

Cherwell Local Plan 2040 Draft Plan Appendices

Regulation 18 Consultation January 2023

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Appendix 1 – Relationship between the Local Plan 2040 and Planning Applications

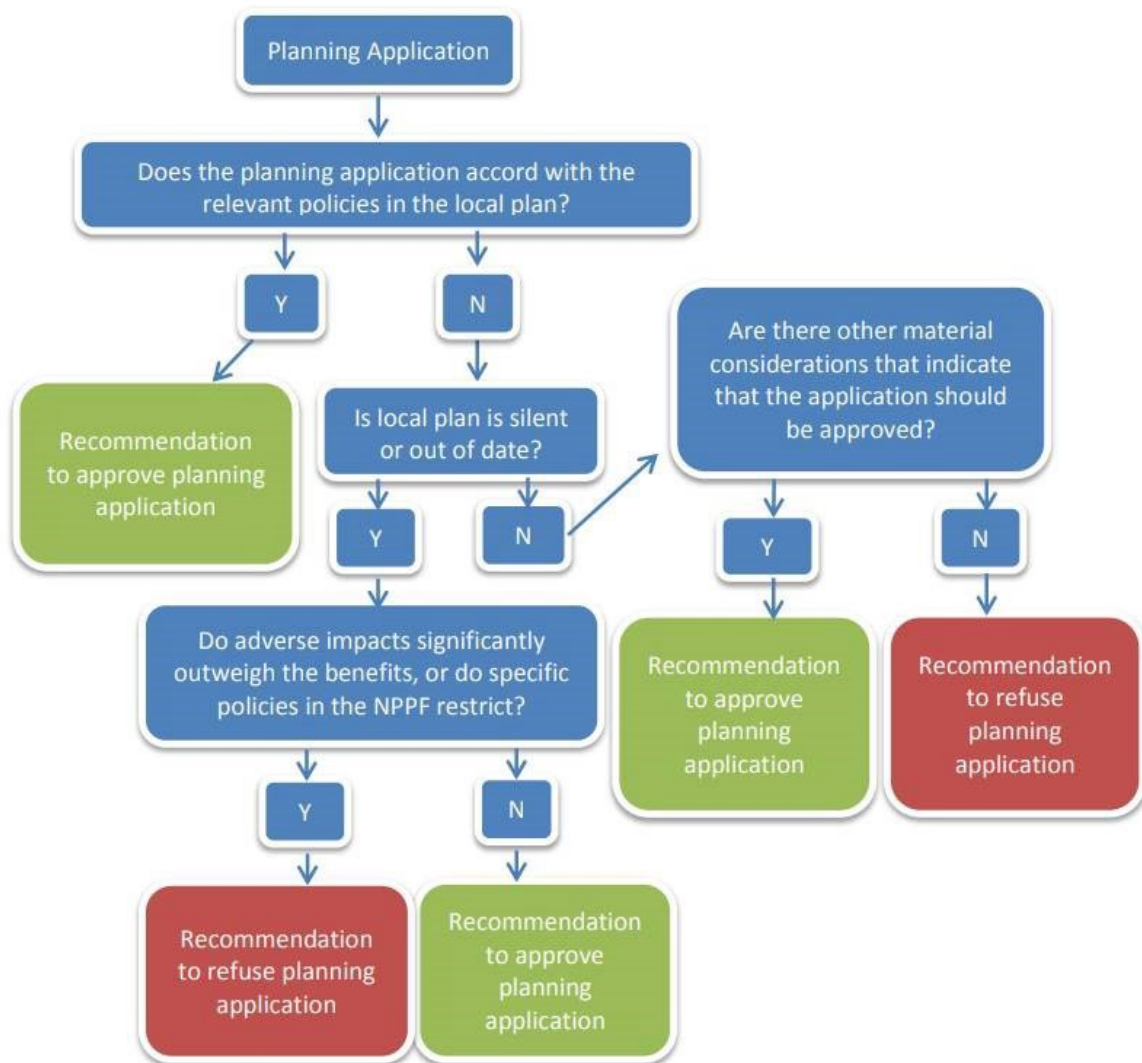


Figure 1: Flow diagram illustrating how planning applications will be considered against the Local Plan (source: South Somerset Local Plan 2006-2028)

Appendix 2 – Saved policies list

A review of the 1996 saved policies and adopted Local Plan (2015) and Partial Review Plan (2020) policies was undertaken as part of the preparation of the Local Plan 2040. It was concluded that it is not necessary to save any of the 1996 Local Plan saved policies within this iteration of the Local Plan, therefore each of these policies is either replaced or no longer relevant. There are a small number of adopted Local Plan (2015) and Partial Review (2020) policies that are to be saved in this Plan. The table below summarises how each policy is to be considered. Any saved allocations listed below are included in the accompanying Saved Allocations Document.

| Cherwell Local Plan 1996 Saved Policies | | | Cherwell Local Plan 2040 |
|---|--|---------------------------|---|
| Policy Number | Description | Saved, Replaced or Other | Replacement Policy |
| GB2 | Outdoor Recreation in The Green Belt | Replaced | CP6: The Oxford Green Belt |
| GB3 | Major Development Sites in The Green Belt | Replaced | CP6: The Oxford Green Belt |
| H16 | White Land at Yarnton | Policy no longer relevant | Scheme has been delivered. |
| H17 | Replacement of Dwellings | Policy no longer relevant | N/A |
| H18 | New Dwellings in The Countryside | Replaced | DP3: New Dwellings in the Countryside |
| H19 | Conversion Of Buildings in The Countryside | Replaced | DP4: Conversion of a Rural Building to a Dwelling |
| H20 | Conversion Of Farmstead Buildings | Replaced | DP4: Conversion of a Rural Building to a Dwelling |
| H21 | Conversion Of Buildings in Settlements | Replaced | CP3: Settlement Hierarchy |
| H23 | Retained Caravans | Replaced | DP8: Residential Caravans |
| H26 | Residential Canal Moorings | Replaced | CP87: Residential Canal Mooring |
| S22 | Provision of Rear Servicing, Kidlington | Policy no longer relevant | Policy no longer relevant. Village centre scheme and part pedestrianisation of High Street delivered. |
| S26 | Small Scale Ancillary Retail Outlets in the Rural Areas | Replaced | CP66: Town Centre Hierarchy and Retail Uses |
| S27 | Garden Centres in the Rural Areas | Replaced | CP66: Town Centre Hierarchy and Retail Uses |
| S28 | Proposals for Small Shops and Extensions to Existing Shops Outside Banbury, Bicester and Kidlington Shopping Centres | Replaced | CP66: Town Centre Hierarchy and Retail Uses |

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| S29 | Loss of Existing Village Services | Replaced | CP73: Local Services and Community Facilities |
| TR1 | Transportation Funding | Replaced | CP5: Providing Supporting Infrastructure and Services CP5: Providing Supporting Infrastructure and Services CP32: Sustainable Transport and Connectivity Improvements CP33: Active Travel – Walking and Cycling |
| TR7 | Development Attracting Traffic on Minor Roads | Replaced | CP35: Assessing Transport Impact/Decide and Provide |
| TR8 | Commercial Facilities for the Motorist | Policy no longer relevant | N/A |
| TR10 | Heavy Goods Vehicles | Replaced | CP35: Assessing Transport Impact/Decide and Provide |
| TR11 | Oxford Canal | Replaced | CP86: The Oxford Canal |
| TR14 | Formation of New Accesses to the Inner Relief Road and Hennef Way, Banbury | Replaced | DP1: Banbury Inner Relief Road and Hennef Way. |
| TR16 | Access Improvements in the Vicinity of Banbury Railway Station | Replaced | C32: Sustainable Transport and Connectivity Improvements CP33: Active Travel – Walking and Cycling CP35 – Assessing Transport Impact/Decide and Provide |
| TR22 | Reservation of Land for Road Schemes in the Countryside | Policy no longer relevant | Schemes largely delivered or not progressed |
| R5 | Use of Redundant Railway Lines and Disused Quarries for Recreation Purposes | Replaced | CP33: Active Travel – Walking and Cycling CP74: Open Space, Sport and Recreation |
| T2 | Proposals for Hotels, Motels, Guest Houses and Restaurants within Settlements | Replaced | CP65: Tourism |
| T3 | Land Reserved for Hotel and Associated Tourist or Leisure Based Development, in Vicinity of Junction 11 of the M40, Banbury | Policy no longer relevant | Site built out |
| T5 | Proposals for new Hotels, Motels, Guesthouses and Restaurants in the Countryside | Replaced | CP65: Tourism |
| T7 | Conversion of Buildings Beyond Settlements to Self-Catering Holiday Accommodation | Replaced | CP65: Tourism |

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| AG2 | Construction of Farm Buildings | Replaced | CP70: Achieving Well Designed Places CP50: Protection and Enhancement of the Landscape |
| AG3 | Siting of New or Extension to Existing Intensive Livestock and Poultry Units | Replaced | CP47: Pollution and Noise |
| AG4 | Waste Disposal from Intensive Livestock and Poultry Units | Replaced | CP47: Pollution and Noise CP49: Waste Collection and Recycling |
| AG5 | Development Involving Horses | Policy no longer relevant | CP70: Achieving Well Designed Places CP50: Protection and Enhancement of the Landscape |
| C5 | Protection of Ecological Value and Rural Character of Specified Features of Value in the District | Replaced | CP50: Protection and Enhancement of the Landscape |
| C6 | Development Proposals Adjacent to the River Thames | Replaced | CP50: Protection and Enhancement of the Landscape |
| C8 | Sporadic Development in the Open Countryside | Replaced | CP50: Protection and Enhancement of the Landscape CP51: Settlement Gaps |
| C11 | Protection of the Vista and Setting of Rousham Park | Replaced | CP83: Historic Environment and Archaeology |
| C14 | Countryside Management Projects | Policy no longer relevant | N/A |
| C15 | Prevention of Coalescence of Settlements | Replaced | CP50: Protection and Enhancement of the Landscape CP51: Settlement Gaps |
| C18 | Development Proposals Affecting a Listed Building | Replaced | CP85: Listed Buildings |
| C21 | Proposals for Re-Use of a Listed Building | Replaced | CP85: Listed Buildings |
| C23 | Retention of Features Contributing to Character or Appearance of a Conservation Area | Replaced | CP84: Conservation Areas |
| C25 | Development Affecting the Site or Setting of a Scheduled Ancient Monument | Replaced | CP85: Historic Environment and Archaeology |

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| C28 | Layout, Design and External Appearance of New Development | Replaced | CP70: Achieving Well Designed Places |
| C29 | Appearance of Development Adjacent to the Oxford Canal | Replaced | CP70: Achieving Well Designed Places CP86: The Oxford Canal |
| C30 | Design Control | Replaced | CP70: Achieving Well Designed Places |
| C31 | Compatibility of Proposals in Residential Areas | Replaced | CP70: Achieving Well Designed Places |
| C32 | Provision of Facilities for Disabled People | Replaced | CP70: Achieving Well Designed Places CP72: Creating Healthy Communities |
| C33 | Protection of Important Gaps of Undeveloped Land | Replaced | CP51: Settlement Gaps |
| C34 | Protection of Views of St Mary's Church, Banbury | Replaced | CP85: Historic Environment and Archaeology CP85: Listed Buildings CP7: Banbury Area Strategy |
| C38 | Satellite Dishes in Conservation Areas and on Listed Buildings | Replaced | CP85: Historic Environment and Archaeology CP84: Conservation Areas CP85: Listed Buildings |
| C39 | Telecommunication Masts and Structures | Replaced | CP50: Protection and Enhancement of the Landscape |
| ENV1 | Development Likely to Cause Detrimental Levels of Pollution | Replaced | CP47: Pollution and Noise |
| ENV2 | Redevelopment of Sites Causing Serious Detriment to Local Amenity | Replaced | CP47: Pollution and Noise CP48: Soil Contamination and Stability |
| ENV6 | Development at Oxford Airport, Kidlington Likely to Increase Noise Nuisance | Replaced | CP22: London Oxford Airport |
| ENV10 | Development Proposals Likely to Damage or be at Risk from Hazardous Installations | Replaced | CP46: Hazardous Substances |
| ENV11 | Proposals for Installations Handling Hazardous Substances | Replaced | CP46: Hazardous Substances |
| ENV12 | Development on Contaminated Land | Replaced | CP48: Soil Contamination and Stability |
| OA2 | Protection of Land at Yarnton Road Recreation Ground, Kidlington for a New Primary School | Policy no longer relevant | N/A |
| Cherwell Local Plan 2030 | | | Cherwell Local Plan 2040 |

| Policy Number | Description | Saved, Replaced or Other | Replacement Policy |
|---------------|---|---------------------------|--|
| SLE 1 | Employment Development | Replaced | CP4: Meeting Business and Employment Needs CP60: Development at Existing Employment Sites CP61: New Employment Development at Unallocated Sites CP62: Ancillary Uses on Designated Employment Sites |
| SLE 2 | Securing Dynamic Town Centres | Replaced | CP66: Town Centre Hierarchy and Retail Uses CP67: Primary Shopping Areas |
| SLE 3 | Supporting Tourism Growth | Replaced | CP65: Tourism |
| SLE 4 | Improved Transport and Connections | Replaced | CP32: Sustainable Transport and Connectivity Improvements CP33: Active Travel - Walking and Cycling CP35: Assessing Transport Impact/Decide and Provide |
| SLE 5 | High Speed Rail 2 - London to Birmingham | Policy no longer relevant | Policy no longer relevant. High Speed Rail 2 is a national infrastructure project that is dealt with through PINS with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure planning applications. Provisions in SL5 covered by other Policy requirements. |
| BSC 1 | District Wide Housing Distribution | | CP2: District Wide Housing Distribution |
| BSC 2 | The Effective and Efficient Use of Land - Brownfield Land and Housing Density | Replaced | CP75: Housing Density |
| BSC 3 | Affordable Housing | Replaced | CP76: Affordable Housing |
| BSC 4 | Housing Mix | Replaced | CP77: Housing Mix CP78: Specialist Housing |
| BSC 5 | Area Renewal | Replaced | CP75: Housing Density |
| BSC 6 | Travelling Communities | Replaced | CP82: Travelling Communities |
| BSC 7 | Meeting Education Needs | Replaced | CP68: Meeting Education Needs |
| BSC 8 | Securing Health and Wellbeing | Replaced | CP71: Health Facilities CP72: Creating Healthy Communities |
| BSC 9 | Public Services and Utilities | Replaced | CP69: Public Services and Utilities |
| BSC 10 | Open Space, Outdoor Sport and Recreation Provision | Replaced | CP74: Open Space, Sport and Recreation |

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| BSC 11 | Local Standards of Provision - Outdoor Recreation | Replaced | CP74: Open Space, Sport and Recreation |
| BSC 12 | Indoor Sport, Recreation and Community Facilities | Replaced | CP74: Open Space, Sport and Recreation |
| ESD 1 | Mitigating and Adapting to Climate Change | Replaced | CP1: Mitigating and Adapting to Climate Change |
| ESD 2 | Energy Hierarchy and Allowable Solutions | Replaced | CP38: The Energy Hierarchy and Energy Efficiency |
| ESD 3 | Sustainable Construction | Replaced | CP39: Achieving Net Zero Carbon Development CP40: Carbon Offsetting |
| ESD 4 | Decentralised Energy Systems | Replaced | CP1: Mitigating and Adapting to Climate Change |
| ESD 5 | Renewable Energy | Replaced | CP37: Zero or Low Carbon Energy Sources CP41: Renewable Energy CP39: Achieving Net Zero Carbon Development |
| ESD 6 | Sustainable Flood Risk Management | Replaced | CP42: Sustainable Flood Risk Management |
| ESD 7 | Sustainable Drainage Systems (SuDS) | Replaced | CP43: Sustainable Drainage Systems (SuDS) |
| ESD 8 | Water Resources | Replaced | CP44: Water Resources |
| ESD 9 | Protection of the Oxford Meadows SAC | Replaced | CP55: Protection of the Oxford Meadows SAC |
| ESD 10 | Protection and Enhancement of Biodiversity and the Natural Environment | Replaced | CP57: Biodiversity Net Gain CP56: Protection and Enhancement of Biodiversity |
| ESD 11 | Conservation Target Areas | Replaced | CP58: Conservation Target Areas |
| ESD 12 | Cotswold Area of Outstanding Natural Beauty (AONB) | Replaced | CP50: Protection and Enhancement of the Landscape CP56: Protection and Enhancement of Biodiversity |
| ESD 13 | Local Landscape Protection and Enhancement | Replaced | CP50: Protection and Enhancement of the Landscape |
| ESD 14 | Oxford Green Belt | Replaced | CP6: The Oxford Green Belt |
| ESD 15 | The Character of the Built and Historic Environment | Replaced | CP83: Historic Environment and Archaeology CP84: Conservation Areas CP85: Listed Buildings |
| ESD 16 | The Oxford Canal | Replaced | CP6: The Oxford Canal |
| ESD 17 | Green Infrastructure | Replaced | CP53: Green and Blue Infrastructure |
| Bicester 1 | North West Bicester Eco-Town | Replaced | CP15: Bicester Area Strategy Appendix 3 – Preferred site development templates |

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|-------------|---|-------------|---|
| Bicester 2 | Graven Hill | Saved | N/A |
| Bicester 3 | South West Bicester Phase 2 | Saved | N/A |
| Bicester 4 | Bicester Business Park | Saved | N/A |
| Bicester 5 | Strengthening Bicester Town Centre | Replaced | CP15: Bicester Area Strategy CP66: Town Centre Hierarchy and Retail Uses |
| Bicester 6 | Bure Place Town Centre Redevelopment Phase 2 | Not Covered | Policy no longer relevant. Scheme has now been delivered. |
| Bicester 7 | Meeting the Need for Open Space, Sport and Recreation | Replaced | Open space requirements replaced by CP75: Open Space, Sport and Recreation CP18: Delivery of Green and other Strategic Infrastructure in the Bicester Area |
| Bicester 8 | Former RAF Bicester | Replaced | CP20: Former RAF Bicester |
| Bicester 9 | Burial Site Provision in Bicester | Saved | N/A |
| Bicester 10 | Bicester Gateway | Saved | N/A |
| Bicester 11 | Employment Land at North East Bicester | Saved | N/A |
| Bicester 12 | South East Bicester | Saved | N/A |
| Bicester 13 | Gavray Drive | Saved | N/A |
| Banbury 1 | Banbury Canalside | Replaced | CP7: Banbury Area Strategy Appendix 3 – Preferred site development templates |
| Banbury 2 | Hardwick Farm, Southam Road (East and West) | Saved | N/A |
| Banbury 3 | West of Bretch Hill | Saved | N/A |
| Banbury 4 | Bankside Phase 2 | Saved | N/A |
| Banbury 5 | North of Hanwell Fields | Saved | N/A |

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| Banbury 6 | Employment Land West of M40 | Saved | N/A |
| Banbury 7 | Strengthening Banbury Town Centre | Replaced | CP66: Town Centre Hierarchy and Retail Uses CP14: Banbury Areas of Change |
| Banbury 8 | Bolton Road Development Area | Replaced | CP14: Banbury Areas of Change Appendix 3 – Preferred site development templates |
| Banbury 9 | Spiceball Development Area | Policy no longer relevant | The Spiceball Development Area is almost complete. |
| Banbury 10 | Bretch Hill Regeneration Area | Saved | N/A |
| Banbury 11 | Meeting the Need for Open Space, Sport and Recreation | Replaced | Open space requirements replaced by CP74: Open Space, Sport and Recreation CP1: Green and Blue Infrastructure in the Banbury Area |
| Banbury 12 | Land for the Relocation of Banbury United FC | Saved | N/A |
| Banbury 13 | Burial Site Provision in Banbury | Saved | N/A |
| Banbury 14 | Cherwell Country Park | Saved | Cherwell Country Park boundary updated |
| Banbury 15 | Employment Land North East of Junction 11 | Saved | N/A |
| Banbury 16 | South of Salt Way - West | Saved | N/A |
| Banbury 17 | South of Salt Way - East | Saved | N/A |
| Banbury 18 | Land at Drayton Lodge Farm | Saved | N/A |
| Banbury 19 | Land at Higham Way | Replaced | CP7: Banbury Area Strategy |
| Kidlington 1 | Accommodating High Value Employment Needs | Replaced | Small scale review of the Green Belt to accommodate identified high value employment needs has been undertaken. Policy covered by CP4: Meeting Business and Employment Needs, CP21: Kidlington Area |

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| | | | Strategy, CP60: Development at Existing Employment Sites and CP61: New Employment Development on Unallocated Sites. |
| Kidlington 2 | Strengthening Kidlington Village Centre | Replaced | Replaced by CP26: Kidlington and Areas of Change, CP66: Town Centre Hierarchy and Retail Uses and CP67: Primary Shopping Areas |
| Villages 1 | Village Categorisation | Replaced | CP3: Settlement Hierarchy |
| Villages 2 | Distributing Growth Across the Rural Areas | Replaced | CP31: Rural Area Housing Requirement Figures |
| Villages 3 | Rural Exception Sites | Replaced | DP2: Rural Exception Sites |
| Villages 4 | Meeting the Need for Open Space, Sport and Recreation | Replaced | CP74: Open Space, Sport and Recreation |
| Villages 5 | Former RAF Upper Heyford | Saved | N/A |
| INF 1 | Infrastructure | Replaced | CP5: Providing Supporting Infrastructure and Services |
| Cherwell Local Plan Partial Review | | | Cherwell Local Plan 2040 |
| Policy Number | Description | Saved, Replaced or Other | Replacement Policy |
| PR1 | Achieving Sustainable Development for Oxford's Needs | Saved | N/A |
| PR2 | Housing Mix, Tenure and Size | Saved | N/A |
| PR3 | The Oxford Green Belt | Replaced | CP6: The Oxford Green Belt |
| PR4a | Sustainable Transport | Saved | N/A |
| PR4b | Kidlington Centre | Saved | N/A |
| PR5 | Green Infrastructure | Saved | N/A |
| PR6a | Land East of Oxford Road, North Oxford | Saved | N/A |
| PR6b | Land West of Oxford Road, North Oxford | Saved | N/A |
| PR7a | Land South East of Kidlington, Kidlington | Saved | N/A |
| PR7b | Land at Stratfield Farm, Kidlington | Saved | N/A |
| PR8 | Land East of the A44, Begbroke | Saved | N/A |
| PR9 | Land West of Yarnton, Yarnton | Saved | N/A |
| PR11 | Infrastructure Delivery | Saved | N/A |
| PR12a | Delivering Sites and Maintaining Housing Supply | Replaced | CP2: District-Wide Housing Distribution |

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| PR12b | Sites Not Allocated in the Partial Review | Replaced | CP2: District-Wide Housing Distribution |
| PR13 | Monitoring and Securing Delivery | Replaced | CP88: Delivery and Contingency |

Appendix 3 – Preferred Site Development Templates

Introduction

The section includes the Site Development Templates for preferred sites allocated for residential and employment development in the Local Plan 2040. The Site Development Templates identify key urban design principles and development principles for each site and set out matters relating to access and transport, social and community, landscape, biodiversity, flood risk and drainage.

The Site Development Templates comprise two components; general requirements (section two) and site-specific requirements (as set out on individual site development templates in section three). Both elements should be read together and should be addressed in detail at the planning application stage.

Core Policy 2 states that strategic site allocations should meet the requirements of the Site Development Templates and will be brought forward through a masterplanning process involving the community, local planning authority, developer and other stakeholders. The Council expects all new strategic development to accord with the good place making principles set out in both the National Planning Policy Framework (NPPF) and the National Model Design Code. As per paragraph 11 of the NPPF, “all plans should promote a sustainable pattern of development that seeks to: meet the development needs of the area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects”. Together, the general site requirements and site development templates provide a framework which comply with the NPPF’s presumption in favour of sustainable development.

The Council also expects every planning application for the strategic sites to be accompanied by:

- A masterplan that identifies the vision for the development and responds to the key constraints and design opportunities of that site;
- A Statement of Community Involvement which explains how relevant Parish Councils, local organisations and other vested stakeholders have been involved in the master planning process;
- A detailed Design and Access Statement that presents the vision and objectives of the site and demonstrates how the proposal will provide sustainable development that is sensitively designed with sufficient supporting infrastructure;
- An infrastructure Schedule that sets out the relevant infrastructure requirements with associated delivery mechanisms and phasing, and;
- Where applicable, a Development Delivery Agreement which shows how the proposed programme of house building and demonstrates the number of homes the development will contribute to the district’s five year housing land supply and housing trajectory over the plan period.

The Council has prepared a Design Guide Supplementary Planning Document (SPD)¹ for the district which seeks to provide design guidance for new residential development in a manner which reinforces the positive character of Cherwell district. The design guidelines within the SPD will be material considerations in the assessment of all proposed residential schemes.

In all residential schemes, community involvement from the outset is important to ensure that the scheme is fit for purpose with appropriate services and facilities for all users. Where there is agreement between the local community and site promoters, the Council will seek to be flexible in how the sites are delivered, providing the strategic housing requirement is met and urban design principles and infrastructure requirements have been achieved.

Development must comply with all relevant policies in the Local Plan 2040, unless material considerations indicate otherwise. The Site Development Templates highlight key requirements for development on each site. These requirements do not preclude further requirements being identified at a later date. The Infrastructure Delivery Plan (IDP) is a live document that provides further information on infrastructure requirements across the district up to 2040. The IDP should be read in conjunction with the site development templates. If and where conflict arises, the IDP will be used to establish the most up-to-date infrastructure requirements.

Oxfordshire County Council has responsibility for some of the infrastructure requirements identified, including education and transport. The Council will liaise directly with the County Council to agree future requirements for these infrastructure types.

General requirements for all residential site allocations

Subject to viability testing, development will be required to meet the following:

Overall objectives:

- Contribute towards provision of infrastructure requirements, as set out in the IDP and Site Development Templates.
- Contribute towards the aims and objectives of any relevant Neighbourhood Development Plans.

Climate change:

- As per Core Policy 33, all development schemes should apply the following movement hierarchy: walking, cycling and riding, public transport, motorcycles, shared vehicles and other motorised modes.
- Retain existing pedestrian and cycle routes and deliver ensure new pedestrian and cycle routes are well designed and help deliver planned local and strategic active travel routes.

¹ Cherwell Design Guide Supplementary Planning Document (2017). Available here: [cherwell.gov.uk/downloads/download/1130/cherwell-design-guide-supplementary-planning-document-spd](https://www.cherwell.gov.uk/downloads/download/1130/cherwell-design-guide-supplementary-planning-document-spd)

- As per Core Policy 36, development schemes should apply the ‘decide and provide’ approach to help deliver public transport and active travel improvements.
- Ensure that development is resilient to climate change impacts and complies with the criteria set out in Core Policy 38.
- Development proposals should be assessed against the current Strategic Flood Risk Assessments.
- Sustainable Urban Drainage (SUDs) methods should be used to assist with surface water drainage. SUDs should be sensitively designed with multi-beneficial ecological and environmental outcomes.
- A Landscape and Visual Impact Assessment (LVIA) will be required for all major development.

Healthy places:

- Ensure new development complements and enhances its surroundings through sensitive and high-quality design.
- Ensure new development positively contributes to an area’s character by reinforcing local distinctiveness and respecting local landscape features.
- Deliver healthcare and wellbeing, community, sports and recreation facilities and open space in accordance with the requirements set out in the IDP.
- Provide affordable housing requirements in line with Core Policy 74 (30% on suitable sites of 10 or more dwellings in Banbury and Bicester and 35% on suitable sites of 10 or more homes in Kidlington and elsewhere in the district).
- Provide a mix of homes to meet current and future requirements, as per Core Policy 75.
- Development should conserve and enhance the character and distinctiveness of Cherwell’s historic environment. Great weight and importance will be given to conserving listed buildings, Conservation Areas, special archaeological and historic interest of nationally important monuments, Registered Parks and Gardens and Registered Battlefields.
- Where appropriate, Environmental Impact Assessments (EIA), Heritage Statements, Impact Assessments and Conservation Area Appraisals should be undertaken to establish the local character and distinctiveness of heritage assets and their wider settings.

Sustainable economy:

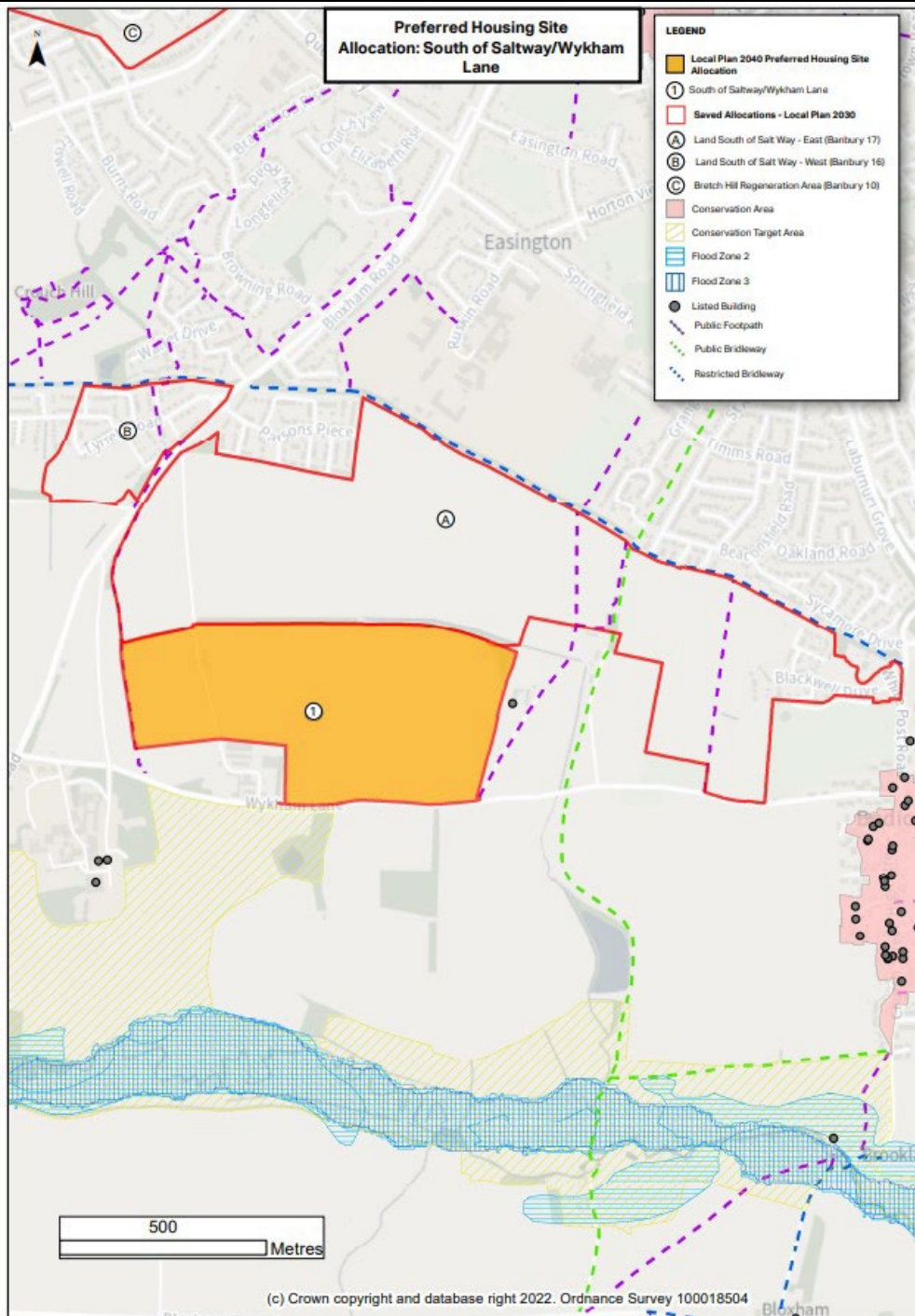
- Deliver education facilities in accordance with the requirements set out in the IDP
- Liaise with Thames Water, Anglian Water, Severn Trent and other utilities providers to ensure that appropriate works are undertaken when required.

Site development templates

Site development templates have been prepared for each of the preferred allocations and are presented below. The table below sets out the ordering of the site development templates which have been grouped by area strategy.

| Banbury |
|---|
| South of Saltway/Wykham Lane, LPR52 |
| West of Bretch Hill/south of BAN3, LPR49 |
| Bolton Road |
| Canalside Banbury, LPR55 |
| Higham Way – Banbury 19, LPR56 |
| Bicester |
| Land South East of Bicester, LPR21 A |
| North West Bicester, LPR33 |
| Land South of Chesterton and North West of A41,LPR37A |
| Land South East of Bicester, LPR21B |
| Land east of M40 J9 and south of Green Lane, LPR38 |
| Kidlington |
| Land North of The Moors, Kidlington, LPR8A |
| South East of Woodstock/Upper Campfield Road, LPR2 |
| Begbroke Science Park Reserved Land, LPR63 |
| Heyford |
| South and East of Heyford Park, LPR42A |

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| Site reference | South of Saltway/Wykhams Lane, LPR52 |
| Area | Banbury |
| Site area | 32.39 ha |
| Site capacity | Housing, indicative capacity of 600 dwellings |
| Type | Greenfield |

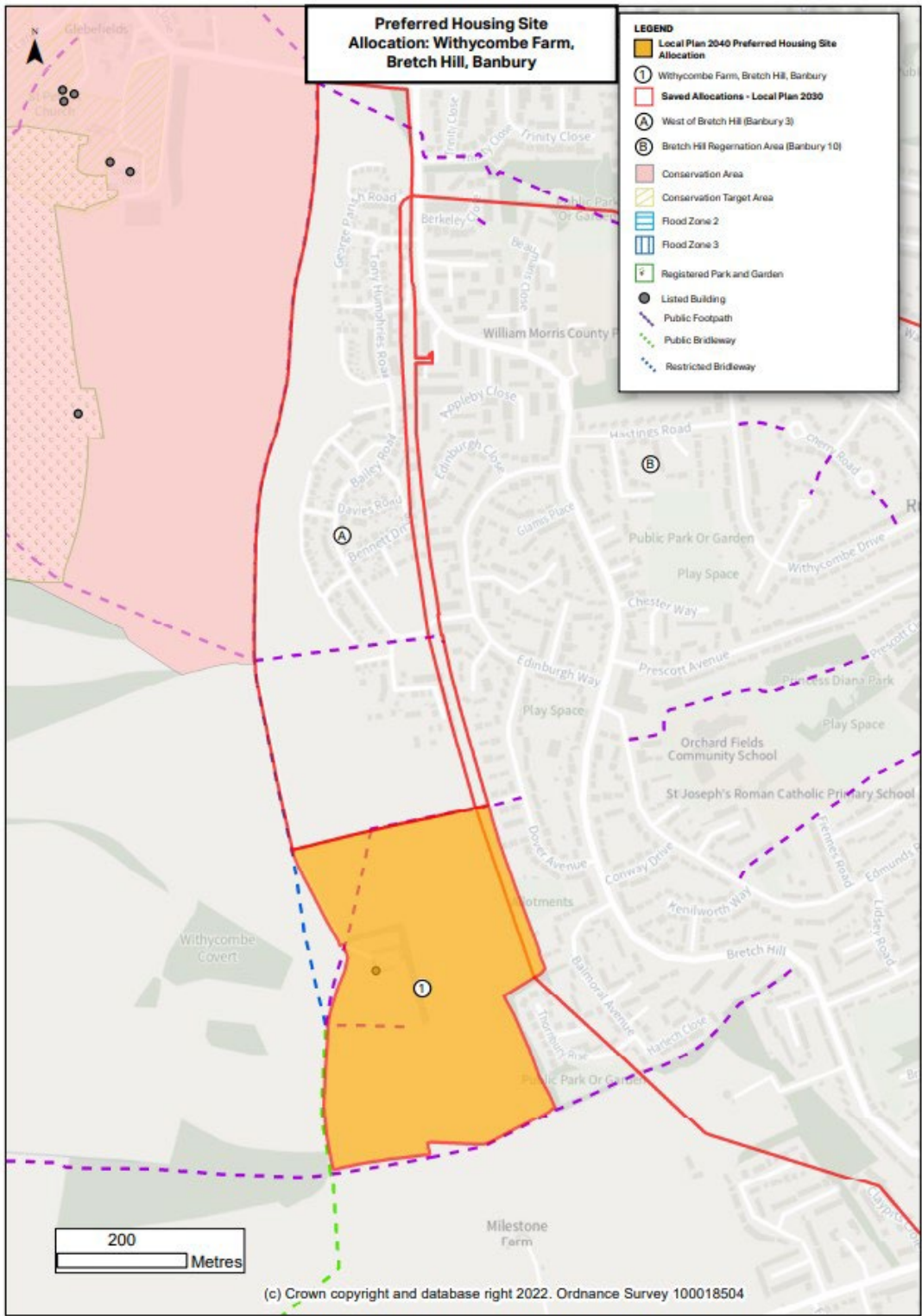


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| Site Description | <ul style="list-style-type: none"> • Agricultural land to the south of Banbury characterised by medium sized arable fields, bound by hedgerows with frequent hedgerow trees. • Land immediately to the north and east is currently being developed as an urban extension to Banbury. This land was allocated for development in the 2015 Local Plan. (Policy Ban 17) • To the west are the grounds of Tudor Hall School, Wykham Park. Wykham Lane lies to the south with further agricultural land beyond. • The landform is gently undulating, falling towards Wykham Lane. • The Site is adjacent to the Northern Valleys Conservation Target Area • A PROW runs north-south along the length of the western boundary of the site • The Grade II Listed Wykham Farmhouse lies immediately to the east of the site. • No statutory designations of International/European value either at, or within 15km of the Site. • No statutory designations of National value within 2km of the Site. • No waterbodies present within the site |
| Key Objectives | <ul style="list-style-type: none"> • To deliver a high quality and sustainable urban extension to Banbury which is integrated with Banbury and its associated services and facilities. |
| Urban Design Principles | <ul style="list-style-type: none"> • Include high quality landscaping throughout to minimize the urbanizing effect of the development on the surrounding countryside • Include linkages between the site, the adjacent housing developments, Salt Way, and nearby services and facilities • Preserve the setting of Wykham Farmhouse, and the parkland setting of Tudor Hall School. |
| Key Development Considerations | <ul style="list-style-type: none"> • This site should form an extension to the development to the north (Banbury 17) currently under construction. • Development should conserve existing trees and hedgerows which form part of the wider habitat network. Where appropriate, these should be utilised to screen and integrate new development into the landscape. • Appropriate edge and boundary treatments are required to ensure any development is well integrated into its surroundings, including areas of new tree planting where appropriate. |

