

**CHERWELL LOCAL PLAN REVIEW**  
**Community Involvement Paper 2:**  
**Developing our Options Consultation**

**CONSULTATION STATEMENT**

September 2023



***Cherwell***  
DISTRICT COUNCIL  
NORTH OXFORDSHIRE

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# 1. Introduction

This Consultation Statement describes the second stage of public consultation undertaken on the Cherwell Local Plan Review which took place for six weeks from 29 September to 10 November 2021. This consultation statement sets out:

- The stakeholders invited to take part in the consultation;
- The consultation and publicity methods used;
- The material that was subject to consultation;
- A summary of the responses received; and
- How the Council has taken account of the responses received to the consultation in the preparation of the Draft Local Plan.

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

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

This consultation statement complies with the Cherwell Statement of Community Involvement (SCI) which was adopted by the Council on 18 July 2016 and the subsequent SCI Addendum prepared in July 2020 following government advice in response to the COVID-19 pandemic. In addition, this consultation statement complies with the SCI 2021, which was adopted by the Council, part way through this consultation, on 18 October 2021. The SCI sets out who the Council will engage with in preparing key planning policy documents and determining planning applications and how and when they will be engaged. Its aim is to encourage community and stakeholder involvement and sets out clear expectations of the council. The 2021 SCI is available online at <https://www.cherwell.gov.uk/info/33/planning-policy/383/statement-of-community-involvement>.

The responses received through the consultation process will be used to shape and inform the development of the Cherwell Local Plan Review.

## 2. The 'Duty to Co-operate'

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

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

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

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

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

The Council notified all Duty to Co-operate authorities and other relevant bodies by letter or email that it was publishing its second community involvement paper for a six-week period of consultation in September 2021.

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

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<sup>1</sup> The prescribed bodies are defined in the Town and Country Planning (Local Planning) (England) Regulations 2012

<sup>2</sup> Buckinghamshire Council, Oxford City Council, Oxfordshire County Council, South Oxfordshire District Council, Stratford-on-Avon District Council, Vale of White Horse District Council, Warwickshire County Council, West Northamptonshire Council, West Oxfordshire District Council

The Duty to Co-operate Background Paper was the first step towards undertaking the duty in relation to Cherwell's Local Plan processes. It will be updated as preparation of the Plan progresses and as discussions advance and evidence is produced. It will form part of the evidence base for the Local Plan.

The document was subject to a six-week period of consultation with Duty to Co-operate partners alongside the Community Involvement Paper 2: Developing our Options consultation in September 2021. Four responses were received from the following:

- Buckinghamshire Council;
- Natural England;
- Oxfordshire Clinical Commissioning Group; and
- South Oxfordshire and Vale of White Horse District Councils.

These comments will be used to ensure the correct approach to meeting the duty to co-operate is respected throughout the preparation of the Cherwell Local Plan Review. The Duty to Co-operate Background Paper is available online at <https://www.cherwell.gov.uk/download/downloads/id/10553/duty-to-co-operate-background-paper-sept-2021.pdf>.



## 3. Community Involvement Paper 2: Developing our Options Consultation

### 3.1 Background

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

On 31 July 2020 the Council published its first community involvement paper for a six-week period of consultation to Monday 14 September 2020.

Further to the first stage of Local Plan consultation under Regulation 18 in summer 2020, a draft Community Involvement Paper 2: Developing our Options was prepared and at a meeting on 6 September 2021 the Council's Executive endorsed the Paper and supporting documents for consultation. The agenda, decisions and minutes for the meeting are available at

<https://modgov.cherwell.gov.uk/ieListDocuments.aspx?CId=115&MId=3530&Ver=4><https://modgov.cherwell.gov.uk/ieListDocuments.aspx?CId=115&MId=3366&Ver=4>.

### 3.2 Consultation Arrangements

On 29 September 2021 the Council published a Community Involvement Paper 2 for a six-week period of consultation to 10 November 2021 as the second stage of consultation to inform a new district wide Local Plan. The community involvement paper 2 constituted a District-wide 'Options' consultation in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. The consultation paper proposed a place and people-based vision for the district with a focus on developing a sustainable local economy, meeting the climate change challenge and healthy place shaping. The paper included a place-based discussion of Banbury, Bicester, Kidlington, Upper Heyford and the rural areas. The community involvement paper 2 is available online at: <https://www.cherwell.gov.uk/info/83/local-plans/729/planning-for-cherwell---local-plan-review/3>.

The consultation paper set out what had changed since the first consultation in summer 2020 and set out policy topic areas and provided options for the direction of emerging draft policy being considered in preparing the Cherwell Local Plan Review. The paper was divided into six sections:

- the national context;
- Oxfordshire and beyond;
- Cherwell context;
- key choices for Cherwell;

- Cherwell's places; and
- development management policies.

Feedback from stakeholders was sought on the issues identified, and preferences or support towards options were presented through 30 questions and 34 options in the paper. Comments were also invited on an emerging evidence base, including an Interim Sustainability Appraisal Report.

Following a 'call for sites' undertaken alongside the first community involvement paper consultation, a full schedule of those sites submitted was published alongside the second consultation paper. These were split by Parish (and town). Maps of the sites were included within Parish Profiles which sat alongside the consultation paper and could be downloaded online. The sites were published with no technical assessment ensuring that everyone had the chance to see and comment on the sites.

