.uk/media/pdf/4/r/6 DPD Banbury and North Cherwell Site Allocations - Issues and Options.pdf](http://www.cherwell.gov.uk/media/pdf/4/r/6_DPD_Banbury_and_North_Cherwell_Site_Allocations_-_Issues_and_Options.pdf)

Banbury and North Cherwell Site Allocations - Supplemental Consultation (November 2006)

[http://www.cherwell.gov.uk/media/pdf/6/1/10 DPD Banbury North Cherwell Site Allocations Issues and Options - Supplemental Consultation Nove.pdf](http://www.cherwell.gov.uk/media/pdf/6/1/10_DPD_Banbury_North_Cherwell_Site_Allocations_Issues_and_Options_-_Supplemental_Consultation_Nove.pdf)

Bicester and Central Oxfordshire Site Allocations (May 2007)

[http://www.cherwell.gov.uk/media/pdf/g/6/11 DPD Bicester and Central Oxfordshire Site Allocations Issues and Options Paper.pdf](http://www.cherwell.gov.uk/media/pdf/g/6/11_DPD_Bicester_and_Central_Oxfordshire_Site_Allocations_Issues_and_Options_Paper.pdf)

Site Allocations - Supplemental Consultation on Issues and Options (February 2008)

[http://www.cherwell.gov.uk/media/pdf/8/p/14 DPD Supplemental Consultation on Site Allocations Issues and Options - February 2008.pdf](http://www.cherwell.gov.uk/media/pdf/8/p/14_DPD_Supplemental_Consultation_on_Site_Allocations_Issues_and_Options_-_February_2008.pdf)

Site Allocations Sustainability Appraisal:

Banbury and North Cherwell Scoping Report (March 2006)

[http://www.cherwell.gov.uk/media/pdf/3/4/8 DPD BNC SA Scoping Report.pdf](http://www.cherwell.gov.uk/media/pdf/3/4/8_DPD_BNC_SA_Scoping_Report.pdf)

Banbury and North Cherwell Initial Sustainability Report (July 2006)

[http://www.cherwell.gov.uk/media/pdf/g/0/9 DPD BNC Initial Sustainability Appraisal Rep](http://www.cherwell.gov.uk/media/pdf/g/0/9_DPD_BNC_Initial_Sustainability_Appraisal_Rep)

[ort.pdf](#)

Bicester and Central Oxfordshire Scoping Report (January 2007)

http://www.cherwell.gov.uk/media/pdf/m/e/12_DPD_BCO_SA_Scoping_Report.pdf

Bicester and Central Oxfordshire Initial Sustainability Report (May 2007)

http://www.cherwell.gov.uk/media/pdf/r/f/13_DPD_BCO_Initial_SA_Report.pdf

Supplementary Planning Documents:

Banbury Master Plan SPD - to be added

Bicester Master Plan SPD – to be added

Bicester Concept Masterplan (February 2012)

http://www.cherwell.gov.uk/media/pdf/q/0/Bicester_Masterplan_Phase_1_-_Concept.pdf

Draft Bolton Road SPD (October 2011)

http://www.cherwell.gov.uk/media/pdf/e/0/Land_at_Bolton_Road_Banbury_Draft_SPD_lo_re_s.pdf

Draft Canalside SPD (November 2009)

[http://www.cherwell.gov.uk/media/pdf/g/9/Banbury_Canalside_Draft_SPD_\(LR_unvector\).Pdf](http://www.cherwell.gov.uk/media/pdf/g/9/Banbury_Canalside_Draft_SPD_(LR_unvector).Pdf)

Draft Canalside SPD Companion Document (November 2009)

[http://www.cherwell.gov.uk/media/pdf/i/e/Companion_Doc_\(LR\).Pdf](http://www.cherwell.gov.uk/media/pdf/i/e/Companion_Doc_(LR).Pdf)

Draft Planning Obligations SPD (July 2011)

http://www.cherwell.gov.uk/media/pdf/j/g/Planning_Obligations_SPD_-_07.07.11.pdf

RAF Upper Heyford Comprehensive Planning Brief Supplementary Planning Document (March 2007)

http://www.cherwell.gov.uk/media/pdf/k/d/RAF_Upper_Heyford_Revised_Comprehensive_Planning_Brief_2007LR.pdf

RAF Upper Heyford Comprehensive Planning Brief Supplementary Planning Document Sustainability Appraisal Report (March 2007)

http://www.cherwell.gov.uk/media/pdf/b/f/RAF_Upper_Heyford_-_SA_report_final.pdf

Other:

Statement of Community Involvement (July 2006)

http://www.cherwell.gov.uk/media/pdf/6/t/SCI_Adopted_Version.pdf

Local Development Scheme (November 2009)

http://www.cherwell.gov.uk/media/pdf/t/q/Final_LDS_-_2009_-_with_appendices.pdf

Local Development Scheme (May 2012) – to be added

Online Consultation Portal <http://consult.cherwell.gov.uk/portal/ldf/>

Other Local Guidance Documents referred to in this Local Plan

Cherwell Landscape Assessment (1995)

http://www.cherwell.gov.uk/media/pdf/7/n/CDC_Landscape_Assessment_-_Cobham_Nov_1995_-_lr.pdf

Conservation Area Appraisals - available to view via

<http://www.cherwell.gov.uk/index.cfm?articleid=1672>

Countryside Design Summary Supplementary Planning Guidance (1998)

<http://www.cherwell.gov.uk/media/pdf/9/6/pdf7950272683328088347.Pdf>

Design Guide for the Conversion of Farm Buildings (2002)

<http://www.cherwell.gov.uk/media/pdf/5/6/pdf2411146501461467027.pdf>

Appendix 4: Glossary of terms

Phrase	Definition
Adoption	The approval, after independent examination, of the final version of a Local Plan by a local authority for future planning policy and decision making.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Annual Monitoring Report (AMR)	A report produced at the end of each year assessing progress of the LDS and the extent to which policies in Local Development Documents are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Area Action Plan (AAP)	A type of Development Plan Document focused upon an area which will be subject to significant change.
Area of Outstanding Natural Beauty (AONB)	Areas of national importance for their landscape character and appearance, within which the conservation and enhancement of their natural beauty is a priority. A small area of the Cotswolds AONB falls within the district.
Development Plan	The statutory term used to refer to the plans/documents that apply to a particular area, including the Regional Spatial Strategy and Local Plan Documents.
Development Plan Documents (DPDs)	Documents which make up the Local Plan constitute Local Development Documents and have Development Plan status. DPDs must include the Local Plan and adopted Proposals Map. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	This duty requires local authorities and other public bodies to work together on planning issues in the preparation of Local Plans
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.
Examination	The process by which an independent Planning Inspector may consider whether a Development Plan Document is 'sound' before it can be adopted.
European Union (EU)	Union of European Member States
Infrastructure	Includes education, transport, health, flood defences and open space.
Key Diagram	A map showing the main features and proposals in the local authority area.
Local Development Documents (LDDs)	The collective term for Development Plan Documents, Supplementary Planning Documents and a Statement of Community Involvement.
Local Development Framework (LDF)	This term has been replaced by the term 'Local Plan'. It was used to describe a portfolio of Local Development Documents that provide a framework for delivering the spatial planning strategy for the area. It also contains a number of other documents, including the Annual Monitoring Report, and any 'saved' plans that affect the area.
Local Development	This sets out the programme for the preparation of Local Development documents.

Scheme (LDS)	
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the district and strategic policies and proposals to deliver that vision. This replaces the Local Development Framework.
Local Strategic Partnership (LSP)	A group of people and organisations from the local community including from public, private, community and voluntary sectors within a local authority area, with the objective of improving the quality of life of the local community.
Local Transport Plan (LTP)	A transport strategy prepared by the County Council.
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
National Planning Policy Framework (NPPF)	This sets out the Governments planning policies. Replaces many of the previous Planning Policy Statements.
Neighbourhood Plans	Introduced by the Localism Act, neighbourhood development plans will be part of the development plan. In Cherwell District, any neighbourhood plans produced will be prepared by parish and town councils. They must be in conformity with the Local Plan and national planning policy. The neighbourhood plan can be used to enable development, but not prevent it. For example, the Neighbourhood Plan will have to incorporate the strategic housing targets for the area as a minimum, but may propose additional development. The Council has produced a Neighbourhood Planning Protocol explaining the process, at http://www.cherwell.gov.uk/neighbourhoodplanning/index.cfm?articleid=8571
Planning & Compulsory Purchase Act 2004	This Act updated the 1990 Town & Country Planning Act. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011
Planning Inspectorate	The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents and statements of community involvement
Planning Policy Guidance (PPG)	Produced by central Government setting out national planning guidance. These have been replaced by the NPPF.
Planning Policy Statement (PPS)	Produced by central Government setting out national planning guidance. These have been replaced by the NPPF.
Proposals Map	A map produced as part of the Local Plan to show site allocations and constraints.
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.
Regional Spatial	The Regional Plan prepared by the South East of England Regional Assembly which set out policies for the future of the region over 15-20 years.

Strategy (RSS)	It identifies the scale and distribution of new housing in the region and sub-regions and priorities for the environment, transport, infrastructure, economic development, agriculture, minerals and waste treatment and disposal.
Regulations	This means “The Town and Country Planning (Local Planning) (England) Regulations 2012” unless indicated otherwise. Planning authorities must follow these when preparing Local Plans.
Saved Policies	Policies in historic Local Plans and Structure Plans are 'saved' and therefore will continue to be used until replaced by a new Local Plan.
Site Specific Allocations	Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals.
Soundness	To be “sound” a Development Plan Document should be ‘positively prepared’, ‘justified’, ‘effective’ and ‘consistent with national policy’. The examination into a DPD will assess this.
South East Plan (SEP)	The South East Plan is the term used for the Regional Spatial Strategy (RSS) for the South East of England. It was approved in May 2009 and sets out the long term spatial planning framework for the region over the years 2006-2026.
Spatial Planning	Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes and stake holders which influence the nature of places and how they function.
Statement of Community Involvement (SCI)	The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all LDDs and in development control decisions. It is subject to independent examination. In respect of every LDD the local planning authority is required to publish a statement showing how it complied with the SCI.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Housing Land Availability Assessment (SHLAA)	An assessment of the land capacity across the District with the potential for housing.
Structure Plan	A plan produced by the County Council under the previous planning system. The Oxfordshire Structure Plan was replaced by the RSS (South East) apart from three policies - T7: Service Areas, H2: Upper Heyford, and M2: Sand and Gravel.
Submission	When a Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Document (SPD)	These cover a wide range of issues on which the plan making authority wishes to provide guidance to supplement the policies and proposals in Development Plan Documents. There is no independent examination for an SPD.
Supplementary Planning Guidance (SPG)	The previous term used for Supplementary Planning Documents.

Sustainable Drainage Systems (SuDS)	SuDS seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SuDS involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Sustainable Community Strategy (SCS)	Sets an overall strategic direction and long-term vision for the economic, social and environmental wellbeing of an area.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".
Windfalls	Sites which have not been specifically identified as available in the Local Plan process. They normally comprise previously - developed sites that have unexpectedly become available.

Appendix 5: Maps

These are the proposals maps for the Local Plan. They comprise:

1. District wide proposals map with all proposed strategic sites shown
2. Town Maps for Bicester, Banbury and Kidlington (illustrative of the relationship between the strategic site maps)
3. Maps for all proposed Strategic Sites -

3.1 Bicester

- Bicester 1 - North West Bicester Eco-Town
- Bicester 2 - Graven Hill
- Bicester 3 - South West Bicester Phase 2
- Bicester 4 - Bicester Business Park
- Bicester 5 - Strengthening Bicester Town Centre
- Bicester 6 - Bure Place Town Centre Redevelopment Phase 2
- Bicester 8 – RAF Bicester
- Bicester 10 - Bicester Gateway
- Bicester 11 – North East Bicester Business Park
- Bicester 12 - East Bicester

3.2 Banbury

- Banbury 1 - Banbury Canalside
- Banbury 2 - Hardwick Farm, Southam Road (East and West)
- Banbury 3 - West of Bretch Hill
- Banbury 4 - Bankside Phase 2
- Banbury 5 - North of Hanwell Fields
- Banbury 6 – Employment Land West of M40
- Banbury 7 - Strengthening Banbury Town Centre
- Banbury 8 - Land at Bolton Road
- Banbury 9 - Spiceball Development Area
- Banbury 10 - Bretch Hill Regeneration Area
- Banbury 12 - Land for the Relocation of Banbury United FC
- Banbury 14 – Banbury Country Park