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| | <ul style="list-style-type: none"> • Development should respect the setting of the Grade II Listed Wykham Farmhouse which lies immediately to the east of the site. • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan. |
| Access and Transport | <ul style="list-style-type: none"> • A 30 minute bus frequency should be supported on the spine road particularly buses into Banbury if not delivered as part of the site to the north • Vehicular access will not be permitted from Wykham Lane. • All vehicular access routes should be via the site immediately to the north (Banbury 17). • Connections are required to the existing walking and cycling routes crossing and adjoining the site, including Salt Way and the Bodicote Circular Walk. • High quality walking, cycling and wheeling connections required to local facilities and public transport routes. • Contribute towards future strategic infrastructure improvements to Banbury and any necessary mitigation measures identified through the site Transport Assessment. |
| Social and Community | <ul style="list-style-type: none"> • Contribute towards the expansion of Bishop Loveday Primary School and expansion of secondary school capacity in Banbury. • Contribution towards additional primary care provision. • Formal and informal open space, play space, pitches, and allotments to be provided on site in accordance with the Council's standards. • As an alternative to on-site sports pitch provision, the Council may consider contributions towards improved pitch facilities within the locality. The Council's requirements will be guided by its Playing Pitch Strategy. • Requirement to contribute to additional community facilities either on site, or within the locality. • Contributions required to local primary care services • Contributions required to improving built sports facilities within the locality. |
| Landscape Considerations | <ul style="list-style-type: none"> • Provide a landscape buffer and enhanced native boundary around the perimeter of the site. • The western parcel of land should be retained as public open space and remain development free. • Appropriate landscaping is required to create a soft new urban edge in the south of the site to mitigate the impact of the development on the open countryside beyond. • The rural character of Wykham Lane should be maintained. |
| Biodiversity | <ul style="list-style-type: none"> • Appropriate buffers and management are required to protect priority river habitats that adjoin the site. |

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| | <ul style="list-style-type: none"> • Include biodiversity net gain enhancements |
| <p>Flood Risk and Drainage</p> | <ul style="list-style-type: none"> • Opportunity to incorporate green infrastructure within SuDs to improve biodiversity and water quality • The scale of development is likely to require upgrades of the water supply network infrastructure. The Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. Failure to liaise with Thames Water will increase the risk of planning conditions being sought to control the phasing of development to ensure that any necessary infrastructure upgrades are delivered. • Strategic drainage infrastructure is likely to be required. Where there is a wastewater network capacity constraint the developer should liaise with Thames Water and provide a detailed drainage strategy with the planning application, informing what infrastructure is required, where when and how it will be delivered. • Topographical and ditch capacity constraints which might require the site to drain via a surface water sewer crossing land to the south before discharging to Sor Brook. |

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| Site reference | West of Bretch Hill/south of BBAN3, LPR49 |
| Area | Banbury/Drayton |
| Site area | 15.55 ha |
| Site capacity | Housing, indicative capacity of 220 dwellings |
| Type | Greenfield |



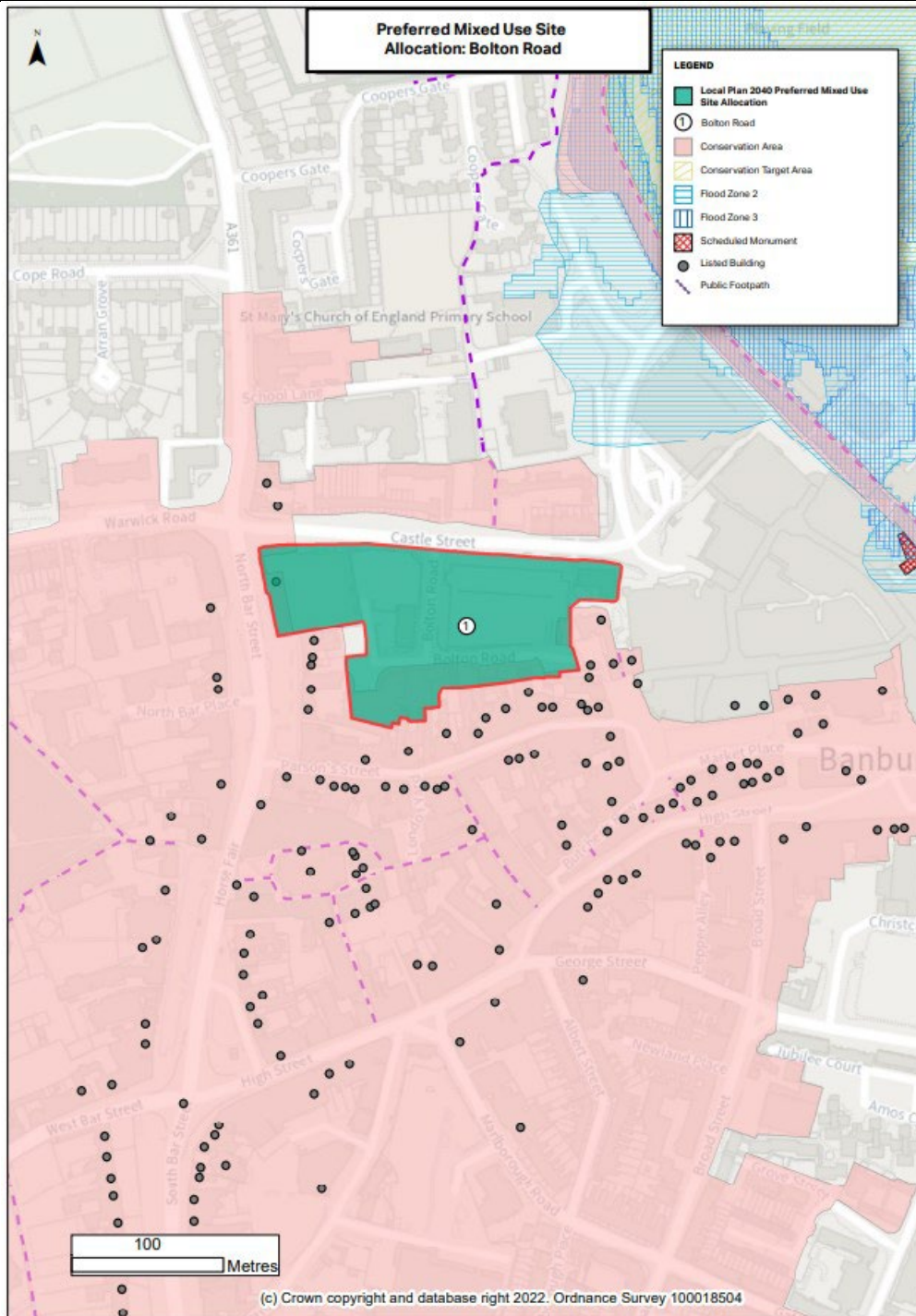
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| Site Description | <ul style="list-style-type: none"> • Agricultural land on the western edge of Banbury.. |
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| | <ul style="list-style-type: none"> • Withycombe Farmhouse and associated buildings lie within the site. • Immediately to the north is a new residential development where construction is well advanced. . This site was allocated in the 2015 Local Plan (Policy Banbury 3). • Immediately to east is the Bretch Hill residential area of Banbury with several key amenities (leisure clubs, educational facilities & convenience stores). • Located within 4km of the centre of Banbury. • Located within the NRN "Wider Landscape" zone - where agricultural and urban landscapes can contribute to nature's recovery and wider connectivity. • The Sor Brook and Priority Habitat lowland meadows pass 1km to the west of the site. • The Banbury Circular Walk passes along the western border of the site. • A PRoW passes across the northern corner of the site linking to Bretch Hill . A further PROW route follows the site boundaries. • No significant a statutory and non-statutory sites of nature conservation interest. • The agricultural fields are bound by hedgerows, and woodland to the west and south. |
| Key Objectives | <ul style="list-style-type: none"> • To deliver a high quality and sustainable urban extension to the west of Banbury, which is integrated with surrounding new and established neighbourhoods. |
| Urban Design Principles | <ul style="list-style-type: none"> • Development should be contained without opening a wider area of the countryside for development. • High quality landscaping throughout to contain the site and minimise the urbanizing effect of the development on the adjacent open countryside. • Deliver high quality and sustainable housing that integrates well with the local area. • Include linkages between the site, the adjacent housing development to the north, and its linear parkland, the nearby services and facilities within Bretch Hill, and the wider Banbury area. |
| Key Development Considerations | <ul style="list-style-type: none"> • The site should form an extension to the development to the north currently under construction (Banbury 3). • The site sits on the edge of Bretch Hill Regeneration Area. • Development should conserve existing trees and hedgerows which form part of the wider habitat network. Where appropriate, these should be utilised to screen and integrate new development into the landscape. |

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| | <ul style="list-style-type: none"> • Appropriate edge and boundary treatments are required to ensure any development is well integrated into its surroundings, including areas of new tree planting where appropriate. • Opportunity for connections to the wider PROW network and linear parkland (to the immediate north). |
| Access and Transport | <ul style="list-style-type: none"> • PROW routes should be protected, enhanced and connected to the wider network. • New PROWs through the site (delivered alongside new development) should be well-marked, with a cohesive planting and paving pattern. They should offer strengthened connections to the Banbury Fringe Walk and the wider landscape, including to the town centre in the east and to the Oxford Canal Towpath. • Potential impacts on Parklands/Warwick Road/Orchard Way roundabout need to be considered. • High quality walking and cycling connections will be required to local facilities. • Where appropriate the site would need to assist in the delivery of schemes from the Banbury Local Cycling and Walking Infrastructure Plan in proximity and provide a strategic contribution towards the Queensway to Ruscote Avenue cycle distributor link. • Strategic contributions will be required to strategic access proposals for Banbury. • Provision should be included for access to the local bus service. Any emerging bus priority measures for the service from this site would require a contribution. • A single point of vehicular access to the site is possible with potential for separate emergency access. • The site has direct pedestrian and cycle connectivity to the bus route on Bretch Hill to the east. |
| Infrastructure | <ul style="list-style-type: none"> • Appropriate Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including for public transport services. |
| Social and Community | <ul style="list-style-type: none"> • Appropriate contributions towards additional off-site new school provision. • Appropriate contributions towards additional primary care provision. • Formal and informal open space, play space, pitches, and allotments to be provided on site in accordance with the Council's standards. • As an alternative to on-site sports pitch provision, the Council may consider contributions towards improved pitch facilities within the locality. The Council's requirements will be guided by its Playing Pitch Strategy. |

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| | <ul style="list-style-type: none"> • Requirement to contribute to additional community facilities either on site, or within the locality. • Contributions required to improving built sports facilities within the locality. |
| Landscape Considerations | <ul style="list-style-type: none"> • Opportunity to create a continuous network of trees through the site (linking into the wider network, including blocks immediately to the west) to address air quality and to sequester carbon. • Hedgerows within the site should be maintained and enhanced wherever possible. • Appropriate landscaping is required to create a soft new urban edge in the west and south of the site to mitigate the impact of the development on the open countryside beyond and link with the linear park being delivered to the immediate north. |
| Biodiversity | <ul style="list-style-type: none"> • Biodiversity net gain is required in accordance with the Council's policies. • Biodiversity enhancement areas to be provided including through species-rich grassland and native woodland planting within areas of open space towards the west of the site. • Appropriate mitigation (e.g., bird/bat boxes) will provide new nesting/roosting opportunities. • New areas of landscape planting to provide continued foraging and navigational opportunities for bats, badgers and other species. • Any new planting should consist of native species or species of known value to wildlife. • A sensitive lighting regime, if necessary, post-development could ensure dark corridors are retained for bats, particularly along retained trees and hedgerows. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • No flood risk constraints on this site or flood risk benefits the site might offer. • An attenuated surface water discharge would be required, draining to a ditch system on the northern side of the Broughton Road. • Upgrades to the water supply network infrastructure will likely be required. The Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan. The wastewater network capacity in this area is unlikely to be able to support the demand anticipated from this development. Strategic drainage infrastructure is likely to be required to ensure sufficient capacity is brought forward ahead of the development. |

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| Site reference | Bolton Road |
| Area | Banbury |
| Site area | 2 hectares |
| Site capacity | Residential-led mixed use development, indicative capacity of 200-300 dwellings |
| Type | Brownfield |



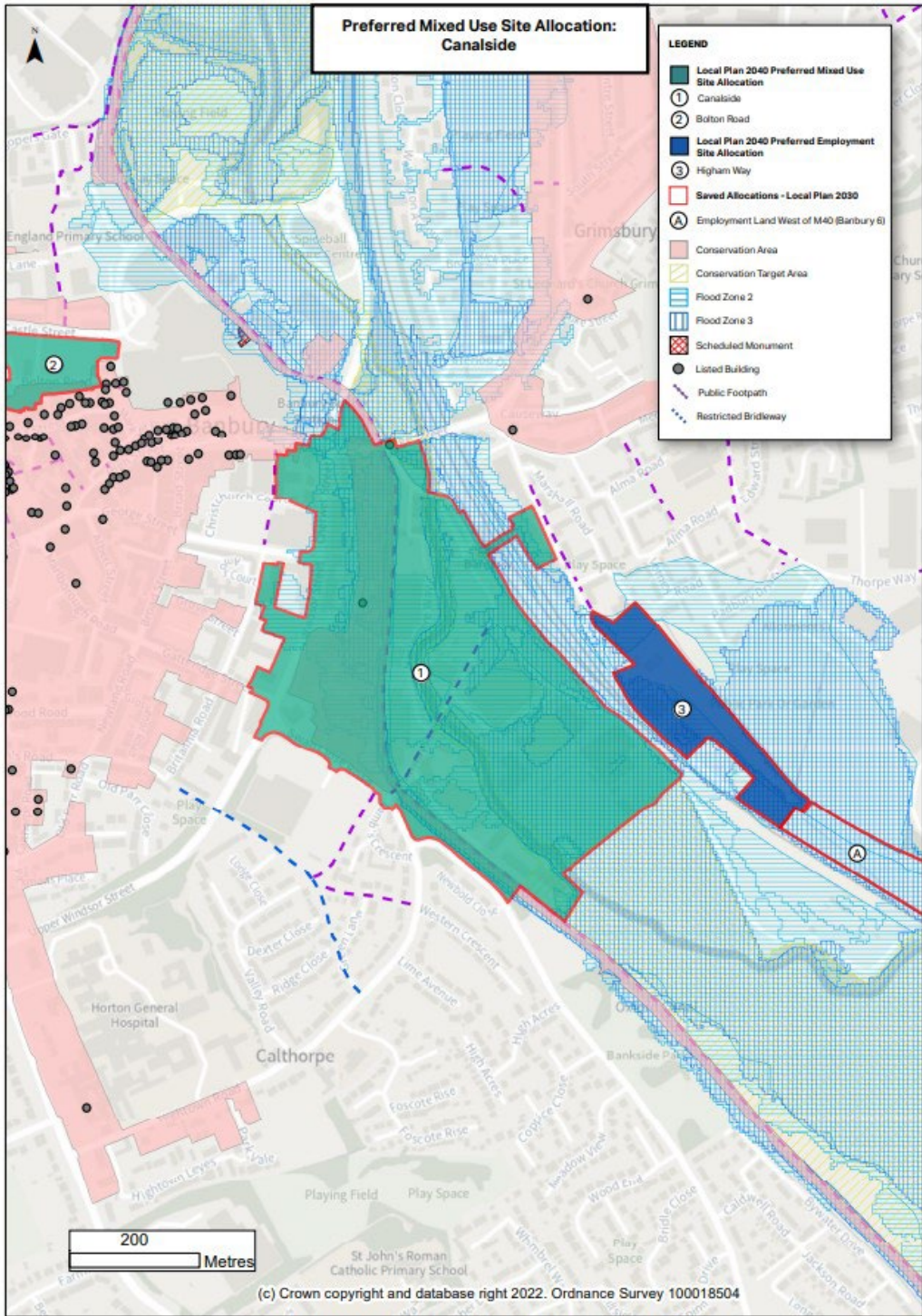
Site Description

- Lies immediately to the west of the Castle Quay Shopping Centre and to the north of Parsons Street.

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| | <ul style="list-style-type: none"> Comprises a large public surface carpark, a number of smaller carparks and service areas associated with properties fronting Parsons Street, a car repair workshop, a former bingo hall and a number of historic buildings. |
| Key Objectives | <ul style="list-style-type: none"> High quality, residential led mixed use redevelopment of this area. 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 adjacent town centre. |
| Urban Design Principles | <ul style="list-style-type: none"> A high-quality landmark mixed use development in Banbury Town Centre that will support the regeneration of this area and its integration into the wider town centre. Residential development that is designed to a very high quality considering the impact on the conservation area. A design which respects and enhances the conservation area and the historical grain of the adjoining areas especially the Grade II listed building to the west of the site. The creation of a high-quality public realm with careful consideration of street frontages and elevation treatment to ensure an active and vibrant public realm. Height and massing sensitive to the surroundings, ensuring there is no adverse effect on important views/vistas. There is an opportunity for low-key, high-end development, formed along new lanes that connect the area to Parsons Street. Architectural innovation is expected where large scale buildings and car parking areas are proposed to ensure that these objectives are met. Provision of public art to enhance the quality of the place, legibility and identity. |
| Key Development Considerations | <ul style="list-style-type: none"> Residential-led development. Other suitable land uses include hotel, leisure, offices, health, community uses and carparking. Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan. |
| Access and Transport | <ul style="list-style-type: none"> Improved pedestrian and cycle links between the site and Parsons Street. Improved pedestrian and cycle links between the site and North Bat Street. Provision of high-quality routes to allow for accessibility to public transport services and sustainable modes of travel. |

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| | <ul style="list-style-type: none"> • Consideration of car free development. |
| Social and Community | <ul style="list-style-type: none"> • Contributions towards primary and secondary school provision. • Contributions towards improved community facilities. • Health – Contributions towards primary care provision. • Contributions towards indoor and outdoor sports provision. |
| Landscape Considerations | <ul style="list-style-type: none"> • Cornhill public space improved and extended with strategic landscaping at the eastern end of Bolton Road. • Improved frontage onto Castle Street with strategic landscaping. • Environmental improvements to North Bar Street and Horse Fair to include new public realm, landscape and car parking improvements. |
| Biodiversity | <ul style="list-style-type: none"> • Biodiversity net gain required in accordance with Plan policies. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • No significant issues. |

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| Site reference | Canalside Banbury, LPR55 |
| Area | Banbury |
| Site area | 25.57 ha |
| Site capacity | Mixed use, indicative capacity of 500 dwellings. Circa 7.5 hectares of employment land |
| Type | Brownfield |



Site Description

- Located to the east of Banbury Town Centre. It is bound to the west by Windsor Street/Cherwell Street, by Bridge Street to the north, to the east by Banbury Railway Station and railway line

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| | <p>and to the south by Swan Close Road, the Oxford Canal, and open fields.</p> <ul style="list-style-type: none"> • The River Cherwell and the Oxford Canal pass through the site. • Has been in industrial use since the mid-19th century and was one of the first industrial areas of Banbury • Currently occupied by a range of businesses, railway car parking, some limited residential development, and Banbury United Football Club. • The Oxford Canal is a designated conservation area, and there are a number of listed buildings and structures within the site. • Large areas of the site are located within Flood Zone 2 and 3. • Located within the Nature Recovery Network Zone- an area where habitat restoration and creation are a key priority. • The North Cherwell Conservation Target Area runs through the centre of the site following the path of the river Cherwell and expands into a large area directly south of the site. • There is one PRoW which crosses east-west through the site along Tramway Road. • A twin foul rising main crosses the site from Canal Street to the football ground. |
| Key Objectives | <ul style="list-style-type: none"> • A high quality, well designed, sustainable, employment-led mixed use regeneration and redevelopment of a key gateway site adjacent to the town centre. |
| Urban Design Principles | <ul style="list-style-type: none"> • Development should support a mixed-use development that connects to Banbury town centre and public transport links. • A distinctive residential proposition for Banbury that integrates well and helps make connections with the adjoining town centre and Railway Station. • An appropriate location for higher density housing to include a mixture of dwelling styles and types. • A high-quality design and use of innovative architecture, including the use of robust and locally distinctive materials, which reflect the character and appearance of Banbury, respect the setting of the retained historic buildings and in particular reference the canal side location • Taking advantage of the accessibility of the town centre, an age friendly neighbourhood with extra care housing and housing for wheelchair users and those with specialist supported housing needs. • The potential inclusion of live/work units. • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities. |

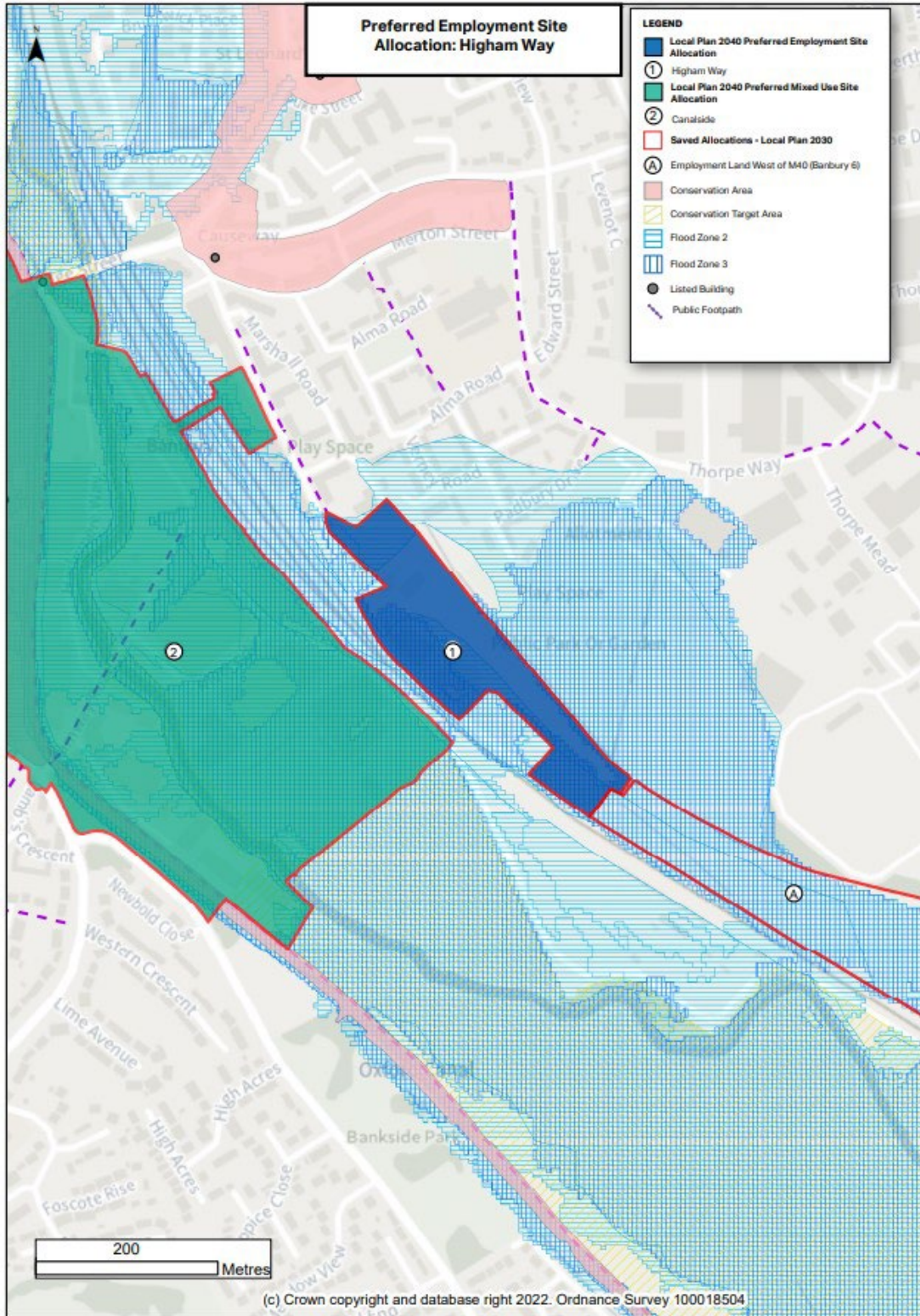
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| | <ul style="list-style-type: none"> • Buildings fronting Windsor Street and Cherwell Street, enabling pedestrian permeability of the site to correspond with proposed highway improvements. • Development fronting on to the canal and public access to and from the canal towpath. • Exemplar urban design and the creation of new public urban spaces in various locations within the site and new trees planted. • Public art should be provided and there is the opportunity for this to be creatively engaged through the creative refurbishment of existing buildings, new bridges, and the wider public realm. |
| Key Development Considerations | <ul style="list-style-type: none"> • Construction of approximately 500 homes, primarily within the northern and western parts of the site, including the Oxford Canal corridor. • The retention of approximately 7.5 hectares of employment uses (Use Class E(g), B2, B8), primarily to the east of the River Cherwell. • The reservation of a site of up to 0.5 hectares for a new primary care facility. • The relocation of the Banbury United Football Club. • Development proposals will be expected to be in accordance with a Supplementary Planning Document (SPD) for the site. Ideally proposals should come forward for the whole site accompanied by a detailed masterplan but applications for parts of the site may be permitted provided that they clearly demonstrate their proposals will contribute towards the creation of a single integrated community. Applications should cover significant land area within the site in order to achieve continuity in design and delivery of the vision. • 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 consortium of key landowners and/or their developer partners, supported by a masterplan. |

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| | <ul style="list-style-type: none"> • 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. • Retention and integration of existing historic assets including the Grade II listed Old Town Hall, the bridge over the river and the Oxford Canal Conservation Area. • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan. |
| Access and Transport | <ul style="list-style-type: none"> • Enhancements should formalize connections to the Oxford Canal Towpath, Tramway Road and Swan Close Road. Enhancements should also seek additional opportunities to enhance public access to the river and canal. • New footpaths and cycleways should be provided that link to existing networks, with provision of a designated pedestrian and cycle route from the station to the town centre over the canal and river and a new pedestrian / cycle bridge over the railway. • New pedestrian and cycle bridges erected over the Oxford Canal and the River Cherwell to enable and encourage walking and cycling through the site • 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 and Cherwell Street, enabling pedestrian permeability of the site to correspond with proposed highway improvements. • Parking provision that complies with Oxfordshire County Council's parking standards. Some car free areas or areas of reduced levels of parking with innovative solutions to accommodating the private car. • Provision of good public transport services, including a bus route through the site, with buses stopping at the railway station. <ol style="list-style-type: none"> 1) 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. Improvements to Windsor Street, Upper Windsor Street and Cherwell Street corridor; 2) The provision of new pedestrian and cycle bridges over the Oxford Canal and River Cherwell. |

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| <p>Social and Community</p> | <ul style="list-style-type: none"> • Formalise connections to the Oxford Canal at Towpath Tramway Road and Swan Close Road and seek additional opportunities to enhance public access to the river and canal. • There is a nature deficit around Banbury Station and an opportunity to establish a new park alongside the River Cherwell, creating a new 'gateway' into the site and Banbury. • Create an east-west green corridor through the site between the Grimsbury and Banbury residential neighborhoods using the existing footbridge and establishing a pedestrian and cycle friendly route, with appropriate landscape treatment. • The reservation of a site of up to 0.5 hectares for a new primary care facility. • The provision of a high quality publicly accessible park along the length of the canal and river corridors. • Contributions towards indoor and outdoor sports provision. • Contributions will be required to primary and secondary education provision. • Provision of a publicly accessible linear park along the length of the canal and river corridor linked to the open countryside of the Cherwell Valley to the south with Spiceball Park to the north. Footpaths and cycleways to be provided within the park. • The continued use of canal boats for leisure purposes, with potential for enhances moorings and associated facilities. |
| <p>Landscape Considerations</p> | <ul style="list-style-type: none"> • Green spaces should be introduced that strengthen and enhance the existing blue corridors within the site while providing connection to the blue infrastructure. • The River Cherwell should be maintained in a semi natural state and mature trees should remain. • Create continuous networks of street trees to address air quality and establish rain gardens (SuDS). • Establish a buffer through the site along the Oxford Canal and River Cherwell for riparian planting and additional tree cover, which would mitigate impacts of new development on the watercourse, reduce flood risk by building water retention capacity, and improve habitat connectivity along the canal. • Create new public spaces along and between the blue corridors and 'open up' the watercourses to the public, connecting to the existing park network further upstream. • New street trees and pocket parks should be established to enhance east-west connections across the site and should tie into existing street tree networks in Grimsbury and the residential neighbourhoods of Banbury. |

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| Biodiversity | <ul style="list-style-type: none"> • New nature spaces should provide a continuous habitat network along the blue corridors, connecting the existing resources at Grimsbury Park to the north and at Bankside Park to the south. • Woodland planting should be designed with connectivity in mind including connecting to the existing resources at Spiceball Park to the north and at Bankside Park to the south. • Preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration or creation of wildlife corridors (recognising the importance of the river and canal corridors). |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • Large areas of the site are located within Flood Zone 2 and 3. • Site has been subject to flooding in recent years and the Environment Agency (EA) has completed a scheme to provide flood alleviation to the town centre. The scheme provides 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. • A level 2 SFRA required to update data on flooding to incorporate Environment Agency’s revised climate change assumptions. • 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. • Opportunities to establish a generous buffer through the site along the Oxford Canal and River Cherwell for riparian planting and additional tree cover. This would mitigate impacts of new development on the watercourse, reduce flood risk by building water retention capacity, and improve habitat connectivity along the canal. • Opportunity to establish rain gardens (SuDS) in conjunction with new development to mitigate flood risks associated with Flood Zone 2/3. |

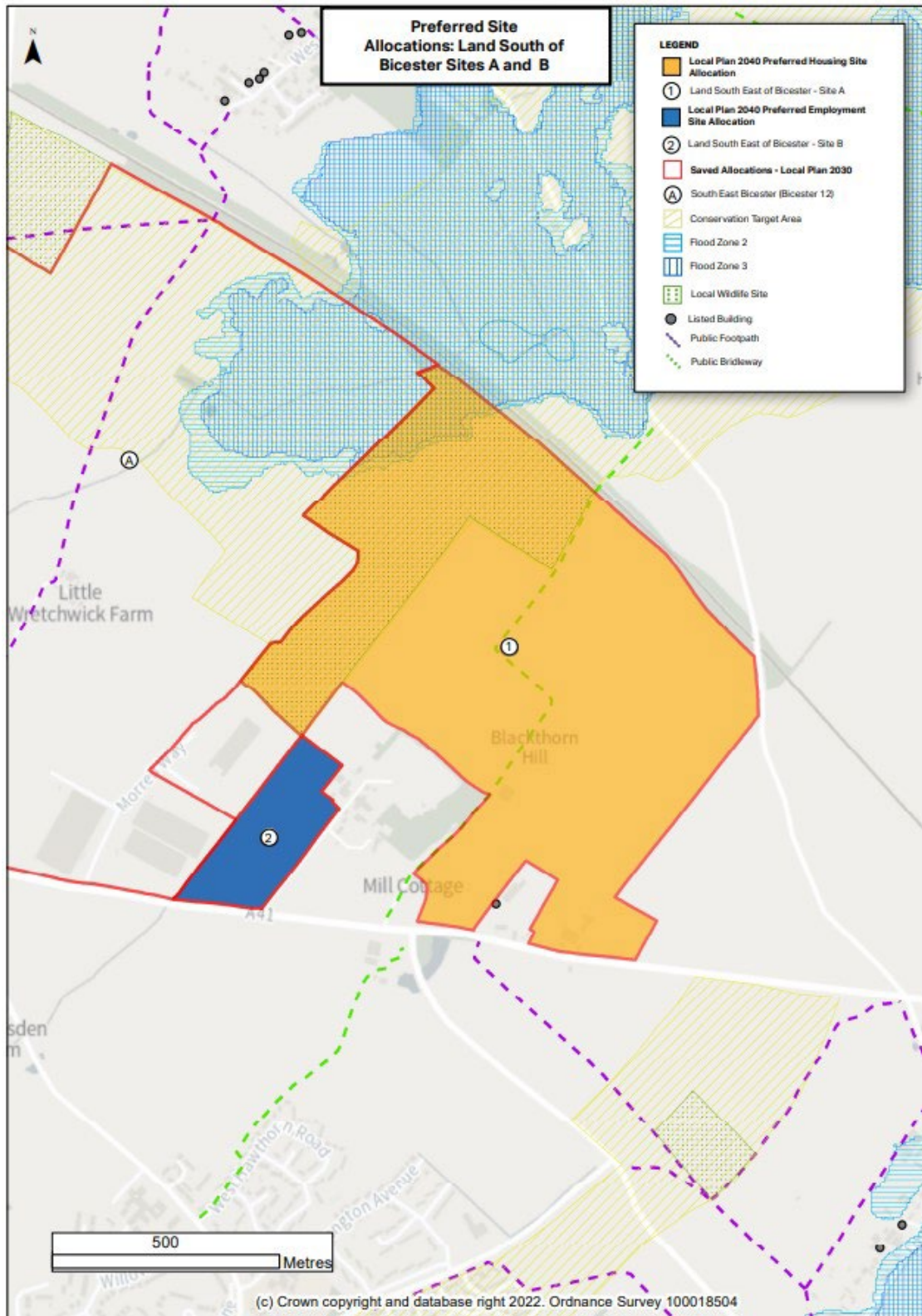
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| Site reference | Higham Way – Banbury 19, LPR56 |
| Area | Banbury |
| Site area | 3.17 ha |
| Site capacity | Employment site. |
| Type | Brownfield |



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| Site Description | <ul style="list-style-type: none"> • A regeneration opportunity extending to 3.17 ha directly to the south east of Banbury Town Centre. • The site lies near Banbury Town Centre and is next to Banbury train station. • The North Cherwell Conservation Target Area is near the site to the west. The site is bordered by areas of Priority Habitat grassland consisting of neutral and semi-improved grassland to the east and south. • The proposal area lies on the site of the dismantled Great Western Rail Oxford and Birmingham branch railway line and so any archaeological remains are likely to have been disturbed. • The eastern half of the site is located within the NRN "Wider landscape" area - where agricultural and urban landscapes can contribute to nature's recovery and wider connectivity. The western half of the site is located within the NRN "Recovery Zone" - an area where habitat restoration and creation are a key priority. • There is one PRow which terminates at the northern edge of the site, but no other public access in the immediate surroundings or through the site. The PRow does not connect to the wider Banbury network. • An area of scrub and scattered trees occupies the north-west area of the site, along the railway. |
| Key Objectives | <ul style="list-style-type: none"> • A high quality, well-designed employment development, which is appropriate for its edge of centre location. |
| Urban Design Principles | <ul style="list-style-type: none"> • Development of the site should incorporate high quality landscaping throughout. • The site should deliver high quality and sustainable development that integrates well with the local area. • Development should make a positive contribution towards local character and distinctiveness incorporating good urban design. • The site should support the creation of new places which fit well with the pattern and character of Banbury. • Development should incorporate energy efficiency measures and support climate change resilience. • Development should incorporate a street design which encourages walking and cycling over vehicle movements. |
| Key Development Considerations | <ul style="list-style-type: none"> • The site is bordered by areas of priority habitat grassland consisting of neutral and semi-improved grassland to the east and south. • Regard should be had to the amenities of nearby residents. • Banbury Castle lies 500m north-west of the site, and there could be ephemeral medieval remains in the area. • As the site runs along a railway line, a noise barrier will likely be required depending on the use of the site. |

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| Access and Transport | <ul style="list-style-type: none"> • The potential impact on the Higham Way/Merton Street junction will need to be considered. A connection to Chalker Way would be essential so that any HGV movements were only via this road. • High-quality walking and cycling links including via the link road to Chalker Way. • There is the opportunity to develop an active travel hub. • A single point of access may be sufficient for the size of the site. • The PRow should be connected through the site to provide an active travel route between the site and Banbury. • Proposals should consider a footbridge or crossing over the railway. This would open wider connectivity from Grimsbury to the existing green-blue assets in Banbury. The path should be suitable and safe for walking, cycling and wheeling, and should connect to existing PRows on either side of the railway. |
| Infrastructure | <ul style="list-style-type: none"> • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan. |
| Social and Community | <ul style="list-style-type: none"> • A playground sits on the eastern border of the site, with allotments further east, but there is limited public green space within the site. Connections should be provided to the play park and recreation ground depending on the use of the site. |
| Landscape Considerations | <ul style="list-style-type: none"> • Opportunity to protect and enhance this area as part of the surrounding landscape context to the adjacent North Cherwell CTA. This area is a potential green resource and developer contributions should be used to create wetland, woodland and meadow habitat as appropriate. |
| Biodiversity | <ul style="list-style-type: none"> • The site has potential for reptile populations. • Achieving a biodiversity net gain on site may be challenging. However, green roofs may be an option. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • Opportunity to create continuous networks of street trees through the site to address air quality and establish rain gardens (SuDS) in conjunction with new development. This would help to mitigate flood risks associated with Flood Zone 2/3. • Upgrades to the water supply network infrastructure will likely be required. The Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to remove the risk of planning conditions being imposed. • Upgrades to the wastewater network will likely be required. The Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to remove the risk of planning conditions being imposed. |

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| Site reference | Land South East of Bicester, LPR21 A |
| Area | South East Bicester |
| Site area | 75ha |
| Site capacity | Housing, 800 dwellings |
| Type | Greenfield |