The second consultation was also accompanied by a further 'call for sites' and an invitation for applications for Local Green Space designation. The call for sites site submission form is included at Appendix 1. The application to propose a Local Green Space for designation is included at Appendix 2. A list of sites promoted through this consultation is included at Appendix 25.

### 3.3 Distribution

On 8 September 2021, emails were sent to all Cherwell and Oxfordshire County Councillors giving advance notice of the start date for the public consultation on the Community Involvement Paper 2 for the Cherwell Local Plan Review.

On 28 September 2021, an email enclosing an e-copy of the public notice about the consultation was sent to all Cherwell and Oxfordshire County Councillors advising that consultation would commence on 29 September and that paper copies of the Community Involvement Paper 2, the parish profiles and the interim sustainability appraisal report had been left in their pigeon holes at Bodicote House.

The email confirmed that electronic copies of the consultation documents could be obtained from the Council's new consultation and engagement platform via <https://letstalk.cherwell.gov.uk/>. Letters were also sent to all Town and Parish Councils/Meetings in the district enclosing a copy of the public notice, a consultation poster, the Community Involvement Paper 2 and the interim sustainability appraisal report. We asked all Town and Parish Council/Meetings to help us in publicising the consultation by placing the consultation poster on their notice board and other suitable public places in their area. Contact details for the Planning Policy team were provided in case of any queries or difficulties in accessing the consultation documents online, and to request an additional poster.

We aimed to increase awareness and address groups identified as potentially underrepresented in planning consultation and engagement by publishing a consultation

poster and flyer. These documents summarised the purpose of the consultation, provided information on how to access the consultation documents and explained how to submit comments and the deadline for submitting representations. Included on the consultation poster and flyer was a QR code which, when scanned, took the user directly to the Local Plan Review consultation on the Council's consultation and engagement platform 'Let's Talk Cherwell'. The QR code provided access to the consultation and supporting documents more quickly than by manually entering a URL, thereby helping to achieve a more convenient user friendly, digital planning system. The public notice, consultation poster and flyer are included in Appendix 3, 4 and 5.

Email or letter notifications were sent to the consultees listed in the Statement of Community Involvement and anyone who was registered on the Council's Planning Policy database at 28 September 2021. This database included those who had provided comments at the first Cherwell Local Plan Review consultation stage in summer 2020. The database includes parish councils, adjacent authorities and parishes, planning agents, statutory consultees, local pressure groups and organisations, and individuals. The email was accompanied by an e-copy of the public notice about the consultation whilst a printed public notice was enclosed with the letters.

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

In addition, Duty to Co-operate authorities and other relevant bodies were identified and sent an email inviting comments on the Duty to Co-operate Background Paper.

Feedback was sought on the issues identified, and the questions and options presented in the consultation paper. Comments were also invited on the emerging evidence base, including an Interim Sustainability Appraisal Report. A representation form was made available for comments. The representation form is attached at Appendix 6. In addition, respondents were encouraged to submit comments online via the Council's digital consultation and engagement platform, Let's Talk Cherwell, available at <https://letstalkcherwell.gov.uk>.

Hard copies of the consultation documents were made available to view at Bodicote House and at libraries throughout the district during their advertised opening hours. As a result of the COVID-19 pandemic we were unable to place hard copy documents in Bicester and Banbury Town Councils due to restricted public access or temporary closure. Public notices were posted at these two deposit locations explaining where the relevant documents could be accessed online and with contact details for those who may have difficulty in doing so.

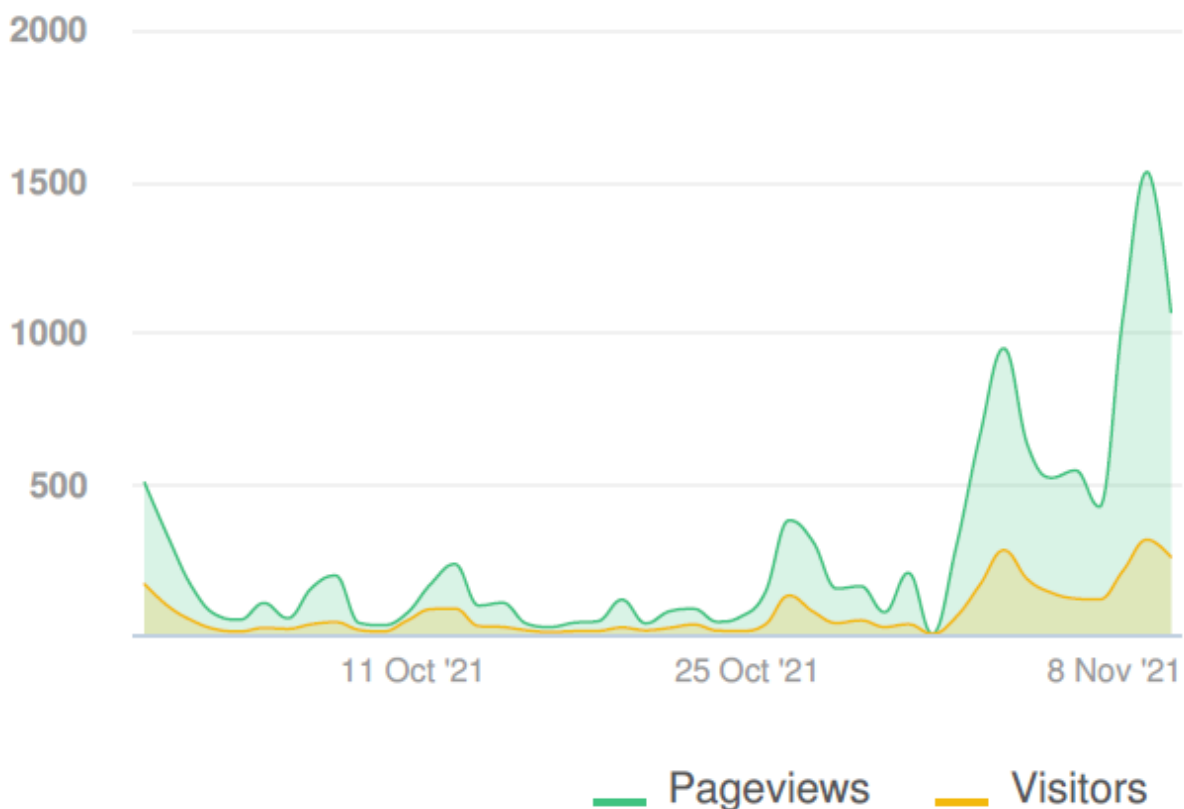
Where access to documents online could not be achieved, the Planning Policy team could be contacted in order to request a hard copy of the relevant document by post.