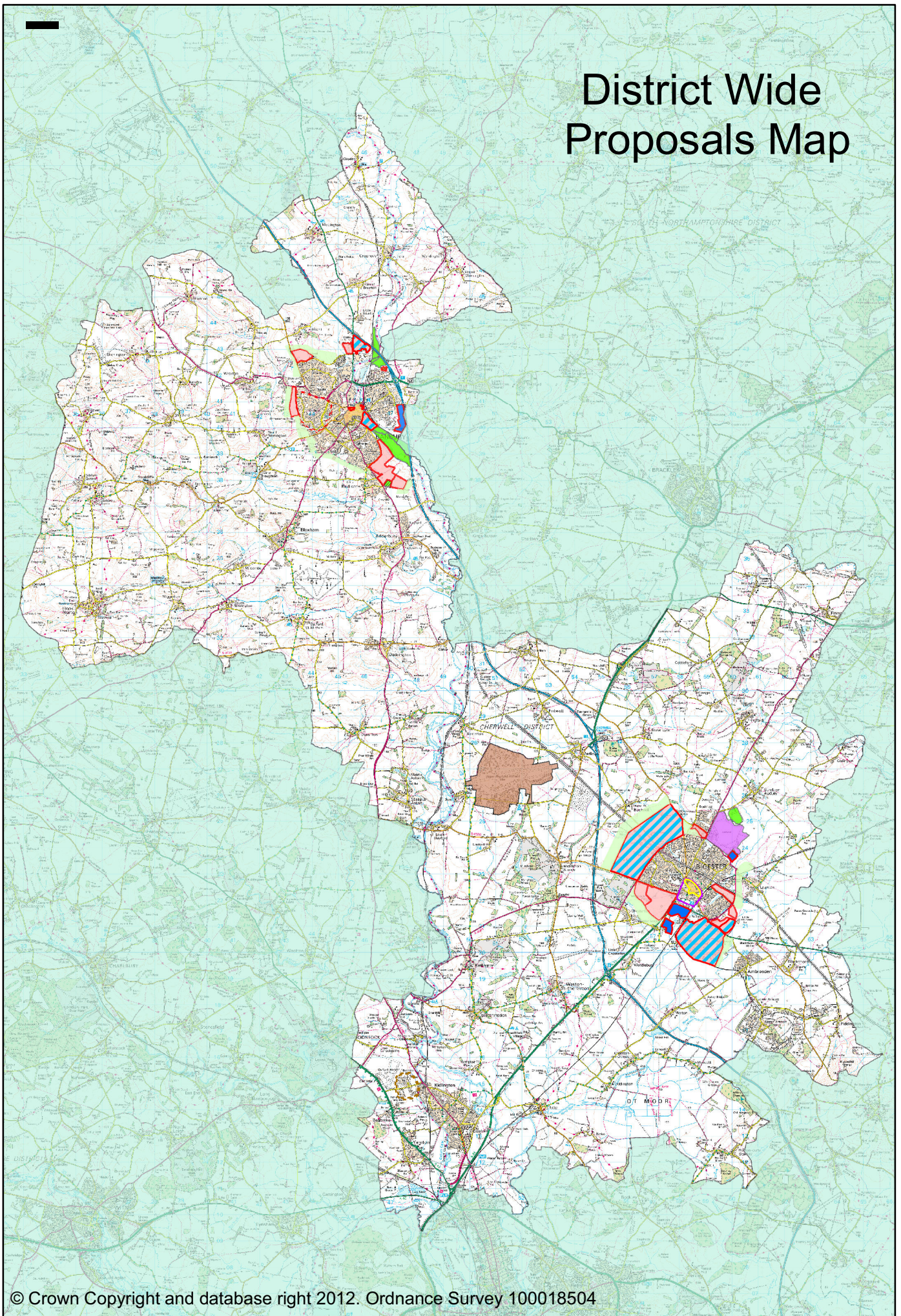
3.3 Kidlington

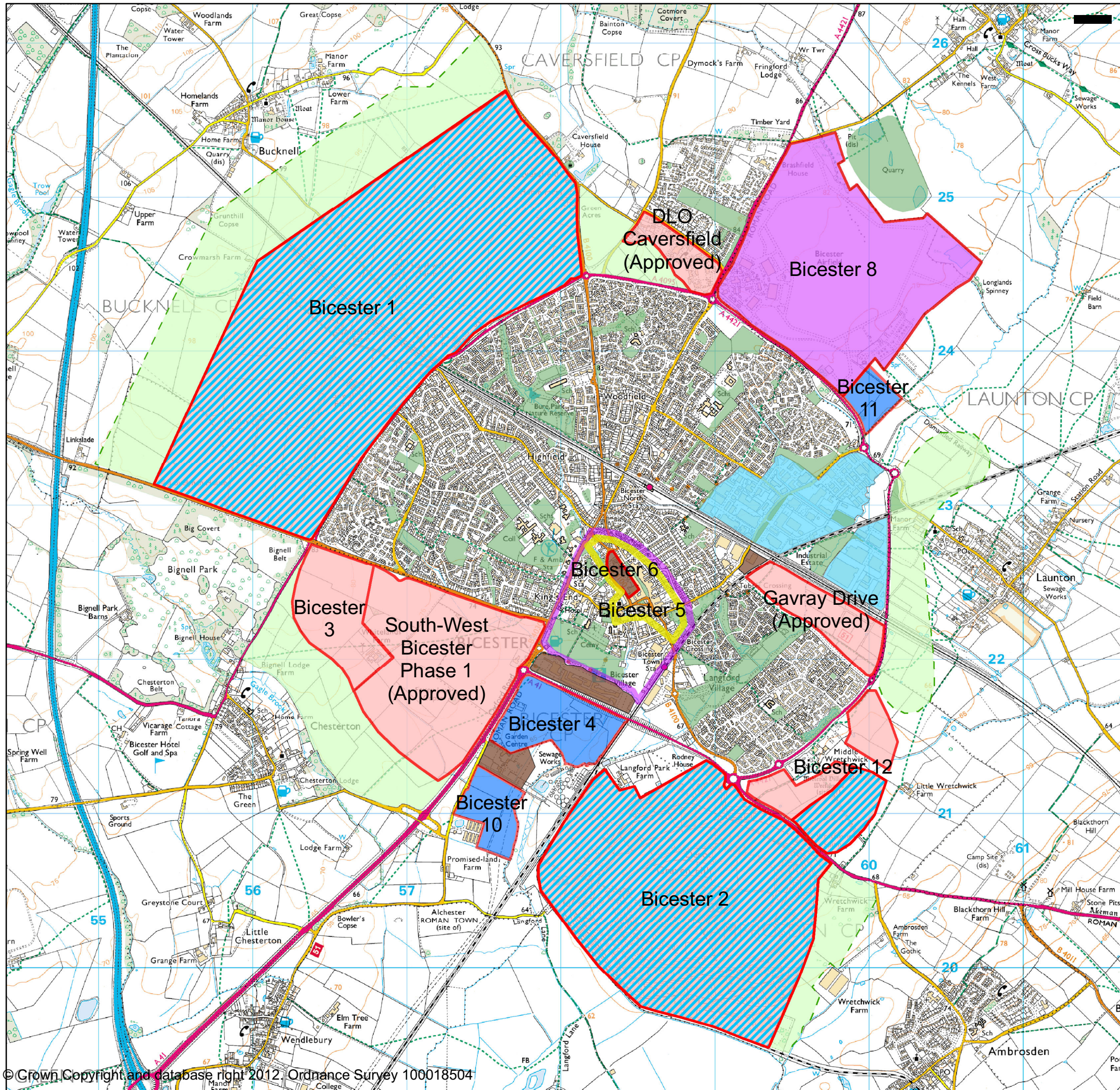
- Kidlington 1 – Langford Lane Technology Park
- Kidlington 2 - Strengthening Kidlington Village Centre

3.4 Our Villages and Rural Areas

- Policy for Villages 5 – Former RAF Upper Heyford

District Wide Proposals Map



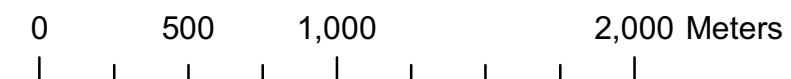


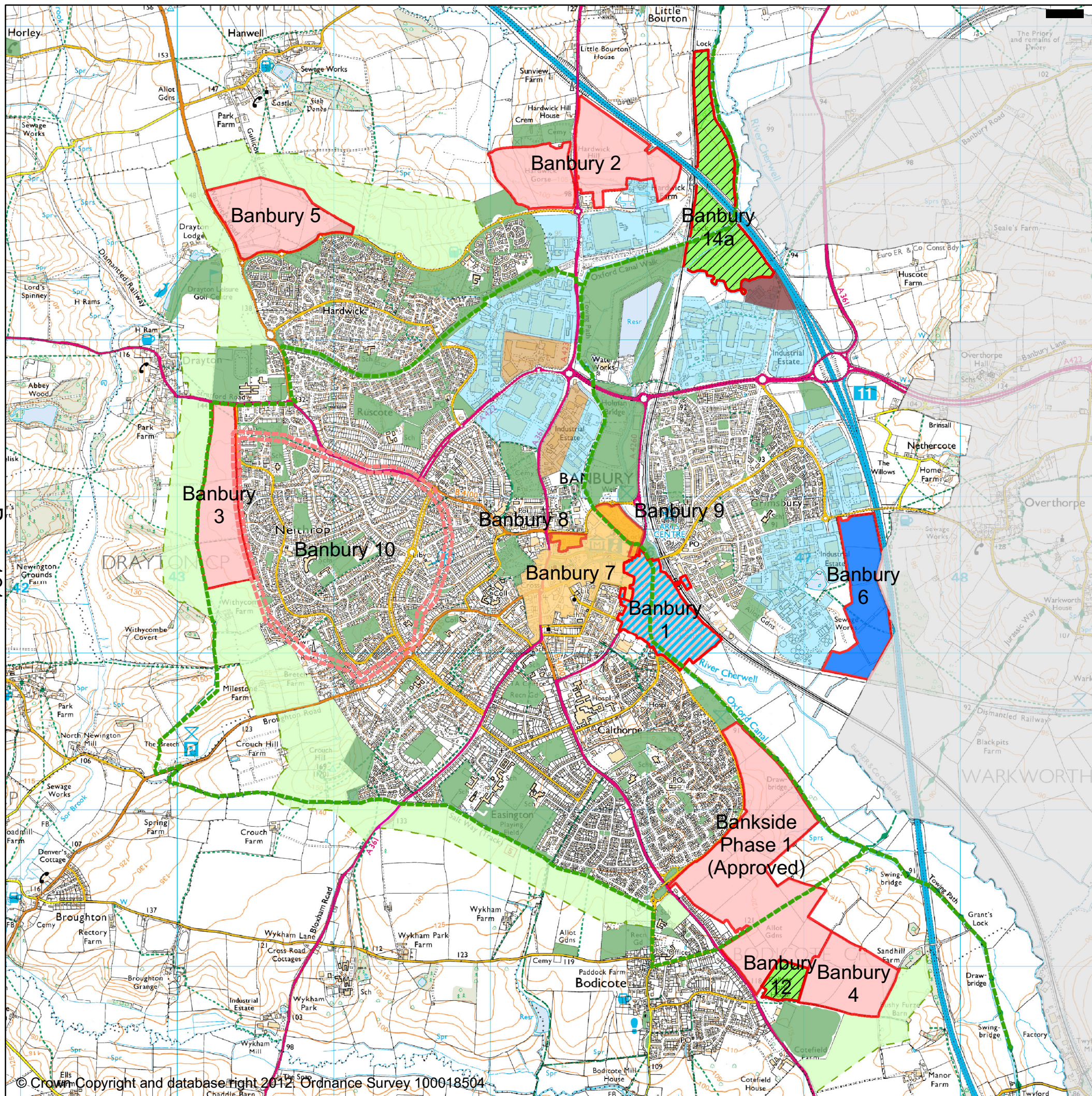
Key

-  Existing employment
-  New employment
-  Mixed use (housing and employment)
-  Existing retail
-  Strategic housing sites
-  Existing green space
-  Green buffers
-  Town centre
-  Extended town centre
-  Tourism development

Strategic developments

- 1 North-West Bicester: Eco-Town.
- 2 Graven Hill
- 3 South-west Bicester Phase 2
- 4 Bicester Business Park
- 5 Strengthening Bicester Town Centre
- 6 Land at Bure Place Car Park
- 8 RAF Bicester
- 10 Bicester Gateway
- 11 North-East Bicester Business Park
- 12 East Bicester



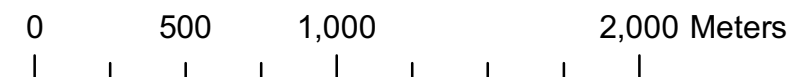


Key

- Existing employment sites
- New employment sites
- Mixed use (housing and employment)
- Town centre
- Expanded town centre
- Existing retail parks
- New retail parks
- Strategic housing sites
- Bretch Hill regeneration area (indicative area)
- Green buffers
- New green space / Parks and managed environmental space.
- Existing green space
- Banbury Circular Walk / Oxford Canal Trail
- South Northamptonshire

Strategic developments

- 1 Banbury Canalside
- 2 Hardwick Farm, Southam Road East and West
- 3 West of Bretch Hill
- 4 Land at Bankside Phase 2
- 5 North of Hanwell Fields
- 6 Employment land west of M40
- 7 Strengthening Banbury Town Centre
- 8 Land at Bolton Road
- 9 Spiceball Development Area
- 10 Bretch Hill regeneration area
- 12 Banbury United FC relocation
- 14 Banbury Country park





Key

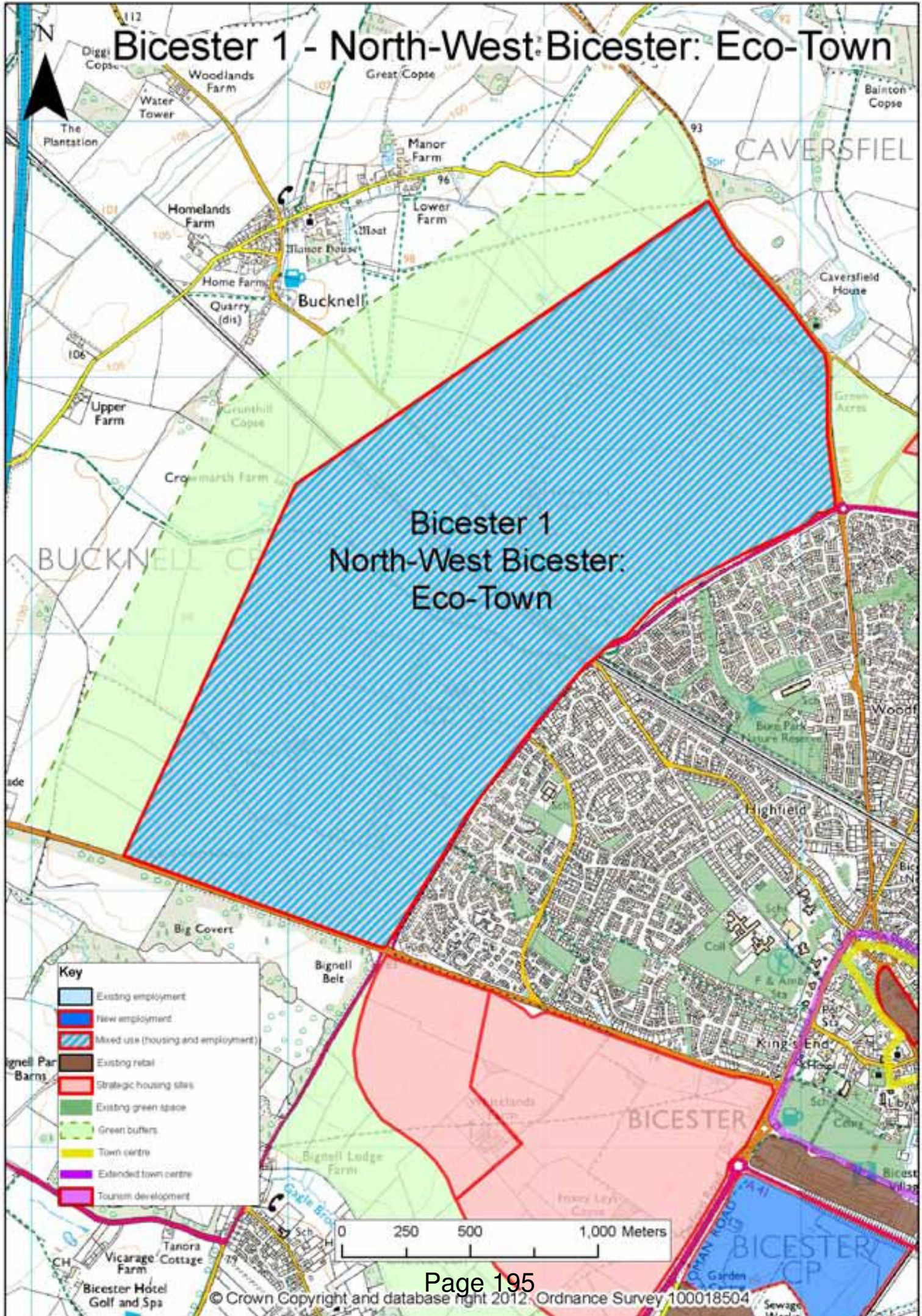
- Village centre
- Limited Green Belt review
- Existing green space
- Green belt

Strategic developments

- 1 Langford Lane Technology Park
- 2 Strengthening Kidlington Village Centre.