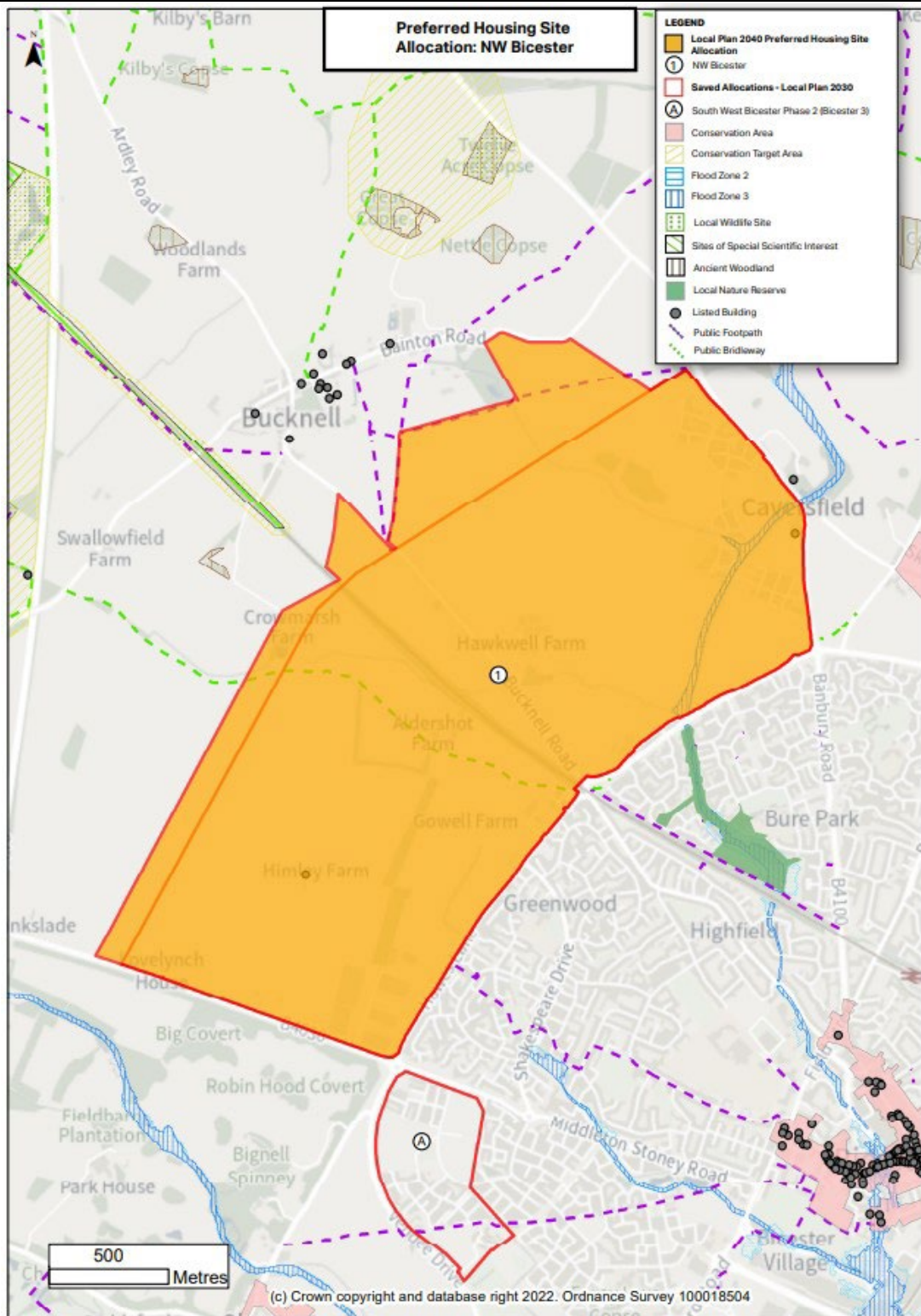
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| <p>Site Description</p> | <ul style="list-style-type: none"> • The site is located to the southeast of Bicester. • It is bounded by the A41 to the south which is a key strategic road corridor in Bicester and Blackthorn Road to the northeast. • The railway line is located to the north of the site and open countryside to the east. • The site sits neighbouring the proposed development at Wretchwick Green which has planning permission and near to Graven Hill, where development has commenced. • The site lies adjacent to a metal recycling and car breaker (a safeguarded Waste site) and to the southwest is new employment development. • The site is mainly within Flood Zone 1. • The site comprises predominantly of agricultural land. • Blackthorn Hill Local Wildlife Site and part of the river Ray Conservation Target Area are located within the site to the north. • The Windmill Blackthorn Hill is a listed building located to the south of the site. |
| <p>Key Objectives</p> | <ul style="list-style-type: none"> • To deliver a high quality new development which is accessible to Bicester town centre, employment areas and services and facilities in Bicester. • The site offers an opportunity to provide a significant new accessible parkland which complements Bicester’s Garden Town status. Blackthorn Hill Park will create a destination space that will link to the retained, enhanced and managed existing local wildlife site. |
| <p>Urban Design Principles</p> | <ul style="list-style-type: none"> • An urban design approach led by sustainability considerations to achieve a high-quality exemplary development and design standards including zero carbon development. • A design that allows for the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials. • The site should deliver high quality and sustainable housing that integrates well with the local area. • Development should make a positive contribution towards local character and distinctiveness incorporating good urban design. • The site should support the creation of new places which fit well with the pattern and character of Bicester and surrounding villages and residential developments. • A layout that enables a high degree of integration and connectivity between new and existing communities and that maximises the potential for walkable neighbourhoods. • A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel. • New footpaths and cycleways provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel. • A well-designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good |

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| | <p>access to the countryside, minimising the impact of development when viewed from the surrounding countryside.</p> <ul style="list-style-type: none"> • Connections with the wider countryside, including to existing routes, should be provided for. • Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and adjoining development. • Incorporation of high-quality landscaping throughout with careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape. • The formation of a continuous network of street trees through the site to address air quality and sequester carbon. • The provision of proposals to enhance cultural wellbeing to enhance the quality of the place, legibility and identity. • Incorporating energy efficiency measures and demonstration of climate change mitigation and adaptation measures. |
| Key Development Considerations | <ul style="list-style-type: none"> • The site is accessible to Bicester Town Centre, employment areas and services and facilities in Bicester. • Proposals should take into consideration the setting of the Grade II listed building, the Windmill Blackthorn Hill • The Local Wildlife site and CTA within the site boundary must be kept free of built development and preserved and enhanced. |
| Access and Transport | <ul style="list-style-type: none"> • Opportunities to improve and enhance the existing transport corridor along the A41 with a particular focus on improving the sustainable transport connections. • Traffic calming and possibly other deterrents will be required on Blackthorn Road to slow and deter vehicles to/from accessing Launton. • Two vehicular accesses are required with a roundabout added to the A41 and a junction with Blackthorn Road. • A Mobility Hub local or strategic bus services, as well as potentially offering other facilities to reduce the use of the car, such as a park and ride, cycle parking and EV charging facilities. • The introduction of a new shared pedestrian/cycle path that will connect with a current shared facility delivered by the Symmetry Park scheme. • A pedestrian/cycle route to Launton along Blackthorn Road and connections through to the proposals at Wretchwick Green. • The provision of a signalised crossing of the A41 linking to the public right of way. • Cycle and walking connections to nearby schools, retail, leisure and employment opportunities within the area. • Delivery of Local Cycling Walking Infrastructure Plan schemes relevant to the site. • Public rights of way protected, enhanced and connected to the network of public rights of way in Bicester, with contributions to off-site public rights of way provided. • Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping on the site. |

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| | <ul style="list-style-type: none"> • New bus services sufficiently integrated with existing services. • A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel. • Infrastructure to support sustainable modes including enhancement of footpath and cycle path connectivity with the town centre, employment and rail stations. • Measures implemented which limit the traffic impact of development on surrounding villages. • Maximisation of sustainable transport connectivity in and around the site including high-quality, LTN 1/20-compliant walking and cycling connections within the site. • Consideration and mitigation of any noise impacts of the railway line. • Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services. • Improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development. • |
| Infrastructure | <ul style="list-style-type: none"> • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including for public transport. • Development may require works to the existing high voltage distribution network. • Real time energy monitoring systems, superfast Broadband access, including next generation broadband. Digital access to support assisted living and smart energy management systems. • Off-site improvements to utilities may be required. |
| Social and Community | <ul style="list-style-type: none"> • The site should provide children's play areas, sports and recreation in line with Policies in the Plan. • Blackthorn Hill Park should be delivered bringing recreational benefit and enhancing the natural environment. • Contributions to school provision including for special educational needs. • Provide a network of multi-functional green and blue infrastructure that supports a range of informal and formal activities. |
| Landscape Considerations | <ul style="list-style-type: none"> • Tree planting within the site to help green the new development and to address air quality and sequester carbon. • High and moderate quality mature trees should be retained where possible. • Development that respects the landscape setting and provides landscape enhancement providing defensible boundaries. • A Landscape and Habitats Management Plan provided to manage habitats on site and to ensure this is integral to wider landscape management. • Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment. |
| Biodiversity | <ul style="list-style-type: none"> • The proposals should consider any potential impacts on the Local Wildlife Site and its management. |

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| | <ul style="list-style-type: none"> • Biodiversity enhancement areas to be provided including through species-rich grassland and native woodland planting within areas of open space to achieve biodiversity net gain. Net gain should include habitat connectivity to the wider countryside. • Retention of hedgerows and the preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration and creation of wildlife corridors informed by an ecological survey • Opportunities to provide orchards to connect people to nature and promote biodiversity. • Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains • Green and blue infrastructure within the site should focus on connecting with and extending the habitats. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • Development should incorporate sustainable drainage systems for channeling surface water and reducing localized flood risk. • Upgrades to the water network infrastructure will likely be required. • Development avoiding areas of flood risk and development set back from watercourses which would provide opportunity for green buffers. |

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| Site reference | North West Bicester, LPR33 |
| Area | Bicester |
| Site area | 454 ha |
| Site capacity | 7000 dwellings plus associated community uses, open space and employment |
| Type | Greenfield |



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| Site Description | <ul style="list-style-type: none"> An extended site replacing the site that is allocated for development in Policy Bicester 1: North West Bicester Eco-Town. |
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| | <ul style="list-style-type: none"> • The site is situated to the northwest of Bicester, 2km from Bicester North Railway Station and 3km from Bicester Town Centre. • The site is bound by the A4095 (Howes Lane / Lords Lane) to the east; the B4030 (Middleton Stoney Road) to the south; and the B4100 (Banbury Road) to the north. • The village of Bucknell is located to the northwest of the site and Caversfield is to the northeast. • Bignell Park; a historic parkland landscape, lies to the southwest of the site. • A bridleway passes through the central part of the site, on an east west alignment, south of the railway line, and there are some footpaths along the north-western boundaries. A public right of way crosses the north of the site and connects to the village of Bucknell. • The site comprises predominantly agricultural fields (primarily Grade 3), bounded either by post and wire fences or by hedges with some large trees. • There are some areas of woodland but no ancient woodland within the site. • There are no major landscape constraints present on the site. • The site is relatively flat, rising gradually to the northwest. • A number of streams cross the site, draining northeast to the River Bure and there are associated level changes in areas of the site immediately surrounding these corridors. • The site is within an area of archaeological interest, with features from the Prehistoric, Bronze Age, Iron Age and Roman periods. • There are three Grade II listed buildings located within the site, as well as some notable historic buildings within the surrounding area. • The site is located within the Nature Recovery Network "Wider Landscape" zone - where agricultural and urban landscapes can contribute to nature's recovery and wider connectivity. • Ardley Cutting and Quarry SSSI, Ardley and Upper Heyford Conservation Target Area and areas of dispersed ancient woodland are located to the north and west of the site. • Bure Park Local Nature Reserve lies 50m off the site to its west, connected by the River Bure. • The vast majority of the site is located in Flood zone 1. Town Brook crosses the middle of the site leading to some areas of fluvial flood risk. |
| Key Objectives | <ul style="list-style-type: none"> • To deliver a high quality development which is accessible to Bicester town centre, employment areas and services and facilities in Bicester. • To provide a further 1000 dwellings to aid viability and site delivery. • To provide for new accessible green infrastructure, open space and landscape enhancement in the extended site to the northwest. |
| Urban Design Principles | <ul style="list-style-type: none"> • An urban design approach led by sustainability considerations to achieve a high-quality exemplary development and design standards including zero carbon development. • A design that allows for the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials. |

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| | <ul style="list-style-type: none"> • The provision of a range of house types sizes and tenures in the form of high quality and sustainable housing that integrates well with the local area and which demonstrates innovation. • Development should create a sense of place and make a positive contribution towards local character and distinctiveness incorporating good urban design. • The provision of homes with access to amenity space and accessible and biodiverse rich green space provision. • Local cultural, recreational, social, and retail or education facilities that would serve to promote walkable neighborhoods • Development that will conserve and positively enhance local features, habitats and character including through the provision of extensive areas of green infrastructure (at least 40%) and biodiversity enhancements which will ensure a long-term positive relationship between North West Bicester and Bucknell and Caversfield; and will maintain an extensive green buffer or lung between the new homes of North West Bicester and Bucknell village. • A layout that enables a high degree of integration and connectivity between new and existing communities and that maximises the potential for walkable neighbourhoods. • A layout and street design which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel and encourages walking and cycling. • New footpaths and cycleways provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel • A well-designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside, minimising the impact of development when viewed from the surrounding countryside. • Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre, Bicester Village Railway Station, and adjoining development. • Public open space to form a well-connected network of green areas suitable for formal and informal recreation. • Connections with the wider countryside, including to existing routes, should be provided for • Incorporation of high-quality landscaping throughout with careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape • The formation of a continuous network of street trees through the site to address air quality and sequester carbon. • Careful design of employment units on site to limit adverse visual impact and ensure compatibility with surrounding development • The provision of proposals to enhance cultural wellbeing to enhance the quality of the place, legibility, and identity. • Incorporation of energy efficiency measures and demonstration of climate change mitigation and adaptation measures. |
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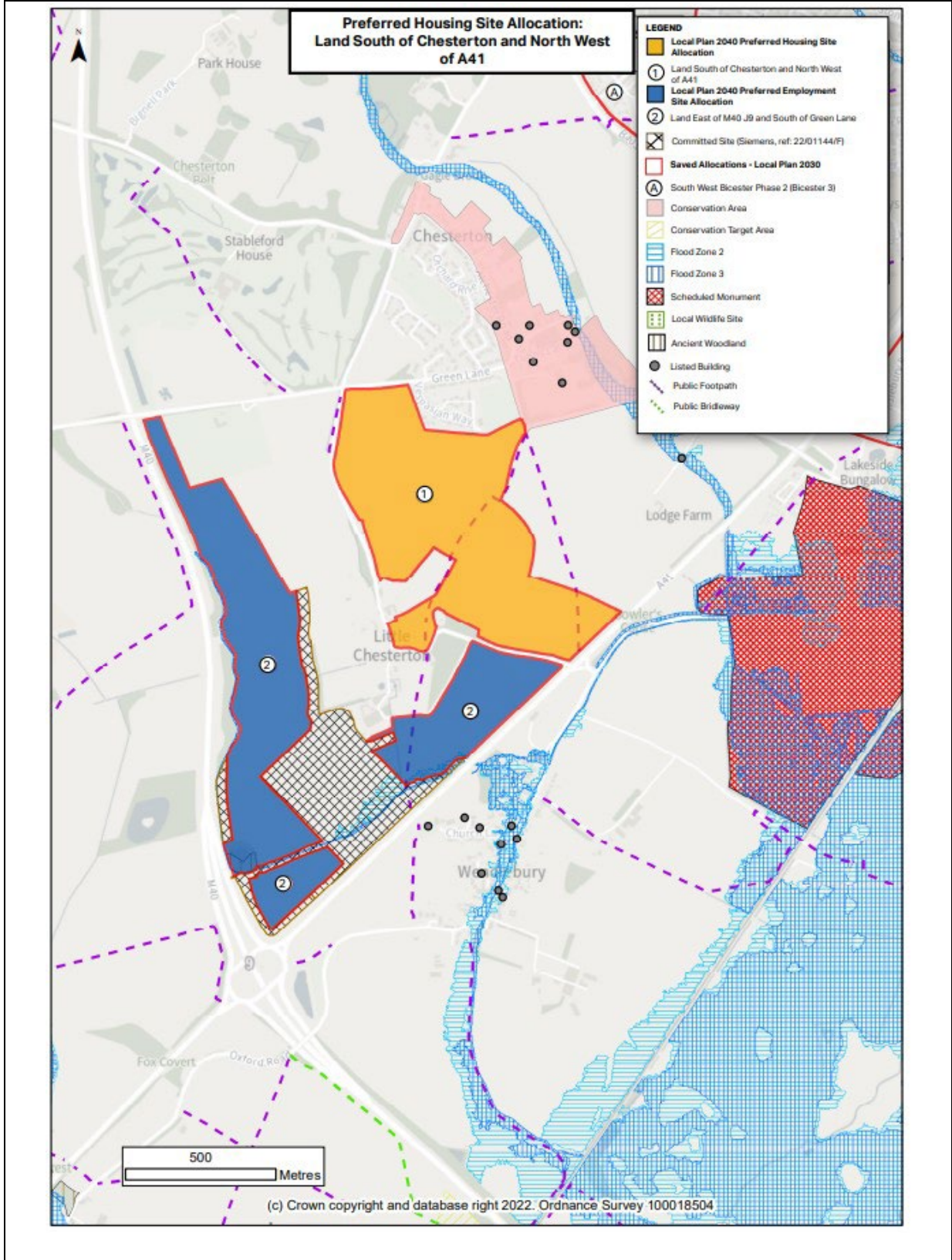
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| | <ul style="list-style-type: none"> • All new buildings designed to incorporate best practice on tackling overheating to enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles. |
| Key Development Considerations | <ul style="list-style-type: none"> • The village of Bucknell is near to the site. • The site is accessible to Bicester Town Centre, employment areas and services and facilities in Bicester. • A public footpath skirts the western edge of the site, and this provides a connection between Bucknell Road/Bicester Road and the B4100. • The site supports several protected species, including bats, great crested newts, and badger as well as a range of notable bird species. • South-east of the site, the green space running through Bure Park and along the railway line is an important green corridor for wildlife in Bicester. • Planning permission will only be granted for development at North West Bicester in accordance with a comprehensive masterplan and Supplementary Planning Document (SPD) except insofar as their provisions are updated through the Cherwell Local Plan Review. • 1000 additional dwellings will be located within the existing site boundary only, 500 each side of the railway line. • The area in the north west of the site (the extended area) should provide for accessible green infrastructure, open space and landscape enhancement. • Employment Land Area – 10 ha (including completed development) at land at the south east of the site (use classes B and E(g)) • Employment space (EG(i) and (ii) uses classes) in the local centre hubs and as part of mixed used development • Mixed use local centres with the following use classes: All E (except EG iii) and F use classes • New non-residential buildings BREEAM Excellent |
| Access and Transport | <ul style="list-style-type: none"> • The achievement of a modal shift with a target of achieving at least 50% of trips originating in the development to be made by non-car means with the potential to increase to 60%. • Vehicular access points to be provided to meet County Council requirements. • Delivery of Local Cycling Walking Infrastructure Plan schemes relevant to the site. • The provision of B4100 corridor bus priority and walking/cycling improvements. • Cycle and walking connections to nearby schools, retail, leisure and employment opportunities within the area. • Walking and cycling connections provided to the secondary school under the railway line including a new cycle path along the edge of the railway line. • Public rights of way protected, enhanced and connected to the network of public rights of way in Bicester, with contributions to off site public rights of way provided. • Walking and cycling connections provided to Bure Park Local Nature Reserve and the Town Brook. • A public footpath on the western edge of the site, connecting Bucknell Road/Bicester Road and the B4100 should be retained and enhanced. |

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| | <ul style="list-style-type: none"> • Walking and cycling routes connecting to the new area of open space in the north west of the site to the wider existing site. • Good accessibility to public transport services should be provided for, including the provision of bus routes through the site with buses stopping on the site • New bus services sufficiently integrated with existing services. • Infrastructure to support sustainable modes including enhancement of footpath and cyclepath connectivity with the town centre, employment areas and rail stations. • Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of the new development with the town. • Maximisation of sustainable transport connectivity in and around the site including high quality, LTN 1/20-compliant walking and cycling connections within the site. • Consideration and mitigation of any noise impacts of the railway line. • Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services • Improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development. |
| Infrastructure | <ul style="list-style-type: none"> • Development may require works to the existing high voltage distribution network. • Power lines which cross the site will need to be retained. • Sufficient utilities infrastructure to support significant renewable energy provision on site. • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan including towards public transport provision. • Waste Infrastructure – Provision for sustainable management of waste both during construction and in occupation. A waste strategy with targets above national standards and which facilitates waste reduction shall accompany planning applications. • Utilities – Utilities and infrastructure which allow for zero carbon and water neutrality to be aimed for on the site with the approach set out in an Energy Strategy and a Water Cycle Study. Development proposals will demonstrate how these requirements will be met. • Off-site improvements to utilities may be required. • Real time energy monitoring systems, superfast Broadband access, including next generation broadband. Digital access to support assisted living and smart energy management systems. |
| Social and Community | <ul style="list-style-type: none"> • The local greenspace provided should include children's play areas (LEAPS/LAPS/NEAPS) and formal adult sports pitches in line with policies in this Plan. • A 7 GP surgery to the south of the site and a dental surgery |

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| | <ul style="list-style-type: none"> • Schools - Sufficient secondary, primary and nursery school provision on site to meet projected needs. Three 2 Form of entry primary schools, an extension to Gagle Brook school, and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest primary school. Contributions will be required to Special Educational Needs. • Burial Ground – A site of a minimum 4 ha for a burial ground which does not pose risks to water quality (this may contribute to the Green Infrastructure requirements). • 40% of the total gross site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces and blue infrastructure which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, the required burial ground (possibly a woodland cemetery) and SUDS, but not private gardens. • Community facilities – to include facilities for leisure, health, social care, education, retail, arts, culture, library services, indoor and outdoor sport, play and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co-location should be explored. Provision will be proportionate to the size of the community they serve. Each neighbourhood of approximately 1,000 houses to include provision for community meeting space suitable for a range of community activities including provision for older people and young people. • The opportunity for the setting up and operation of a financially viable Local Management Organisation by the new community to allow locally based long term ownership and management of facilities in perpetuity |
| Landscape Considerations | <ul style="list-style-type: none"> • Development that respects the landscape setting and provides landscape enhancement providing defensible boundaries and visual separation from nearby settlements. • Tree planting within the site to help green the new development and to address air quality and sequester carbon. • A Landscape and Habitats Management Plan provided to manage habitats on site and to ensure this is integral to wider landscape management. • Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment. • Undertake a staged programme of archaeological investigation. |
| Biodiversity | <ul style="list-style-type: none"> • Restoration of tree cover, hedgerows and ponds with regard to objectives in the Ardley and Upper Heyford Conservation Target Area. • Establish a buffer along Town Brook for riparian planting and additional tree cover and removal of any physical modifications to the watercourse. • Opportunities to provide orchards to connect people to nature and promote biodiversity. |

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| | <ul style="list-style-type: none"> • Development should respect the landscape setting and demonstrate enhancement, restoration or creation of wildlife corridors, including dark corridors, including beyond the site, to achieve a net gain in biodiversity. • Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains, including contributions to a farmland bird scheme. • Green and blue infrastructure within the site should focus on connecting with and extending the habitats. • Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve and linkages with existing BAP habitats. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • Hydraulic modelling may be required to ascertain the extent of the Town Brook flood plain. • Development should incorporate sustainable drainage systems for channeling surface water and reducing localized flood risk. • Development avoiding areas of flood risk and development set back from watercourses which would provide opportunity for green buffers. • Upgrades to the water network infrastructure will likely be required. |

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| Site reference | Land South of Chesterton and North West of A41, LPR37A |
| Area | Chesterton |
| Site area | 42.39 ha |
| Site capacity | Housing, 500 dwellings |
| Type | Greenfield |

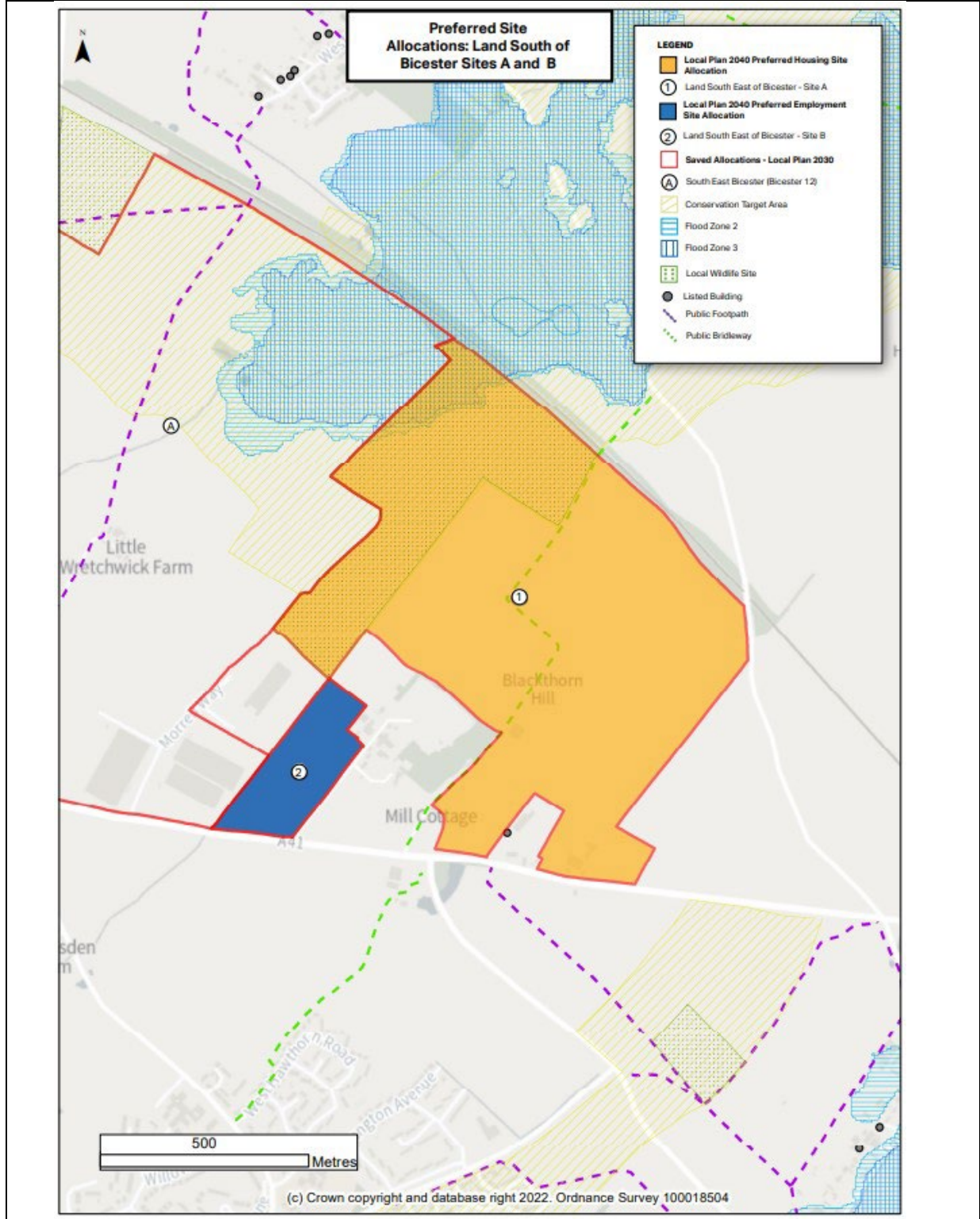


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| Site Description | <ul style="list-style-type: none"> • The site is situated to the south of the village of Chesterton which has some limited services and facilities including a primary school. • Chesterton is located to the southwest of Bicester approximately 3 km from Bicester town centre and less than a kilometre from the urban edge of Bicester to the north. • To the west is Bicester Hotel and Golf and Spa, the M40 motorway, Bignell Park and proposals for Water Park and accommodation. • To the east is the A41, new commercial development and to the south the hamlet of Little Chesterton. • There is an infrequent bus service serving Chesterton with the closest bus stop located approximately 500m to the east on Green Lane. • The site is located within the Nature Recovery Network "Wider Landscape" zone - where agricultural and urban landscapes can contribute to nature's recovery and wider connectivity. • A public right of way crosses the middle of the site and connects the site to Chesterton, to Wendlebury and beyond. • Chesterton Conservation area is located to the north. • The site is located in Flood zone 1. |
| Key Objectives | <ul style="list-style-type: none"> • To deliver a high quality development which is accessible to Bicester town centre, employment areas and services and facilities in Bicester. • To deliver new services and facilities and open space which links to existing green infrastructure. |
| Urban Design Principles | <ul style="list-style-type: none"> • An urban design approach led by sustainability considerations to achieve a high quality exemplary development and design standards including zero carbon development. • A design that allows for the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials. • The site should deliver high quality and sustainable development that integrates well with the local area and makes a positive contribution towards local character and distinctiveness. • Development that respects the setting of Chesterton Conservation Area and the wider landscape setting • Development of the site should have regard to Chesterton village settlement pattern and Little Chesterton. • Development should incorporate energy efficiency measures and support climate change resilience. • Development should incorporate a street design which encourages walking and cycling over vehicle movements. • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities, with a legible hierarchy of routes, with new footpaths and cycleways provided on site that link to existing networks beyond the site. • Public open space to form a well connected network of green areas suitable for formal and informal recreation • Provision for green infrastructure links beyond the development site to the surrounding area and open countryside |

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| | <ul style="list-style-type: none"> • Incorporation of high quality landscaping throughout with careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape • A well designed approach at the periphery taking account of its rural setting and Chesterton village • The provision of proposals to enhance cultural wellbeing to enhance the quality of the place, legibility and identity |
| Key Development Considerations | <ul style="list-style-type: none"> • The relationship between the village of Chesterton and Little Chesterton and the new development requires careful consideration including in terms of its design and the location of new built development. • The site is accessible to Bicester town centre, employment areas and services and facilities in Bicester. • The village lacks frequent public transport services. • There is a lack of accessible open space in this area. |
| Access and Transport | <ul style="list-style-type: none"> • Access to the site provided from Green Lane. • Traffic impacts on Green Lane need to be considered and appropriate works and mitigation undertaken to provide safe vehicular access. • Measures implemented which limit the traffic impact of development on surrounding villages. • Maximisation of sustainable transport connectivity in and around the site including high quality, LTN 1/20-compliant walking and cycling connections within the site. • Improvements to the surrounding highway and footpath network including pedestrian crossing points. • Delivery of Local Cycling Walking Infrastructure Plan schemes relevant to the site. • Safe walking and cycling routes to primary schools should be provided. • Cycle and walking connections to nearby schools, retail, leisure and employment opportunities within the area. • Walking and cycling connections provided to link proposals with new commercial development to the south • The site would need to contribute towards redeveloping Bicester Park and Ride into a transport hub. • Public rights of way should be protected, enhanced and connected to the wider network in Bicester with contributions to off site public rights of way provided. • Good accessibility to public transport services should be provided for, including if necessary the provision of bus routes through the site with buses stopping on the site • Contributions towards an improved bus service for Chesterton with new bus services sufficiently integrated with existing services. • Infrastructure to support sustainable modes including enhancement of footpath and cyclepath connectivity with the town centre, employment areas and rail stations. • Contributions will be required to improve the surrounding local and strategic road networks and other connections. |

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| Infrastructure | <ul style="list-style-type: none"> • Power lines on the site should be retained and development may require works to the existing high voltage distribution network. • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including for public transport services • Real time energy monitoring systems, superfast Broadband access, including next generation broadband. Digital access to support assisted living and smart energy management systems. • Off-site improvements to utilities may be required. |
| Social and Community | <ul style="list-style-type: none"> • Sports pitches and children's play areas should be provided on site in line with policies in this Plan. • Provision of a new recreation area to the south of the village, including sports pitches, in the east of the site. • Contributions will be required towards school provision, including special educational needs. • Development should contribute to the creation and management of Byrnehill community woodland and a blue and green corridor along Vendee Drive. |
| Landscape Considerations | <ul style="list-style-type: none"> • High and moderate quality mature trees on the site boundaries should be retained where possible and a new area of woodland provided in the southern part of the site. • Green infrastructure connectivity provided to link to a green corridor along Vendee Drive and the community woodland. • Development that respects the landscape setting and provides landscape enhancement providing defensible boundaries • Tree planting within the site to help green the new development and to address air quality and sequester carbon. • Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment |
| Biodiversity | <ul style="list-style-type: none"> • Biodiversity enhancement areas to be provided including through species-rich grassland and native woodland planting within areas of open space to achieve biodiversity net gain. Net gain should include habitat connectivity to the wider countryside. • Retention of hedgerows and the preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration and creation of wildlife corridors informed by an ecological survey • Opportunities to provide orchards to connect people to nature and promote biodiversity. • Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains. • Green and blue infrastructure within the site should focus on connecting with and extending the habitats. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • Upgrades to the water network and infrastructure are likely to be required. • Development should incorporate sustainable drainage systems for channeling surface water and reducing localized flood risk. |

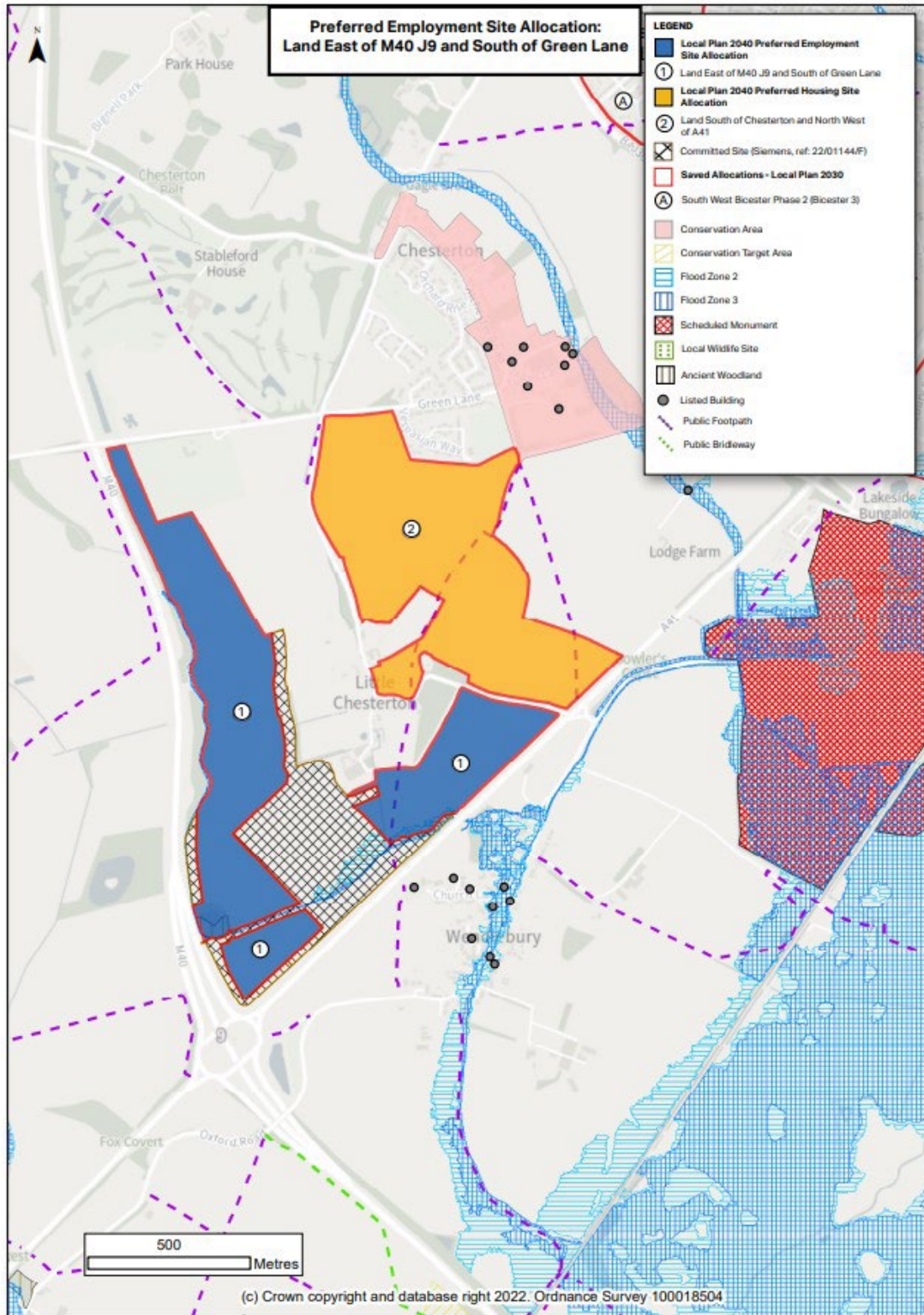
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| Site reference | Site B: Land adjacent to Symmetry Park ,LPR21B |
| Area | Bicester |
| Site area | 6.32ha |
| Site capacity | Employment 6.3ha E(g)(i)/(ii)/(iii)/B2/B8 floorspace |
| Type | Greenfield |



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| Site Description | <ul style="list-style-type: none"> • The site is located to the southeast of Bicester adjacent to existing employment development at Symmetry Park and proposed residential development at Wretchwick Green. • The site lies adjacent to a metal recycling and car breaker. • The site is located approximately 3km from Bicester town centre. • Grade II Listed Building Blackthorn Hill Windmill is near the site. • The site is currently in agricultural use. • Arncott Bridge Meadows Site of Special Scientific Interest (SSSI), is located just over 2.5km to the south east; Stratton Audley Quarries SSSI 4km to the north; Long Herdon Meadow, SSSI 4.71km to the east. • Blackthorn Hill Local Wildlife Site and the River Ray Conservation Target Area are located immediately to the north. • The site is located within flood zone 1. |
| Key Objectives | <ul style="list-style-type: none"> • To deliver high quality distinctive and sustainable employment development that integrates well with existing and planned development and provides a positive gateway into the town. |
| Urban Design Principles | <ul style="list-style-type: none"> • A high quality design and finish, with careful consideration given to layout, architecture, materials, colourings and building heights to reduce overall visual impact. • Measures introduced which limit the visual impact of development on new residential development to the north and surroundings wherever possible. • Structural planting and landscape proposals within the site to provide for the enhancement, restoration and creation of wildlife corridors and to limit visual impact of new buildings and car parking on its surroundings • Provision of green infrastructure links within and beyond the development site to the wider town and open countryside • A layout that enables a high degree of connectivity to new residential development to the north • Incorporation of energy efficiency measures and demonstration of climate change mitigation and adaptation measures. |
| Key Development Considerations | <ul style="list-style-type: none"> • Integration of the site with the existing site at Symmetry Park • Sensitivities include the sloping landform of Blackthorn Hill, the open and rural setting of the landscape and the presence of Blackthorn Hill as a distinctive feature. • The site is accessible to the strategic highway network, Bicester town centre, employment areas and services and facilities in Bicester. |
| Access and Transport | <ul style="list-style-type: none"> • Access will be provided via the existing Symmetry Park onto the A41 as an extension to this existing infrastructure. • The site should link to the green corridor provided as part of the existing employment development which links to Wretchwick Green to the north • Good accessibility to public transport services should be provided for, including the accommodation of new bus stops if necessary to link the |