### 3.4 Website and Online Consultation

The Council’s Cherwell Local Plan Review webpages contained all the details relevant to the consultation, including the Community Involvement Paper 2, related documents and representation form. A designated email address ([PlanningPolicyConsultation@cherwell-dc.gov.uk](mailto:PlanningPolicyConsultation@cherwell-dc.gov.uk)) was supplied for the submission of representations. A link to the Council’s digital consultation and engagement platform <https://letstalkcherwellgov.uk/> where interested parties could view the consultation documents and comment on the questions and options set out in the document online was provided. The platform is integrated with the Council’s website and provides a range of digital engagement tools including ideas boards, discussion forums, mapping tools and surveys.

During the consultation, there were approximately 3,600 visits in total to the Cherwell Local Plan Review consultation on Let’s Talk Cherwell. The maximum number of visits recorded in a day was 312. 305 individuals participated in surveys whilst 978 downloaded a document, 36 visited the key dates page, 2,556 visited at least one page, and 1,117 visited multiple project pages. A timeline showing the number of visitors to Let’s Talk Cherwell during the six-week consultation is presented in Figure 1.

**Figure 1: Let’s Talk Cherwell Visitors Summary**



Overall, the consultation documents were downloaded approximately 1,910 times via Let’s Talk Cherwell. The three documents that were downloaded the most were the consultation paper (886 downloads), Appendix 2 – schedule of sites (139 downloads) and Appendix 1 – maps of Bicester and Banbury (124 downloads).

The main traffic source to the consultation on Let's Talk Cherwell was via Facebook (805 visits), followed by the Council's website (273 visits). Other visits to Let's Talk Cherwell were mostly via search engines, neighbourhood forum websites and parish council websites.

### 3.5 Press Coverage

A statutory notice was placed in the Oxford Mail, Bicester Advertiser and Banbury Guardian to advertise the commencement of the consultation (see Appendix 7).

Three press releases were published on the Council's website and issued to local media and interested stakeholders prior to, and during the consultation period. The press releases and media outlets covering each story are summarised in Table 1.

**Table 1: Media releases and resulting coverage**

Date of press release	Press release	Media outlets covering the story
8 September 2021	<a href="#">Call for views to help shape district's future</a> announced the forthcoming launch of the Cherwell Local Plan Review consultation.	Banbury Guardian 9 and 29 September Bicester Advertiser Banbury FM UK Property Forums
29 September 2021	<a href="#">Call for views on choices to shape Cherwell's future</a> summarised the purpose of the consultation, provided information on how to access the consultation documents and explained how to submit comments and the deadline for submitting representations.	Banbury Guardian 27 October Banbury FM 26 October
5 November 2021	<a href="#">Final few days to take part in current Local Plan consultation</a> reminded people to take the opportunity to have their say on the consultation before the deadline. It summarised the matters that views were sought on, set out the next steps and explained how to submit comments online.	Bicester Advertiser

The press releases are included in Appendix 8 and the resulting media coverage is included in Appendix 9.

The Cherwell Local Plan Review consultation featured in the September edition of Cherwell Link, an online source of news, information and events for all Cherwell residents (accessed online at <https://www.cherwell.gov.uk/info/203/cherwell-link>). The article is included in Appendix 10.

On 27 October 2021, Councillor Colin Clarke, the Lead Member for Planning at Cherwell District Council undertook a local radio interview on Banbury FM to explain and promote the Cherwell Local Plan Review consultation. A recording of the interview is available at <https://banburyfm.com/news/rest-assured-any-future-development-it-will-affect-all-of-us/>

### 3.6 Social Media

The Council’s Facebook and Twitter platforms were used extensively prior to, and during the consultation. A post made on 8 September 2021 announced the forthcoming launch of the consultation and there was approximately one post a week during the consultation period which aimed to increase awareness of the consultation and how to participate. All the posts had a link to the Local Plan webpage and the digital consultation and engagement platform.