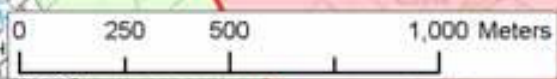


Bicester 1 - North-West Bicester: Eco-Town

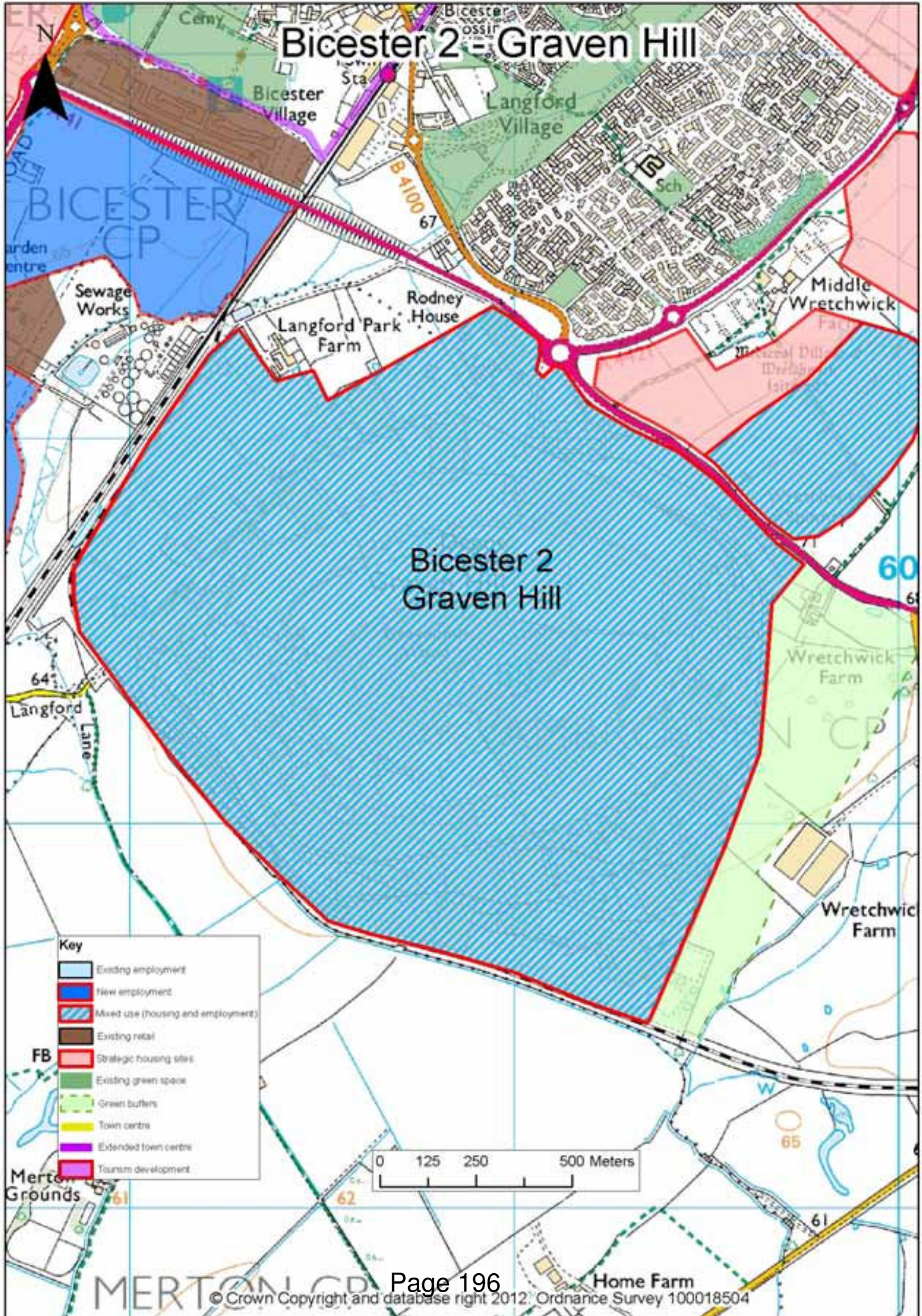


Key

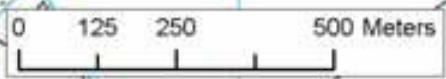
	Existing employment
	New employment
	Mixed use (housing and employment)
	Existing retail
	Strategic housing sites
	Existing green space
	Green buffers
	Town centre
	Extended town centre
	Tourism development



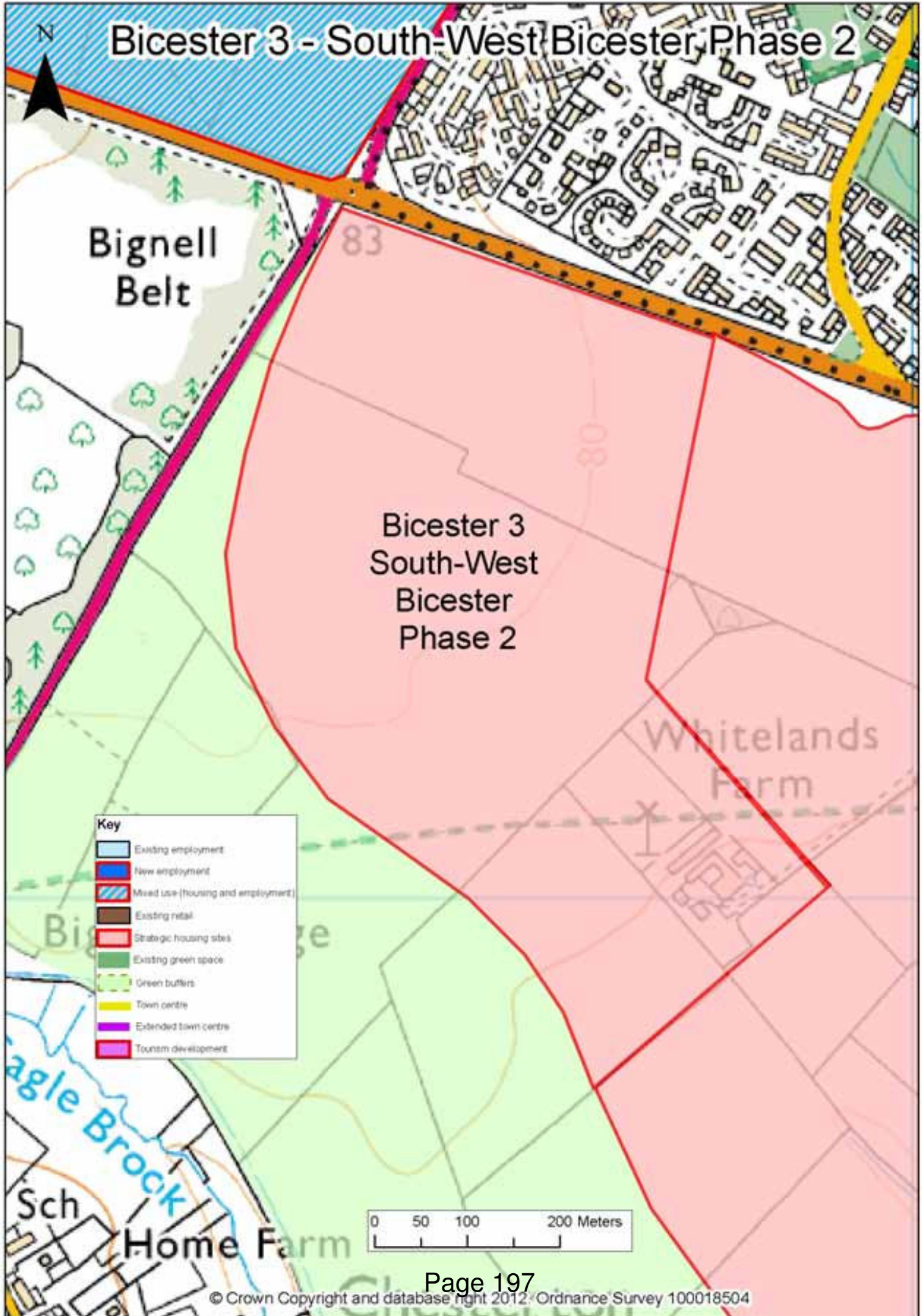
Bicester 2 - Graven Hill



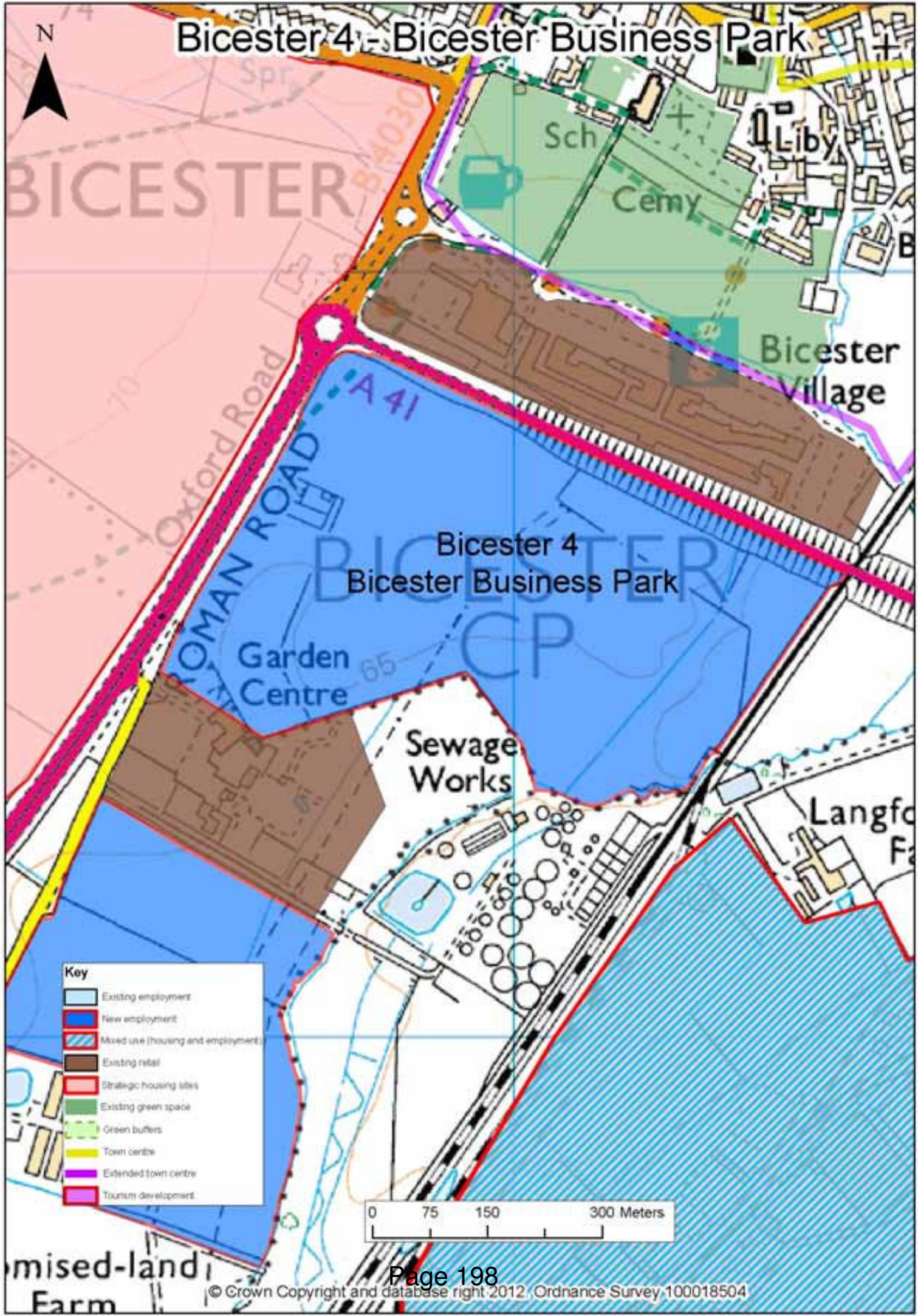
- Key**
- Existing employment
 - New employment
 - Mixed use (housing and employment)
 - Existing retail
 - Strategic housing sites
 - Existing green space
 - Green buffers
 - Town centre
 - Extended town centre
 - Tourism development