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| | <p>development to the wider town and beyond. Public transport links are currently accessible at the bus stop to the west of Symmetry Park within 600m of the site.</p> <ul style="list-style-type: none"> • The provision of cycleways and footpaths to connect to those recently provided at Symmetry Park to the west. • Provision for safe pedestrian access from the A41 and the provision and upgrading of footpaths and cycleways including along the A41 that link to existing networks to improve connectivity between the site, nearby development sites and the town centre. • Measures implemented which limit the traffic impact of development on surrounding villages. • Public rights of way should be protected, enhanced and connected to the network, with contributions made towards the network. • Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network |
| Infrastructure | <ul style="list-style-type: none"> • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including towards bus services. • The site would be served by existing infrastructure at Symmetry Park. • Off-site improvements to utilities may be required. |
| Landscape Considerations | <ul style="list-style-type: none"> • Mitigation in the form of robust landscaping, particularly to the site boundaries, will mitigate the impact on visual amenity in the local area. • Proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • Tree planting within the site to help green the new development and to address air quality and sequester carbon. |
| Biodiversity | <ul style="list-style-type: none"> • Biodiversity should be preserved and enhanced. Biodiversity net gain is required in accordance with the Council's policies. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • Development should incorporate sustainable drainage systems for channeling surface water and reducing localized flood risk. • Development avoiding any areas of flood risk and development set back from watercourses which would provide opportunity for green buffers. • Upgrades to the water network infrastructure will likely be required. |

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| Site reference | Land east of M40 J9 and south of Green Lane, LPR38 |
| Area | Chesterton/Wendlebury |
| Site area | 45.80ha |
| Site capacity | 40ha employment floorspace E(g)(i)/(ii)/(iii)/B2/B8 |
| Type | Greenfield |

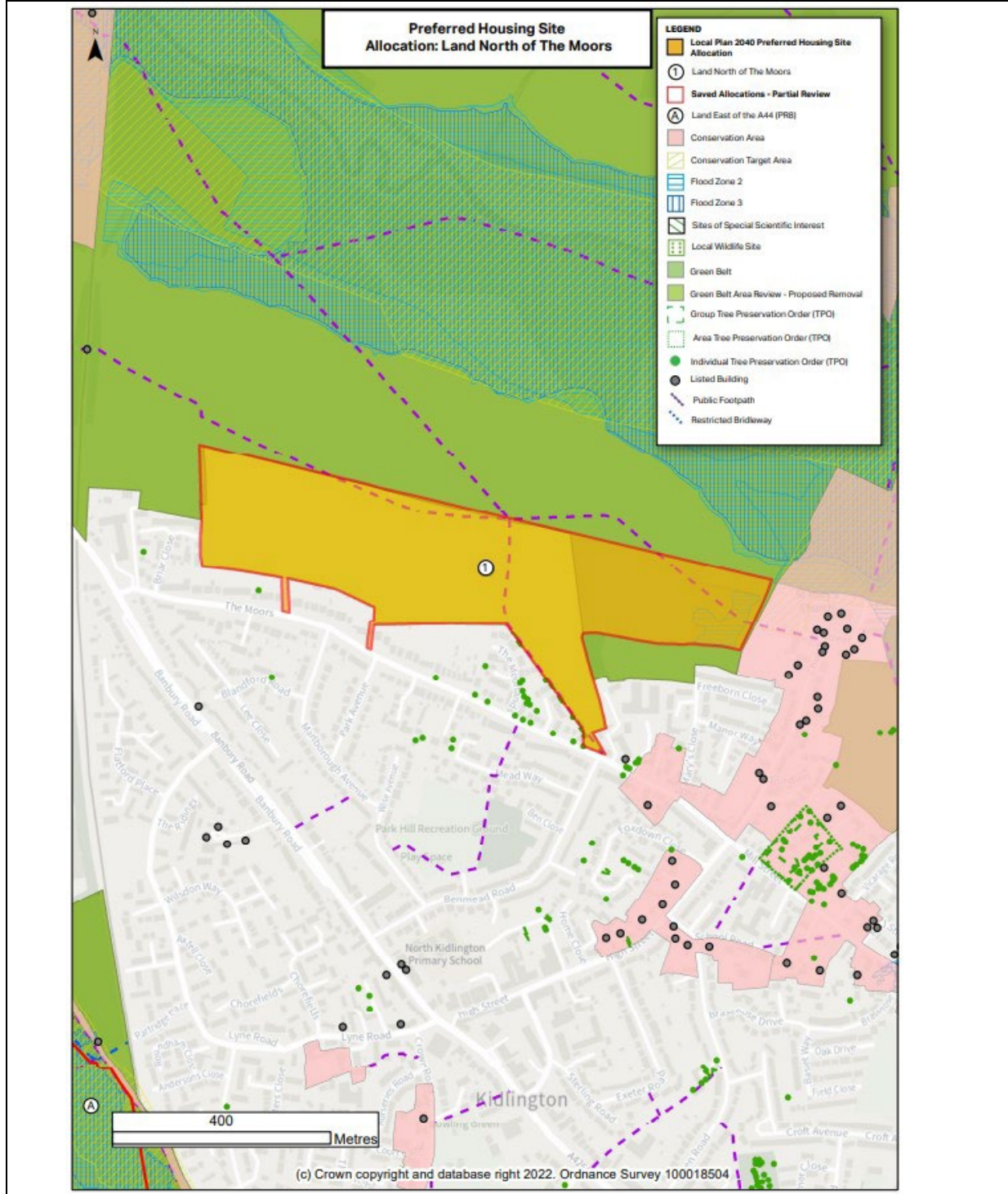


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| Site Description | <ul style="list-style-type: none"> The site is located adjacent to the M40 motorway, junction 9 and the A41. |
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| | <ul style="list-style-type: none"> • Little Chesterton is located immediately to the north, west and east of the site and the village of Chesterton beyond. • The village of Wendlebury is located to the east. • The site is located approximately 4km from the centre of Bicester. • Located within the Nature Recovery network wider landscape zone, this is an area where agricultural and urban landscapes can contribute to nature's recovery and wider connectivity. • A public right of way crosses the middle of the site and connects to Chesterton to Bicester and Wendlebury. • There are several settlements/farming establishments potentially dating from the Iron Age or Roman periods. • There is ancient woodland located in the south of the site adjacent to the M40. • Wendlebury Brook crosses the south of the site. • The site is mainly with Flood zone 1. |
| Key Objectives | <ul style="list-style-type: none"> • To deliver high quality distinctive and sustainable employment development that integrates well with existing and planned development and provides a positive gateway into the town. |
| Urban Design Principles | <ul style="list-style-type: none"> • High quality distinctive and sustainable employment development that integrates well with the local area and provides a positive gateway into the town. • A high quality design and finish, with careful consideration given to layout, architecture, materials, colourings and building heights to reduce overall visual impact. • A layout that enables a high degree of walking and cycling connectivity with new residential development to the north • Measures introduced which limit the visual impact of development on Little Chesterton, new residential development to the north and surroundings wherever possible. • Structural planting and landscape proposals within the site to provide for the enhancement, restoration and creation of wildlife corridors and to limit visual impact of new buildings and car parking on the existing character of the site and its surroundings • Provision of green infrastructure links within and beyond the development site to the wider town and open countryside • Incorporation of energy efficiency measures and demonstration of climate change mitigation and adaptation measures. |
| Key Development Considerations | <ul style="list-style-type: none"> • The site adjoins land which is the subject of a planning application for employment uses (with resolution to grant planning permission subject to conditions and Section 106). • The relationship with and limitation of any adverse impacts of development on surrounding villages • The site is accessible to the strategic highway network, Bicester town centre, employment areas and services and facilities in Bicester. |
| Access and Transport | <ul style="list-style-type: none"> • Development accessed from the A41 and access provided in line with County Council requirements. |

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| | <ul style="list-style-type: none"> • Provision for safe pedestrian access from the A41 and the provision and upgrading of footpaths and cycleways including along the A41 that link to existing networks to improve connectivity between the site, nearby development sites and the town centre. • Good accessibility to public transport services should be provided for, including the accommodation of new bus stops to link the development to the wider town and beyond • Existing bus stop on the A41 relocated and additional bus services provided including to Bicester. • Walking and cycling connections provided to link proposals with new residential development to the north • Measures implemented which limit the traffic impact of development on surrounding villages. • Public rights of way should be protected, enhanced and connected to the network, with contributions made towards the network. • Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network |
| Infrastructure | <ul style="list-style-type: none"> • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including to bus services. • Development may require works to the existing high voltage distribution network. • Infrastructure provided taking into account the provision of infrastructure for neighbouring employment proposals. • Off-site improvements to utilities may be required. |
| Landscape Considerations | <ul style="list-style-type: none"> • Proposals to be accompanied and influenced by landscape/visual and heritage impact assessments |
| Biodiversity | <ul style="list-style-type: none"> • All ancient woodland should be retained with tree cover throughout the site provided to connect to the existing woodland habitat improving its resilience. • The provision of a buffer along the Brook for riparian plantings and removal of physical modifications to the watercourse • Biodiversity should be preserved and enhanced |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • The diversion of Wendlebury Brook to run alongside the A41. • Development should incorporate sustainable drainage systems for channeling surface water and reducing localized flood risk. • Development avoiding any areas of flood risk and development set back from watercourses which would provide opportunity for green buffers. • Upgrades to the water network infrastructure will likely be required. |

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| Site reference | Land North of The Moors, Kidlington, LPR8A |
| Area | Kidlington |
| Site area | 21.5 ha |
| Site Capacity | Housing, indicative capacity 300 dwellings |
| Type | Greenfield |



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| Site Description | <ul style="list-style-type: none"> • Agricultural land on the northeastern edge of Kidlington. • Immediately north of Kidlington’s existing residential area and west of Grade I listed Church of St Mary. |
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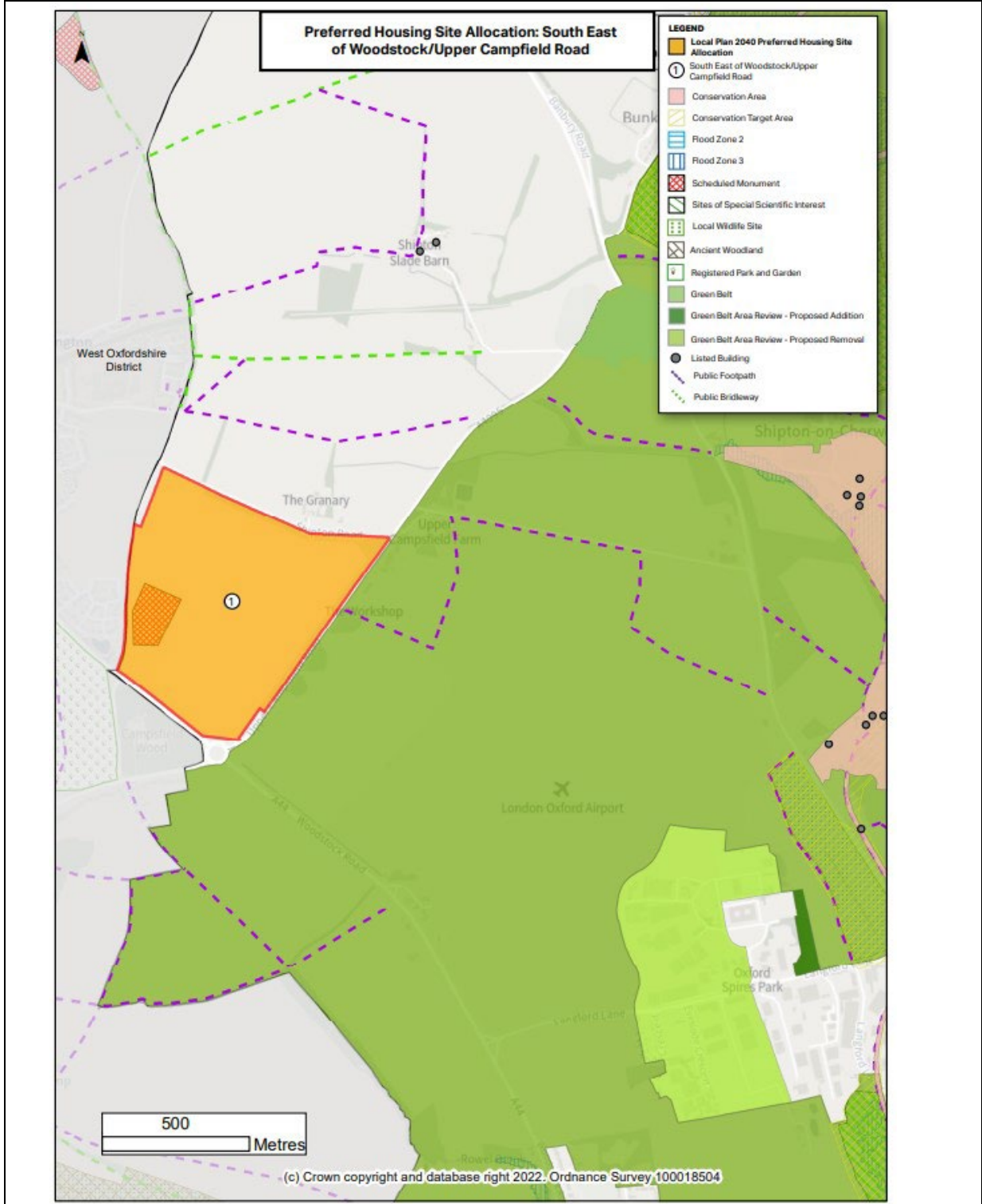
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| | <ul style="list-style-type: none"> • Land to the north of the site is currently in arable use. • A sustainable location close to the village centre and employment opportunities in north Kidlington. • No designated heritage assets on site but adjacent to Church Street Conservation Area and located in the proximity of Listed Buildings and four other Conservation Areas. • In an area of archaeological interest related to Iron Age, Roman and medieval settlement. • A medieval moat has been recorded to the east of the site, the western arm of this moat forming part of the eastern extent of the site. • Located within the ‘recovery zone’ of the Oxfordshire Nature Recovery Network’- an area where habitat restoration and creation are a key priority-, an area where habitat restoration and creation are a key priority. Adjacent to the Lower Cherwell Valley Conservation Target Area and the setting of the River Cherwell Valley to the north. • Two PRoW east and north of the site. PRoW 265/18/10 includes a connection over the railway line to the Oxford Canal. PRoW 265/15/10 connects the site with the existing urban area to the south and Thrupp Community Forest and the River Cherwell to the north. • Part of the site falls within Flood Risk zone 2. • Group of TPOs and individual TPOs along the foot path linking The Moors with the site • The northern boundary of the site is defined partly by existing mature hedgerow in the north east and by a band of belt planting along the former field boundary in the north west. • Views to the south are towards the existing urban edge of Kidlington. Longer distance views to the north are available towards the broad valley of the River Cherwell and beyond. To the east of the site a key view is available towards the tower of St Mary the Virgin church. • The site is currently within the Oxford Green Belt. Emerging policy ‘CP6: The Oxford Green Belt’ proposes a partial removal from the Green Belt. |
| Key objectives | <ul style="list-style-type: none"> • To deliver a quality and sustainable urban extension of a locally appropriate scale providing market and affordable housing for Kidlington’s needs integrated with the immediate residential area and well connected to employment opportunities in north Kidlington. • An urban extension with a positive landscaped edge which retains the area’s relationship to the wider countryside and historic environment with open spaces linking to the rural environment and acting as a protecting buffer for the open countryside to the north, the Cherwell Valley and the setting of the listed buildings and conservation areas in the immediacy of the site. |
| Urban Design Principles | <ul style="list-style-type: none"> • Development should be contained without opening a wider area of the countryside for development. • Development of the site should incorporate high quality landscaping throughout and mitigate views through the reinstatement and enhancement of hedgerows, without altering the overall character of the site area within the existing landscape context. |

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| | <ul style="list-style-type: none"> • The site should deliver high quality and sustainable housing that integrates well with the local area. • Development should make a positive contribution towards local character and distinctiveness incorporating good urban design. • The site should support the creation of new places which fit well with the pattern and character of local towns and villages • Development should incorporate energy efficiency measures and support climate change resilience. • Development should incorporate a street design which encourages walking and cycling over vehicle movements. • Adopting Garden Village principles of layout and community placemaking • Unified character areas reinforcing locally distinct sense of place and high quality public realm |
| <p>Key Development Considerations</p> | <ul style="list-style-type: none"> • Careful consideration should be given to the east extent of the site and the setting of the Church Street Conservation Area. The setting of St Mary's Church should not be negatively affected. Key views towards the spire of St Mary the Virgin Church should be retained. • Scale, layout and design to respond to the site's location in the NRN 'recovery zone', create areas of nature-rich accessible green space, natural flood management and appropriate habitats. • Development of the site should include a defensible boundary to prevent further development to the north and west of the site into Green Belt. • The east of the site should remain within the Green Belt. • No built development to take place within identified Flood Zone 2. • Establishment of woodland through the reinforcing of hedgerows and existing field boundaries providing a green linkage to the District Wildlife Site to the northeast and providing a positive treatment to the northern extent of Kidlington to address the interface with existing properties. • The two public rights of way which cross the site should be retained and enhanced on their existing legal alignment. • An archaeological field evaluation should be carried out prior to determination of any planning application on the site. |
| <p>Access and Transport</p> | <ul style="list-style-type: none"> • Vehicular access from The Moors to be provided safely, in a location or locations which are best for connecting to local facilities. Separate cycle/ped access points to improve permeability and provide convenient access by walking and cycling. • Opportunity to extend National Cycle network route from St Mary's Church through the site west toward Langford Lane employment Locations. |

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| | <ul style="list-style-type: none"> • Improved access to the footpath network to the north east of the village, up and down the Cherwell valley, including the canal. • Improved connections to public transport and access to bus stops. • Improvements to walking and cycling network including longer distance trails north of Kidlington in accordance with the Kidlington Local Cycling and Walking Infrastructure Plan (LCWIP). • Bus priority and walking/cycling improvements to the A4260. |
| Infrastructure | <ul style="list-style-type: none"> • Appropriate infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including for public transport services. |
| Social and Community | <ul style="list-style-type: none"> • Formal and informal open space, play space, pitches, and allotments to be provided on site in accordance with the Council's standards. Development of the site will include a play area. • Development of the site will include allotments and other community food growing schemes. • Development to create nature reach accessible green space. • A village green will be included as a localised recreation space. • Development of the site should seek to improve walking and cycling connections. • Provides accessibility to the Oxford Green Belt via Kidlington Fields to the north. • Appropriate contributions towards additional off-site new school provision including SEN. • Appropriate contributions towards additional primary care provision • Pending further investigation of playing pitches and sports facilities once the Cherwell Sports Studies are finalised. |
| Landscape Considerations | <ul style="list-style-type: none"> • The site will require strategic landscaping proposals/extensive open space that protects the important relationship with the historic environment and countryside to the north and development which achieves a satisfactory relationship with existing housing to the south. • The setting of the Church Street Conservation Area and key views towards the spire of St Mary the Virgin Church. • A design proposal which addresses positively views to the south towards the existing urban edge of Kidlington, longer distance views to the north towards the valley of the River Cherwell and beyond. • Development of the site should include a defensible boundary to prevent further development to the north and west of the site into Green Belt. |

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| | <ul style="list-style-type: none"> • A landscape strategy which integrates Green and Blue Infrastructure into the development proposal and includes semi-natural landscaping, landscaped public spaces and swales. • Green infrastructure including wildlife corridors, nature paths & wildflower meadows is possible on the site. • Field divisions will be maintained as landscape & habitat corridors. • Specimen tree planting & native hedgerows should be used to establish unified character areas • A new fruit tree orchard should be planted as part of development of the site. • Development of the site should include space for a ‘community park’. |
| Biodiversity | <ul style="list-style-type: none"> • Incorporating Green and Blue Infrastructure in the development layout to: <ul style="list-style-type: none"> o retain, protect and enhance landscape and ecological features create areas of nature reach accessible green space o retain, protect and incorporate existing trees and hedges and deliver tree planting as part of landscape design. o integrate walking and cycling with GBI. o provide for community food growing schemes. o integrate pollinator planting. o provide attractive multifunctional and nature based play areas. o integrate SUDS and use areas of natural floodplain to store flood waters. • Biodiversity net gain is required in accordance with the Council’s policies. • Biodiversity enhancement areas to be provided including through reinforcing of hedgerows and existing field boundaries. • Appropriate mitigation (e.g., Bird/bat boxes) will provide new nesting/roosting opportunities. • New areas of landscape planting to provide continued foraging and navigational opportunities for bats, badgers, and other species. • Any new planting should consist of native species or species of known value to wildlife. • A sensitive lighting regime, if necessary, post-development could ensure dark corridors are retained for bats, particularly along retained trees and hedgerows. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • Mitigate surface water run off through appropriate sustainable drainage infrastructure and look for opportunities for betterment. • Pending further investigation of site-specific flood risk. |

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| Site reference | South East of Woodstock/Upper Campfield Road,LPR2 |
| Area | Shipton on Cherwell |
| Site area | 48.71 ha |
| Site capacity | Housing, indicative capacity of 450 dwellings |
| Type | Greenfield |



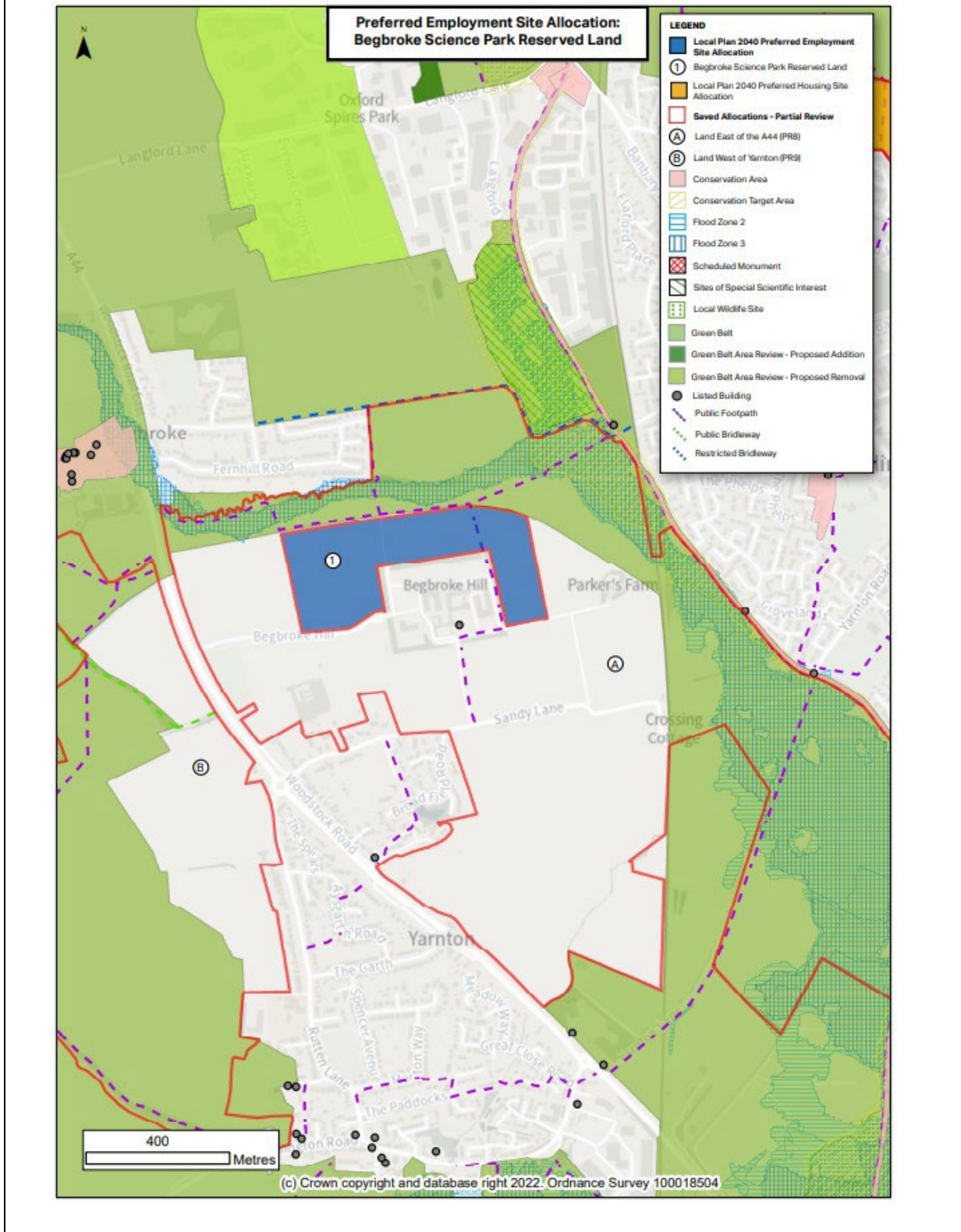
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| Site Description | <ul style="list-style-type: none"> • A 48.7ha site that is currently in agricultural use and arable habitat situated between Kidlington and Woodstock. • The site is accessible and could integrate well with existing development as part of Woodstock. • The site is at a relatively sustainable location with access to a good range of services and facilities at Woodstock and major employment opportunities in the north Kidlington and Begbroke area and located on the A44 public transport corridor with frequent (existing and planned) services to Oxford and Kidlington • The site is mostly located within the NRN "Wider Landscape" zone - where agricultural and urban landscapes can contribute to nature's recovery and wider connectivity. • The River Cherwell and Oxford Canal River corridor (and accompanying long distance walking trail) lies around 2.5km west of the site. • Blenheim Palace, a World Heritage Site and SSSI, is located to the west of the site across the A44. • Blenheim Village Scheduled Ancient Monument (non-visible) is located in the south-western part of the site. • The site has multiple PRowS, which extend from the northern site boundary out into the wider landscape. However, there are no PRow through the site itself. • An area of mature, broadleaved woodland at the northern and eastern boundaries provides some biodiversity and recreational value. |
| Key objectives | <p>To deliver a high-quality residential development of a locally appropriate scale that:</p> <ul style="list-style-type: none"> • responds sensitively to the historic environment. • improves access to market and affordable housing in the proximity of key employment locations. • integrates with the eastern edge of Woodstock. • provides green infrastructure and landscaping to enhance visual containment of Blenheim Park's setting and provide further distinction from Green Belt land south of Upper Campsfield Road. |
| Urban Design Principles | <ul style="list-style-type: none"> • Development should link well with Woodstock and enhance connections to Kidlington and major employment locations. • Development should be contained without opening a wider area of the countryside for development. • Development of the site should incorporate high quality landscaping throughout. • The site should deliver high quality and sustainable housing that integrate well with the local area. |

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| | <ul style="list-style-type: none"> • Development should make a positive contribution towards local character and distinctiveness incorporating good urban design. • Development should incorporate energy efficiency measures and support climate change resilience. • Development should incorporate a street design which encourages walking and cycling over vehicle movements. |
| Key Development Considerations | <ul style="list-style-type: none"> • Development must consider the Blenheim Villa Scheduled Monument within the site and the setting of Blenheim Palace World Heritage Site and Registered Park and Garden. • The site comprises land that has medium landscape sensitivity and there is a need for development to incorporate appropriate landscaping to limit adverse impacts relating to encroachment into the surrounding countryside. • An area of mature, broadleaved woodland at the northern and eastern boundaries provides some biodiversity and recreational value and should be maintained. |
| Access and Transport | <ul style="list-style-type: none"> • Vehicular access to be considered from the A4095 Upper Campsfield Road, preferably via a new roundabout. • Opportunity to link the primary street/spine road with Park View, the adjacent development including active travel connectivity. • The access road to the site must be designed and constructed so as to avoid harm to the significance of buried nationally significant archaeology and to minimize its impact on the setting of the Blenheim Villa Schedules Monument and the relationship between the Monument and its associated archaeology. • The site is located within 800m of existing bus stops along the A44. There is access to the S3 (Oxford – Chipping Norton), 7 (Oxford- Woodstock) and 233 Witney-Burford services, all of which run multiple times a day. • The site would need to support bus priority provisions on the A44 south of the Bladon roundabout. • The site will need to support the proposed A44 transport hub/P&R. • There is no existing footway along the frontage of the site, although there could be space to insert one within the highway boundary. The footway would be needed as the road is heavily trafficked and difficult for pedestrians to cross to the footway on the western side of the A44. • Proposals must consider high quality crossing provisions on the A44 Oxford Road and A4095 Upper Campsfield Road. • In respect of the site’s proximity to the proposed A44 Transport Hub/P&R, development needs to consider much reduced levels of parking. The developer will need to contribute to off-site highway and public transport improvements on the A44, Langford Lane and A4260. |

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| Infrastructure | <ul style="list-style-type: none"> • The site is crossed by various 132,000 volt (132kV) overhead tower line, 33,000 volt (ehv) overhead lines and 11,000 volt (hv) overhead lines, which form an essential and integral part of Scottish & Southern Electricity Networks wider network which must be retained. • Upgrading works likely to be required by Scottish and Southern Energy (South), Thames Water and British Gas to ensure that sufficient capacity can be made available to service the development. • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including for public transport services. |
| Social and Community | <ul style="list-style-type: none"> • Woodstock CE Primary School is expected to be expanded but new development may require funding towards additional primary school capacity or towards a new primary school. Good connections to Yarnton/Begbroke primary schools will be required as well as contributions to school transport costs. • Secondary education provision would be expected to be delivered off-site and the developer would need to consider the wider picture of population growth in and around this area. |
| Landscape Considerations | <ul style="list-style-type: none"> • Opportunities to enhance the coverage of meadow and grassland habitat within open spaces at this site as well as expanding and connecting tree cover throughout the site. Key open space and wildlife corridors should be designed to connect to existing areas of grassland and woodland habitats to the north and south. • Green and blue infrastructure networks designed into this site should expand existing areas of woodland and hedgerows and connect them through the site. • Create continuous networks of trees extending from northern and eastern boundaries to address air quality in conjunction with new development and sequester carbon. |
| Biodiversity | <ul style="list-style-type: none"> • Incorporating Green and Blue Infrastructure in the development layout to: <ul style="list-style-type: none"> - retain, protect and enhance landscape and ecological features - create areas of nature reach accessible green space - retain, protect and incorporate existing trees and hedges and deliver tree planting as part of landscape design. - Integrate walking and cycling with GBI - provide for community food growing schemes - integrate pollinator planting - provide attractive multifunctional and nature based play areas - integrate SuDS • A main badger sett is present on the north-eastern area of woodland at the site. |

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| | <ul style="list-style-type: none"> • The site supports a small population of common lizard and a breeding bird assemblage of 18 different species. • The site is of Local or County importance for most bat species. • Biodiversity net gain is required in accordance with the Council's policies. • The boundary woodland should be retained as part of development. |
| <p>Flood Risk and Drainage</p> | <ul style="list-style-type: none"> • There are no flood risk constraints on this site. • Upgrades to the water supply network infrastructure are likely required. The Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan and reduce the risk of planning conditions. • Upgrades to both the wastewater network and sewage treatment infrastructure are likely required. The Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan and reduce the risk of planning conditions. |

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| Site reference | Begbroke Science Park Reserved Land, LPR63 |
| Area | Begbroke |
| Site area | 14.76 ha |
| Site Capacity | 14.76ha Employment – focus on R&D (class E(g)(ii)) |
| Type | Greenfield |

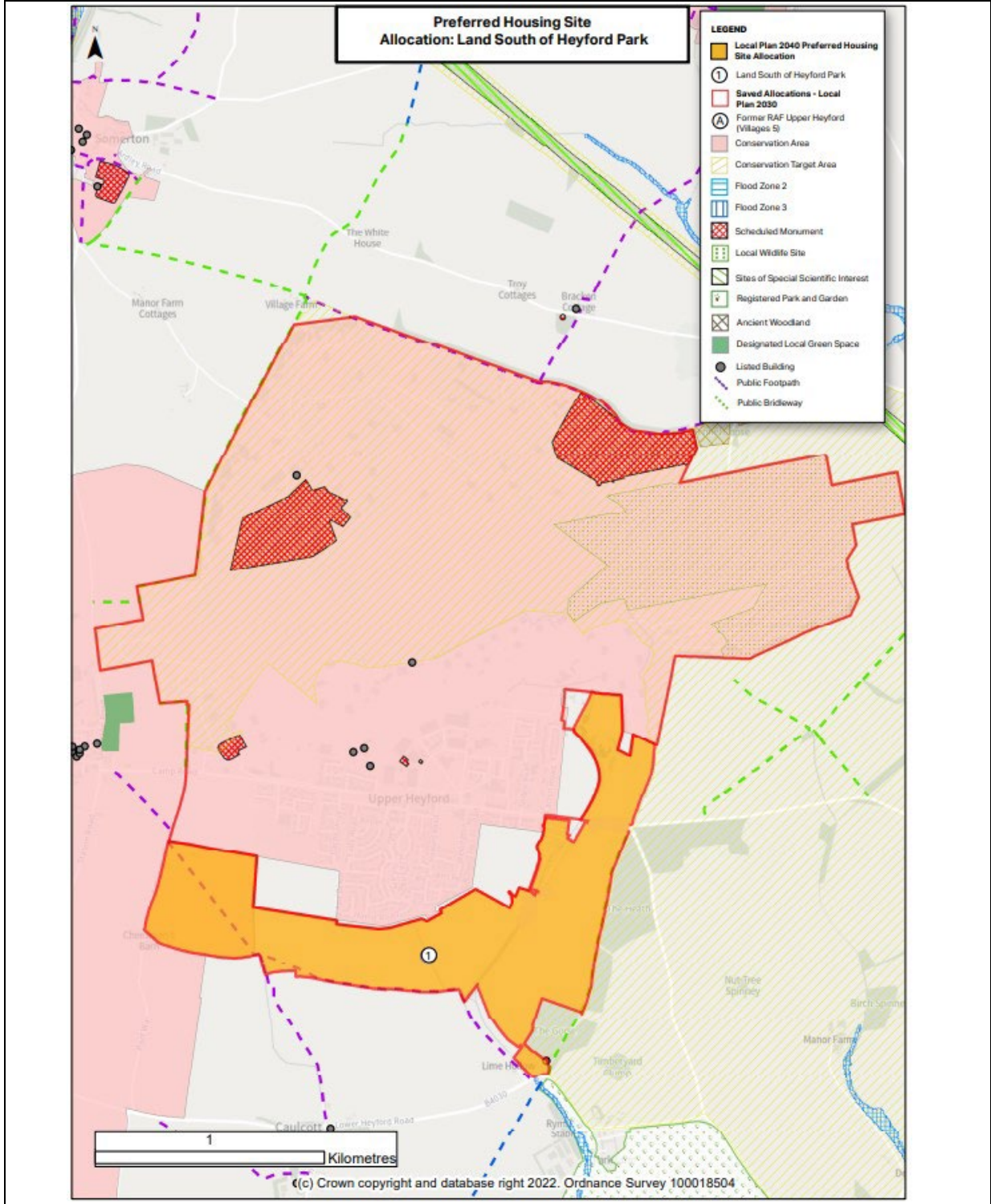


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| Site Description | <ul style="list-style-type: none"> • The site extends to 14.76 ha and is situated to the north of Begbroke Science Park just west of Kidlington. The site is centrally situated between Kidlington, Yarnton and Begbroke close to existing residential areas. • The site is mainly agricultural land. • The site is accessible, located off the A44 and adjacent to Begbroke Science Park. • Located within the Nature Recovery Network (NRN) wider landscape zone, this is an area where agricultural and urban landscapes can contribute to nature’s recovery and wider connectivity. • The Lower Cherwell Valley CTA is 100m to the east of the site, along the Oxford Canal. • The site is situated along the southern edge of the wooded Rowel Brook, a tributary to the River Cherwell, and is 200m south-west of Rushy Meadows SSSI. • A PRoW crosses north-south through the middle of the site and connects to Begbroke. This provides connections to the wider PRoW network in Kidlington and Yarnton. Another PRoW passes along the northern site boundary along Rowel Brook and connects directly to Kidlington to the east. |
| Urban Design Principles | <ul style="list-style-type: none"> • Development should be contained without opening a wider area of the countryside for development. • Development of the site should incorporate high quality landscaping throughout. • The site should deliver high quality and sustainable employment floorspace that integrates well with the local area and the adjacent PR8 allocation. • Development should make a positive contribution towards local character and distinctiveness incorporating good urban design. • The site should support the creation of new places which fit well with the pattern and character of local towns and villages • Development should incorporate energy efficiency measures and support climate change resilience. • Development should incorporate a street design which encourages walking and cycling over vehicle movements. |
| Key Development Considerations | <ul style="list-style-type: none"> • The site has several cropmarks which were recorded from aerial photographs. • Mature, broadleaved woodland and riparian vegetation at the northern boundary along the Rowel Brook corridor provide some biodiversity and habitat value. • The PRoW should continue to be maintained and available. |
| Access and Transport | <ul style="list-style-type: none"> • High quality, LTN 1/20 compliant walking and cycling connections should be provided to local bus stops and facilities. |