**Table 2: Summary of social media reach**

Date of post	Reach
<b>Facebook</b>	
8 September 2021	6,319 people reached. 23 likes, comments & shares. 191 post clicks.
29 September 2021	5,918 people reached. 25 reactions, comments & shares. 184 post clicks.
11 October 2021	1,799 people reached. 2 likes, comments & shares. 28 post clicks.
21 October 2021	3,386 people reached. 12 likes, comments & shares. 61 post clicks.
25 October 2021	3,821 people reached. 14 reactions, comments & shares. 107 post clicks.
1 November 2021	2,545 people reached. 13 reactions, comments & shares. 73 post clicks.
6 November 2021	2,240 people reached. 13 likes, comments & shares. 66 post clicks.
9 November 2021	2,161 people reached. 9 likes, comments & shares. 41 post clicks.
<b>Twitter</b>	

8 September 2021	1,049 impressions. 29 engagements.
29 September 2021	885 impressions. 24 engagements.
11 October 2021	464 impressions. 14 engagements.
21 October 2021	398 impressions. 5 engagements.
25 October 2021	502 impressions. 12 engagements.
1 November 2021	623 impressions. 23 engagements.
6 November 2021	815 impressions. 24 engagements.
9 November 2021	506 impressions. 7 engagements.

A record of the posts on social media is included in Appendix 11.

### 3.7 Internal Communications

On 9 September 2021 and 30 September 2021, the Cherwell Local Plan Review was publicised in the weekly internal email bulletin – Cherwell News – which is sent to all colleagues. A link was provided in the emails to an article published on the Staff Intranet. The two Cherwell News email bulletins are included in Appendix 12 and 13, and the two articles published on the Staff Intranet (dated 8 September and 28 September 2021) are included in Appendix 14 and 15.

The Cherwell Local Plan Review consultation featured in the weekly staff email from the Chief Executive – Latest Update from Yvonne – on 10 September 2021, 1 October 2021 and 4 November 2021. The first email announced the forthcoming launch of the Cherwell Local Plan Review consultation, provided an overview of the paper and included a link to the press release published on the Council’s website. The second email confirmed that the consultation had opened, provided an overview of the purpose of the consultation and explained how to submit comments online. The third email reminded stakeholders to take the opportunity to have their say on the consultation before the deadline. A link to the consultation on the consultation and engagement platform was included. The three Latest Update from Yvonne emails to all colleagues are included in Appendix 16, 17 and 18.

Direct email notifications were also sent to the Chief Executive, Directors and other council services (particularly those in the working groups) to advise of the forthcoming consultation launch.

### 3.8 Engagement with Town and Parish Council/Meetings and Stakeholders

Village services questionnaires were sent to each parish in February 2021 to help ensure that the Parish Profiles being prepared to support the Cherwell Local Plan Review were based on up to date information. The questionnaires were a fact-finding exercise about the facilities, opportunities and constraints in each village. A reminder to respond to the village services questionnaire was included within the Cherwell Parish Bulletin which was sent by email to all parish councils and meetings on 22 February 2021. The Cherwell Parish Bulletin email is included at Appendix 19.

Advance notice of the second stage of consultation on the Cherwell Local Plan Review was provided in the August edition of the Cherwell Parish Bulletin, distributed on 23 August 2021. The email confirmed that the Community Involvement Paper 2 was scheduled to go to Executive for approval on 6 September, with the agenda being made public a week before the meeting. It was also confirmed that the Planning Policy Team would be in touch regarding arrangements for consultation, including briefings for town and parish councils. The Cherwell Parish Bulletin email is included at Appendix 20.

Town and Parish Councils/Meetings were invited to a pre-consultation briefing on 15 September 2021. The aims of the session were to discuss the purpose of the Community Involvement Paper, timescales for the Plan preparation and its relationship to the then current consultation on the Oxfordshire Plan 2050, with time for questions and answers. The parishes in attendance were:

- Barford St John and Barford St Michael Parish Council
- Bletchingdon Parish Council
- Bloxham Parish Council
- Cropredy Parish Council
- Drayton Parish Council
- Kidlington Parish Council
- Shutford Parish Council
- Sibford Ferris Parish Council
- Sibford Gower Parish Council
- Weston On The Green Parish Council

In October 2021, Town and Parish Councils/Meetings and stakeholders were invited to a webinar on the Community Involvement Paper 2. The webinars were conducted remotely through Microsoft Teams and took the form of a short introduction and presentation by the Planning Policy team and those attending were given the opportunity to discuss the content of the consultation document. The attendees and key areas of discussion are summarised below.

### **3.8.1 Webinar 19 October 2021**

Attendees:

The Bourtons Parish Council  
Epwell Parish Council  
Horton-cum-Strudley Parish Council



Deddington Parish Council  
Sibford Ferris Parish Council  
Kirtlington Parish Council  
Bletchingdon Parish Council  
Wendlebury Parish Council

Notes:

Sibford Ferris Parish Council

- Would like to be involved in the re-categorisation of villages. Sibford Ferris and Sibford Gower have separate parish councils and would like to be re-classified as two separate villages.
- 25 new homes have been permitted on Hook Norton Road, Sibford Ferris.
- The road conditions are bad and in parts roads are narrow without pavements.
- A query in relation to the number of active applications on the housing register with preference to living in Sibford Ferris was raised.
- The Parish asked for a list of the Local Plan consultation questions to be emailed to them and a link provided to the parish profile maps.
- Queried the figures in Table 1 of the consultation paper (Homes Planned and Delivered).

Epwell Parish Council

- The Parish Council has a very small number of staff and would like advance notice of planning policy consultations.

Wendlebury Parish Council

- The proposed Siemens employment development at M40 J9 was mentioned. A question regarding speculative employment development was asked.