Bicester 3 - South-West Bicester Phase 2



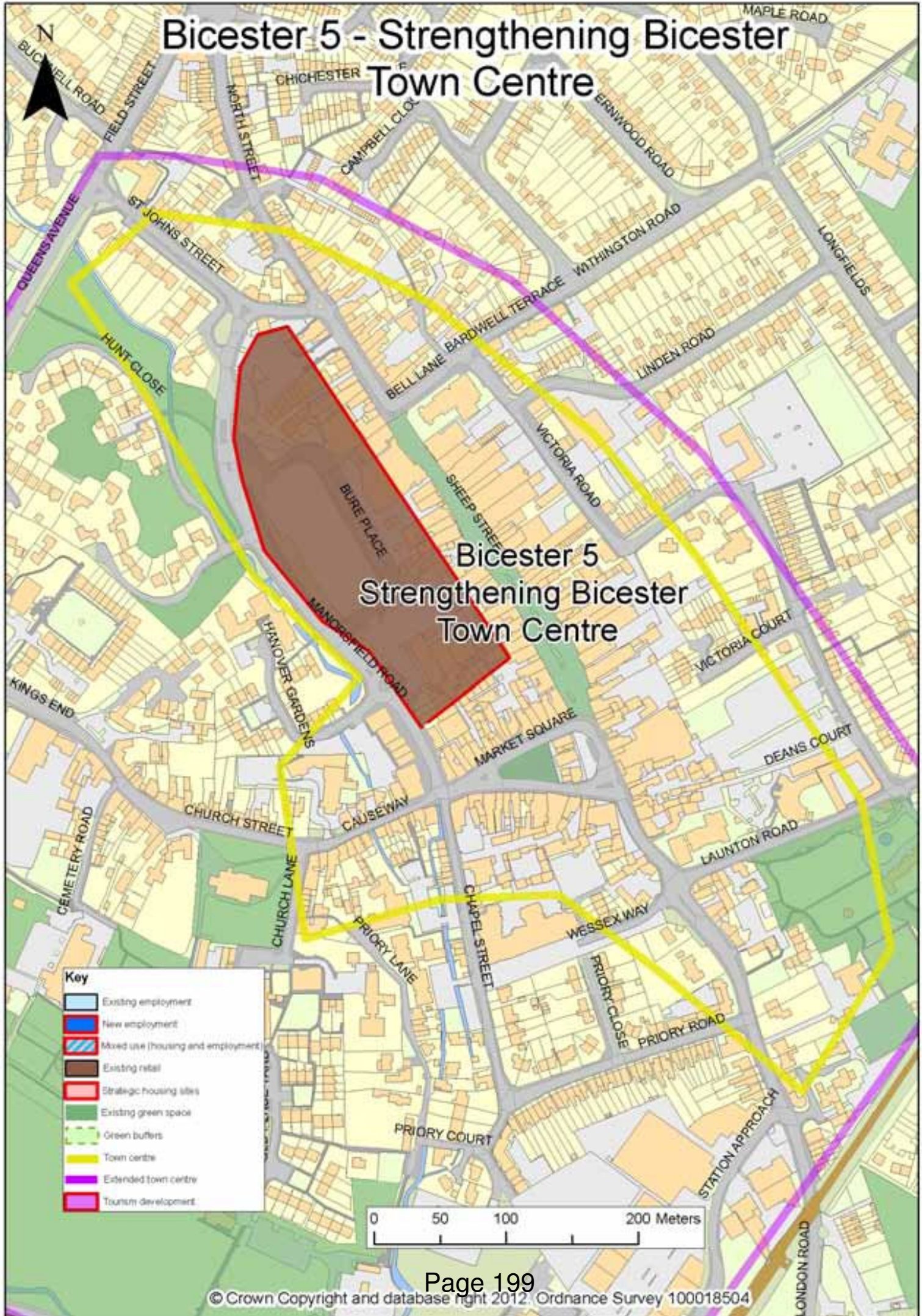
Bicester 4 - Bicester Business Park



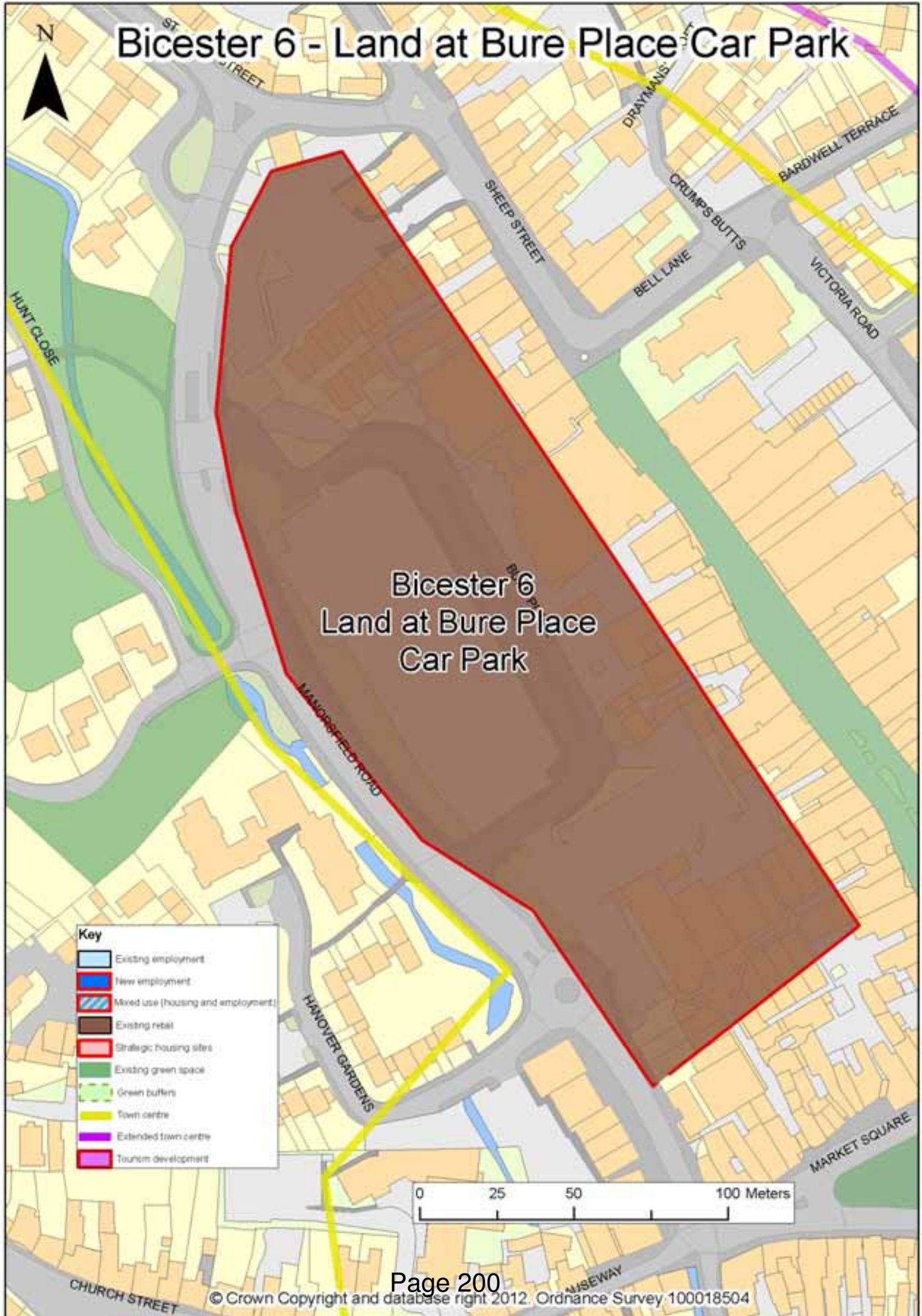
- Key**
- Existing employment
 - New employment
 - Mixed use (housing and employment)
 - Existing retail
 - Strategic housing sites
 - Existing green space
 - Green buffers
 - Town centre
 - Extended town centre
 - Tourism development



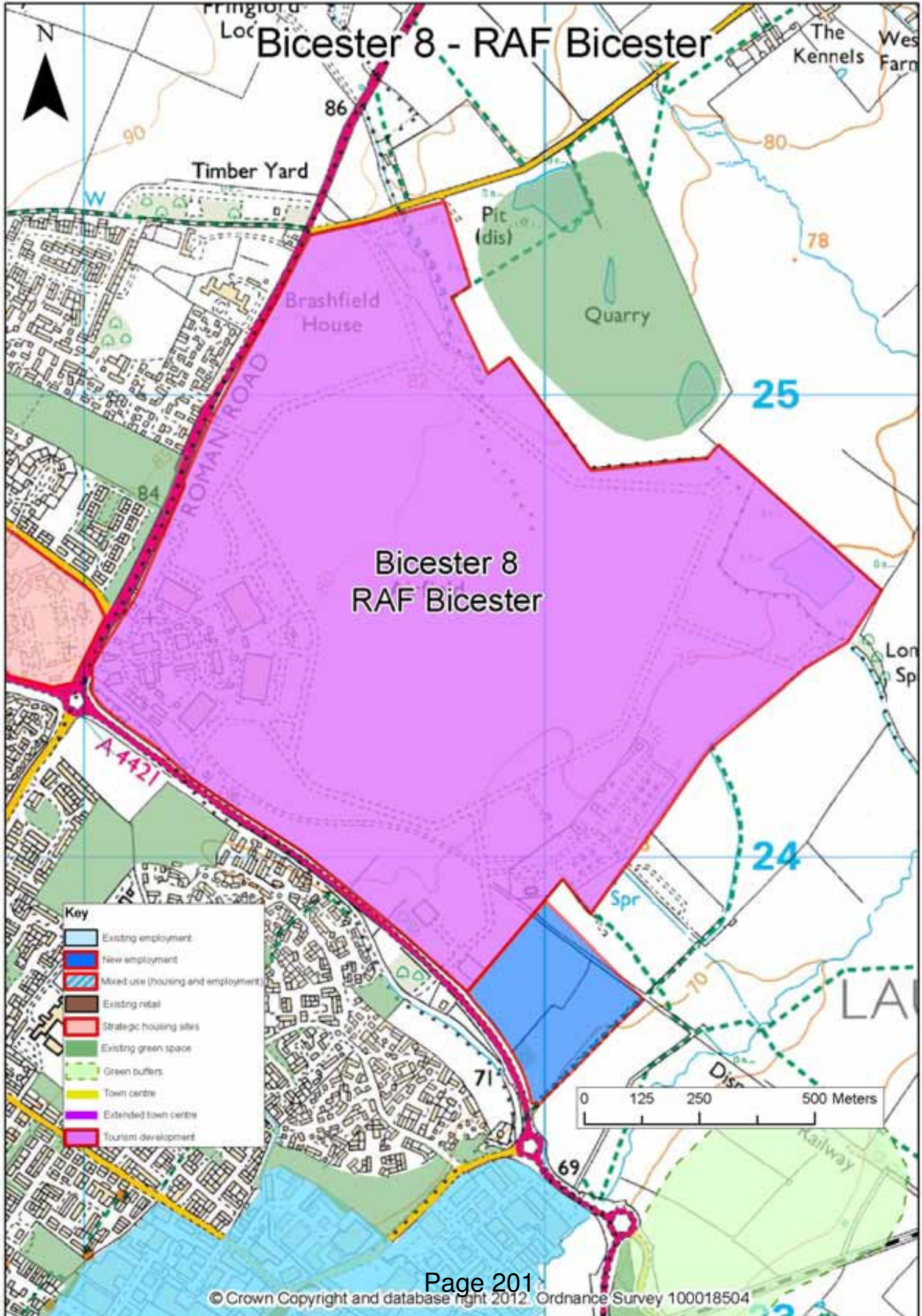
Bicester 5 - Strengthening Bicester Town Centre



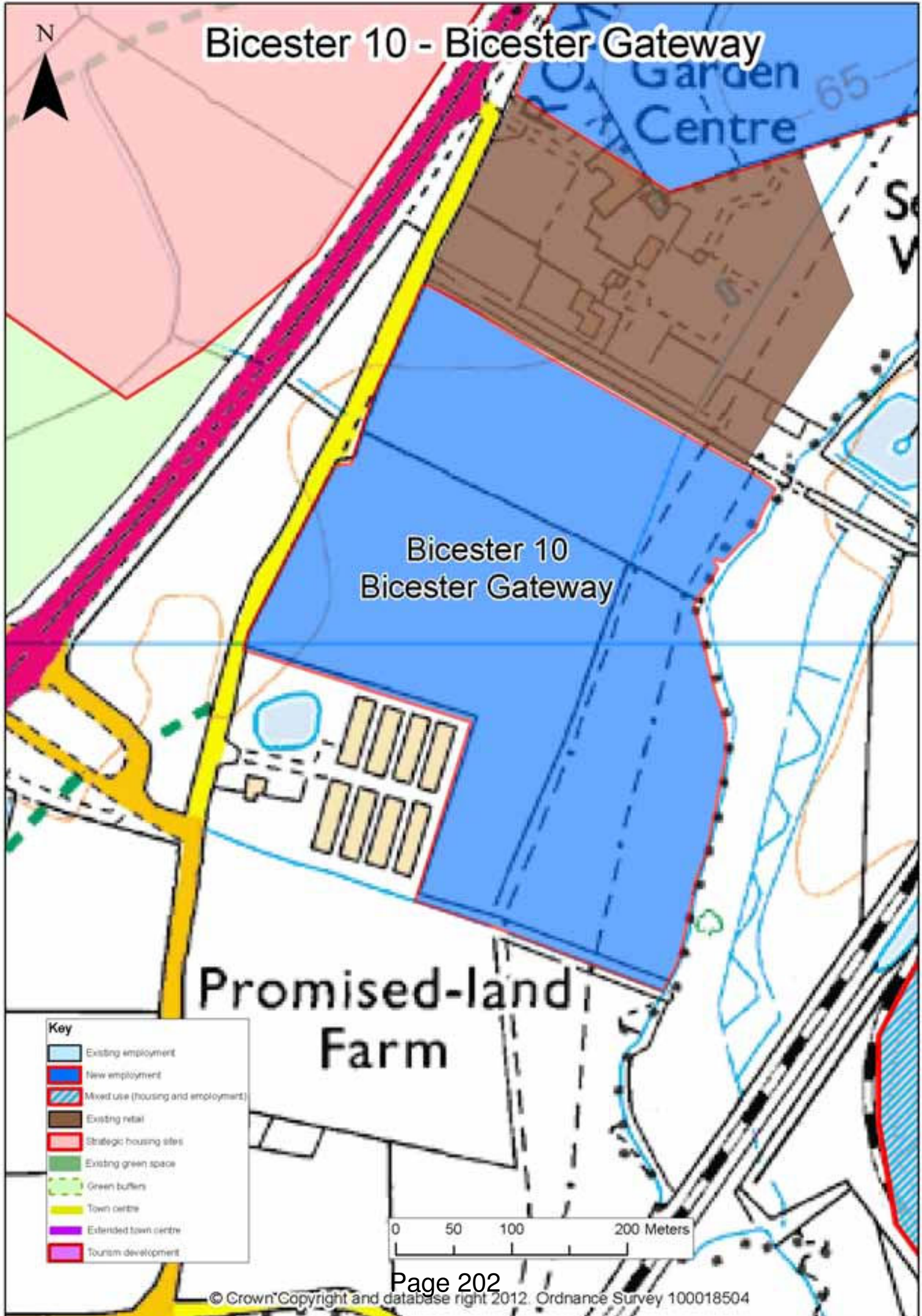
Bicester 6 - Land at Bure Place Car Park