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| | <ul style="list-style-type: none"> • The site would need to contribute to the local strategic transport measures along the A44, bus lanes and cycle facilities. • A single point of access to the site is possible. |
| Infrastructure | <ul style="list-style-type: none"> • Where existing infrastructure is inadequate to support the increased demands from the new development, the costs of any necessary upstream reinforcement required would normally be apportioned between developer and Distribution Network Operator in accordance with the current Statement of Charging Methodology agreed with OFGEM. • To minimise costs, wherever possible, existing overhead lines can remain in place with uses such as open space, parking, garages, or public highways being permitted in proximity to the overhead lines. Where this is not practicable, or where developers choose to lay out their proposals otherwise, then agreement will be needed as to how these will be dealt with. • Any anticipated relocation of existing overhead lines should be formally agreed with SSEN, prior to submission of a planning application. • The site is crossed by various 132,000 volt (132kV) overhead tower line, 33,000 volt (ehv) overhead lines and 11,000 volt (hv) overhead lines which form an essential and integral part of Scottish & Southern Electricity Networks wider network and must be retained. Development beneath the overhead lines or diversion/ undergrounding of the overhead lines may not be possible. Contractual arrangements with Scottish & Southern Electricity Networks for any modifications prior to permission being granted should be agreed. • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan. |
| Social and Community | <ul style="list-style-type: none"> • The PRoW connections should be protected, enhanced and connected to the wider network around Kidlington. • Cycling and walking connections could be extended and enhanced from Begbroke through this site to provide access to the village centre and to the wider landscape and recreational routes. • Developments should seek opportunities to enhance public access to the stream, while expanding and enhancing habitats. This should enhance connectivity along its length and more widely to the Oxford Canal. Consider creating areas of open space along this corridor, connecting into the areas of habitat and green space along the canal in the east. |
| Landscape Considerations | <ul style="list-style-type: none"> • A landscape buffer should be provided around the perimeter of the site. • Any development should contribute to the creation of wetland, woodland and meadow habitats. The sensitive addition of paths |

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| | <p>and boardwalks would provide walking and cycling connections through the green corridor. Enhancing the reservoir for people and nature could provide a 'blue' focus for this corridor. This could be developed in conjunction with new connections along Begbroke Lane/Partridge Place with improved access to the Oxford Canal. Wildlife connections should be extended from this green corridor through the site as a structural principle of any scheme.</p> |
| Biodiversity | <ul style="list-style-type: none"> • Located within the Nature Recovery Network (NRN) wider landscape zone, this is an area where agricultural and urban landscapes can contribute to nature's recovery and wider connectivity. Here, developments should deliver Biodiversity Net Gain (BNG) and opportunities should be taken to create accessible natural green space, natural flood management and new woodlands. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • The site lies directly south of Rowel Brook and Flood Zone 3 brushes along the northern site boundary. Climate change will bring increased likelihood of flash flooding and rainfall events. As a result, there could be flood risk within the site. • Opportunity to explore nature-based solutions to flooding on this site both along watercourses and using rain gardens (multifunctional SuDS) as part of any new development to mitigate flood risks associated with Flood Zone 3. • Opportunities to expand areas of floodplain or lowland meadow along the northern site boundary, using context-appropriate species. • The northern boundary lies adjacent to a Thames Water foul sewage pumping station. The incoming sewers and outgoing rising main may affect the layout of any development. • Infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site are not expected. The Developer and the Local Planning Authority should liaise with Thames Water at the earliest opportunity to advise of the developments phasing. |

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| Site reference | South and East of Heyford Park, LPR42A |
| Area | Heyford Park |
| Site area | 105 ha |
| Site capacity | Housing, 1,235 dwellings |
| Type | Greenfield |



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| Site Description | <ul style="list-style-type: none"> • The site is located to the south and east of the existing former airbase site at Heyford Park. • The former airbase is a conservation area and contains new residential development, employment, schooling, leisure |
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| | <p>opportunities and community facilities forming a new community at Heyford Park.</p> <ul style="list-style-type: none"> • Some of Heyford Park is within the Ardley and Upper Heyford Conservation Target Area which supports approximately 50% of calcareous grassland within Cherwell and other wildlife. This lies immediately to the east of the proposed site. • The River Cherwell and Oxford Canal corridor and long-distance walking trail lie to the west of the site. • North of the proposed site, on the flying field, is a local wildlife site. • The Ardley Cutting and Quarry SSSI is located approximately 2km northeast of the site. • There are public rights of way near the site which joins to a wider network that connects the site to the Oxford Canal Trail and to Bicester. • The proposed site is in agricultural use and located within Flood Zone 1. A small watercourse runs north-south through the site. • The site borders the District Wildlife Site named 'Trackway adjacent to The Gorse' an area of woodland. • Middleton Park, a registered park and garden, lies to the south of the site. • The Grade 1 listed Rousham Park is to the southwest and the Rousham. • The Rousham and former RAF upper Heyford Conservation areas adjoin the proposed site. • There are a number of villages nearby with Caulcott located to the south of the site and Upper Heyford to the west. • There is a minerals safeguarding area south east of Heyford Park. |
| Key Objectives | <ul style="list-style-type: none"> • Development that improves the sustainability of the area, providing for improved walking and cycling routes at Heyford Park to the wider countryside and beyond. • High quality and sustainable development that integrates well with the new existing development at Heyford park to the north and provides for improved public transport services. |
| Urban Design Principles | <ul style="list-style-type: none"> • An urban design approach led by sustainability considerations to achieve a high quality exemplary development and design standards including zero carbon development. • A design that allows for the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials. • Development should make a positive contribution towards local character and distinctiveness incorporating good urban design. • The site should deliver high quality and sustainable development that makes a positive contribution towards local character and distinctiveness. • Development should incorporate energy efficiency measures and support climate change resilience. • Development should incorporate a street design which encourages walking and cycling over vehicle movements. |

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| | <ul style="list-style-type: none"> • Public open space to form a well connected network of green areas suitable for formal and informal recreation • Provision for green infrastructure links beyond the development site to the surrounding area and open countryside • Incorporation of high quality landscaping throughout with careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape • A well designed approach at the periphery taking account of the sites rural setting • Development proposals should seek to protect cultural heritage and archaeology identified within the site • The provision of proposals to enhance cultural wellbeing to enhance the quality of the place, legibility and identity |
| Key Development Considerations | <ul style="list-style-type: none"> • A comprehensive approach to development at Heyford Park with the effective integration of existing and planned development on the site. • There is an existing 2 form entry all-through school which is exploring options to expand and the new site may need to provide land for school provision. • The western part of the site lies within Rousham Conservation Area and built development should be avoided within this area. • Development proposals should consider impacts on the adjoining conservation areas and the registered park and garden to the south. • Development proposals should consider the visual impact on the village of Caulcott and introduce measures to reduce impacts wherever possible. • Development should respect the landscape setting and provide landscape enhancement, providing defensible boundaries and visual separation from nearby settlements. • Development should avoid any adverse impacts on the adjacent conservation target area and enhance biodiversity within the site considering the characteristics of the CTA. |
| Access and Transport | <ul style="list-style-type: none"> • Layouts should enable a high degree of integration and connectivity with the existing and planned communities at Heyford Park and which maximise the potential for walkable neighbourhoods with a legible hierarchy of routes. • Contributions towards improving the connectivity of the existing footpath and cycling network in the area including providing improved links to Bicester and the Oxford Canal Trail. • High quality and safe walking and cycling connections will be required to local facilities and primary schools. • Maximisation of sustainable transport connectivity in and around the site including high quality, LTN 1/20-compliant walking and cycling connections within the site. • Public rights of way should be protected, enhanced and connected to the wider network with contributions to off site public rights of way provided. |

| | |
|--------------------------|---|
| | <ul style="list-style-type: none"> • Good accessibility to public transport services should be provided for, including the provision of bus routes through the site with buses stopping on the site • Contributions towards an improved bus service with new bus services sufficiently integrated with existing services. • Contributions will be required to improve the surrounding local and strategic road networks and other connections. • Measures introduced to limit adverse traffic impacts on surrounding villages. • A new spine road within the new proposed allocation connecting Camp Road and Kirtlington Road providing access to new development and suitable for accommodating buses. |
| Social and Community | <ul style="list-style-type: none"> • Community facilities, including health and leisure facilities, near to new recreation and play provision should be provided • Recreation provision within the site including playing pitches and play space provided in line with policies in this Plan. • Contributions will be required towards green and blue infrastructure provision in the vicinity of Heyford Park, including a Waterway Park, as outlined in this Plan. • Sufficient secondary, primary and nursery school provision on site to meet projected needs. • Contributions will be required to education provision including for Special Educational Needs. |
| Landscape Considerations | <ul style="list-style-type: none"> • The creation of a continuous network of street trees and woodland areas through the site to address air quality and sequester carbon. • Development should conserve existing trees and hedgerows which form part of the wider habitat network. Where appropriate, these should be utilised to screen and integrate new development into the landscape. • Appropriate edge and boundary treatments are required to ensure any development is well integrated into its surroundings, including areas of new tree planting. • A Landscape and Habitats Management Plan provided to manage habitats on site and to ensure this is integral to wider landscape management. • Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessment. • Undertake a staged programme of archaeological investigation. |
| Biodiversity | <ul style="list-style-type: none"> • The provision of a buffer along the watercourse for riparian planting and additional tree cover to mitigate any impacts of development on the watercourse, reduce flood risk by building water retention capacity, and improve habitat connectivity along the brook. • Biodiversity enhancement areas to be provided including through species-rich grassland and native woodland planting within areas of open space to achieve biodiversity net gain. • Retention of hedgerows and the preservation and enhancement of the biodiversity value of the site, with the enhancement, restoration |

| | |
|-------------------------|--|
| | <p>and creation of wildlife corridors provided informed by an ecological survey. Net gain should include habitat connectivity to the wider countryside.</p> <ul style="list-style-type: none"> • Opportunities to provide orchards to connect people to nature and promote biodiversity. • Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains • Green and blue infrastructure within the site should focus on connecting with and extending habitats. • The provision of areas of grassland habitat, areas of woodland and restoration of hedgerows and ponds on the site to support wider connectivity with the Ardley and Upper Heyford CTA and woodland habitat surrounding the site. |
| Infrastructure | <ul style="list-style-type: none"> • Development cannot come forward on the proposed site until there is a clear delivery programme for the identified infrastructure which will be determined through working with Oxfordshire County Council and other stakeholders. • It is anticipated that development will not come forward until the second half of the plan period, beyond 2030. • Infrastructure provision and/or contributions will be required in accordance with Plan policies and the Infrastructure Delivery Plan, including towards bus services. • Development may require works to the existing high voltage distribution network. • Real time energy monitoring systems, superfast Broadband access, including next generation broadband. Digital access to support assisted living and smart energy management systems. • Off-site improvements to utilities may be required. |
| Flood Risk and Drainage | <ul style="list-style-type: none"> • A small watercourse runs along the western side of the site. • Development should incorporate sustainable drainage systems for channeling surface water and reducing localized flood risk. • Upgrades to the water network and infrastructure are likely to be required. |






Appendix 4 – Green Belt: Proposed Boundary Changes

Proposed Green Belt boundary changes are presented in the map overleaf.

Green Belt Boundary Review - Kidlington Area

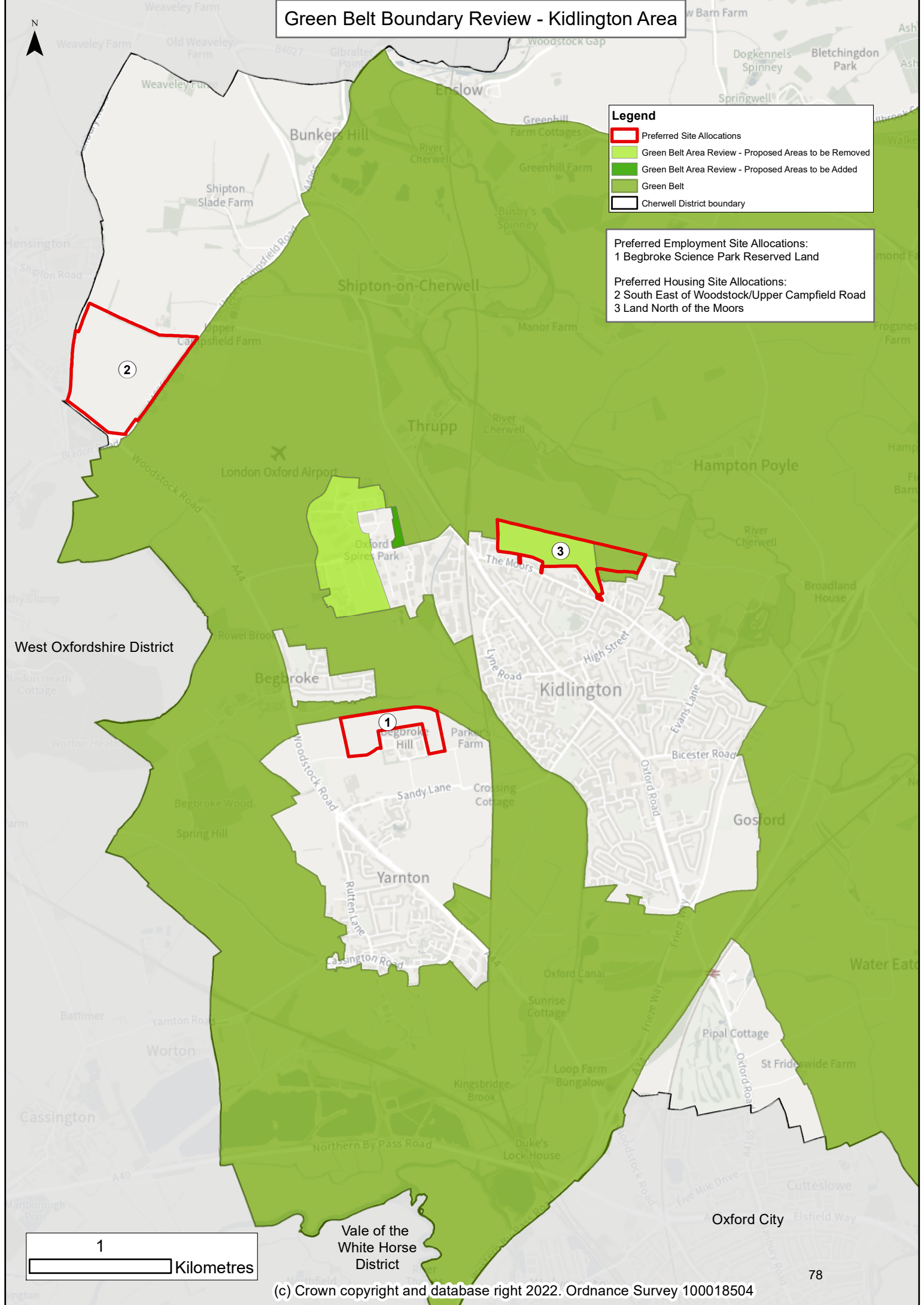


Legend

-  Preferred Site Allocations
-  Green Belt Area Review - Proposed Areas to be Removed
-  Green Belt Area Review - Proposed Areas to be Added
-  Green Belt
-  Cherwell District boundary

Preferred Employment Site Allocations:
1 Begbroke Science Park Reserved Land

Preferred Housing Site Allocations:
2 South East of Woodstock/Upper Campfield Road
3 Land North of the Moors



1 Kilometres

Appendix 5 – Safeguarded Infrastructure Maps

The following are safeguarded in accordance with Core Policies 9, 17, 24 and 28 and are illustrated by the following maps.

Banbury

- Enlarged M40 slip roads at Southam Road in Banbury

Bicester

- Land for a south-east link road north of Wendlebury
- a bus priority route adjacent to the A41, on the Banbury Road*, and
- the realignment of Howes Lane*.

Kidlington

- improved bus services and facilities along:
 - A44 P&R/ Transport Hub.
- the provision of the proposed cycle route network in Kidlington’s Local Cycling and Walking Implementation Plan (LCWIP)*.

Heyford

- a new spine road within the new proposed allocation to accommodate buses and to provide for active travel*
- a commuter cycle route to Bicester linking to an improved bridleway to Bicester to the east of Heyford Park*
- capacity upgrades to M40 Junction 10 along with wider highway capacity improvements*, and
- upgrading of the access road to the B430 to the east of Heyford Park*.

Ardley

- Ardley Railway Station

*Please note that these maps will be added to the Plan at the Publication Stage.


The following maps are shown overleaf:

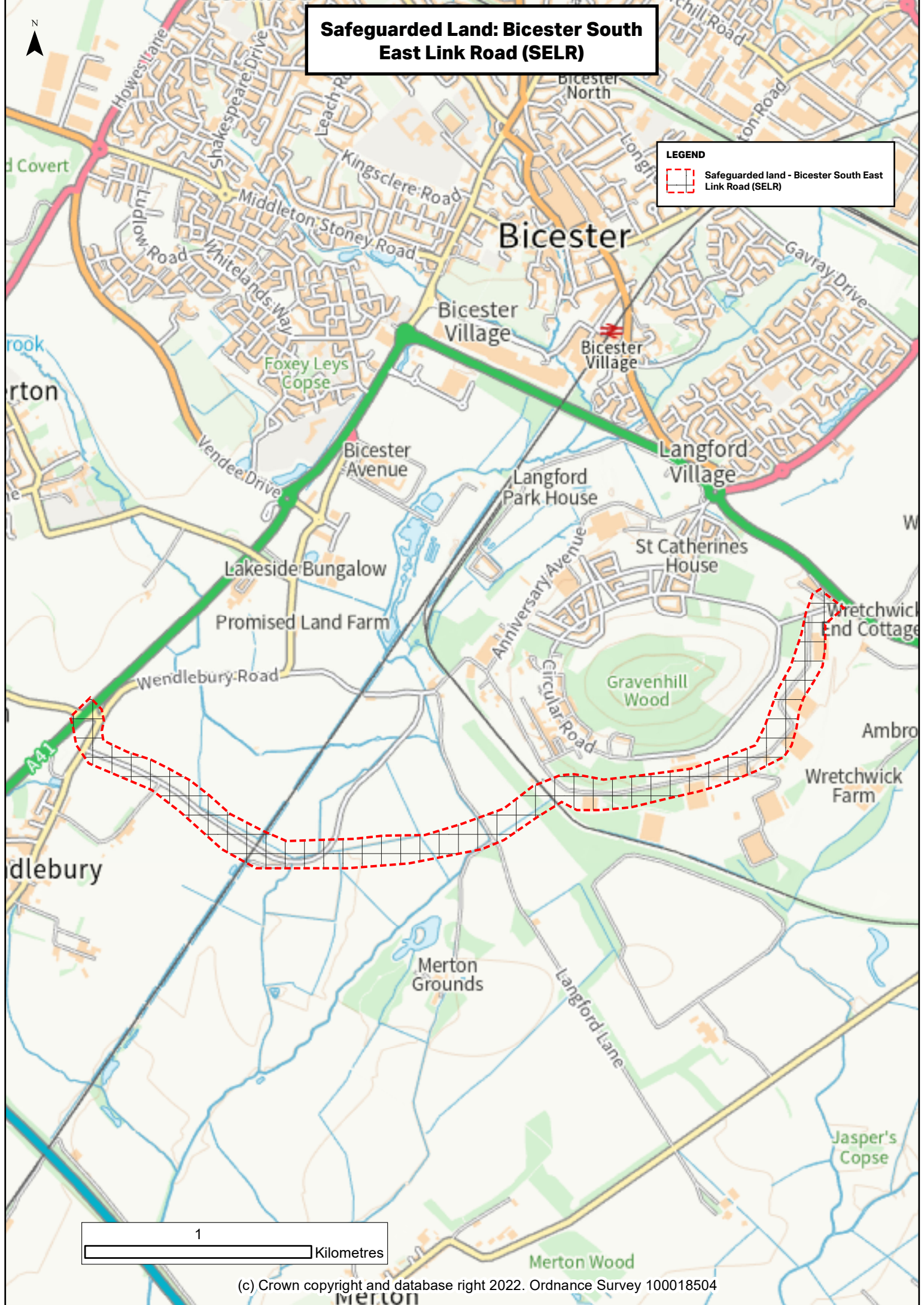
- Land for a south-east link road north of Wendlebury
- A44 P&R/ Transport Hub
- Ardley Railway Station

The area shown by the Maps illustrates where the policy will apply. It does not seek to show a precise alignment for the transport schemes, which will need to be informed by detailed design work, carried out in consultation with Oxfordshire County Council and other relevant parties.

Safeguarded Land: Bicester South East Link Road (SELR)

LEGEND

 Safeguarded land - Bicester South East Link Road (SELR)



1

Kilometres

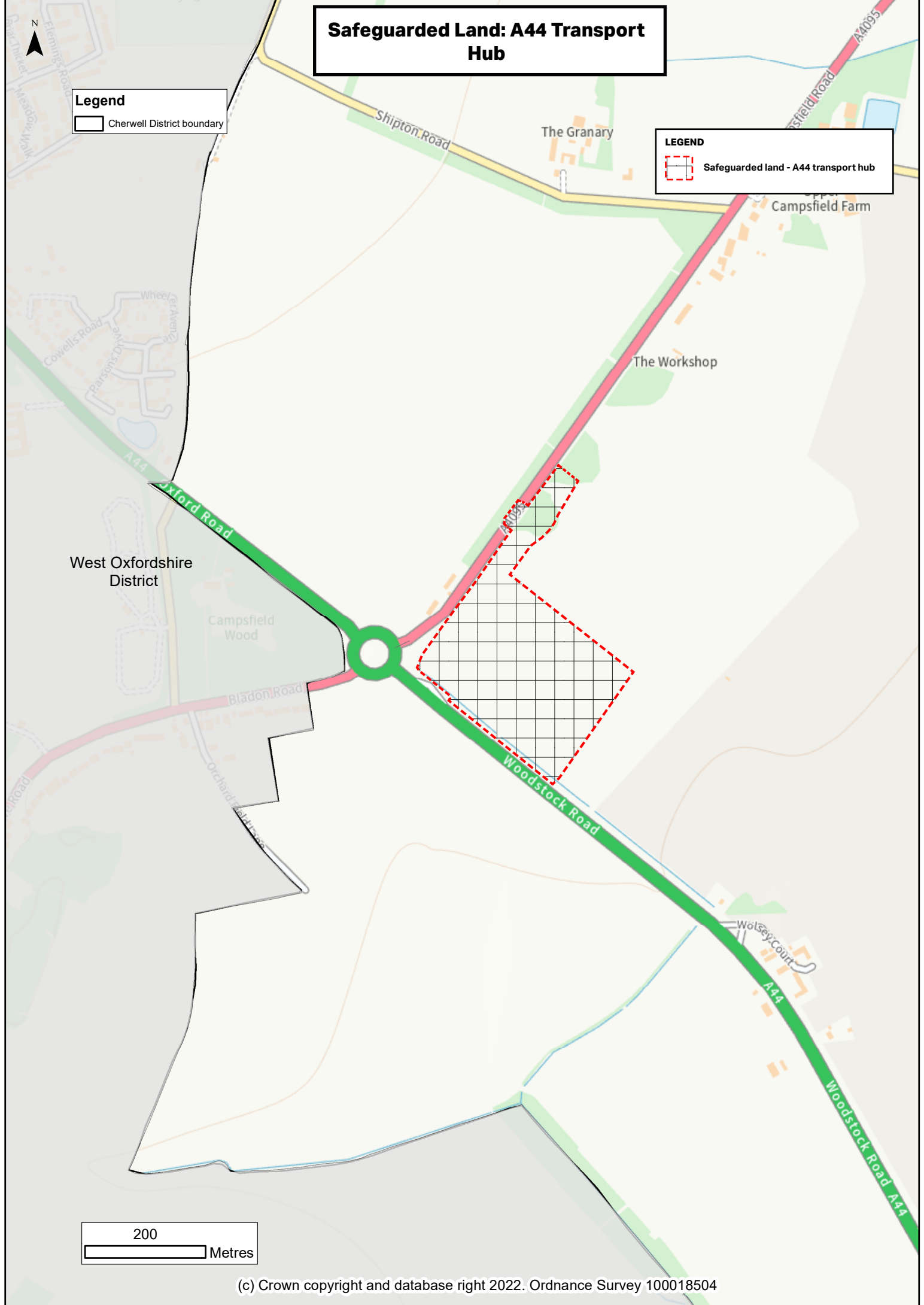
Safeguarded Land: A44 Transport Hub

Legend

 Cherwell District boundary

LEGEND

 Safeguarded land - A44 transport hub




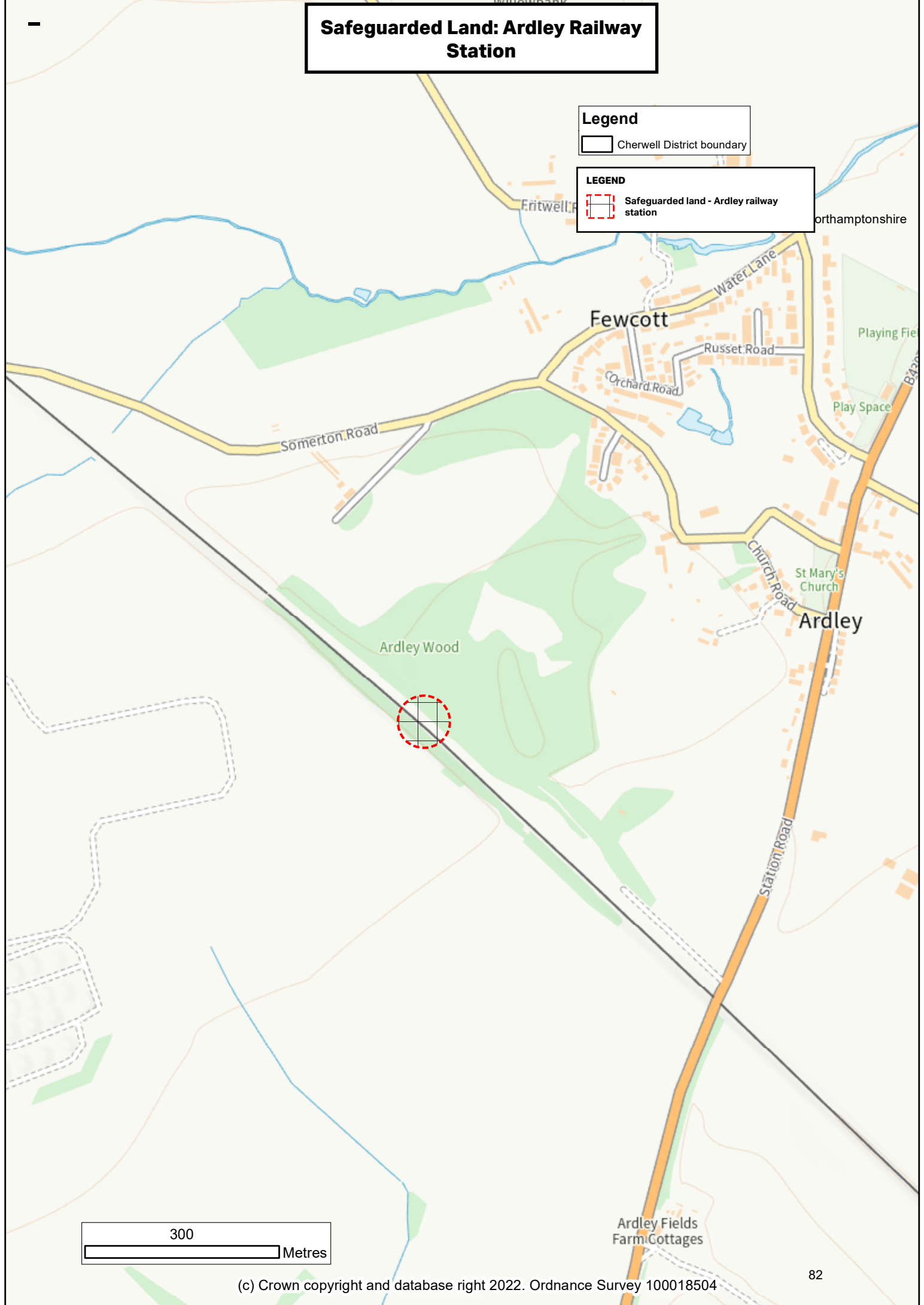
Safeguarded Land: Ardley Railway Station

Legend

 Cherwell District boundary

LEGEND

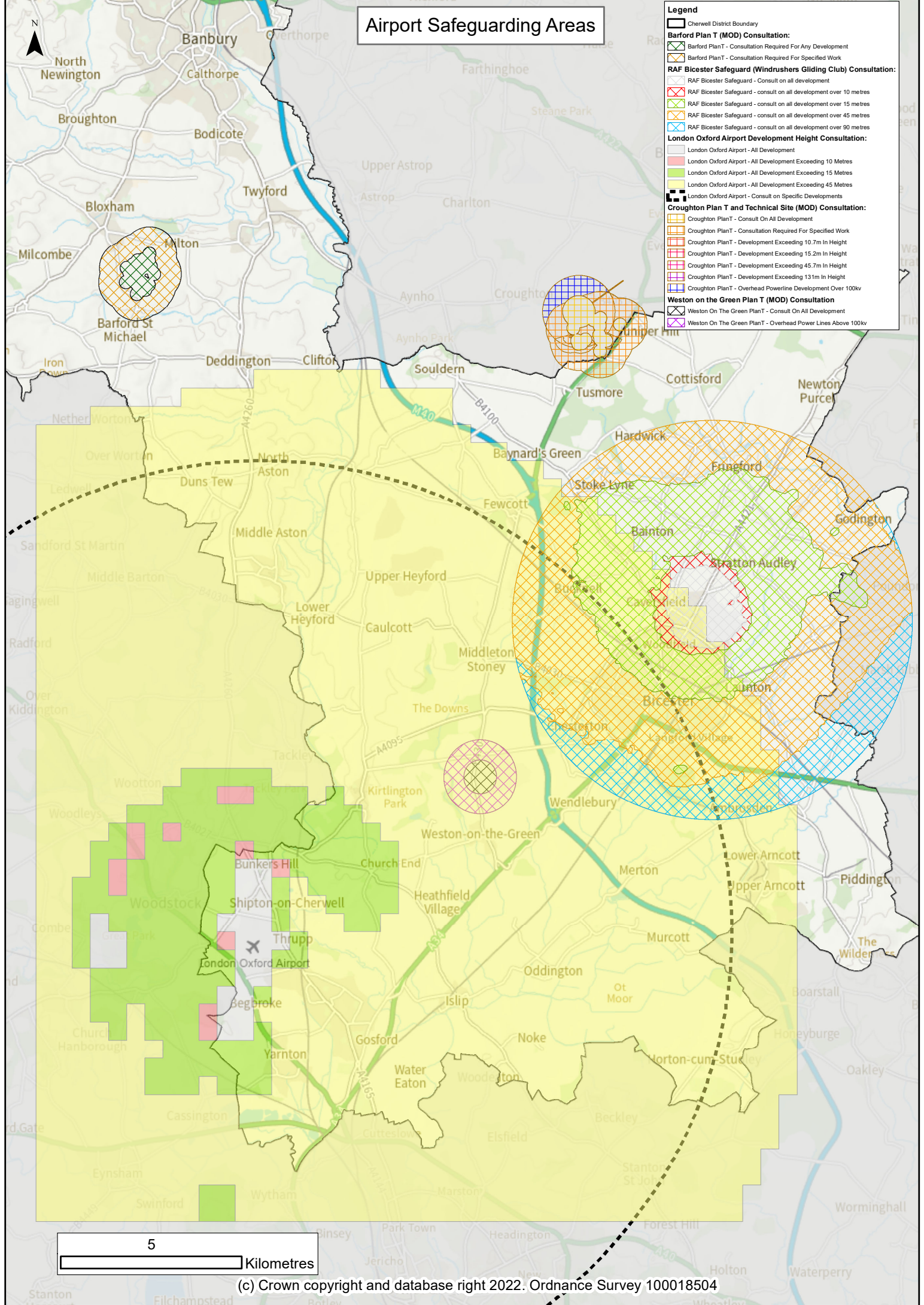
 Safeguarded land - Ardley railway station



300

Metres

Airport Safeguarding Areas



- Legend**
- Cherwell District Boundary
 - Barford Plan T (MOD) Consultation:**
 - Barford Plan T - Consultation Required For Any Development
 - Barford Plan T - Consultation Required For Specified Work
 - RAF Bicester Safeguard (Windrushers Gliding Club) Consultation:**
 - RAF Bicester Safeguard - Consult on all development
 - RAF Bicester Safeguard - consult on all development over 10 metres
 - RAF Bicester Safeguard - consult on all development over 15 metres
 - RAF Bicester Safeguard - consult on all development over 45 metres
 - RAF Bicester Safeguard - consult on all development over 90 metres
 - London Oxford Airport Development Height Consultation:**
 - London Oxford Airport - All Development
 - London Oxford Airport - All Development Exceeding 10 Metres
 - London Oxford Airport - All Development Exceeding 15 Metres
 - London Oxford Airport - All Development Exceeding 45 Metres
 - London Oxford Airport - Consult on Specific Developments
 - Croughton Plan T and Technical Site (MOD) Consultation:**
 - Croughton PlanT - Consult On All Development
 - Croughton PlanT - Consultation Required For Specified Work
 - Croughton PlanT - Development Exceeding 10.7m In Height
 - Croughton PlanT - Development Exceeding 15.2m In Height
 - Croughton PlanT - Development Exceeding 45.7m In Height
 - Croughton PlanT - Development Exceeding 131m In Height
 - Croughton PlanT - Overhead Powerline Development Over 100kv
 - Weston on the Green Plan T (MOD) Consultation**
 - Weston On The Green PlanT - Consult On All Development
 - Weston On The Green PlanT - Overhead Power Lines Above 100kv

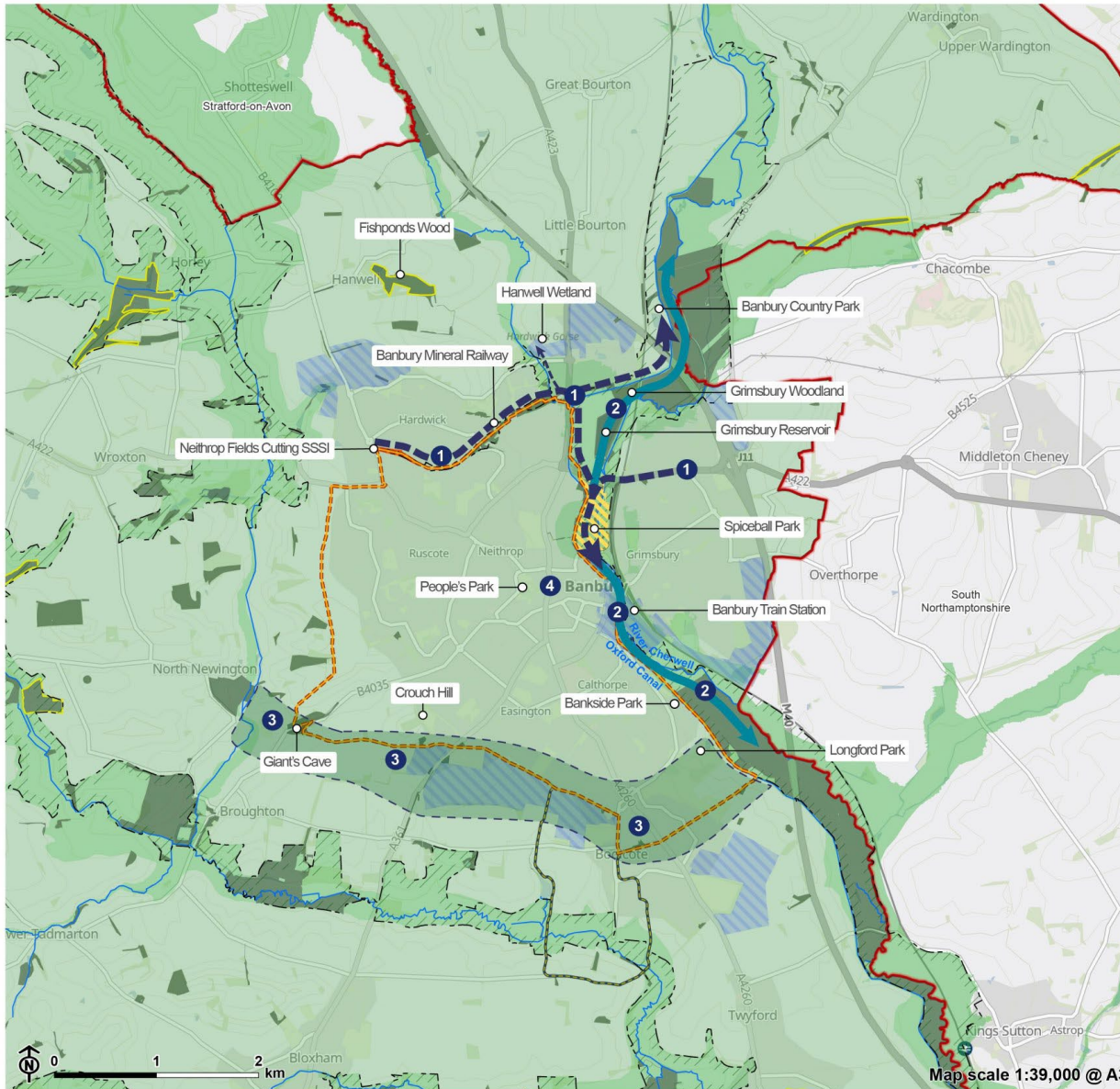
5 Kilometres

Appendix 6 – Biodiversity Green Infrastructure

The Cherwell Green and Blue Infrastructure Strategy includes five ‘focus areas’ within the district. These include:

- Banbury
- Bicester
- Kidlington
- Otmoor, Bernwood and Ray
- Mid-Cherwell River Corridor

Maps for each are presented overleaf.