Kirtlington Parish Council

- Consider the Oxford to Cambridge Arc government project is driving excessive growth in the South East. Asked for CDC position.

General comments

- Welcome how the consultation paper was put together.
- A bit difficult to find the sites on the website.

### **3.8.2 Webinar 20 October 2021**

Attendees:

Cropredy Parish Council  
Middleton Stoney Parish Council  
Adderbury Parish Council

Bloxham Parish Council  
Fritwell Parish Council  
Tadmarton Parish Council  
Wendlebury Parish Council  
Bletchingdon Parish Council

Notes:

Middleton Stoney

- Interested in the sites from the call for sites that are shown on the parish profile and hoped that the parish profiles were sent to parishes to view and comment.
- Middleton Stoney is a Category C village and asked about village categorisation.
- Concern was raised over traffic impact in areas and would like the Plan to consider traffic mitigation.
- The Plan makes no reference to design. Beautiful buildings are needed.
- Footpaths are not mentioned. This is important in rural areas as it provides connectivity between places.

Wendlebury

- Requested clarification on the meaning of 'significant transport interchange' in the context of the Economic Needs Assessment.
- Raised concern over M40 junction 9 capacity and the A41.
- Mentioned the planning application at junction 9. 1,000 jobs will be created which will have significant impact on the network capacity.
- The Plan shouldn't focus on the main transport routes as capacity is struggling so people will drive through villages and it will be the villages that will suffer. Villages cannot absorb additional traffic.

Cropredy

- Requested a copy of all the consultation questions in a list format. Officers agreed to send the parish a link to the online representation form.
- Asked whether the Local Plan strategy is being reviewed and whether we will depart from it and focus on villages.
- The parish agreed that the village categorisation should be reviewed, especially Cropredy due to downgraded public transport. Queried the methodology for identifying housing numbers for villages.
- Cropredy is thinking of undertaking a local housing needs survey and asked if this would help the Plan. The parish are not considering a Neighbourhood Plan at present as there is no time or resource. Mentioned a 'mini plan' but will discuss outside of the webinar.

Fritwell

- Disappointed that the amount of development needed will need to wait for the Oxfordshire Plan 2050 to identify. There is a lot of uncertainty as the housing numbers and employment need are unknown.
- The deliverability of Local Plan allocations that have not progressed was questioned.
- New homes are for commuters need and not for local need.
- There are warehouses built and some are vacant. The demand and need were questioned.
- Agree that the village categorisation should be reviewed.
- Fritwell has seen a 16% increase in housing which is enough now. There is no sustainable transport in the village. Villages will receive more traffic on local routes.
- Proposed development at Baynards Green will have a big impact and will add pressure in the area. From the west, villages will suffer and will only be made worse.

### **3.8.3 Webinar 21 October 2021**

Attendees:

Conserving Wildlife in South East Bicester  
 Save Gavray Meadows Campaign  
 Bloxham resident  
 The Woodland Trust  
 CPRE Cherwell District  
 Weston-on-the-Green Parish Council

Notes:

The Woodland Trust

- Tree cover is low in Cherwell.
- Tree cover must be incorporated into new housing developments.
- The Woodland Trust's 'Emergency Tree Plan' (January 2020) recommends 30% tree canopy cover. The percentage of tree cover should be specified in policy.
- Agroforestry is an increasingly popular way of incorporating trees and small areas of woodland onto farms.

Weston on the Green Parish Council

- Requested clarification on the context of other plans such as the Oxford-Cambridge Arc. How can the Cherwell Local Plan take this into account?
- The A34 corridor is dominated by road transport.
- There may be scope for rail for local travel in the region.
- Other transport options other than road travel should be considered.
- Investment in public transport and active travel to bring maximum benefits to the rural areas.
- Need to consider the age structure in rural areas. Some older people may be unable to walk far, or cycle so good public transport is needed.

- Reducing the number of cars expected from new housing development would mean less space needed for parking.

#### Save Gavray Meadows Campaign

- The number of ecology hours available to CDC is of concern. Ecology needs greater resource.
- Would like to see 20% biodiversity net gain policy requirement.
- Local Green Space designation is welcomed. Queried whether there is a limit on the number the Council can designate.
- Raised the proposed Strategic Rail Freight Interchange near Heyford Park.
- There is a need to protect Conservation Target Areas. Bicester 12 and Bicester 13 have compromised the CTA.
- Consider bicycle rickshaws.

#### Bloxham resident

- Reiterated the importance of ecology and officer resource.
- In relation to planning approvals, there is a need to check what has been requested of developers has been installed.
- There is only one nature reserve in Bloxham.
- Information needs reviewing to ensure it is accurate and up to date.
- Tree planting to enhance the environment and inclusion of a buffer zone.

#### CPRE Cherwell District

- There are problems over ownership and management of the A34 and M40 which are the responsibility of National Highways. Junction 9 improvements are needed especially given pressures for development near the junction.
- The Arc Expressway has not been ruled out.
- The railway should be used to transport containers from Southampton rather than using road.
- East-West rail should be electric.
- The importance of farming to the economy was mentioned.
- Many of the 'call for sites' submissions are on farmland.
- The Oxfordshire Growth Needs Assessment methodology was criticised. Too many homes. OGNA is out of date.

#### Conserving Wildlife in South East Bicester

- According to a 1974 OS map, five or six farms near Bicester have been lost since 1974.
- Try and preserve some remnants of farmland around Bicester.