Bicester 8 - RAF Bicester



Bicester 10 - Bicester Gateway



Garden Centre 65

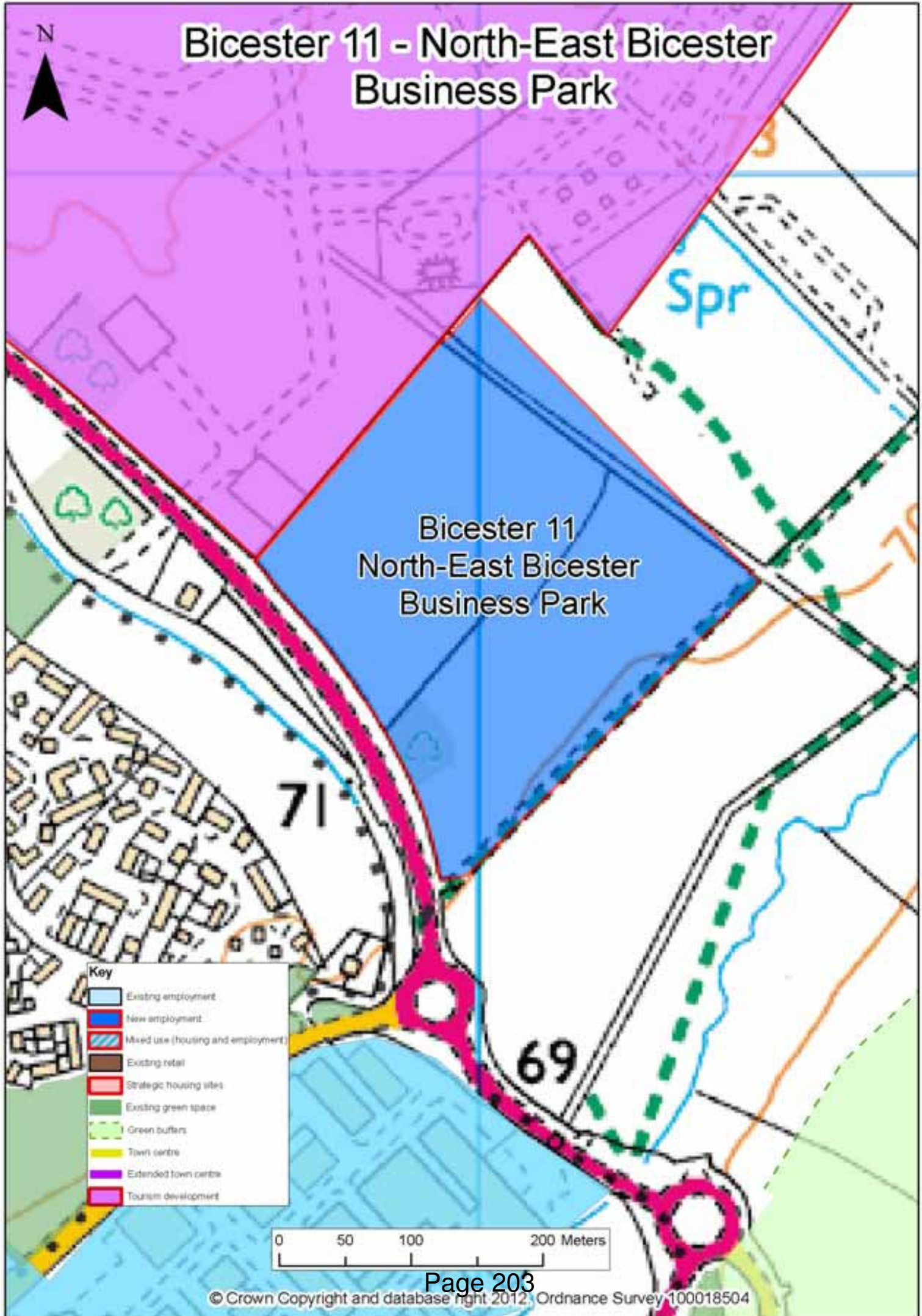
Bicester 10
Bicester Gateway

Promised-land
Farm

- Key**
- Existing employment
 - New employment
 - Mixed use (housing and employment)
 - Existing retail
 - Strategic housing sites
 - Existing green space
 - Green buffers
 - Town centre
 - Extended town centre
 - Tourism development

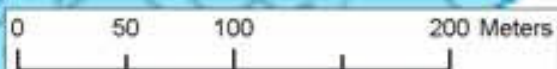
0 50 100 200 Meters

Bicester 11 - North-East Bicester Business Park

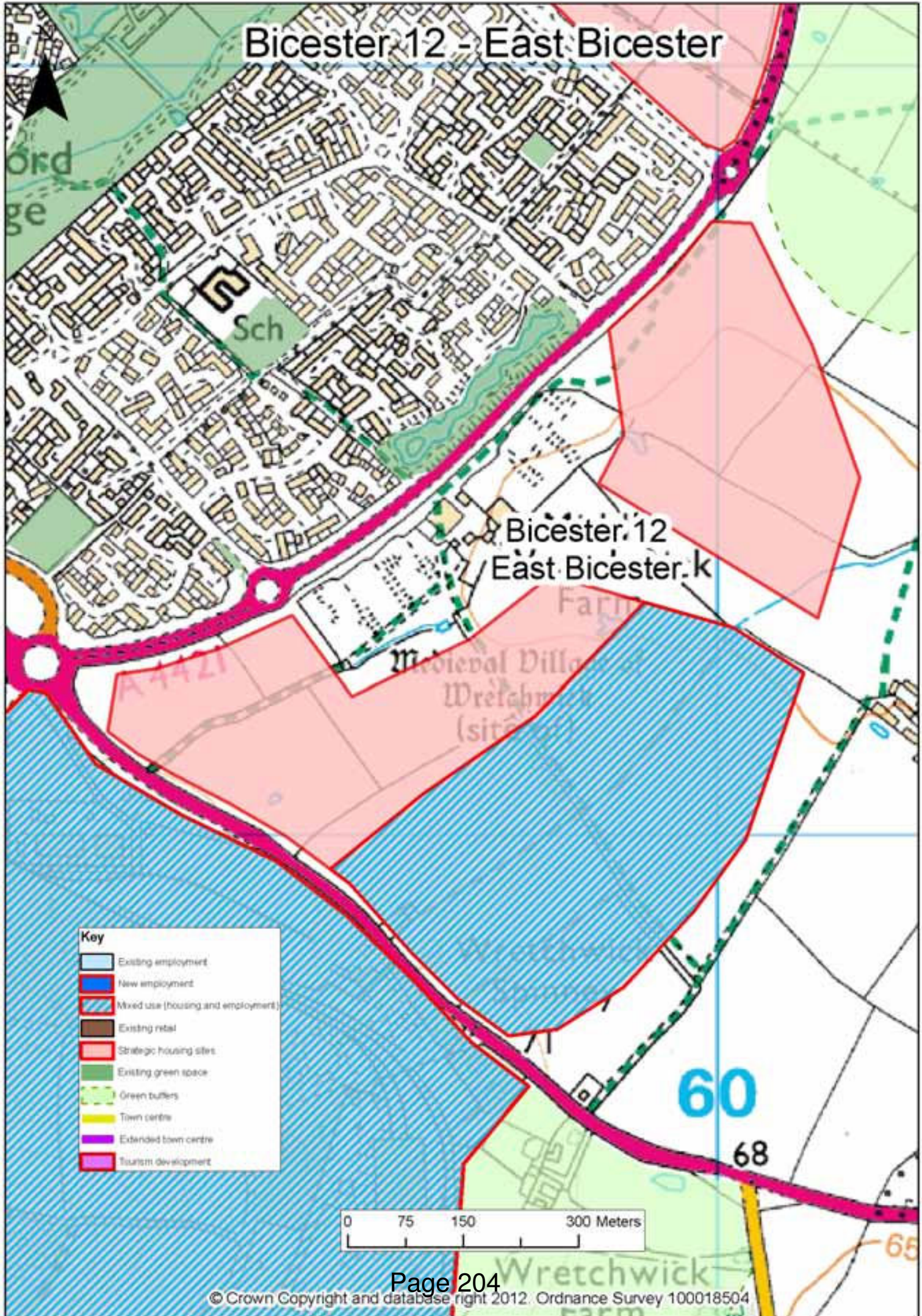


Bicester 11
North-East Bicester
Business Park

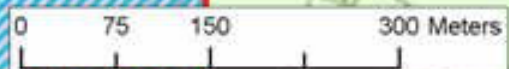
- Key**
- Existing employment
 - New employment
 - Mixed use (housing and employment)
 - Existing retail
 - Strategic housing sites
 - Existing green space
 - Green buffers
 - Town centre
 - Extended town centre
 - Tourism development



Bicester 12 - East Bicester



Key	
	Existing employment
	New employment
	Mixed use (housing and employment)
	Existing retail
	Strategic housing sites
	Existing green space
	Green buffers
	Town centre
	Extended town centre
	Tourism development