Cherwell Green and Blue Infrastructure Strategy
Cherwell District Council



Figure 1: Focus Area Banbury

- Existing GBI**
- Cherwell District
 - Local Authority boundary
 - Committed Strategic Development Site (inc. open space) (2015 Local Plan and 2020 Partial Review)
 - Country park
 - Nationally designated sites**
 - Locally designated sites***
 - Conservation target area
 - Banbury Circular Walk
 - Bodicote Circular Walk
 - Rivers
- Oxfordshire Nature Recovery Network**
- Core Zone
 - Recovery Zone
 - Wider Landscape Zone
- Strategic Projects for Banbury's GBI network**
- 1 Green corridor connections
 - 2 Restoring the Cherwell River corridor
 - 3 Greening the Salt Way
 - 4 Greening the town centre

Note:
 * Sites include: Special Area of Conservation and Special Protection Area
 ** Sites include: Site of Special Scientific Interest, Ramsar and National Nature Reserve
 *** Sites include: Local Wildlife Site and Local Nature Reserve

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 EB: Daniels_S LUC 12048_FocusArea_Maps_v2_A3L_07/11/2022
 Source: Oxon, CDC, NE, OS, LUC



Figure 2: Focus Area Bicester



- Cherwell District
- Local Authority boundary
- Committed Strategic Development Site (inc. open space) (2015 Local Plan and 2020 Partial Review)
- Nationally designated sites**
- Locally designated sites***
- Conservation target area
- Rivers

Oxfordshire Nature Recovery Network

- Core Zone
- Recovery Zone
- Wider Landscape Zone

Strategic Projects for Bicester's GBI network

- 1 Green corridor connections
- 2 Greening the town centre
- 3 Green corridors
- 4 Restoring river corridors

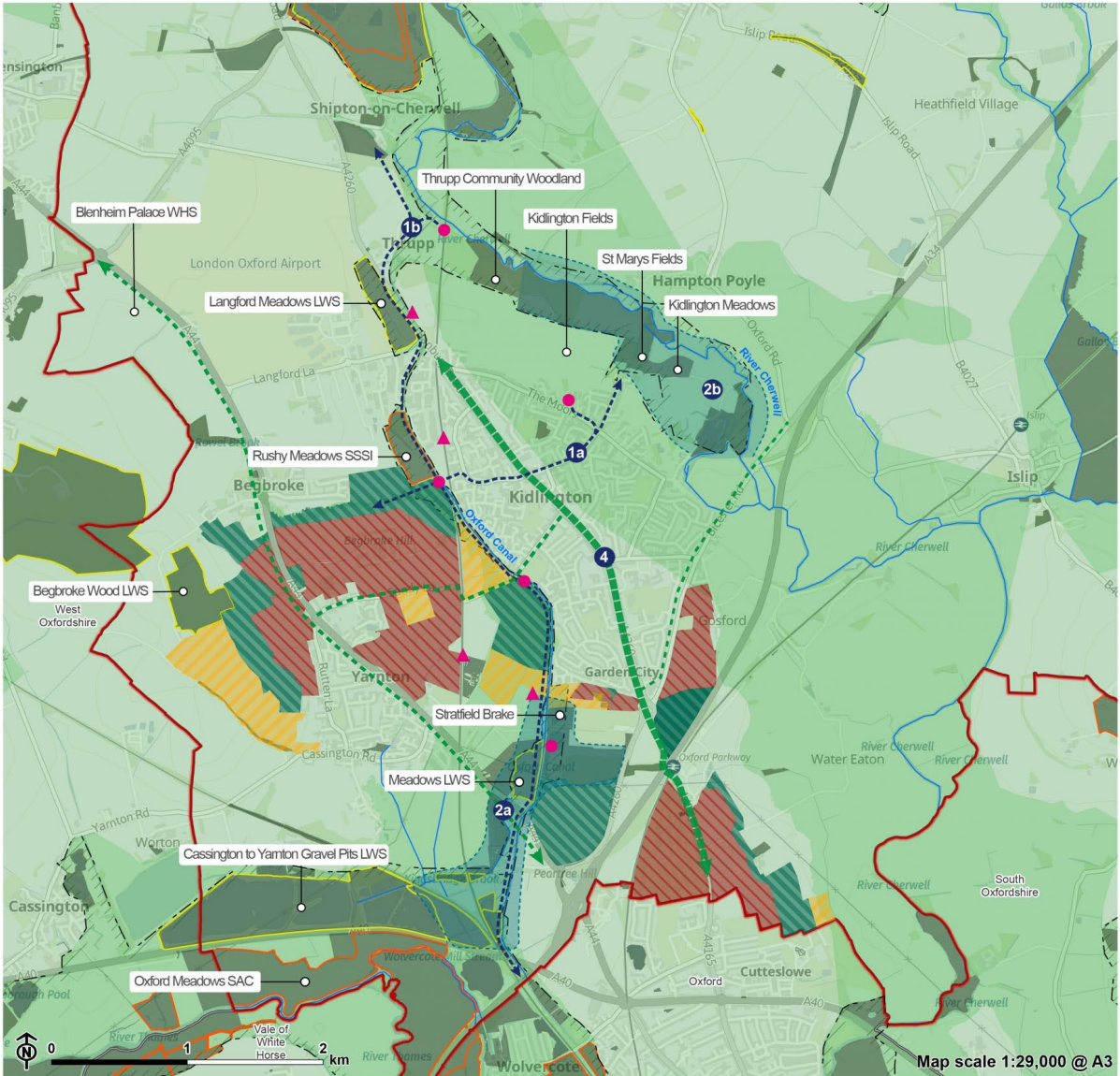
Note:

- * Sites include: Special Area of Conservation and Special Protection Area
- ** Sites include: Site of Special Scientific Interest, Ramsar and National Nature Reserve
- *** Sites include: Local Wildlife Site and Local Nature Reserve

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Source: Oxon, CDC, NE, OS, LUC

Figure 4: Focus Area Kidlington



Existing GBI

- Cherwell District
- Local Authority boundary

Committed Strategic Development Site (2015 Local Plan and 2020 Partial Review)

- Built Development
- Public open space
- Other open space
- Internationally designated sites*
- Nationally designated sites**
- Locally designated sites***
- Conservation target area
- Rivers

Oxfordshire Nature Recovery Network

- Core Zone
- Recovery Zone
- Wider Landscape Zone

Strategic Projects for Kidlington's GBI network

- 1** Growing and enhancing green corridors
 - 1a** Oxford Canal - Lyne Road - High Street - St Marys
 - 1b** Langford Meadows - Thrupp Community Woodland
- 2** Enhancing wildlife and recreational connections along blue corridors
 - 2a** Stratfield Brake - Oxford Meadows SAC connection
 - 2b** Access along River Cherwell
- 3** New and enhanced access to the canal and river
 - 3a** Enhanced access points ●
 - 3b** New footbridge or crossing ▲
- 4** Greening Kidlington village centre, improving walkability

Note:
 * Sites include: Special Area of Conservation and Special Protection Area
 ** Sites include: Site of Special Scientific Interest, Ramsar and National Nature Reserve
 *** Sites include: Local Wildlife Site and Local Nature Reserve

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 Source: Oxon, CDC, NE, OS, LUC

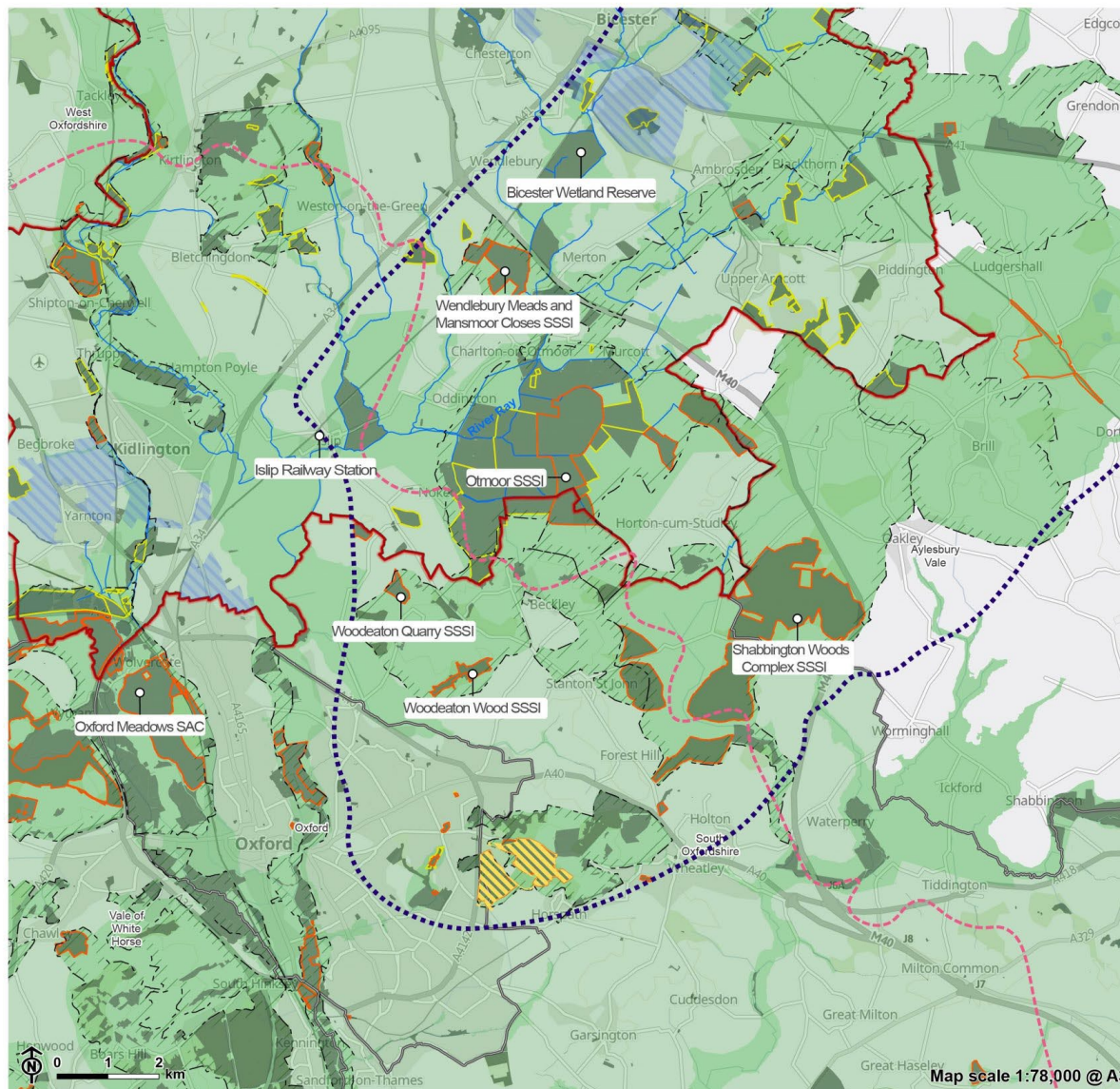


Figure 5: Focus Area Otmoor

- Cherwell District
- Local Authority boundary
- Committed Strategic Development Site (inc. open space) (2015 Local Plan and 2020 Partial Review)
- Country park
- Internationally designated sites* Nationally designated sites**
- Locally designated sites***
- Conservation target area
- Rivers
- Oxfordshire Nature Recovery Network
- Core Zone
- Recovery Zone
- Wider Landscape Zone
- BBOWT Project area boundary
- Oxfordshire Way

Note:
 * Sites include: Special Area of Conservation and Special Protection Area
 ** Sites include: Site of Special Scientific Interest, Ramsar and National Nature Reserve
 *** Sites include: Local Wildlife Site and Local Nature Reserve

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Source: Oxon, CDC, NE, OS, LUC

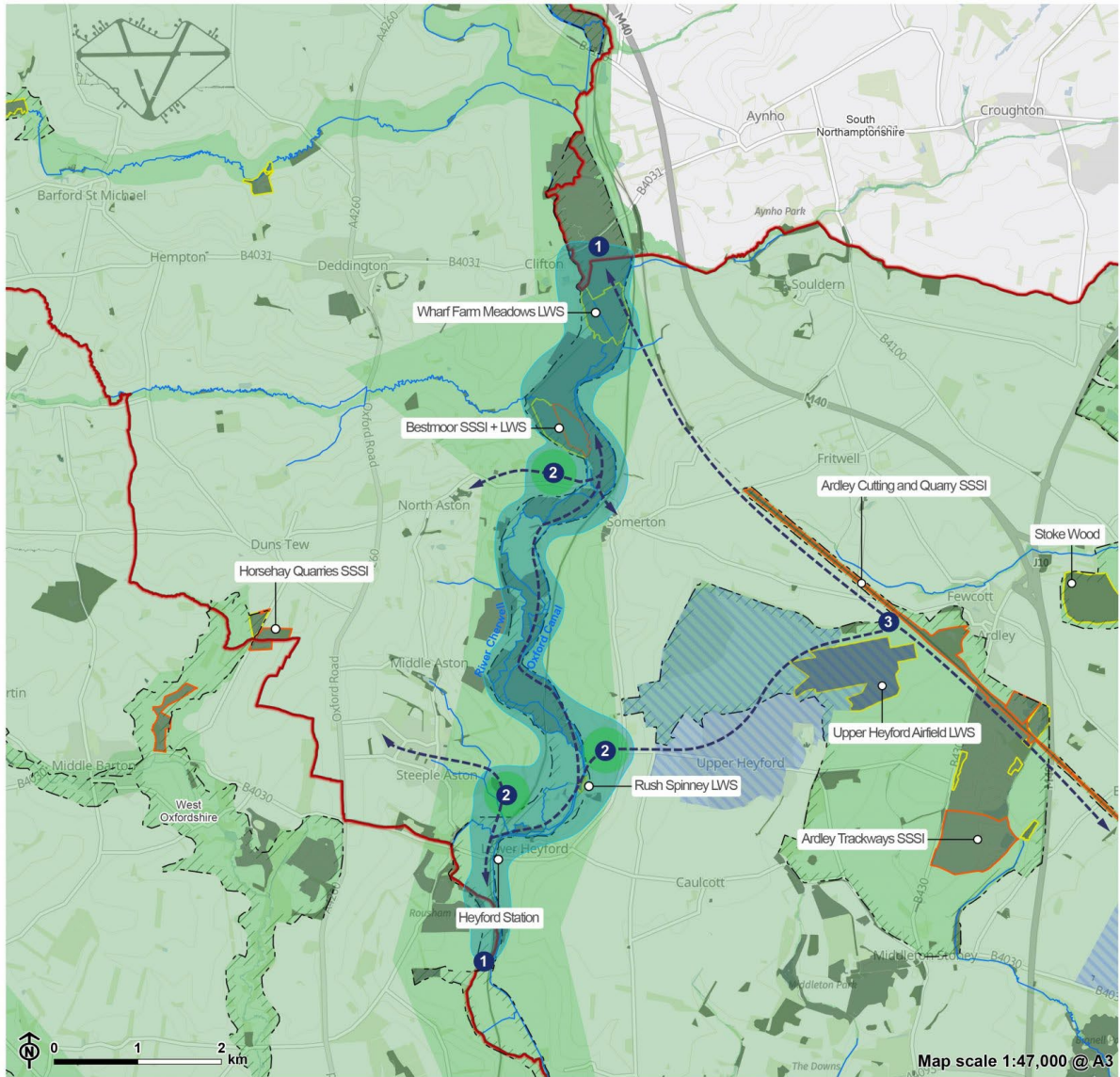


















Figure 3: Focus Area Cherwell River

- Existing GBI**
-  Cherwell District
 -  Local Authority boundary
 -  Committed Strategic Development Site (inc. open space) (2015 Local Plan and 2020 Partial Review)
 -  Nationally designated sites**
 -  Locally designated sites***
 -  Conservation target area
 -  Rivers
- Oxfordshire Nature Recovery Network**
-  Core Zone
 -  Recovery Zone
 -  Wider Landscape Zone
- Strategic Project for Mid-Cherwell's GBI network**
-  Restoring the River Cherwell and Oxford Canal 
 -  New spaces for habitat and recreation 
 -  Green corridor connections 

Note:
 * Sites include: Special Area of Conservation and Special Protection Area
 ** Sites include: Site of Special Scientific Interest, Ramsar and National Nature Reserve
 *** Sites include: Local Wildlife Site and Local Nature Reserve

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 Source: Oxon, CDC, NE, OS, LUC
 Map scale 1:47,000 @ A3

Appendix 7– Local Green Space

DERWENT GREEN, BICESTER



GAVRAY MEADOWS, GAVRAY DRIVE



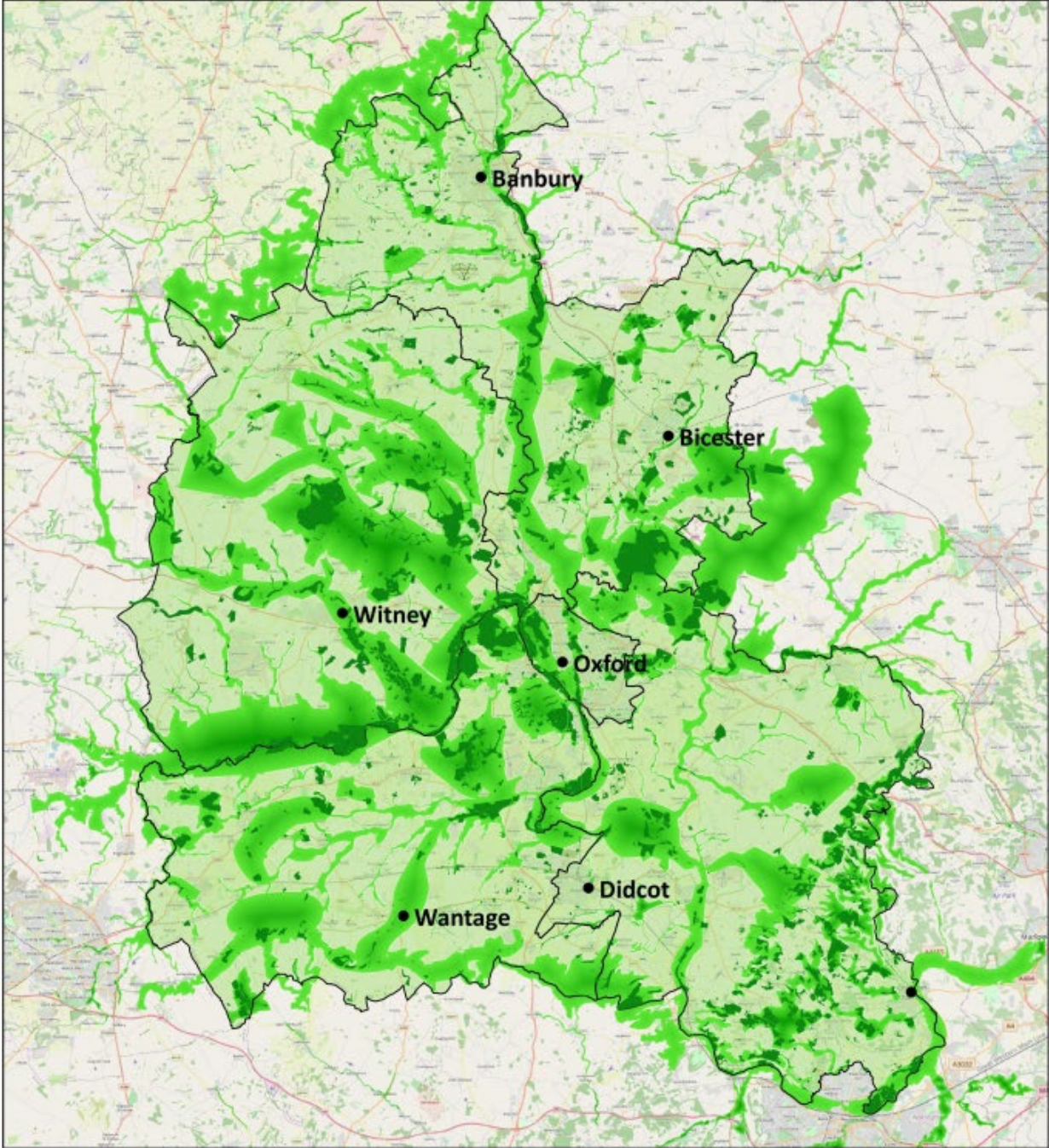
LANGFORD COMMUNITY ORCHARD, BICESTER



Appendix 8 – Nature Recovery Networks

The map overleaf presents the Draft Oxfordshire Nature Recovery Network, as produced by the Thames Valley Environmental Records Centre.

Draft Oxfordshire Nature Recovery Network



Key

- Nature Recovery Network
- Core Zone
- Recovery Zone
- Wider Landscape Zone

- Boundaries**
- District Boundaries

Map produced by Thames Valley Environmental Records Centre in 2020
 Contains TVERC data
 Contains OS data (c) Licence number 100023343
 Contains OpenStreetMap data
 Contains Environment Agency information (c) Environment Agency and/or database right

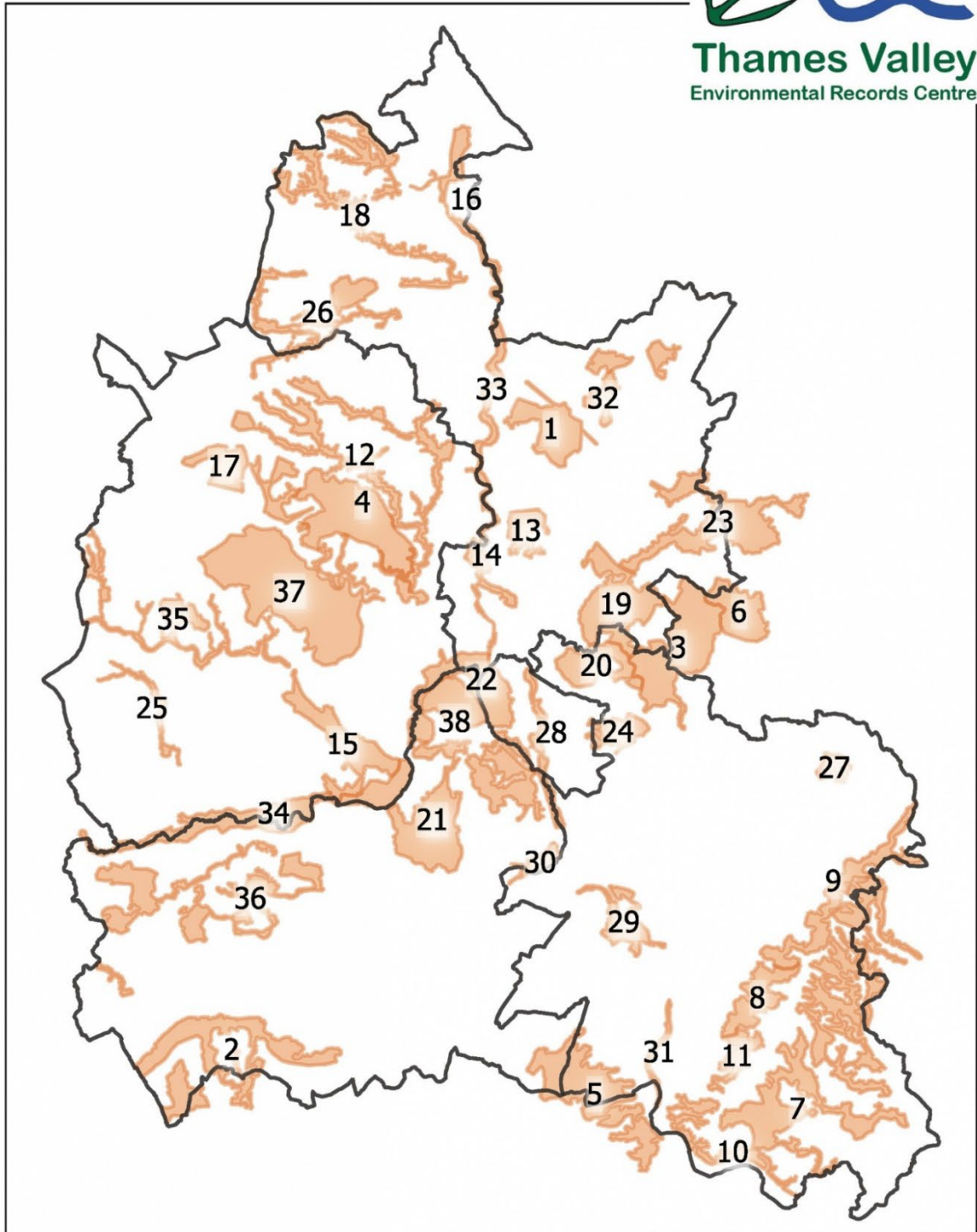
Appendix 9 – Conservation Target Areas

The maps overleaf show Oxfordshire's Conservation Target Areas, as produced by the Thames Valley Environmental Records Centre.

Oxfordshire Conservation Target Areas

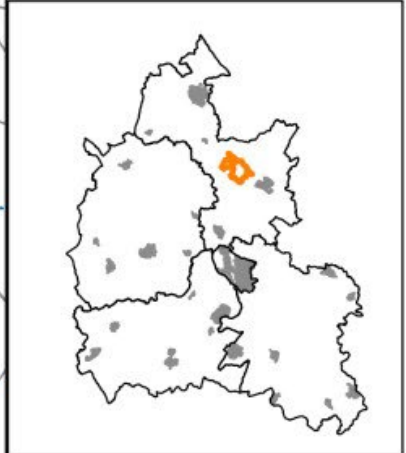
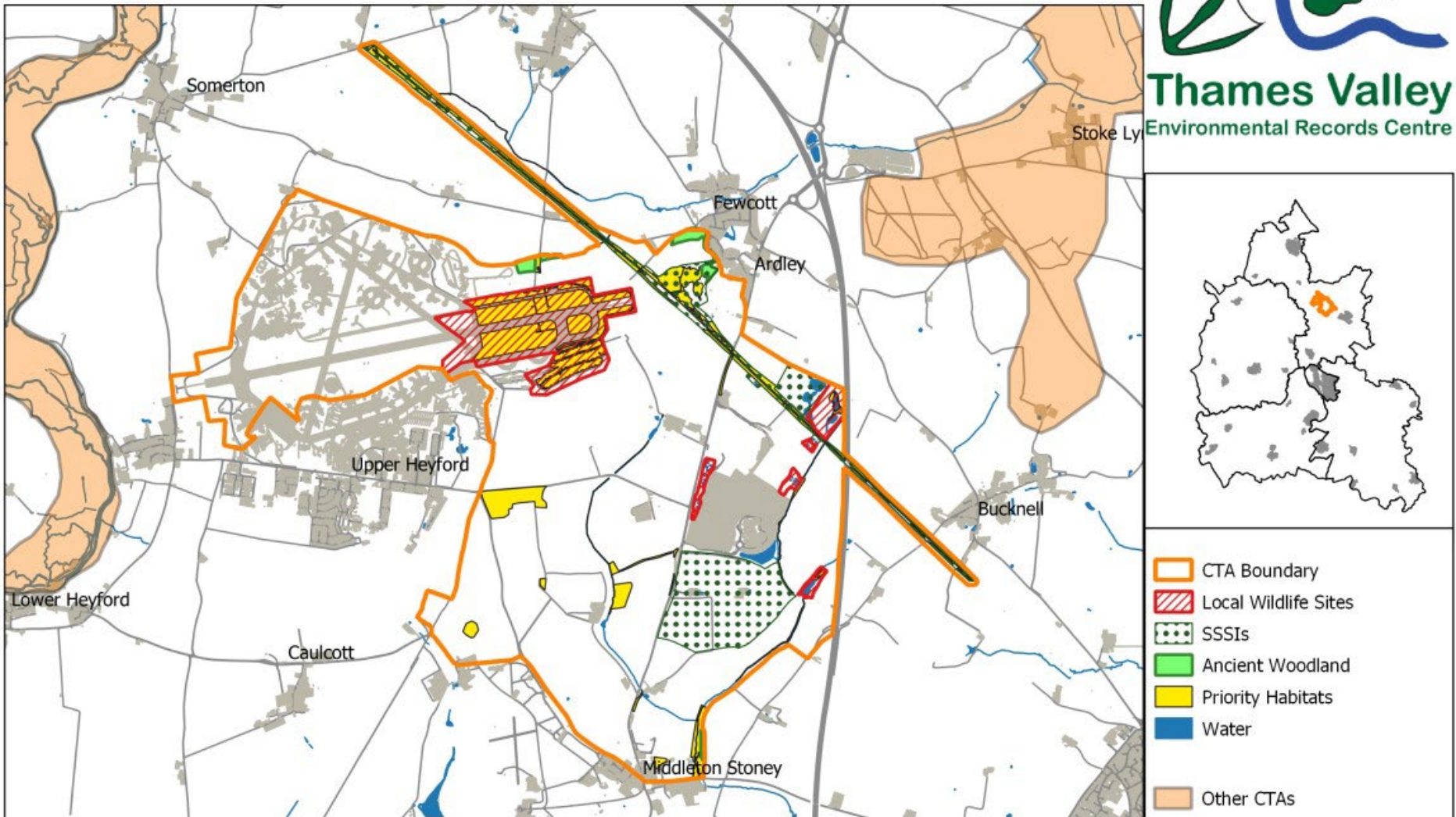


Thames Valley
Environmental Records Centre



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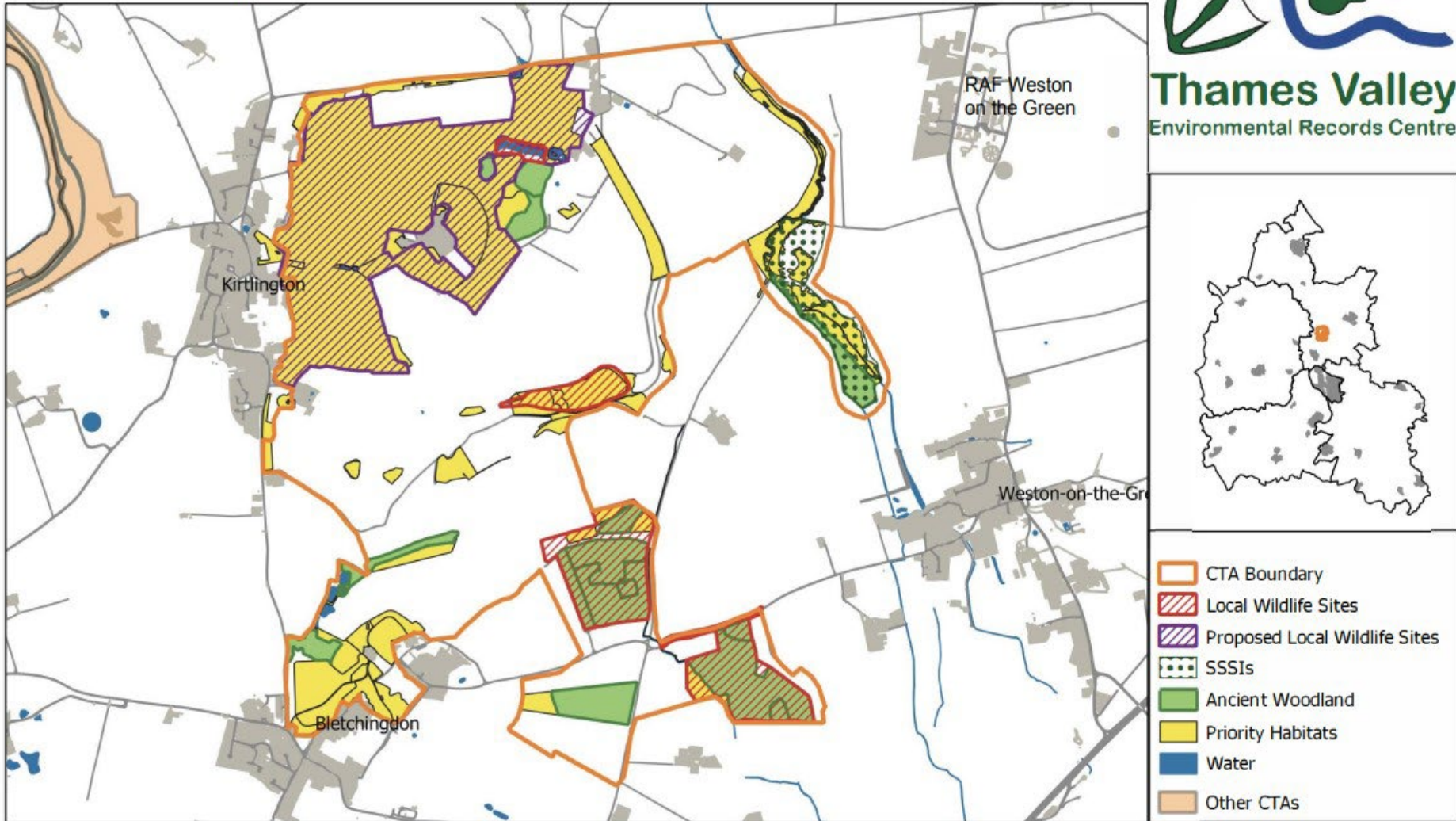
Ardley and Upper Heyford Conservation Target Area



- CTA Boundary
- Local Wildlife Sites
- SSSIs
- Ancient Woodland
- Priority Habitats
- Water
- Other CTAs

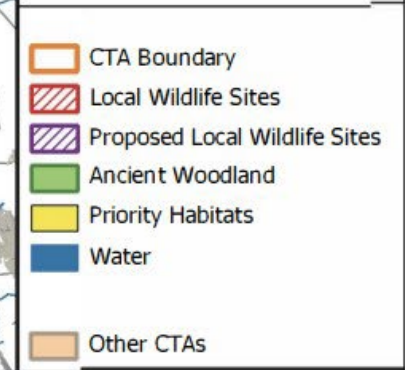
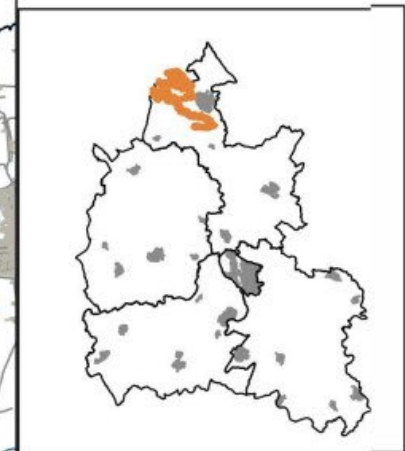
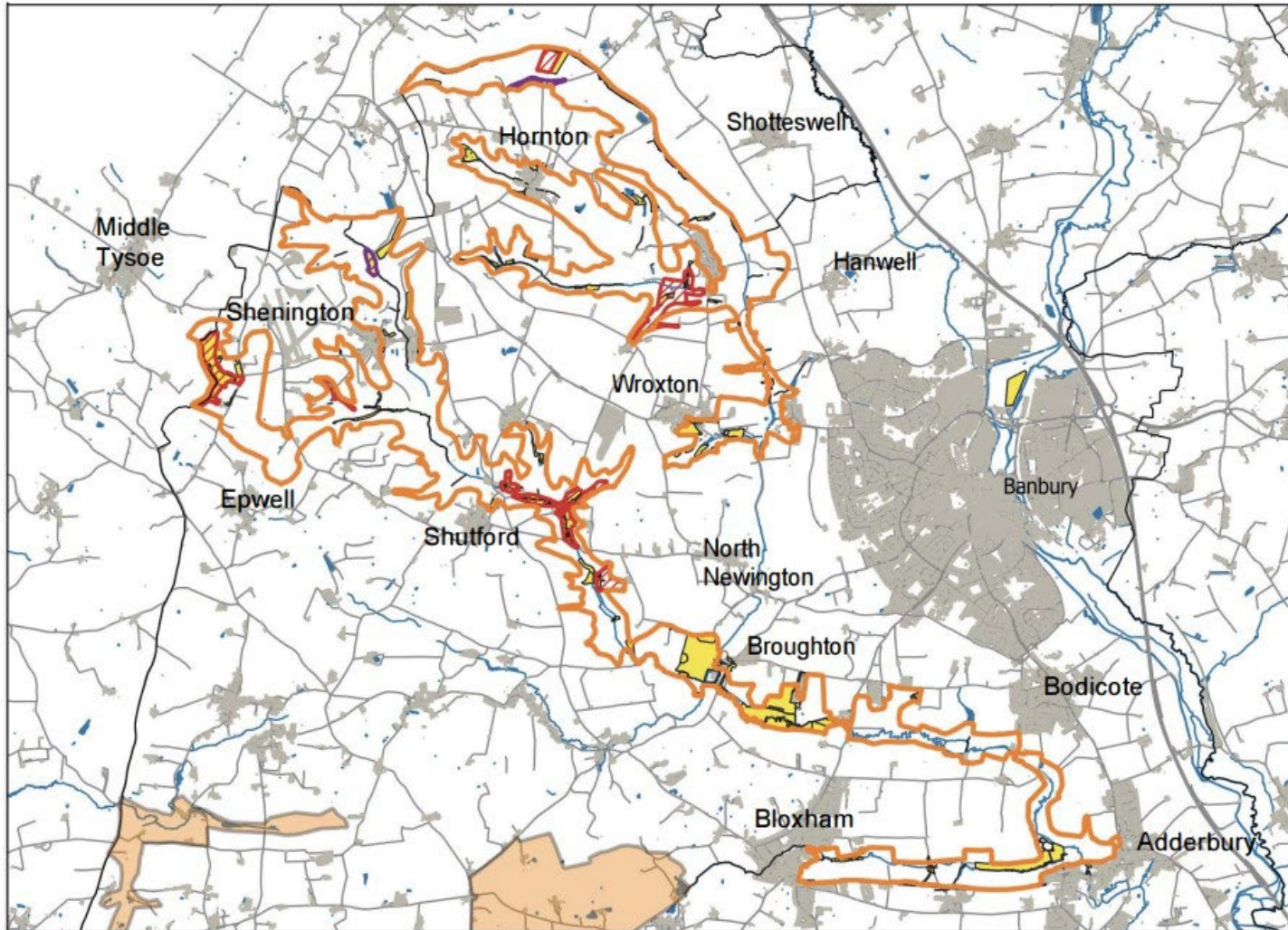
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Kirtlington and Bletchington Parks and Woods Conservation Target Area