## 4. Consultation Responses

## 4.1 Who Responded to the Consultation?

Consultation materials were made available for comment to a wide range of organisations and individuals and representations were received from the following:

- Adjoining local authorities and other local authorities;
- Other organisations and companies (e.g. agents and developers);
- Town and Parish Councils / Meetings;
- Local councillors;
- Residents' associations, community groups and other organisations;
- Statutory bodies, utility companies, NHS, emergency services; and
- Residents and other individuals.

## 4.2 Number of Comments Received

A total of 962 representations were received from residents, individuals and organisations. The comments received in relation to each question and option presented in the consultation paper, Interim Sustainability Appraisal Report and the emerging evidence base are set out in Table 3.

**Table 3: Number of Comments Received**

Option or Question	Topic Area	Number of Comments Received
Option 1	Vision	173
Option 2	Key objectives	169
Option 3	Location of employment land	200
Option 4	Employment land	155
Question	Supporting employment	53
Option 5	Town centres and retail	127
Question	Town centre uses (Banbury, Bicester and Kidlington)	49
Question	Supporting our town centres	41
Option 6	Rates of affordable housing	172
Option 7	Affordable housing tenure	155
Option 8	Housing internal space standards	155
Question	Separation distances	85
Option 9	Housing accessibility	144
Question	Travelling communities	32
Question	Housing policies	80
Option 10	Sustainable construction	154
Question	Retrofitting of historic buildings	56
Option 11	Renewable energy	114
Question	Policies for climate change, sustainable construction and renewable energy	68

Option or Question	Topic Area	Number of Comments Received
Question	Green Belt	126
Option 12	Biodiversity	155
Option 13	Natural capital	146
Question	Biodiversity and the natural environment	45
Option 14	Children's play	129
Option 15	Outdoor sports provision	124
Question	Local Green Spaces	68
Question	Protecting the historic environment	55
Question	Achieving good quality design and 'beauty'	78
Question	20-minute neighbourhoods	96
Question	Transport and connectivity	142
Option 16	Digital infrastructure	110
Question	Transport policies	53
Option 17	Infrastructure delivery	100
Question	Delivering infrastructure	36
Option 18	Housing and employment growth at Banbury	137
Option 19	Banbury – directions of development	133
Question	Important views of Banbury	59
Option 20	Banbury town centre – Article 4 Directions	90
Option 21	Banbury Canalside	94
Question	Banbury's open spaces	33
Question	Addressing inequality in Banbury	17
Question	Reducing car dependency in Banbury	55
Option 22	Housing and employment growth at Bicester	48
Option 23	Bicester – directions of growth	41
Option 24	Bicester town centre – Article 4 Directions	27
Option 25	Bicester – community and cultural facilities	27
Question	Bicester's heritage and historic buildings	9
Question	Bicester's open spaces	16
Question	Local green spaces in Bicester	10
Question	Reducing car dependency in Bicester	21
Question	Kidlington infill housing	26
Option 26	Kidlington employment	57
Option 27	Kidlington centre	47
Question	Reducing car dependency in Kidlington and the surrounding villages	31
Option 28	Kidlington green space	47
Question	Kidlington sports, recreation and community needs	18
Option 29	Heyford Park	30
Option 30	Housing in the rural areas	233
Option 31	Meeting rural housing development needs	200
Option 32	Developing a rural settlement hierarchy	182
Question	Settlement boundaries	121
Option 33	The rural economy	128

Option or Question	Topic Area	Number of Comments Received
Option 34	Historic and natural environment	159
Question	Neighbourhood planning	87
Question	Development management policies	39
	General comments	40
	Interim Sustainability Appraisal Report	13
	Health Impact Assessment	1
	Parish Profiles	To insert
<b>Total Comments</b>		<b>To total</b>

### 4.3 How Representations Were Submitted

The majority of representations were submitted by email while some were received by post and 327 were submitted – either fully or in part – through the Council’s online consultation and engagement platform Let’s Talk Cherwell. Some representations were submitted in duplicate by methods including email and post or email and Let’s Talk Cherwell. 55 representations submitted via Let’s Talk Cherwell were invalid due to the respondent not giving consent for their details to be stored and used by the Council in connection with the preparation of the Local Plan, and several other representations were invalid for other reasons.

### 4.4 What Stakeholders Told Us

This section lists the questions and options included in the consultation followed by a summary of the responses and any Council responses. A more detailed summary of the responses is set out in Appendix 22. Full copies of each representation can be viewed online at <https://www.cherwell.gov.uk/info/33/planning-policy>.

#### OPTION 1: VISION

Do you have any observations on the suggested Vision?

Approximately 173 responses were received in response to this option.