Banbury 1 - Banbury Canalside

CENTRE

PO

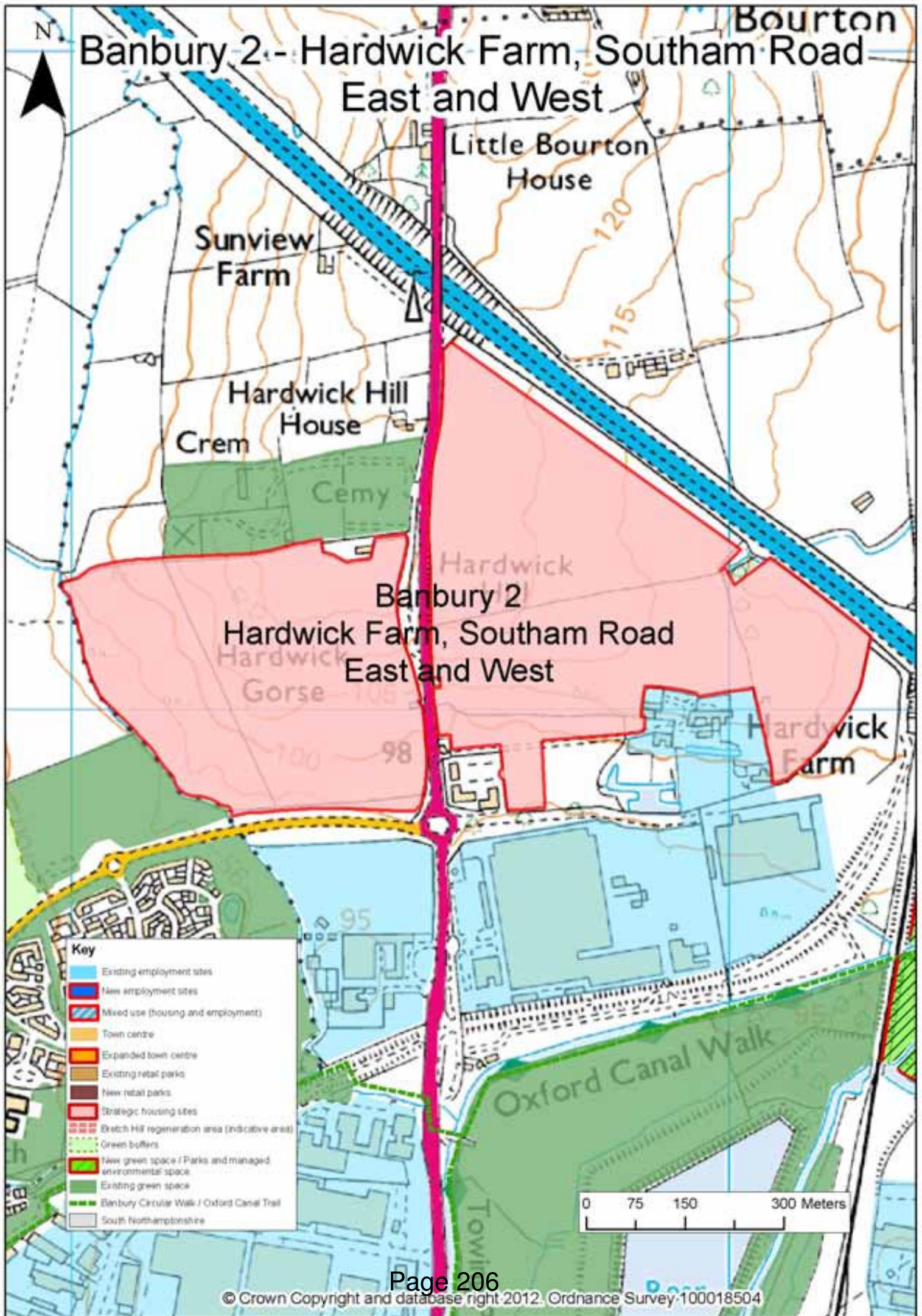
Banbury 1 Banbury Canalside

90

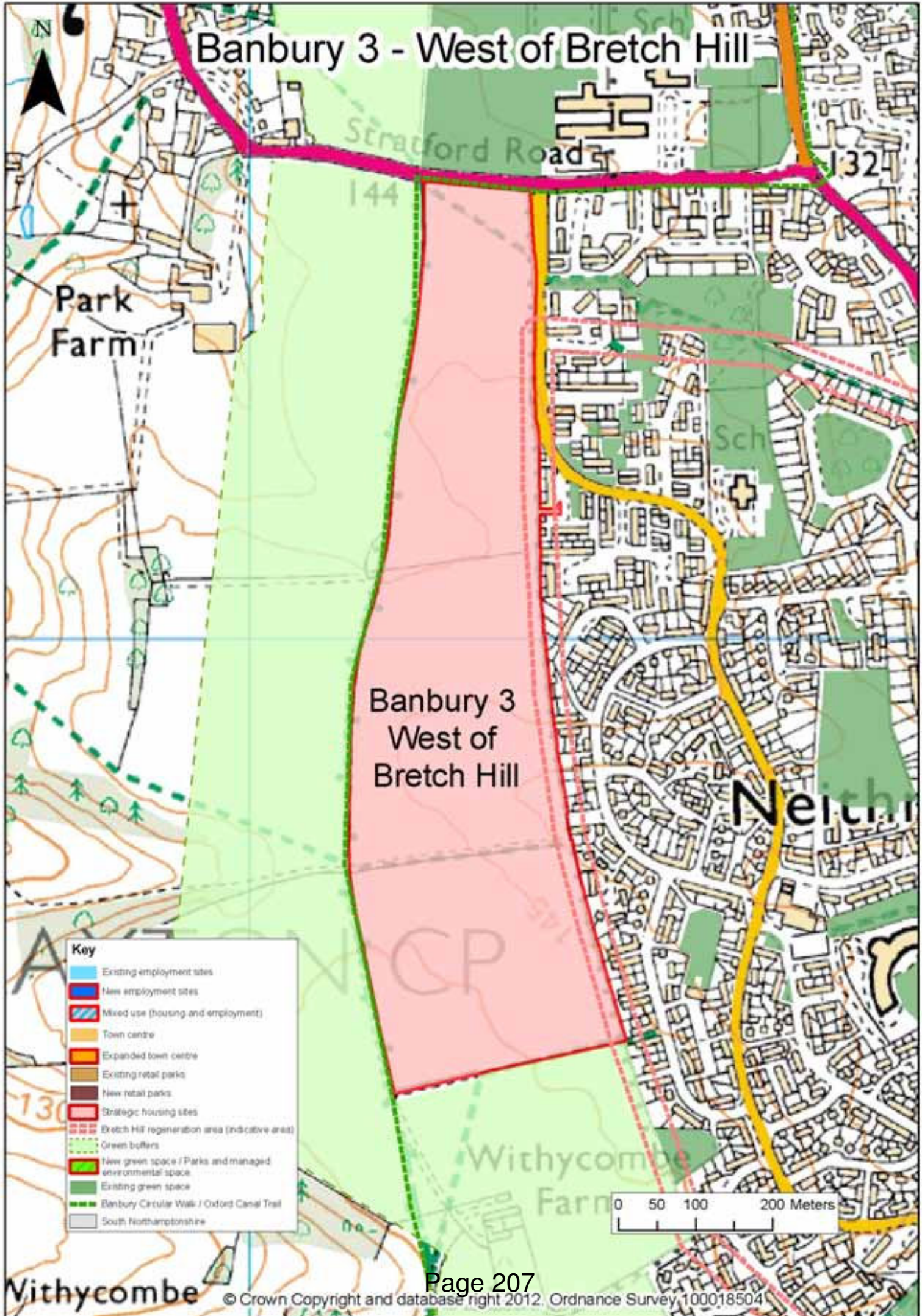
River O

- Key**
- Existing employment sites
 - New employment sites
 - Mixed use (housing and employment)
 - Town centre
 - Expanded town centre
 - Existing retail parks
 - New retail parks
 - Strategic housing sites
 - Betch Hill regeneration area (indicative area)
 - Green buffers
 - New green space / Parks and managed environmental space
 - Existing green space
 - Banbury Circular Walk / Oxford Canal Trail
 - South Northamptonshire

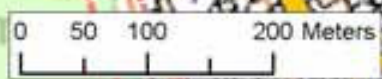




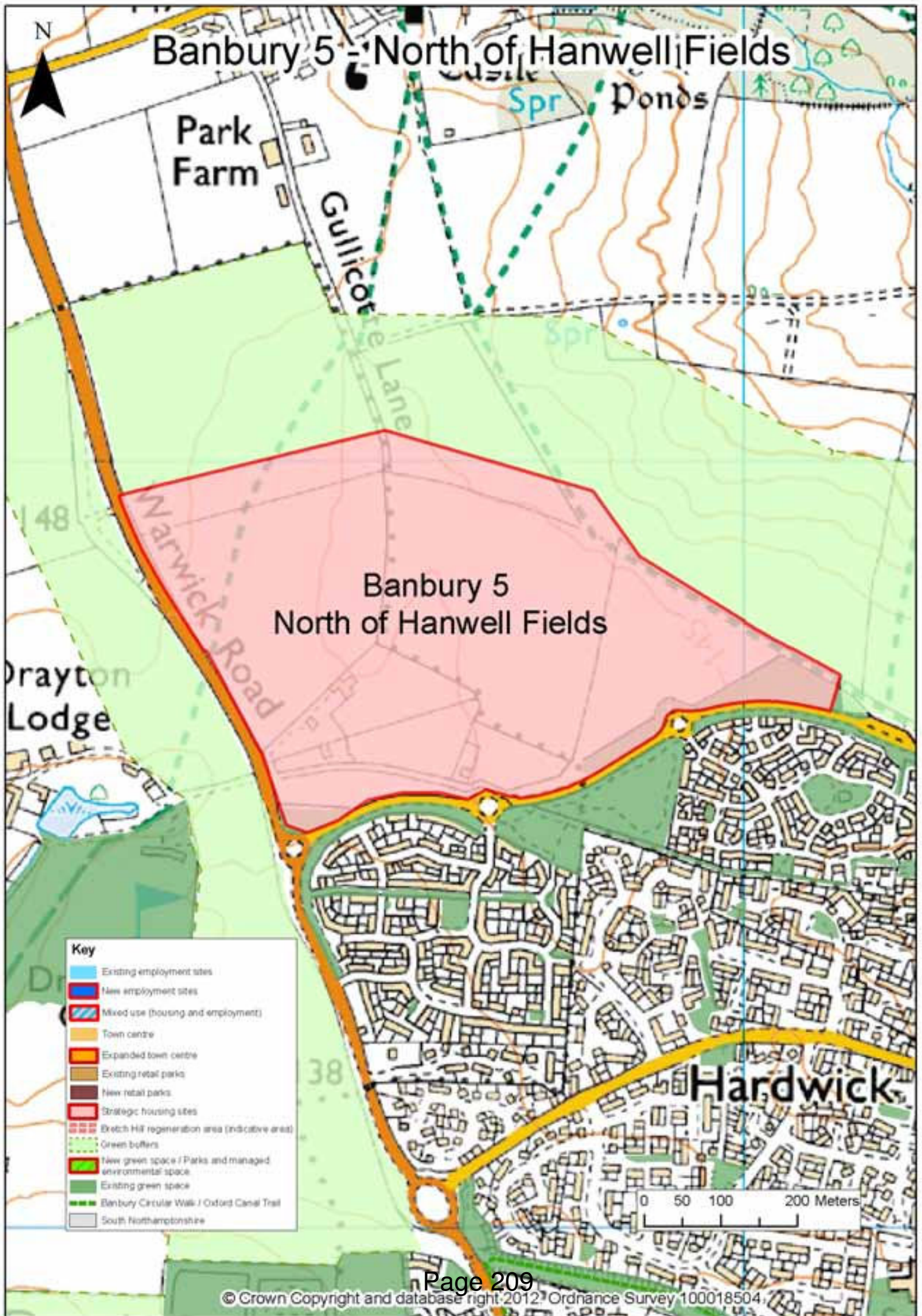
Banbury 3 - West of Bretch Hill



Key	
	Existing employment sites
	New employment sites
	Mixed use (housing and employment)
	Town centre
	Expanded town centre
	Existing retail parks
	New retail parks
	Strategic housing sites
	Bretch Hill regeneration area (indicative area)
	Green buffers
	New green space / Parks and managed environmental space
	Existing green space
	Banbury Circular Walk / Oxford Canal Trail
	South Northamptonshire



Nithycombe



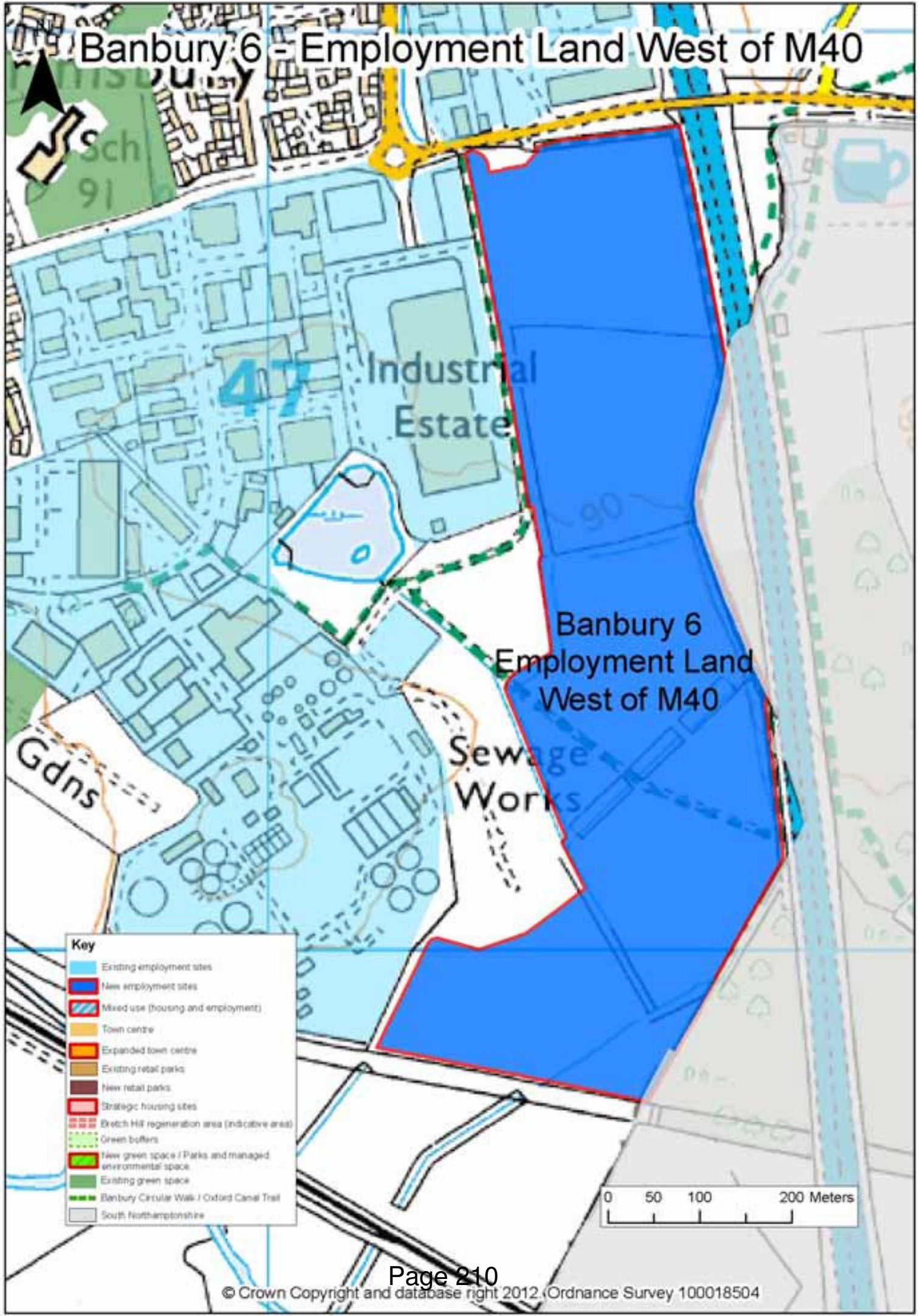
Banbury 5 - North of Hanwell Fields

Banbury 5 North of Hanwell Fields

- Key**
- Existing employment sites
 - New employment sites
 - Mixed use (housing and employment)
 - Town centre
 - Expanded town centre
 - Existing retail parks
 - New retail parks
 - Strategic housing sites
 - Blotch Hill regeneration area (indicative area)
 - Green boffers
 - New green space / Parks and managed environmental space
 - Existing green space
 - Banbury Circular Walk / Oxford Canal Trail
 - South Northamptonshire