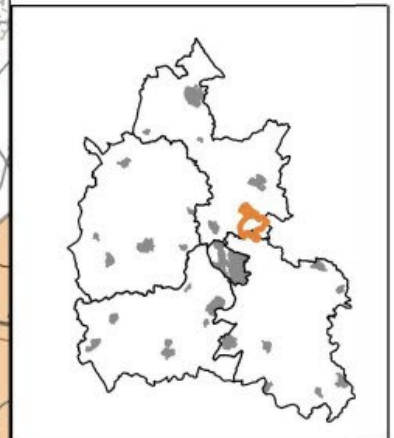
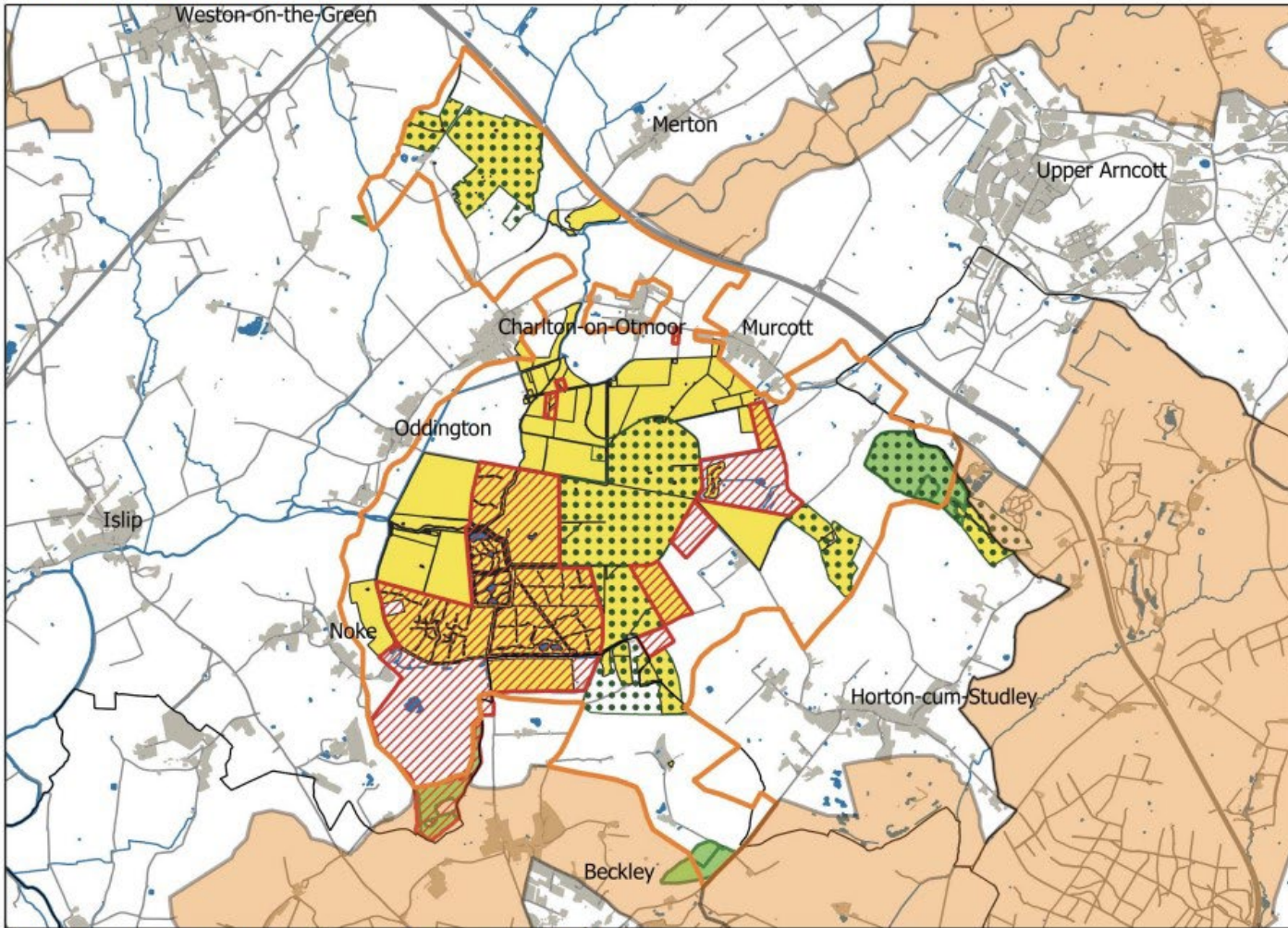
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Northern Valleys
Conservation Target Area



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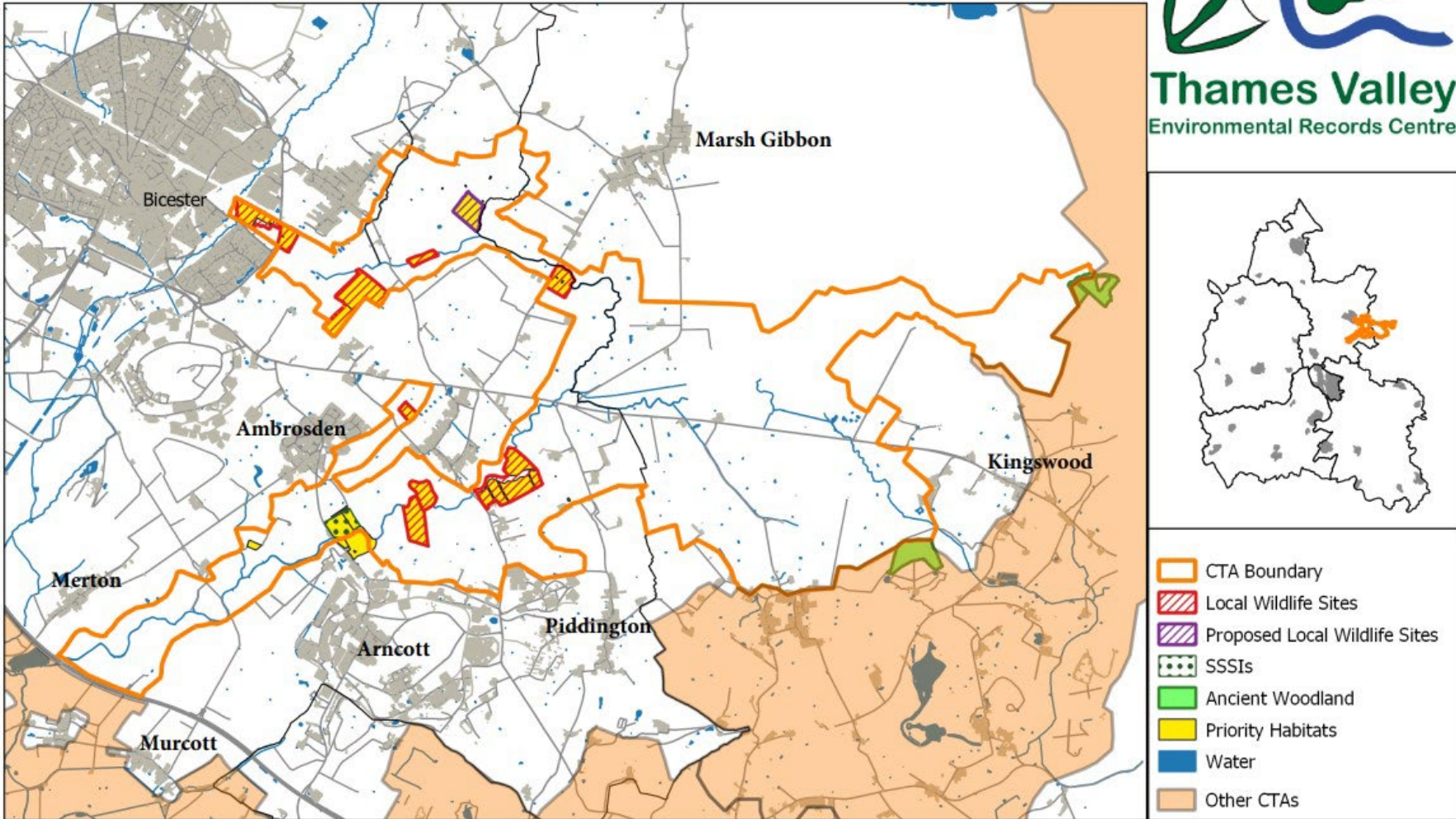
Otmoor Conservation Target Area



- CTA Boundary
- Local Wildlife Sites
- SSSIs
- Ancient Woodland
- Priority Habitats
- Water
- Other CTAs

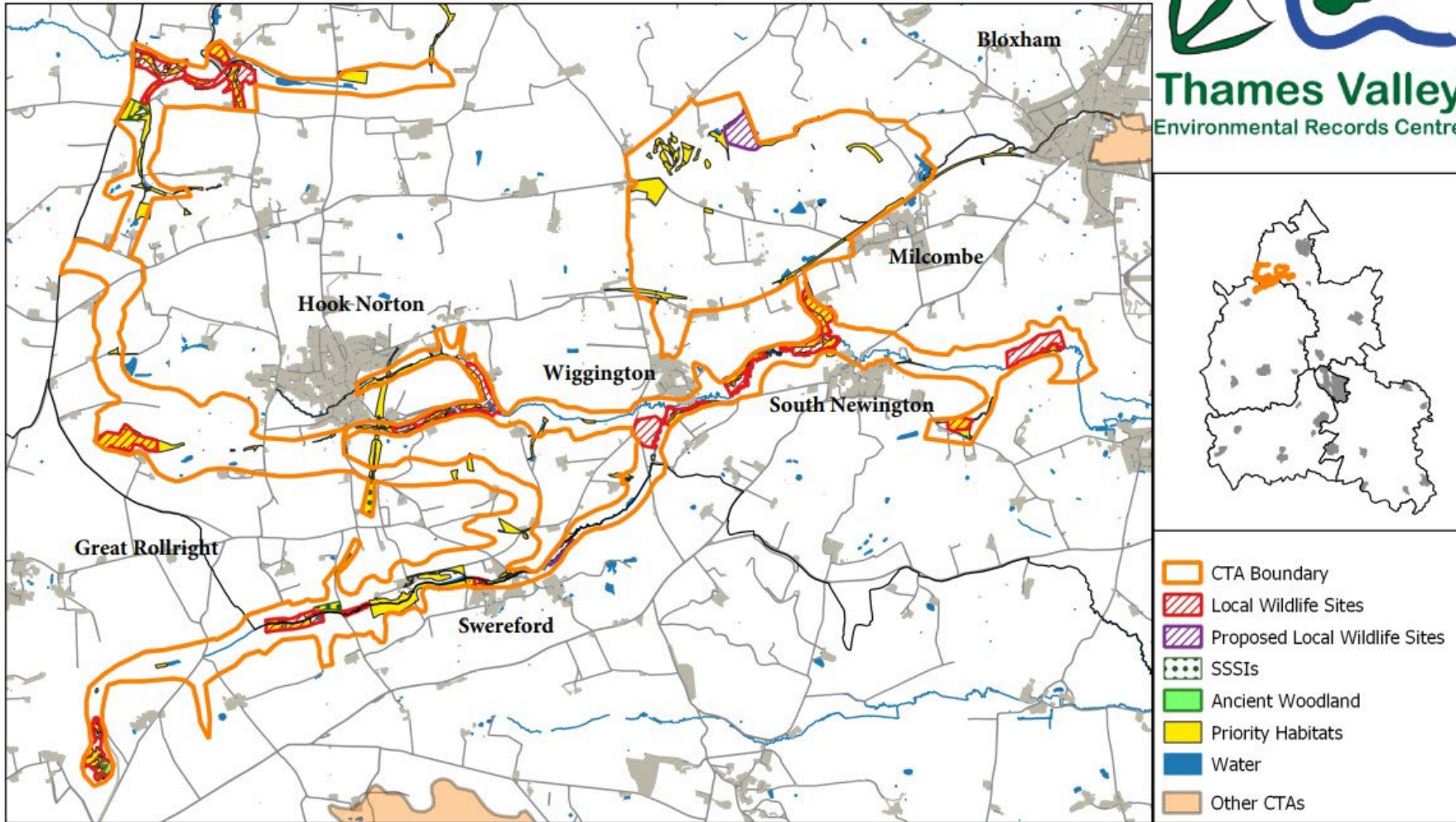
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Ray
Conservation Target Area



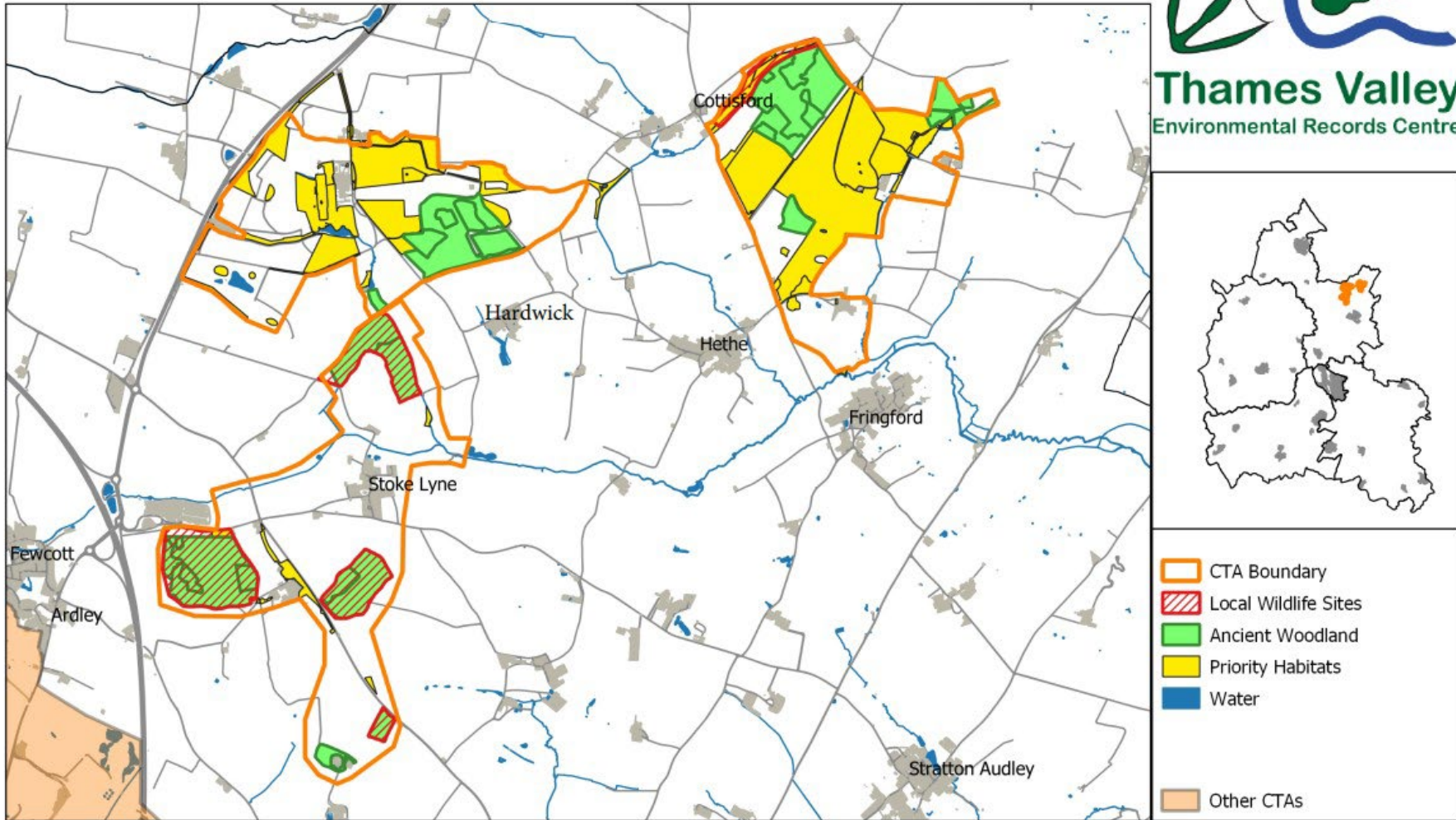
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Swere Valley and Upper Stour Conservation Target Area



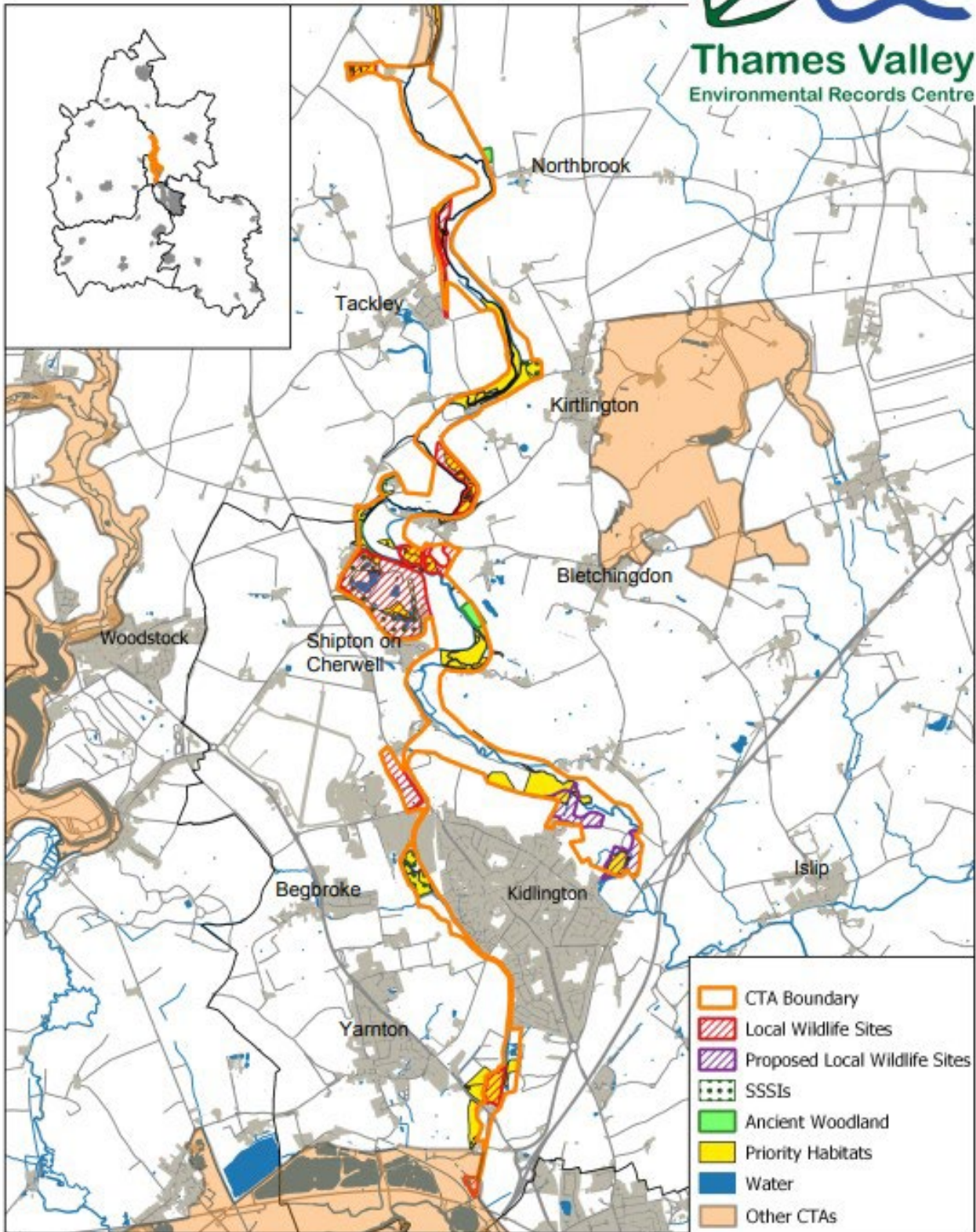
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Tusmore and Shellswell Park Conservation Target Area



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Lower Cherwell Valley Conservation Target Area

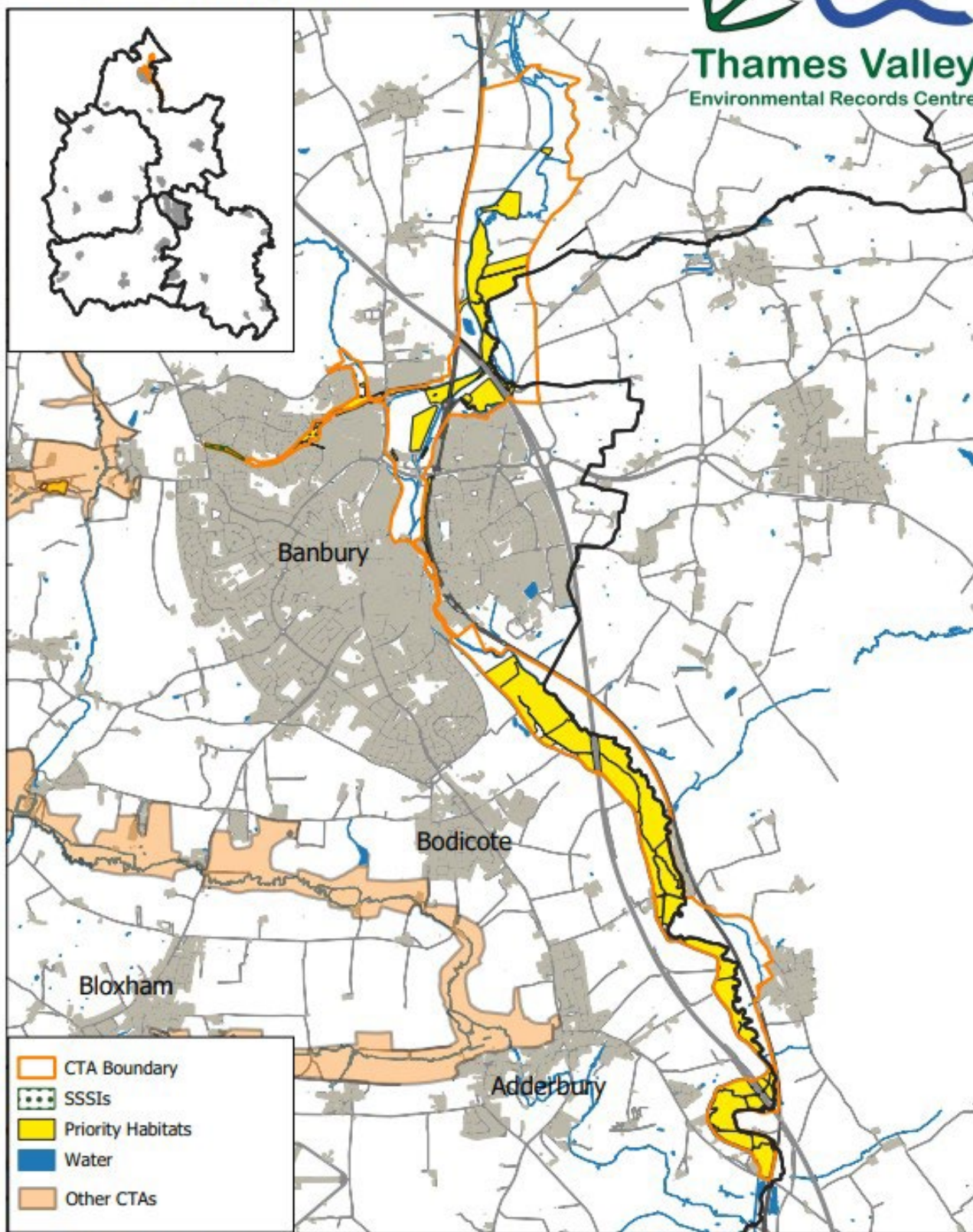


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North Cherwell Conservation Target Area

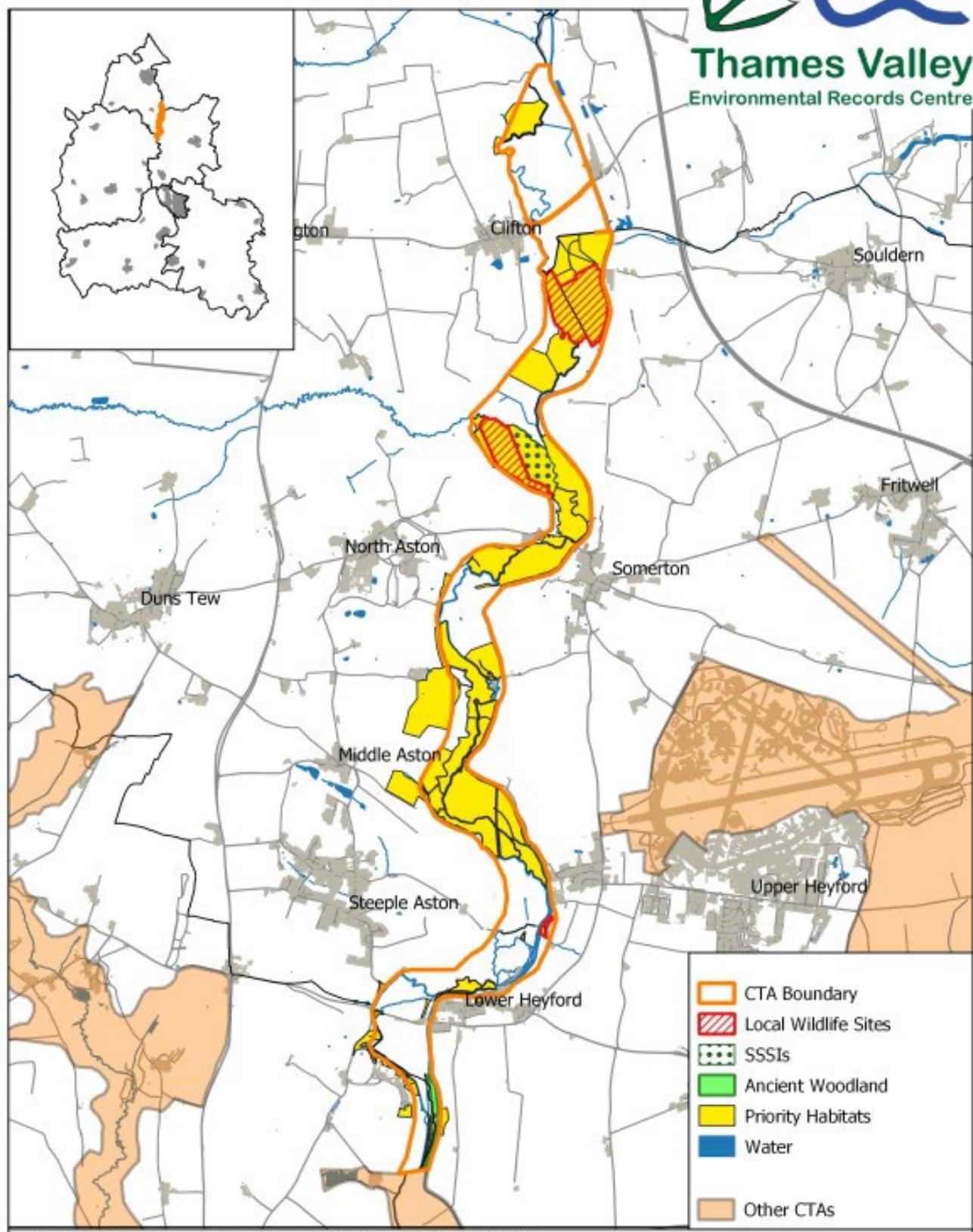


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Upper Cherwell Conservation Target Area



- CTA Boundary
- Local Wildlife Sites
- SSSIs
- Ancient Woodland
- Priority Habitats
- Water
- Other CTAs

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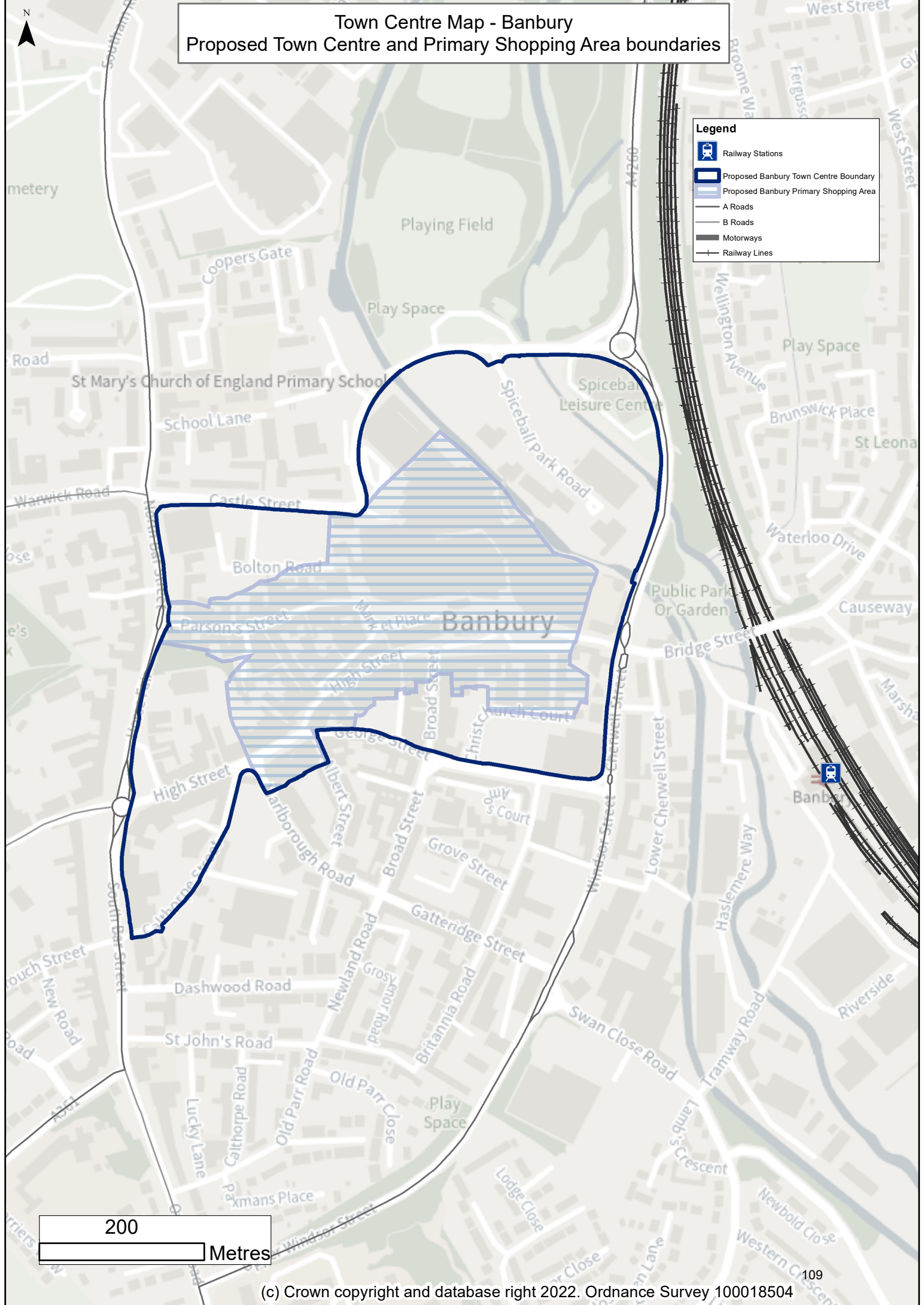
Appendix 10 – Primary Shopping Area Maps

This appendix primary shopping areas for the following areas:

- Banbury Town Centre
- Bicester Town Centre
- Kidlington Local Service Centre

Town Centre Map - Banbury

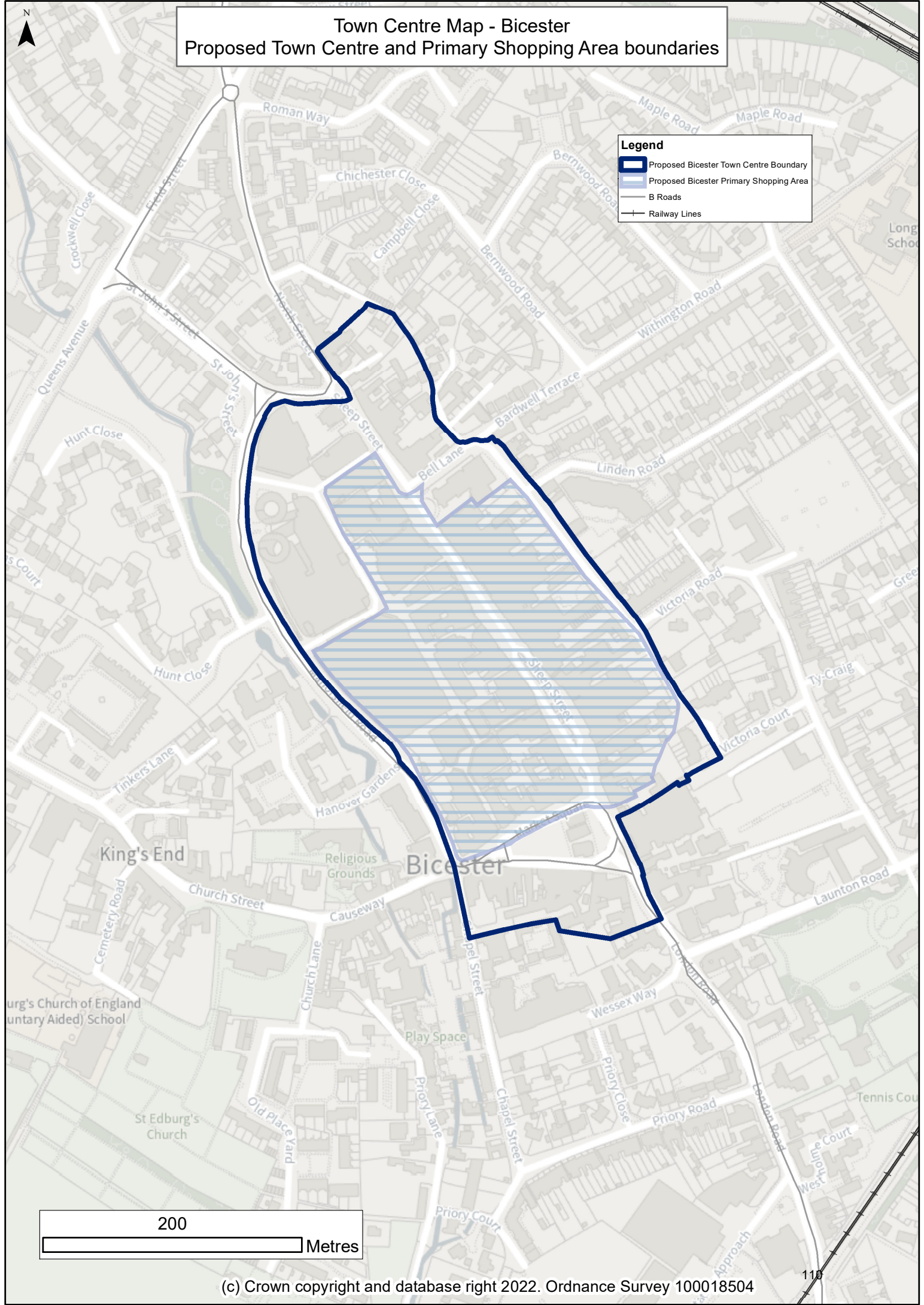
Proposed Town Centre and Primary Shopping Area boundaries



200
Metres

Town Centre Map - Bicester

Proposed Town Centre and Primary Shopping Area boundaries



Legend

- Proposed Bicester Town Centre Boundary
- Proposed Bicester Primary Shopping Area
- B Roads
- Railway Lines

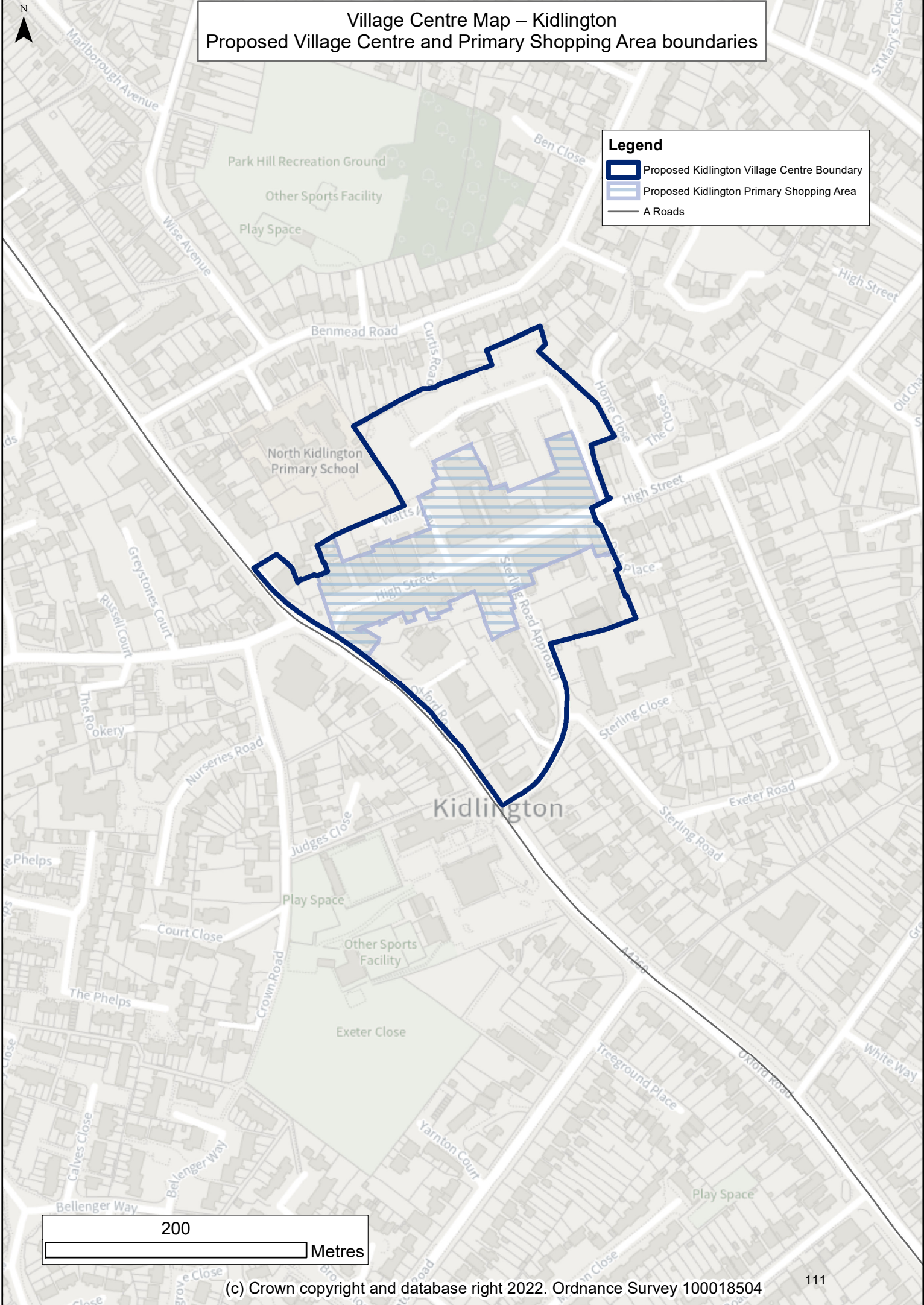
200 Metres

Village Centre Map – Kidlington

Proposed Village Centre and Primary Shopping Area boundaries

Legend

-  Proposed Kidlington Village Centre Boundary
-  Proposed Kidlington Primary Shopping Area
-  A Roads



Appendix 11 – Monitoring Framework

The table below sets out the monitoring framework for the Local Plan 2040. The tables list the indicators and targets used to measure the effectiveness of the Local Plan 2040 policies.