Consultation Responses	Officer Response
<p><b>What members of the public said:</b></p> <ul style="list-style-type: none"> <li>The plan should support the requirement for contributions for new primary care infrastructure.</li> <li>Vision should include more emphasis on walking and cycling; including better linkages between rural communities and urban centres, and between neighbourhoods. Consideration should be given to the delivery of a safe and suitable cycle route from Oxford to Banbury.</li> </ul>	<p>Support welcome. Comments noted. The Vision has been updated where necessary to reflect the consultation responses.</p>

- Vision 2 should look for all new development to be built to standards equal to Passivhaus Standard/mandatory inclusion of renewables.
- Vision 4 needs to be tough on energy efficient standards.
- Vision 6: reality is gridlocked roads, inadequate footpaths and cycle ways and over capacity motorway. This vision should focus on better services to and from the surrounding villages.
- Vision 10 should be split in to two distinct points (natural and built environment and market towns). The aim will not be achieved with the level of development proposed around the villages.
- Vision 11 will be difficult to prove biodiversity; how will it be measured?
- Vision 12 – inappropriate developments have been forced upon Bicester and Kidlington.
- Vision 13 is incorrect; Heyford Park needs a community cemetery.
- Vision 14 should be more specific and allow light industry and business in existing villages as well as new developments.
- Vision generally supported; more detail required.
- Must control development in rural areas and provide more nature areas and parks.
- Should be split into two areas; south with Bicester and Kidlington and north with Banbury and extend to chipping Norton.
- Cherwell needs to be considered along with Oxford city in relation to flooding and waste issues.
- The vision is not good, full of good intentions and deliberately vague with no housing numbers identified. Too encompassing.
- It is not clear whether one priority will be allowed to override another; the vision should identify prioritisation.
- Unlikely to achieve climate action targets with more development and reductions in biodiversity.
- Should place a greater emphasis on green spaces and pedestrian areas (no car areas).
- Villages should remain separate from Banbury; coalescence should be avoided.
- Villages do not have the facilities, services, or infrastructure to cope with more development.
- None of the proposals seek to rectify issues with transport and social infrastructure associated with the demands of new developments. Focus needs to be given to an infrastructure first approach. Current infrastructure cannot cope with proposed levels of development.
- Focus on brownfield and vacant buildings on land within the boundaries of the main towns and protection of existing countryside. Green Belt land should not be up for discussion and the natural and built environment should be protected.
- Affordable houses are needed in the right places in villages; market price houses are forcing younger generations out of villages.
- The need for better transport and economic centres is questioned given the impacts of Brexit and Covid.



<ul style="list-style-type: none"> <li>• Vision is divorced from the national and Oxfordshire context.</li> <li>• Protection and enhancement of the rural identity of the district to combat the global climate emergency should be key in this vision.</li> <li>• The challenge of climate change should be the main priority; the vision should be 'greener'; currently it is not environmentally sustainable.</li> <li>• Need to clearly differentiate what development is suitable for towns and what is suitable for rural villages/open countryside.</li> <li>• Vision overexposes villages to greater development.</li> <li>• The plan on the whole is reasonable for maintaining the status-quo, however, it lacks ambition and foresight.</li> </ul>	
<p><b>What Town and Parish Councils said:</b></p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council welcomes the general direction of the key themes and the approach taken to secure sustainability. Vision could be strengthened with the inclusion of inter-relationships, including the relationships between settlements and their diverse and distinctive contributions.</li> <li>• Swalcliffe Parish Council considers that the focus should be on opportunities at larger settlements and planned growth locations.</li> <li>• Sibford Gower Parish Council note that the success of the Local Plan Review will be measured on delivery of the right housing, to the right people, in the right places, at the right time.</li> <li>• Launton Parish Council believe the vision to be at odds with the approval of the gas fired power station in Launton in 2019.</li> <li>• Hanwell Parish Council considers the vision to be strong and lends support to the protection of villages. Vision 10 should be ranked higher to indicate its importance.</li> <li>• Cropredy Parish Council supports the vision in general and suggests that Vision 14 should include a statement about maintaining villages rural identity by preventing coalescence and protecting the rural character and quality of village by preventing inappropriate and disproportionate development.</li> <li>• Bletchington Parish Council supports the three themes and draft vision.</li> <li>• Middleton Stoney Parish Council welcomes the 3 key themes but suggest more consideration should be given to healthy place shaping in rural areas, more emphasis on good design in new developments, more focus on existing land banks/infill before greenfield sites and support for greater digital connectivity. Disappointed that there is no provision for the improving of bridleways and footpaths. Vision should explicitly recognize and agree to tackle the unsustainable burden of existing traffic flows through villages before new development is authorised.</li> <li>• Fritwell Parish Council strongly supports Vision 14. Notes that with Vision 10 rural environments are increasingly degraded by building on greenfield sites and increased traffic on unsuitable roads. Notes that with Vision 4 housing prices are pushed beyond the means of local families and with Vision 1, planning should act now to ensure all new buildings are energy efficient.</li> </ul>	<p>Support welcome. Comments noted. The Vision has been updated where necessary to reflect the consultation responses.</p>