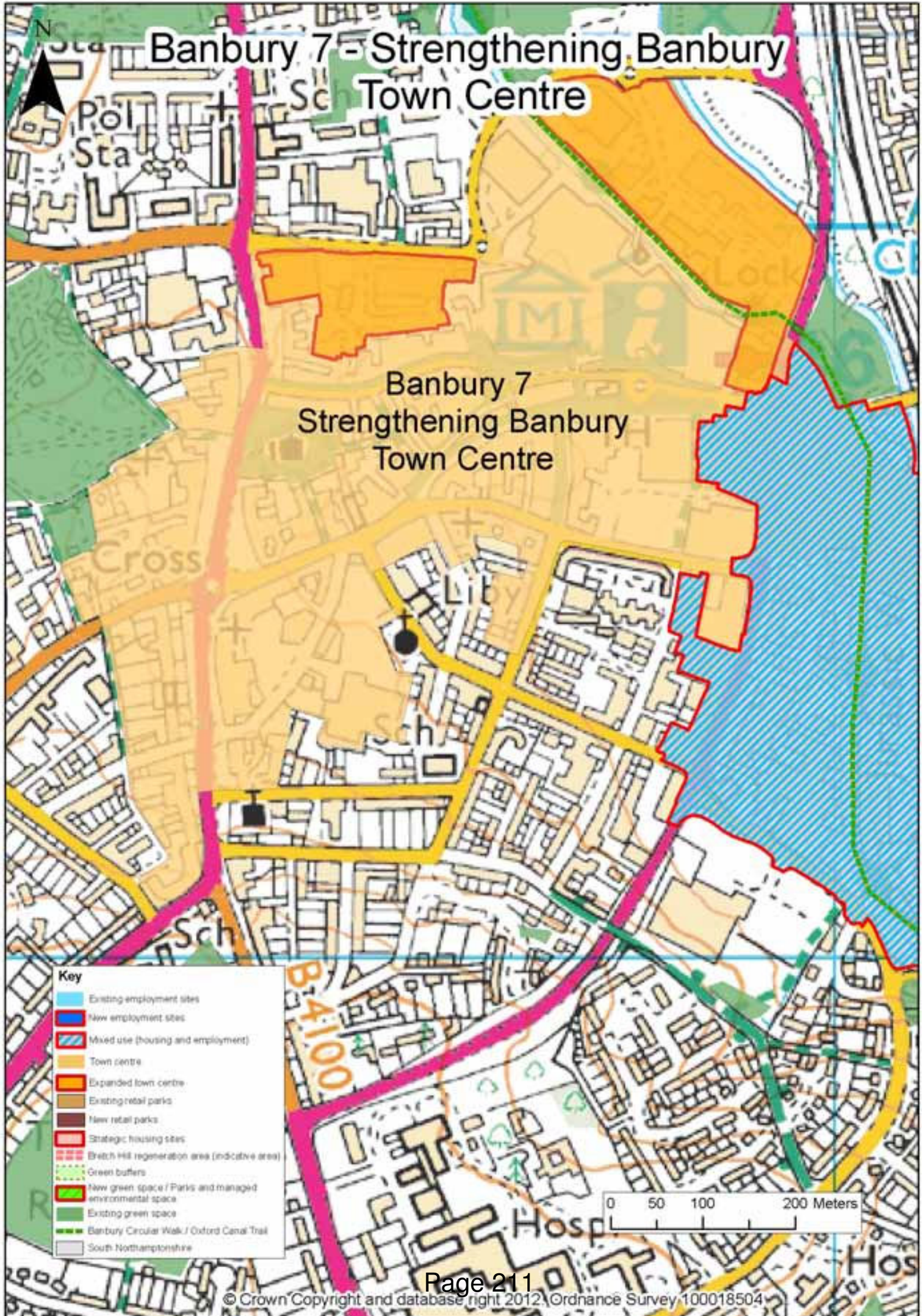
0 50 100 200 Meters

Banbury 6 - Employment Land West of M40

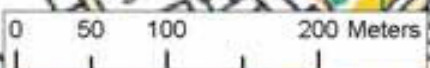


Banbury 7 - Strengthening Banbury Town Centre

Banbury 7 Strengthening Banbury Town Centre



- Key**
- Existing employment sites
 - New employment sites
 - Mixed use (housing and employment)
 - Town centre
 - Expanded town centre
 - Existing retail parks
 - New retail parks
 - Strategic housing sites
 - Bretch Hill regeneration area (indicative area)
 - Green buffers
 - New green space / Parks and managed environmental space
 - Existing green space
 - Banbury Circular Walk / Oxford Canal Trail
 - South Northamptonshire

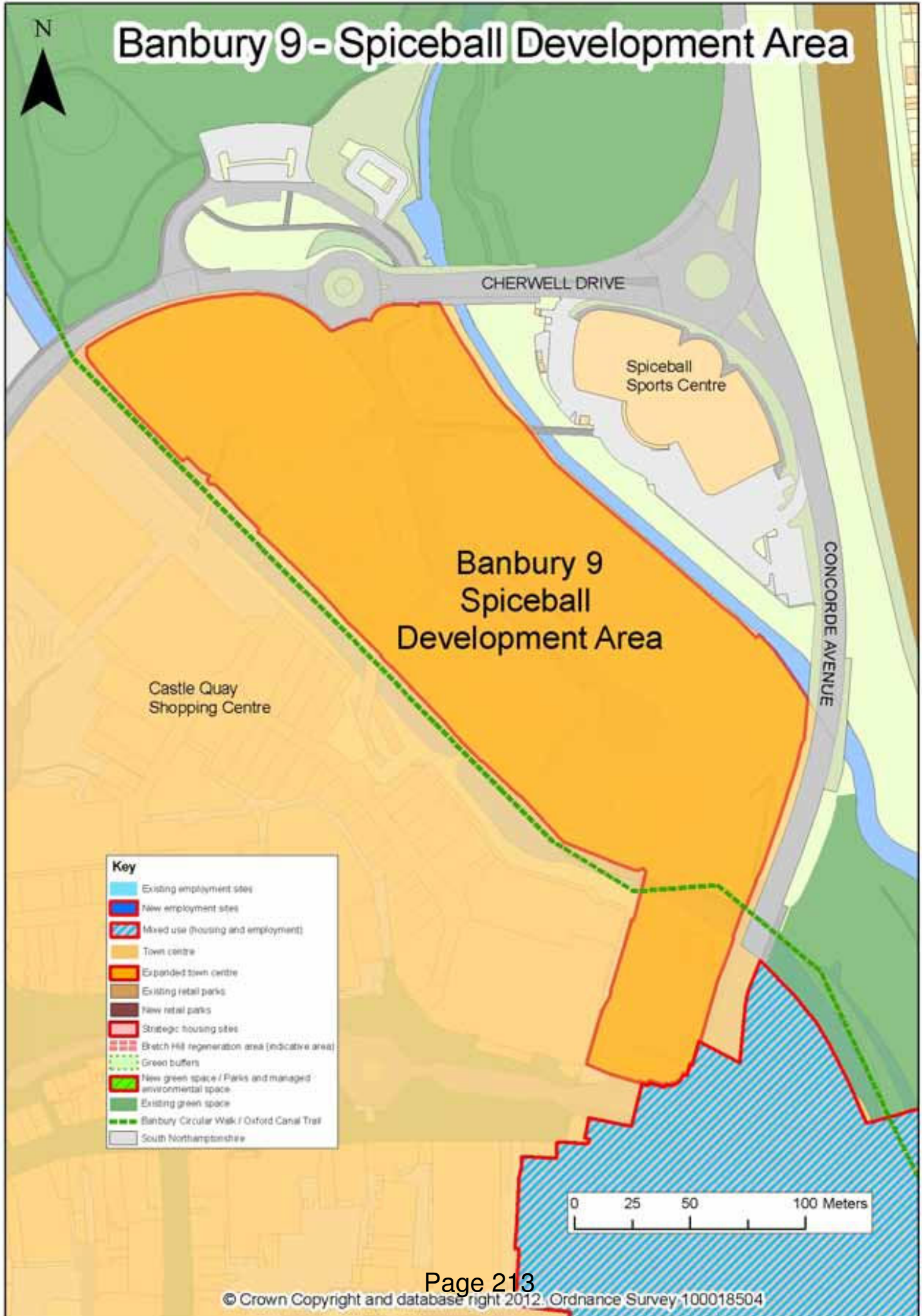


Banbury 8 - Land at Bolton Road



Banbury 9 - Spiceball Development Area

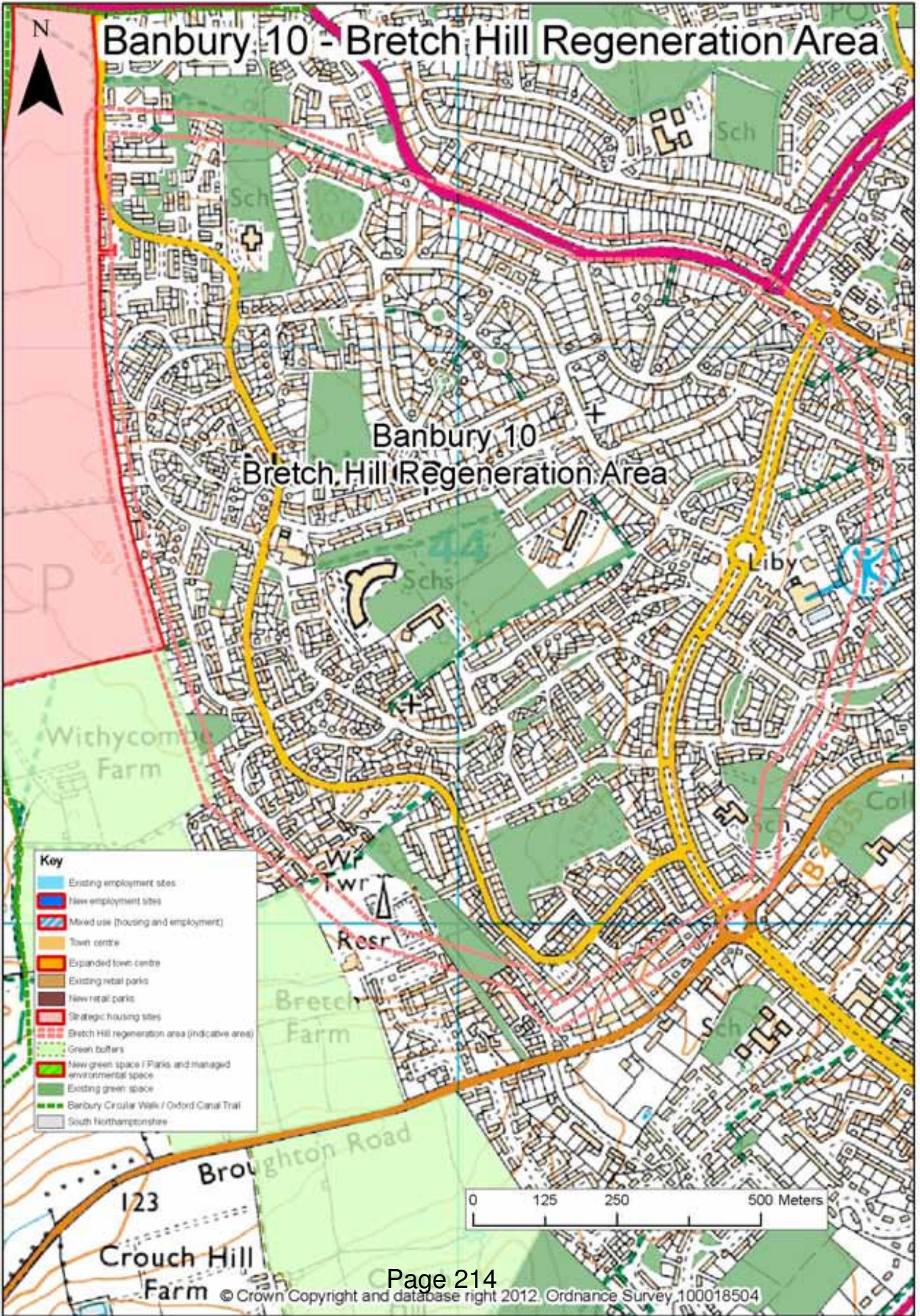
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Key	
	Existing employment sites
	New employment sites
	Mixed use (housing and employment)
	Town centre
	Expanded town centre
	Existing retail parks
	New retail parks
	Strategic housing sites
	Bretch Hill regeneration area (indicative area)
	Green buffers
	New green space / Parks and managed environmental space
	Existing green space
	Banbury Circular Walk / Oxford Canal Trail
	South Northamptonshire



Banbury 10 - Bretch Hill Regeneration Area



Banbury 12 - Banbury United FC relocation

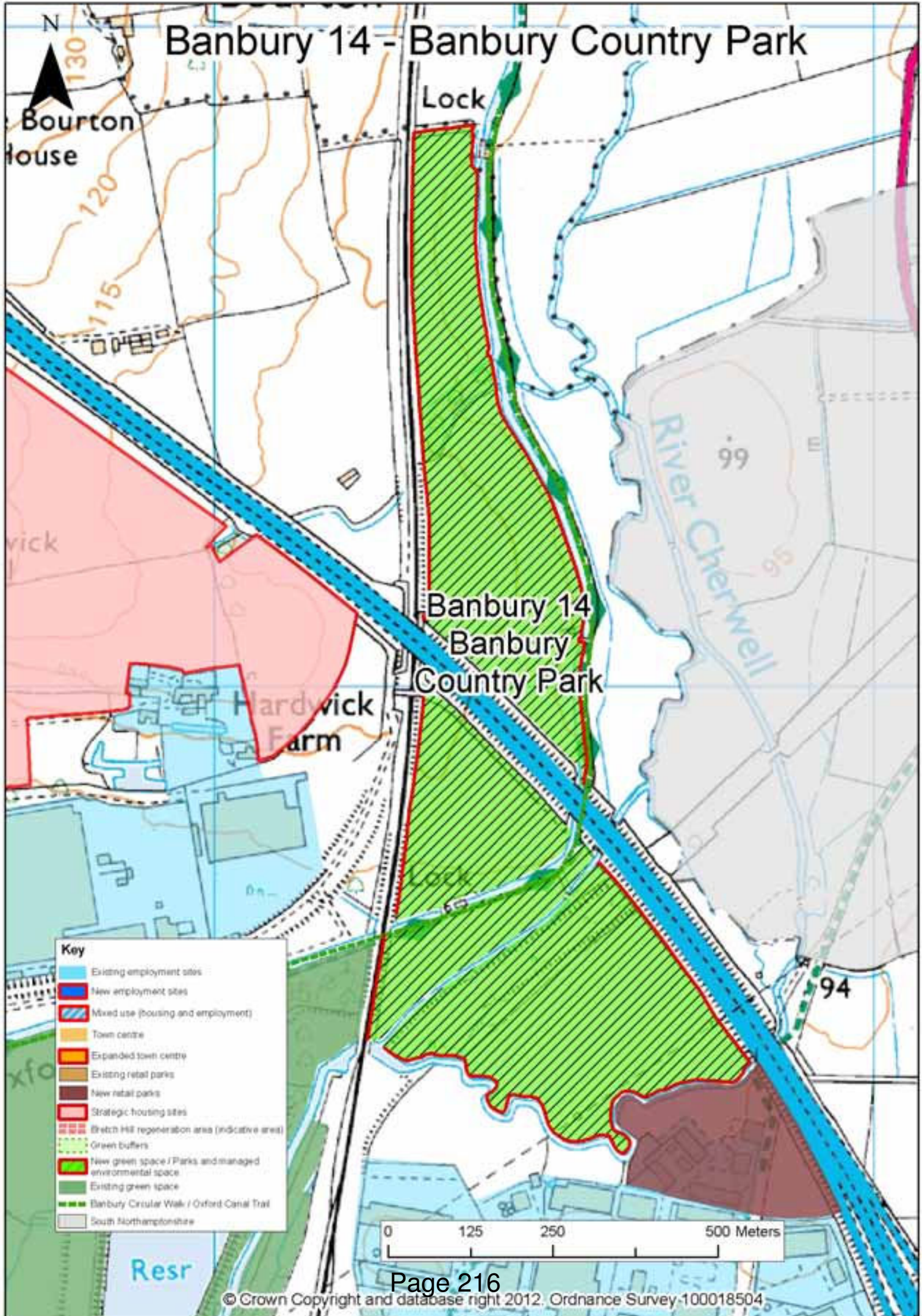


Banbury 12
Banbury United FC relocation
College
Park
House

- Key**
- Existing employment sites
 - New employment sites
 - Mixed use (housing and employment)
 - Town centre
 - Expanded town centre
 - Existing retail parks
 - New retail parks
 - Strategic housing sites
 - Stretch Hill regeneration area (indicative area)
 - Green buffers
 - New green space / Parks and managed environmental space
 - Existing green space
 - Banbury Circular Walk / Oxford Canal Trail
 - South Northamptonshire