This monitoring framework will be used alongside the Sustainability Appraisal, which sets out the indicators required to monitor the likely ‘significant effects’ of the Plan’s policies. The monitoring framework below sets out how the Strategic Objectives of the Sustainability Appraisal and Local Plan policies will be measured.

| Strategic Objective | Policies | Indicators | Targets | Action |
|---|---|---|--|--|
| Theme 1 - Maintaining and developing a sustainable local economy | | | | |
| SO1 | Core Policy 4: Meeting Business and Employment Needs | Quantum of land permitted and completed for employment on strategic allocations | To deliver employment uses on 225 hectares of land over the Plan period, of which 72.3ha will be delivered on strategic allocations, as identified in Core Policy 4 (Meeting Business and Employment Needs). | Liaise with Major Development team, Economic Development team and key stakeholders to establish challenges around delivery of employment. Investigate appropriate mechanisms to accelerate delivery. |
| SO1 | Core Policy 4: Meeting Business and Employment Needs Core Policy 6159: New Employment Development on Allocated Sites | Quantum of land permitted and completed for employment on non-strategic allocations. | To deliver 15 hectares of employment land on non-strategic employment allocations over the Plan period, as per Core Policy 4 (Meeting Business and Employment Needs). | Liaise with Minor Development team, Economic Development team and key stakeholders to establish challenges around delivery of employment. Investigate appropriate mechanisms to accelerate delivery. |
| SO1 | Core Policy 60: Development at Existing Employment Sites | Status and use of permissions for the change of use of existing employment sites (non-strategic) for non-employment uses granted. | To ensure all planning permissions are granted in accordance with the policy. | Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery. |

| Strategic Objective | Policies | Indicators | Targets | Action |
|---------------------|---|---|--|---|
| SO1 | Core Policy 4: Meeting Business and Employment Needs Core Policy 65: Tourism | Status and type of permissions granted for visitor economic developments (including facilities and accommodation). | To deliver a net increase in development for the visitor economy over the plan period in suitable locations, as in accordance with Core Policy 65 (Tourism). | Liaise with Economic Development team to review the need, aspirations and potential barriers to delivering visitor economy development. |
| SO2 | Core Policy 68: Meeting Education Needs | Provision of further and higher education facilities. | To ensure delivery of further and higher education in accordance with Policy Core Policy 68 (Meeting Education Needs) and the Infrastructure Delivery Plan. | Liaise with County and stakeholders to review and accelerate delivery through appropriate mechanisms. |
| SO2 | Core Policy 68: Meeting Education Needs | Monitor the funding and monetary contributions received for education schemes, as outlined within the Council's Infrastructure Delivery Plan. | To work towards achieving Core Policy 68 (Meeting Education Needs) by establishing total contributions received and likely delivery timescales of education schemes outlined within the Council's Infrastructure Delivery Plan. | Liaise with Development Management teams, Oxfordshire County Council, developers and relevant infrastructure service providers to discuss the challenges in delivering education schemes. |
| SO2 | Core Policy 69: Public Services and Utilities | Ensuring adequate provision of high-speed broadband and mobile data connectivity. | To ensure that high speed broadband and good mobile connectivity is planned for in all new developments permitted over the plan period. | Liaise with Development Management team to understand the barriers to providing high-quality communication infrastructure in all new development. |
| SO3 | Core Policy 4: Meeting Business and Employment Needs Core Policy 66: Town Centre Hierarchy and Retail Uses | Status and number of permissions granted for 'main town centre uses' (retail, leisure, cultural and community uses) within the defined town/village centres of Banbury and Bicester and local/village centre of Kidlington. | To ensure main town centre uses (retail, leisure, cultural and community uses) are prioritised within the defined town centre and local/village centres over the plan period i.e., a gain in floorspace for Class E/town centre uses.. | Liaise with stakeholders to establish challenges around delivery. Investigate appropriate mechanisms to accelerate delivery e.g., allocate land. |

| Strategic Objective | Policies | Indicators | Targets | Action |
|---|---|--|---|--|
| SO4 | Core Policy 65: Tourism | Number of permissions for tourism-related developments. | To ensure development for tourism-related uses come forward over the plan period. | Liaise with Economic Development team and other key stakeholders to establish the key challenges to delivering tourism-related development across the district. |
| SO4 | Core Policy 59: Natural Capital and Ecosystem Services | Number of planning permissions for major developments granted contrary to Core Policy 59 (Natural Capital and Ecosystem Services). | Ensure all major development permissions comply with Core Policy 59 (Natural Capital and Ecosystem Services). | Liaise with Development Management team to establish challenges to enforcing Core Policy 59 (Natural Capital and Ecosystem Services). |
| Theme 2 - Meeting the challenge of climate change and ensuring sustainable development | | | | |
| SO5 | Core Policy 38: The Energy Hierarchy and Energy Efficiency Core Policy 39: Achieving Net Zero Carbon Development Core Policy 37: Zero or Low Carbon Energy Schemes Core Policy 40: Carbon Offsetting | Carbon emissions in the district per capita | Per capita reduction in CO ₂ emissions in the district | Liaise with Transport and Development Management teams to establish barriers to delivering sustainable transport and renewable energy schemes and schemes that apply sustainable design and construction techniques. |
| SO5 | Core Policy 39: Achieving Net Zero Carbon Development | Number of permissions granted that are contrary to Core Policy 39 (Achieving Net Zero Carbon Development) and Core Policy 37 | To ensure that all planning permissions are granted in accordance with Core Policy 39 (Achieving Net Zero Carbon Development) and Core Policy 37: | Liaise with Development Management to review the challenges of implementing sustainable design and construction measures. |

| Strategic Objective | Policies | Indicators | Targets | Action |
|---------------------|---|--|--|--|
| | Core Policy 37: Zero or Low Carbon Energy Schemes | (Zero or Low Carbon Energy Schemes) | (Zero or Low Carbon Energy Schemes). | |
| SO5 | Core Policy 40: Carbon Offsetting | Number of permissions which do not fulfil the requirements of Core Policy 40 (Carbon Offsetting) vs. the no. of offsetting scheme payments secured through S.106 agreements for those schemes. | To ensure that all planning permissions are granted in accordance with Core Policy 40 (Carbon Offsetting) and to ensure that non-compliant schemes are contributing to offsetting schemes via S106 agreements. | Liaise with Development Management team to understand the challenges of achieving net zero carbon developments within the district and to establish whether carbon offsetting contributions are fully compliant and adequate. |
| SO5 | Core Policy 41: Renewable Energy | Number of permissions for renewable energy production schemes (by type of renewable). | To ensure that all planning permissions are granted in accordance with Core Policy 41 (Renewable Energy). | Liaise with Development Management team to understand the barriers to granting renewable energy schemes within the district (i.e., discuss impact criteria of Core Policy 41: Renewable Energy and its applicability to recent planning applications). |
| SO6 | Core Policy 42: Sustainable Flood Risk Management | Number of planning permissions granted contrary to Core Policy 42 (Sustainable Flood Risk Management). | To ensure that all planning permissions are granted in accordance with Core Policy 42 (Sustainable Flood Risk Management) | Liaise with Development Management team and Environment Agency to review justification for permitted developments. |
| SO7 | Core Policy 45: Air Quality | To monitor designated Air Quality Management Areas, as per the latest information available in the Council's Air Quality Annual Status Report. | To ensure all permissions comply with the Council's latest Air Quality Action Plan. | Liaise with Environment team and DEFRA to establish challenges in meeting the criterion set out in Core Policy 45 (Air Quality) and barriers to achieving AQMA objectives. |

| Strategic Objective | Policies | Indicators | Targets | Action |
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| SO7 | Core Policy 50: Protection and Enhancement of the Landscape | Number of planning permissions within the Cotswolds AONB (National Landscape) and an assessment of whether such developments comply with the criteria set out in Core Policy 50 (Protection and Enhancement of the Landscape). | To ensure all permissions comply with both Core Policy 50: (Protection and Enhancement of the Landscape) and the Cotswolds AONB Management Plan. | Liaise with Development Management team to establish challenges to implementing Core Policy 50 (Protection and Enhancement of the Landscape). |
| SO8 | Core Policy 51: Settlement Gaps | Number of planning permissions within, or partially within, defined settlement gaps and an assessment of whether or not the permission was granted contrary to Core Policy 51 (Settlement Gaps). | To establish the quantum of development coming forward within defined settlement gaps and to establish whether such development complies with Core Policy 51 (Settlement Gaps). | Liaise with Development Management team to establish the effectiveness of Core Policy 51 (Settlement Gaps) on recent planning permissions. |
| SO8 | Core Policy 53: Green and Blue Infrastructure | Monitor the funding and monetary contributions received for green and blue infrastructure schemes, as outlined within the Council's Infrastructure Delivery Plan. | To work towards achieving Core Policy 53 (Green and Blue Infrastructure) by establishing total contributions received and likely delivery timescales of green and blue infrastructure schemes outlined within the Council's Infrastructure Delivery Plan. | Liaise with Development Management and Environment teams, developers and relevant infrastructure service providers to discuss the challenges in delivering green and blue infrastructure schemes. |
| SO8 | Core Policy 54: Local Green Space | Monitor the number of planning permissions on designated Local Green Spaces. | To ensure all permissions comply with Core Policy 54: Local Green Spaces. | Liaise with Development Management and Environment teams to establish the quantum of development coming forward on designated Local Green Spaces and the justifications for this. |

| Strategic Objective | Policies | Indicators | Targets | Action |
|---|--|--|--|---|
| SO8 | Core Policy 57: Biodiversity Net Gain | To establish whether all planning permissions demonstrated a percentage of biodiversity net gain that is compliant with Core Policy 57 (Biodiversity Net Gain). | To ensure all permissions comply with Core Policy 57 (Biodiversity Net Gain). | Liaise with Development Management team to understand challenges and justifications resulting in the non-compliance with Core Policy 57 Biodiversity Net Gain. |
| SO9 | Core Policy 32: Sustainable Transport and Connectivity Improvements | Monitor the delivery of transport plans and initiatives identified within the Oxfordshire Local Transport and Connectivity Plan. | To ensure the timely delivery of transport plans and initiatives identified in the Oxfordshire Local Transport and Connectivity Plan and to ensure these plans comply with Core Policy 32: Sustainable Transport and Connectivity Improvements | Liaise with Oxfordshire County Council to establish barriers to delivery of transport plans and initiatives identified in the Oxfordshire Local Transport and Connectivity Plan. |
| SO9 | Core Policy 32: Sustainable Transport and Connectivity Improvements Core Policy 33: Active Travel (Walking and Cycling) | Monitor the funding and monetary contributions received for active travel and public transport schemes, as outlined within the Council's Infrastructure Delivery Plan. | To work towards achieving Core Policy 32 (Sustainable Transport and Connectivity Improvements) and Core Policy 33 (Active Travel - Walking and Cycling) by establishing total contributions received and likely delivery timescales of sustainable transport and active transport infrastructure schemes outlined within the Council's Infrastructure Delivery Plan. | Liaise with Development Management and Transport teams, developers and relevant infrastructure service providers to discuss the challenges in delivering transport schemes. |
| Theme 3 - Building healthy and sustainable communities | | | | |
| SO10 | Core Policy 2: District Wide Housing Distribution | Number of dwellings permitted and completed by area and strategic allocation. | To deliver 5,605 dwellings on strategic allocations over the plan period. | Liaise with Major Development team, developers and key stakeholders to establish challenges to delivering homes within the district. Investigate appropriate mechanisms to accelerate delivery. |

| Strategic Objective | Policies | Indicators | Targets | Action |
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| SO10 | Core Policy 2: District Wide Housing Distribution | Number of dwellings permitted and completed on non-strategic allocations by area. | To deliver 500 dwellings on non-strategic allocations over the plan period. | Liaise with Major and Minor Development teams, developers and key stakeholders to establish challenges to delivering homes within the district. Investigate appropriate mechanisms to accelerate delivery. |
| SO10 | Core Policy 2: District Wide Housing Distribution | Number of dwellings permitted and completed on small and large windfall by area. | To deliver 2,800 dwellings on small and large windfall sites over the Plan period. | Liaise with Development Management team, developers and key stakeholders to establish challenges to delivering homes within the district. Investigate appropriate mechanisms to accelerate delivery. |
| SO10 | Core Policy 75: Housing Density | Number of dwellings permitted on brownfield land. | To comply with the criteria set out in Core Policy 75 (Housing Density). | Liaise with Development Management team, developers and key stakeholders to establish challenges to delivering homes within the district. Investigate appropriate mechanisms to accelerate delivery. |
| SO10 | Core Policy 76: Affordable Housing | Number of affordable homes permitted and completed on all sites.. | To comply with the criterion set out in Core Policy 76 (Affordable Housing) | Liaise with Development Management team, developers and key stakeholders to establish challenges to delivering affordable homes within the district. Investigate appropriate mechanisms to accelerate delivery. |
| SO10 | Core Policy 77: Housing Mix | Average housing mix of planning permission (data shown by area). | To ensure the cumulative delivery of planning permissions for housing developments accords with the | Liaise with Development Management team and consider barriers to achieving the proposed |

| Strategic Objective | Policies | Indicators | Targets | Action |
|---------------------|---|--|--|--|
| | | | housing mix outlined in Core Policy 77 (Housing Mix) | housing mix. Consider undertaking a revised assessment of housing mix. |
| SO10 | Core Policy 80: Self Build and Custom Build Housing | Monitor the Self Build and Custom Build Housing register and establish the number of planning permissions that are classified as self-build or custom build. | To ensure self-build and custom build permissions comply with Core Policy 80 (Self Build and Custom Build Housing). Meet legal requirements regarding the duty to grant planning permission as set out in the Self-Build and Custom Housebuilding Act 2015. | Liaise with Development Management team and consider barriers to self-build and custom build housing coming forward. |
| SO10 | Core Policy 78: Specialist Housing | Quantum and type of housing designed for elderly persons and those with specialist needs as part of strategic allocations and non-strategic allocations within the district. | To increase the delivery of housing for elderly persons and ensure all relevant planning permissions are granted in accordance with Core Policy 78 (Specialist Housing). | Liaise with Development Management team and consider barriers to elderly persons and accommodation for those with specialist needs coming forward. |
| SO10 | Core Policy 82: Travelling Communities | Net additional pitches and sites for gypsy and travellers. | To ensure existing and new gypsy and traveller pitches and sites comply with Core Policy 82 (Travelling Communities). | Liaise with the gypsy and travelling community to establish barriers to providing and delivering additional pitches. |
| SO11 | Core Policy 71: Health Facilities | Monitor the funding and monetary contributions received for healthcare and wellbeing schemes, as outlined within the Council's Infrastructure Delivery Plan. | To work towards achieving Core Policy 71 (Health Facilities) by establishing total contributions received and likely delivery timescales of healthcare and wellbeing schemes as outlined within the Council's Infrastructure Delivery Plan. | Liaise with Development Management team, NHS CCG, developers and relevant infrastructure service providers to discuss the challenges in delivering healthcare and wellbeing schemes. |

| Strategic Objective | Policies | Indicators | Targets | Action |
|---------------------|--|--|--|---|
| SO11 | Core Policy 74: Open Space, Sports and Recreation | Monitor the funding and monetary contributions received for open space and sports and recreation facilities, as outlined within the Council's Infrastructure Delivery Plan. | To work towards achieving Core Policy 74 (Open Space, Sports and Recreation) by establishing total contributions received and likely delivery timescales of open space and sports and recreation facilities as outlined within the Council's Infrastructure Delivery Plan. | Liaise with Development Management, Environment team, developers and relevant infrastructure service providers to discuss the challenges in delivering open space and sports and recreation facilities. |
| SO12 | Core Policy 6: The Oxford Green Belt | Number of planning permissions granted on Green Belt. | To ensure planning permissions within the Green Belt comply with the criteria set out in Core Policy 6 (The Oxford Green Belt). | Liaise with Development Management team and review exceptional circumstances for planning permissions granted within the Green Belt. |
| SO13 | Core Policy 83: Historic Environment and Archaeology Core Policy 84: Conservation Areas Core Policy 85: Listed Buildings | Number of planning permissions granted contrary to Core Policy 83 (Historic Environment and Archaeology), Core Policy 84 (Conservation Areas) and Core Policy 85 (Listed Buildings). | To ensure all planning permissions are granted in accordance with Core Policy 83 (Historic Environment and Archaeology), Core Policy 84 (Conservation Areas) and Core Policy 85 (Listed Buildings). | Liaise with Conservation Team and Historic England to establish challenges of conserving and/or enhancing the historic environment. |
| SO13 | Core Policy 83: Historic Environment and Archaeology Core Policy 84: Conservation Areas Core Policy 85: Listed Buildings | Number of buildings on the 'Heritage at Risk' Register. | To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register. | Liaise with Conservation Team and Historic England to establish challenges of conserving and/or enhancing the historic environment. |

| Strategic Objective | Policies | Indicators | Targets | Action |
|---------------------|---|---|--|---|
| SO13 | <p>Core Policy 83: Historic Environment and Archaeology</p> <p>Core Policy 84: Conservation Areas</p> <p>Core Policy 85: Listed Buildings</p> | Number of new Conservation Area Character Appraisals. | To agree a programme of the review and production of Conservation Area Character Appraisals and deliver that agreed programme. | <p>Liaise with Conservation Team and Historic England to establish challenges of conserving and/or enhancing the historic environment.</p> <p>Prioritise resource/commitment to progressing Conservation Area Character Appraisals and, if required, Heritage Partnership Agreements.</p> |
| SO14 | Core Policy 5: Providing Supporting Infrastructure and Services | Monitor the funding and monetary contributions received for healthcare, education, transport, open space, sports and recreation, cultural, social and other community needs (as per SO14), as outlined within the Council's Infrastructure Delivery Plan. | To work towards achieving Core Policy 5: Providing Supporting Infrastructure and Services by establishing total contributions received and likely delivery timescales of schemes relating to healthcare, education, transport, open space, sports and recreation, cultural, social and other community needs, as outlined within the Council's Infrastructure Delivery Plan. | Liaise with Development Management team, developers and relevant infrastructure service providers to discuss the challenges in delivering infrastructure schemes. |

Appendix 12 – Glossary

| Phrase | Definition |
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| Accessible Green Space Standards | Model standards devised by Natural England for the provision of 'natural' greenspace, i.e. accessible areas that also provide Accessible Green Space Standards potential wildlife habitat. The model sets out that no person should live more than 300m from their nearest area of natural greenspace of at least 2ha in size; that there should be at least one accessible 20ha site within 2km of home; that there should be one accessible 100ha site within 5km of home; and that there should be one accessible 500ha site within 10km of home. |
| Access to Natural Greenspace Standard (ANGSt) | ANGSt is a tool in assessing current levels of accessible natural greenspace, and planning for better provision. The three underlying principles of ANGSt are: <ul style="list-style-type: none"> a) Improving access to greenspaces b) Improving naturalness of greenspaces c) Improving connectivity with greenspaces ANGST sets a maximum recommended standard on walking distance people should have to travel to have access to accessible natural greenspace. |
| Active travel | 'Active travel' (or active transportation or mobility) means walking or cycling as an alternative to motorised transport (notably cars, motorbikes/mopeds etc) for the purpose of making everyday journeys. |
| Adoption | The approval, after independent examination, of the final version of a Local Plan by a local planning authority for future planning policy and decision making |
| Affordable Housing | Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). |
| Air Quality Management Area | The monitoring locations for Air Quality Management Areas (AQMAs) are chosen to target areas where air pollution is expected to be high, areas where members of the public spend an hour or more near busy roads, and areas that represent a background level that is not impacted by road traffic or industrial sources. These monitoring locations give us a picture of the air pollution levels across the Borough. |
| Ancient Monument | Any scheduled monument, or any other monument, which in the opinion of the Secretary of State, is of public interest by reason of the historic, architectural, artistic or archaeological interest attributed to it. |

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| Annual Monitoring Report (AMR) | A report produced at least annually assessing progress of the LDS and the extent to which policies in Local Development Documents are being successfully implemented. |
| Appropriate Assessment | A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features. |
| Archaeological interest | There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point. |
| Area Action Plan (AAP) | A type of Development Plan Document focused upon an area which will be subject to significant change. |
| Article 4 Direction | These are a means by which a local planning authority (LPA) can bring within planning control certain types of development, or changes of use, which would normally be permitted development (i.e. not require an application for planning permission). |
| Better Broadband for Oxfordshire Project | Better Broadband for Oxfordshire is a £25m project to bring fibre broadband to over 90 per cent of homes and businesses in the county by the end of 2015. It is a collaboration between Oxfordshire County Council, the Government (through BDUK) and BT that will boost the local economy by creating and protecting jobs. |
| Biodiversity | Biodiversity is seen as the total complexity of all life, including not only the great variety of organisms, but also their varying behaviour and interactions. |
| Biodiversity net gain | Biodiversity Net Gain is an approach to development that leaves biodiversity in a better state than before. Where a development has an impact on biodiversity it encourages developers to provide an increase in appropriate natural habitat and ecological features over and above that being affected in such a way it is hoped that the current loss of biodiversity through development will be halted and ecological networks can be restored. |
| Blue infrastructure | Blue infrastructure refers to water elements, like rivers, canals, ponds, wetlands, floodplains and water treatment facilities. |
| BREEAM | This is the world's leading sustainability assessment method for masterplanning projects, infrastructure and buildings. It recognises and reflects the value in higher performing assets across the built environment lifecycle, from new construction to in-use and refurbishment. |
| Brexit | Brexit refers to the withdrawal process of the United Kingdom (UK) from the European Union (EU). |
| Building Regulations | Building regulations are minimum standards for design, construction and alterations to virtually every building. The regulations are developed by the UK government and approved by Parliament. |
| Carbon sequestration | Often referred to as carbon dioxide removal, this is the long-term removal, capture or sequestration of greenhouse gasses, particularly carbon dioxide from the atmosphere to slow or reverse atmospheric |

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| | CO2 pollution and to mitigate or reverse global warming. In practice this could be through the storage of carbon in plants, soils, geologic formations, and the ocean. The most effective way for achieving this in Eastleigh Borough is through the absorption of CO2 by trees and other vegetation. |
| Climate Change | The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses. |
| Climate Change Adaptation and Mitigation | Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities. Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions. |
| Code for Sustainable Homes | Provides a comprehensive measure of sustainability of a new home by rating and certifying new homes against nine categories of sustainable design: energy/CO2, pollution, water, health and well-being, materials, management, surface water run-off, ecology and waste. The Government has announced its intention to wind down the code and include its element in Building Regulations. |
| Community Forest | An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations. |
| Community Infrastructure Levy (CIL) | A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area. |
| Community Right to Build Order | An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development. |
| Comparison retail | Retail items not bought on a frequent basis, for example televisions and white goods (fridges, dishwashers etc). |
| Conservation Area | An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees. |
| Conservation Target Areas (CTA) | These are county-wide important areas of landscape that present the best opportunities for prioritising the conservation, enhancement and re-creation of designated sites and important habitats. |
| Consultation | A process by which people and organisations are asked their views about planning decisions, including the Local Plan. |
| Convenience retail | The provision of everyday essential items, such as food. |

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| Countryside Rights of Way Act 2000 | Provides for public access on foot to certain types of land, amends the law relating to public rights of way. It also places a duty on local authorities to produce management plans for each AONB and to have regard to the purpose of conserving and enhancing the natural beauty of the AONBs when performing their functions. |
| Decentralised Energy | Local renewable energy and local low-carbon energy usually, but not always, on a relatively small scale encompassing a diverse range of technologies |
| Deliverability | To be considered deliverable sites should be available now, offer a suitable location for development now and be achievable with a realistic prospect that housing will be delivered on the site within five years and, in particular, that the site is viable. |
| Designated Heritage Asset | A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Parks and Gardens, Registered Battlefield or Conservation Area designated under the relevant legislation. |
| Design code | A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area. |
| Design guide | A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority. |
| Design and Access Statement | A report accompanying and supporting a planning application as required by the Town and Country Planning (Development Management Procedure) (England) Order 2010 as amended. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting, and demonstrate that it can be adequately accessed by prospective users. |
| Development Plan | The statutory term used to refer to the adopted spatial plans and policies that apply to a particular local planning authority area. This includes adopted Local Plans (including Minerals and Waste Plans) and Neighbourhood Development Plans and is defined by Section 38 of the Planning and Compulsory Purchase Act 2004. |
| Development Plan Documents (DPDs) | Documents which make up the Local Plan. All DPDs are subject to public consultation and independent examination. |
| Duty to Cooperate | A statutory duty placed on public bodies to cooperate constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters. |
| Eco-innovation hub | A 'green technology' cluster of environmental goods and services businesses. |
| Embodied Energy | The energy bound up in making a building's materials, transporting them to the site and constructing the building. |

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| Employment Land | A designation that has defined boundaries and is used to safeguard areas in the district for employment uses, both existing and proposed, as designated by the Local Plan or a Neighbourhood Development Plan. |
| Employment Land Review (ELR) | An evidence base study to assess the quantity, quality and viability of the district's employment land supply and forecast the future demand for employment land over the next planning period. |
| Employment uses | Commercial, Business and Service uses as defined in Class E of the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020. |
| Evidence Base | The information and data collated by local authorities to support the policy approach set out in the Local Plan. |
| Examination | The process by which an independent Planning Inspector considers whether a Development Plan Document is 'sound' before it can be adopted. |
| Exception Test | The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight. |
| Extra Care Housing | Extra Care Housing is a type of self-contained housing that offers care and support that falls somewhere between traditional sheltered housing and residential care. |
| Five Year Housing Land Supply | Paragraph 74 of the National Planning Policy Framework (NPPF) requires local planning authorities to identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirements with an additional buffer of 5% to 20% (moved forward from later in the plan period) to ensure choice and competition in the market for land. |
| Flood and Water Management Act 2010 | An Act to make provision about water, including provision about the management of risks in connection with flooding and coastal erosion. The Act makes County Councils responsible for leading the coordination of flood risk management in the area as the Lead Local Flood Authority. |
| Flood Zone 1 | Land having a less than 1 in 1,000 annual probability of river or sea flooding. This is the zone at lowest flood risk. |
| Flood Zone 2 | Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. |
| Flood Zone 3/Flood Zone 3a | Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. This is the zone at the highest flood risk. |
| Flood Zone 3b | This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and |

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| | its boundaries accordingly, in agreement with the Environment Agency. |
| Geodiversity | The range of rocks, minerals, fossils, soils and landforms. |
| Green Belt | A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped. |
| Green Corridors | Green spaces that provide avenues for wildlife movement, often along streams, rivers or other natural features. They often provide pleasant walks for the public away from main roads. |
| Green Infrastructure | Green Infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits. |
| Gypsies and Traveller | Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependant's educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such. |
| Habitats Regulations Assessments (HRA) | HRA is required under the European Directive 92/43/ECC on the "conservation of natural habitats and wild fauna and flora for plans" that Habitats Regulations Assessments (HRA) may have an impact of European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 Site. |
| Habitats site | Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites. |
| Hazardous substance | Any material that has the intrinsic nature of being toxic, explosive, prone to ignite, radioactive, corrosive or otherwise detrimental to human, animal and/or environmental health. |
| Historic Environment Record | Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. Oxfordshire County Council hold the Historic Environment Record for the County. |
| Housing Market Area | A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work |
| Housing Need | The quantity of housing required for households who are unable to access suitable housing without financial assistance. |
| Housing Need Assessment (HNA) | An assessment of housing need and affordable housing need. |
| Indices of Multiple Deprivation (IMD) | An indicative measure of deprivation for small areas across England. |

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| Infilling | The filling of a small gap in an otherwise built up frontage or on other sites within settlements where the site is closely surrounded by buildings. |
| Infrastructure | All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, and services and facilities etc. |
| Infrastructure Delivery Plan (IDP) | The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Infrastructure Delivery Plan (IDP) Plan. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development. |
| Intermediate Affordable Housing | Housing at prices and rents above those of social rent, but below market price or rents. These can include shared equity products and other low cost homes for sale or rent. |
| International, national and locally designated sites of importance for biodiversity | All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites. |
| LAP | Local Area for Play |
| Large sites | Defined as 10 or more dwellings (net gain) and at least 1,000 sq.m of floorspace (or net gain). |
| Larger Village | Larger Villages are defined as settlements with a more limited range of employment, services and facilities, where unallocated development will be limited to providing for local needs and to support employment, services and facilities within local communities. |
| LEAP | Local Equipped Area for Play |
| Lifetime Homes Standards | Incorporates 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life. |
| Listed Building | Buildings and structures which are listed by the Department for Culture, Media and Sport are being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation. |
| Local Development Documents (LDDs) | The collective term for Development Plan Documents, Supplementary Planning Documents and other documents containing statements relating to planning policy and the development and use of land. |
| Local Development Order (LDO) | An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development. |
| Local Development Scheme (LDS) | A Local Development Scheme is a statutory document required to specify (among other matters) the documents which, when |

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| | prepared, will comprise the Local Plan for the area. It sets out the programme for the preparation of these documents. |
| Local Enterprise Partnership (LEP) | A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area. |
| Local Nature Reserves (LNRs) | Areas of natural heritage that are at least locally important. |
| Local Plan | The plan for the local area which sets out the long-term spatial vision and development framework for the District and strategic policies and proposals to deliver that vision. |
| Local Service Centre | Local Service Centres are defined as Larger Villages or neighbourhoods of larger settlements with a level of facilities and services and local employment to provide the next best opportunities for sustainable development outside the Market Towns. |
| 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 local highways authority (the County Council). |
| Localism Act 2011 | The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning. |
| Major Development (Large-Scale) | A Large-Scale Major Development is one where the number of residential dwellings to be constructed is 200 or more or 1,000sqm of industrial, commercial or retail floor space. Where the number of residential dwellings or floor space to be constructed is not given in the application a site area of 4 hectares or more should be used as the definition of a major development. For all other uses a large-scale major development is one where the floorspace to be built is more than 10,000sqm, or where the site area is more than 2 hectares. The definition for major development in the AONB differs. |
| Major Development (Small-Scale) | A Small-Scale Major Development is one where the number of residential dwellings to be constructed is between 10 and 199 inclusive. Where the number of dwellings to be constructed is not given in the application a site area of between 0.5 hectares and less than 4 hectare should be used as the definition of a small-scale major development. For all other uses a small-scale major development is one where the floorspace to be built is between 1,000sqm and 9,999sqm or where the site area is between 1 hectare and less than 2 hectares. The definition for major development in the AONB differs. |
| Market Town | Market Towns are defined as settlements that have the ability to support the most sustainable patterns of living within Cherwell |

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| | through their current levels of facilities, services and employment opportunities. |
| Material Consideration | This is a matter that should be taken into account in deciding a planning application or on an appeal against a planning decision. This can include issues such as overlooking/loss of privacy, parking, noise, effect on listed building and conservation area, or effect on nature conservation etc. |
| Minerals resources of local and national importance | Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), coal derived fly ash in single use deposits, cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including conventional and unconventional hydrocarbons), tungsten, kaolin, ball clay, potash, polyhalite and local minerals of importance to heritage assets and local distinctiveness. |
| MUGA | Multi-Use Games Area |
| National Landscape | Areas of National Landscape designations are defined by a set of special qualities which contribute to the areas outstanding scenic quality and underpin the necessity for their designation. A small area of the Cotswolds National Landscape falls within the District. |
| National Planning Policy (NPPF) | This sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a material consideration when deciding on planning applications or appeals. |
| National Nature Reserves | National Nature Reserves (NNRs) were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories' for research. |
| National trails | Long distance routes for walking, cycling and horse riding. |
| Nature Recovery Network | An expanding, increasingly connected, network of wildlife rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats. |
| Natural Flood Management | Managing flood and coastal erosion risk by protecting, restoring and emulating the natural 'regulating' function of catchments, rivers, floodplains and coasts. |
| NEAP | Neighbourhood Equipped Area for Play |
| Neighbourhood Plans | A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004). |
| Non-designated Heritage Assets | These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as "locally listed". |

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| Non-strategic policies | Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies. |
| Out of town | A location out of centre that is outside the existing urban area. |
| Open space | All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity. |
| Oxford/Cambridge corridor | A spatial concept focused on the economic influence of Oxford and Cambridge. The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities. |
| Oxfordshire City Deal | The Oxford and Oxfordshire City Deal sets out the actions the region will take to create new jobs, support research and businesses, and improve housing and transport. |
| Oxfordshire Statement of Cooperation | The Oxfordshire Statement of Cooperation outlines matters on which the six local authorities in Oxfordshire will continue to cooperate. In particular, the document sets out how the parties involved will manage the outcomes of the Strategic Housing Market Assessment, should any of the local planning authorities in Oxfordshire not be able to meet their full objectively assessed housing need. |
| Performance Engineering | Advanced manufacturing / high performance engineering encompass activities which are high in innovation and the application of leading edge technology, and which form a network of businesses which support, compete with and learn from each other. |
| Permission in principle | A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed. |
| Planning condition | A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order. |
| Planning obligation | A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal. |
| Planning Practice Guidance (PPG) | The Government's planning guidance supporting national planning policy. |
| Planning & Compulsory Purchase Act 2004 | This Act amended the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011. |
| Planning Inspectorate | The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents. |
| Planning Policy Statement (PPS) | Formerly produced by central Government setting out national planning policy. These have been replaced by the NPPF. |

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| Policies Map | Maps of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict. |
| Preferred Options | This is a non-statutory stage of consultation of the Local Plan setting out the preferred options for growth in the area, based on the findings of previous consultations. South Oxfordshire District Council chose to undertake a second iteration of Preferred Options consultation in Spring 2017. |
| Previously developed land or Brownfield land | Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time. |
| Priority habitats and species | Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006. |
| Regeneration | The economic, social and environmental renewal and improvement of rural and urban areas. |
| Regulations | This means "The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended" unless indicated otherwise. Planning authorities must follow these when preparing Local Plans. |
| Renewable and low carbon energy | Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment (wind, water, the movement of the oceans, sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions. |
| River Basin Management Plan | River Basin Management Plans (RBMPs) are drawn up for the 10 river basin districts in England and Wales as a requirement of the water framework directive. Cherwell District Council is covered within the Thames River Basin Management Plan (2015). |
| Rural exception sites | Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection. |

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| Safeguarding zone | An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to which specific safeguarding provisions apply. |
| Saved Policies | Policies in historic development plans that have been formally 'saved' and which continue to be used until replaced by a new Local Plan. |
| Section 106 Agreement | A legal agreement under section 106 of the Town and Country Planning Act. They are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken. |
| Self-build and custom-build housing | Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act. |
| Sequential Test | A planning principle that seeks to identify, allocate or develop certain types of location of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites. With regard to flood risk, it seeks to locate development in areas of lower flood risk (Flood Zone 1) before considering Flood Zones 2 or 3. |
| Setting of a heritage asset | The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral. |
| Settlement Gap | Areas of predominantly undeveloped land between settlements that have been defined to protect the individual identity of those settlements and prevent their coalescence (the merging together of separate settlements to form one single settlement) |
| Settlement Hierarchy | A way of identifying and classifying settlements within the Vale and provides a guide to where development may be sustainable according to the role and function of the settlement. |
| Site of Special Scientific Interest | Sites designated by Natural England under the Wildlife and Countryside Act 1981. |
| Site Specific Allocations | Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals. |
| Smaller Village | Smaller Villages have a low level of services and facilities, where any development should be modest in scale and primarily be to meet local needs. |
| South East Plan (SEP) (now revoked) | One of the former Regional Spatial Strategies revoked by Government. The South East Plan was approved in May 2009 and set out the long term spatial planning framework for the region for the |

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| | years 2006-2026. It was revoked by the Government in March 2013 with the exception of two policies. |
| Spatial Strategy | The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period. |
| Special Area of Conservation (SAC) | An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43. |
| 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 DPDs and in development management decisions. It is subject to independent examination. In respect of every DPD 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 Flood Risk Assessment (SRA) | An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area. |
| Strategic Housing and Economic Land Availability Assessment (SHELAA) | An assessment of the land capacity across the district with the potential for housing and employment. |
| Strategic Housing Market Assessment (SHMA) | SHMAs are studies required by Government of local planning authorities to identify housing markets, and their characteristics, that straddle District boundaries. Their purpose is to inform Local Plans in terms of housing targets, housing need, demand, migration and commuting patterns and the development of planning and housing policy. |
| Strategic policies | Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004. |
| Strategic Site | A broad location considered as having potential for significant development that contributes to achieving the Spatial Vision of an area. |
| Submission | The stage at which a Development Plan Document is sent to the Secretary of State for independent examination. |
| Supplementary Planning Documents (SPDs) | Documents which provide guidance to supplement the policies and proposals in Development Plan Documents. |
| Sustainable 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 |

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| | the needs of the present without compromising the ability of future generations to meet their own needs". The NPPF taken as a whole constitutes the Government's view of what sustainable development in England means in practice for the planning system. |
| 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. |
| Sustainable transport modes | Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport. |
| 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. |
| Town centre | Area defined on the policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance. |
| Transport assessment | A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development. |
| Transport statement | A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required. |
| Travel Plan | A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed. |
| Travelling Showpeople (Planning definition) | Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above. |
| Unallocated Sites | Unallocated sites are housing sites that come forward which are not allocated in the Development Plan. These include both greenfield land and previously developed land. Predicted delivery rates are based on past trends. |
| Valued landscape | Important local landscapes that contribute to the quality of the natural and local environment. |

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| Watercourse | Main rivers, (larger rivers, brooks and streams) and ordinary watercourses (headwaters and smaller brooks and streams). Watercourses as defined in s72(1) Land Drainage Act 1991. |
| Wildlife corridor | Areas of habitat connecting wildlife populations. |
| Windfall sites | Unidentified sites that are approved for development. |
| Zero Carbon | A dwelling whose carbon footprint does not add to overall carbon emissions. However, the Government have stated that zero carbon will only apply to those carbon dioxide emissions that are covered by Building Regulations. |