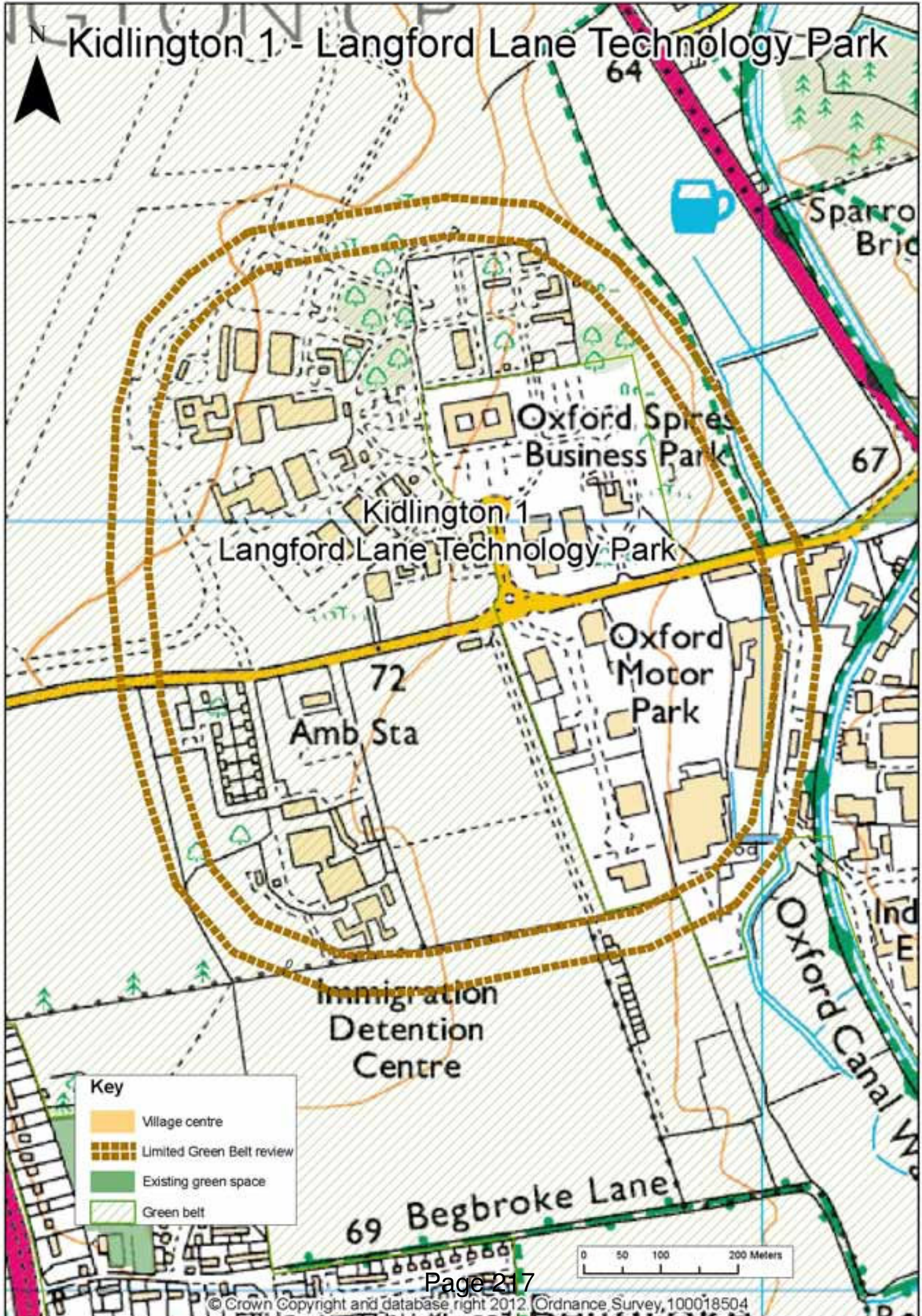


Banbury 14 - Banbury Country Park



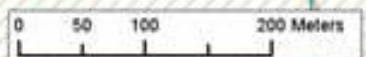
Key	
	Existing employment sites
	New employment sites
	Mixed use (housing and employment)
	Town centre
	Expanded town centre
	Existing retail parks
	New retail parks
	Strategic housing sites
	Betch Hill regeneration area (indicative area)
	Green buffers
	New green space / Parks and managed environmental space
	Existing green space
	Banbury Circular Walk / Oxford Canal Trail
	South Northamptonshire

0 125 250 500 Meters



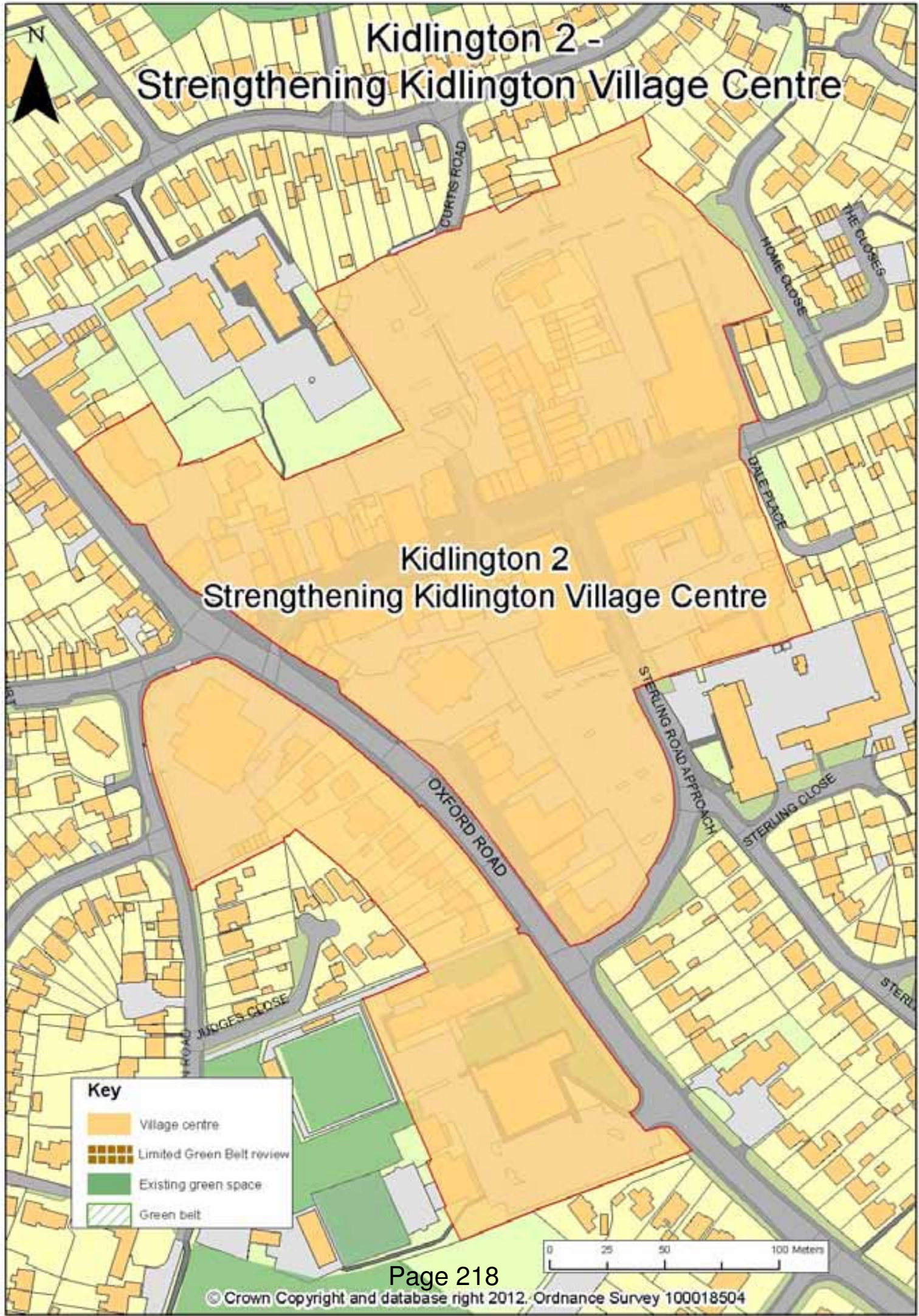
Key

	Village centre
	Limited Green Belt review
	Existing green space
	Green belt

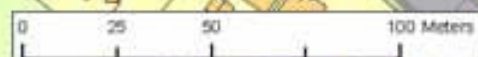


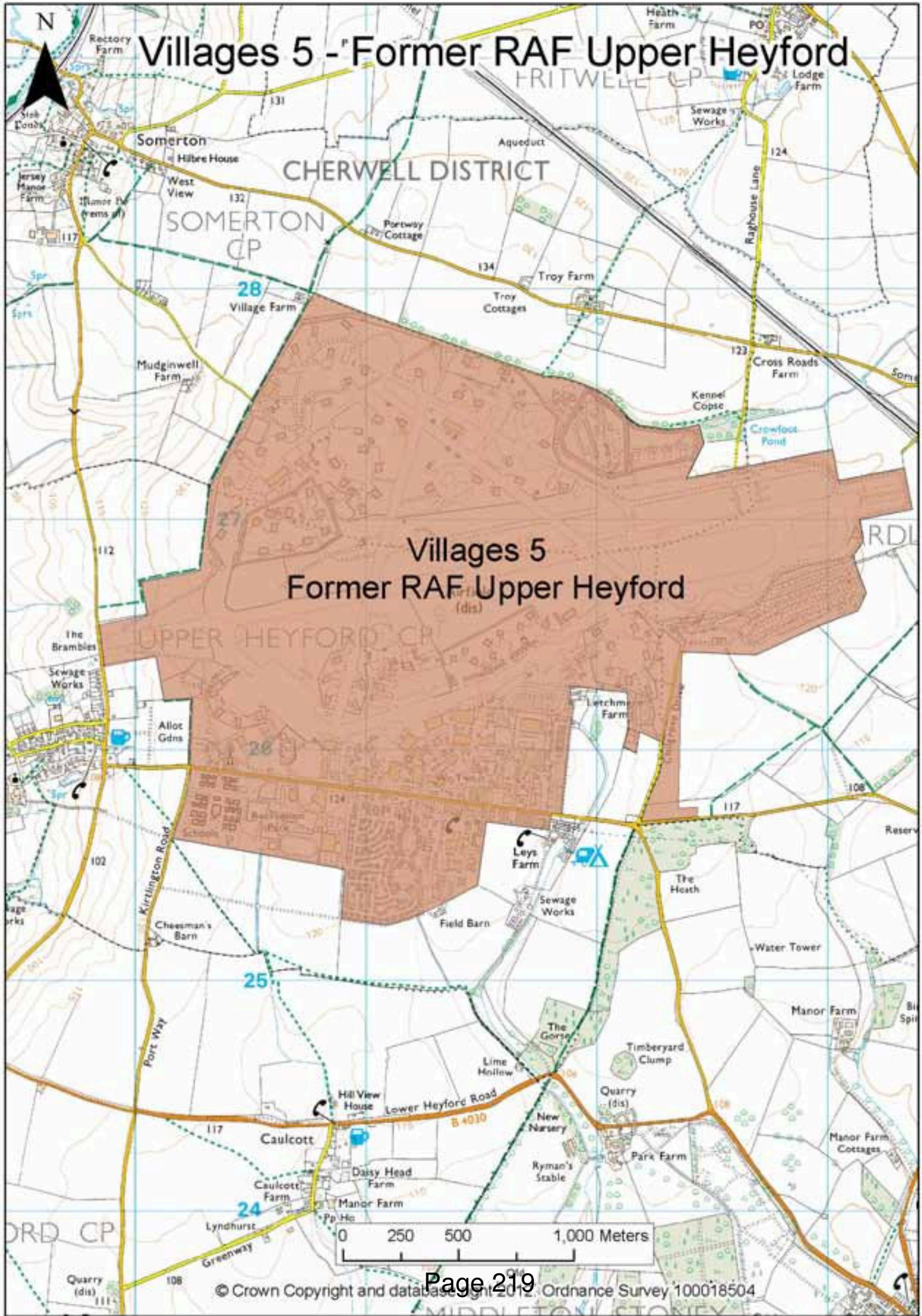
Kidlington 2 - Strengthening Kidlington Village Centre

Kidlington 2 Strengthening Kidlington Village Centre



Key	
	Village centre
	Limited Green Belt review
	Existing green space
	Green belt





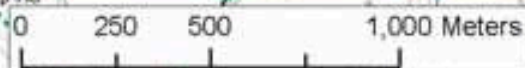
Villages 5 - Former RAF Upper Heyford

CHERWELL DISTRICT

SOMERTON CP

Villages 5
Former RAF Upper Heyford

UPPER HEYFORD CP



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