<ul style="list-style-type: none"> <li>• Weston on the Green Parish Council note that the vision values the environment, economy and the rural feel of the district whilst taking account of the need for and type of housing alongside the importance of environmentally friendly construction. The vision should align with population trends with emphasis on protecting the environment. Stronger vision needed regarding the building back of woodland.</li> <li>• Gosford and Water Eaton Parish Council notes that decisions must be delivered through robust evidence bases.</li> <li>• Bodicote Parish Council note that the vision is wide ranging and noble, however aspirations do not necessarily relate to reality. There is limited reassurance about protecting the needs of villages on the edges of towns; these villages should be considered as a separate section in the plan.</li> <li>• Banbury Town Council agree with the vision but note that it is too long.</li> <li>• Heyford Park Parish Council note that there needs to be an obligation for all new development to include renewable energy sources.</li> </ul>	
<p><b>What the Ward Councillor’s said:</b></p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman both support Vision 5 and Vision 9.</li> </ul>	Noted.
<p><b>What the development industry said:</b></p> <ul style="list-style-type: none"> <li>• Agree with/support/broadly support the suggested vision.</li> <li>• Vision is conservative, lacks ambition and should be bolder in its delivery and consider sustainable technologies.</li> <li>• Vision appears to be closely matched to the overarching vision of the Oxfordshire Plan 2050 and NPPF.</li> <li>• Cherwell should continue to be ambitious in its vision and take advantage of the significant opportunities it is presented with; both from its existing assets and from government-backed growth in the wider region.</li> <li>• Vision should provide clear commitments and ambitions which align with the Oxford-Cambridge Arc Spatial Framework (OCASF). Some support the reference to the OCASF. Some note that until there is certainty regarding the OCASF, that the Council should plan for its own housing and economic needs based on its own development strategy.</li> <li>• Suggest that the strategic element is left to the Oxfordshire Plan 2050; having a separate Cherwell vision could be confusing and duplicate.</li> <li>• Seek further clarity on Vision 12.</li> <li>• Agree plan needs to reflect NPPF regarding 30 year time horizon for strategic sites.</li> <li>• Suggested alternative wording to the second paragraph of the vision to read: “...provide opportunities for a healthier, more prosperous, resilient and sustainable future for all our communities.”</li> <li>• The climate emergency and lifestyle approaches will have a greater impact than the pandemic in the coming years.</li> </ul>	Support welcome. Comments noted. The Vision has been updated where necessary to reflect the consultation responses.

- Seek further detail on the studies being undertaken in relation to the transport network capacity, landscape sensitivity and town centre retail study.
- Some are encouraged to see Vision 14 as part of the vision, others note that Vision 14 does not mention housing growth in rural areas and should reflect how rural communities are anticipated to accommodate housing growth.
- The vision needs to support a level of sustainable rural growth; strengthening rural communities is important to the vision.
- Vision 13 should acknowledge the role of Heyford Park in the settlement hierarchy; it provides a role equivalent to Banbury, Bicester, and Kidlington, and should specifically refer to the sites set out in the local plan review on the edge of Oxford in the context of the “other areas of planned growth”.
- Welcome the ambition to develop energy efficient, well-designed homes, in the right place and in the right quantity.
- Support the targeting of areas which benefit from sustainable transport links and other infrastructure.
- The vision should be deliverable and supported by a robust evidence base, including a whole plan viability assessment.
- Fails to address how the spatial aspect of growth in the District will be delivered and fails to reference the housing need required through the plan period.
- Vision 4 should be re-worded: “To meet our needs a wide choice of market and affordable housing is provided. These homes should be energy efficient and well designed.”
- The vision should support proportionate housing and business growth. Vision 3 is too vague and should have specific reference to housing provision and delivery.
- The role of rural villages should not be underestimated; they complement larger settlements.
- The vision should support the creation of a range of jobs and recognise the existing strengths of the connectivity to the strategic highway network.
- The Plan must ensure sufficient employment land, particularly for logistics. Greater emphasis should be put on maintaining and developing a sustainable local economy.
- Vision should acknowledge the important relationship with Oxford and deliver growth in areas with truly sustainable links to the city.
- More detail required on the aspirations of the vision and explicitly state the end of the plan period. Others suggest the future image for the district should be aligned with the Oxfordshire Strategic Vision to 2050.
- The continued sustainable growth and development of the economy and the role that retail and tourism sectors play in this should be emphasised.
- Support for the emphasis placed on addressing climate change.
- The vision should recognise the opportunity for new settlement propositions.
- Strong focus on environmental improvements and sustainability are commended; crucial to enable the environment to recover and flourish.

<ul style="list-style-type: none"> <li>• Vision has overlooked the housing and economic potential of Kidlington; evidence bases support growth as did the Partial review. Kidlington should be taken forward for new growth. Support the references to Kidlington in the vision.</li> <li>• Vision has overlooked the need for a Green Belt review.</li> <li>• Tables 1 and 2 do not account for growth planned through the Partial Review.</li> <li>• Strong disagreement to the presentation of the Key Themes, with emphasis lacking and terminology used contrary to the NPPF and the Arc Spatial Framework.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach highlights that local plan strategies need to have regard to wider transport policies and initiatives as the 'business as usual approach' to the review where 'sustainable transport measures' are retrofitted to development following site selection will only achieve the same car-dependant results which are oblivious to public transport. The Local Transport and Connectivity Plan for Oxfordshire should play a key role in the transport evidence base. Concerns raised that the vision makes no reference to the change needed in how people move around the District.</li> <li>• The Department for Education welcomes references in the plan's vision to invest in education infrastructure; reduce inequality and social exclusion, increase education, training and skills; and promote net zero carbon developments.</li> <li>• Sport England notes that the vision will require outside partners to deliver it.</li> <li>• The Woodland Trust welcomes the vision for an environmentally resilient district where the biodiversity resource is enhanced. Oxfordshire Plan 2050, OxCam Arc Leaders' Environment Principles as well as Cherwell's Community Nature Plan should continue to inform the vision.</li> </ul>	<p>Support welcome. Comments noted. The Vision has been updated where necessary to reflect the consultation responses.</p>
<p><b>What the neighbouring and other local authorities said:</b></p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council: <ul style="list-style-type: none"> <li>○ Supports the emphasis on climate action and acknowledgement of opportunities for post COVID-19 recovery, with climate change at the heart of the vision.</li> <li>○ Welcome further reference to innovation and connectivity and specifically the Local Transport Connectivity Plan. 'Future proofing/advancing technologies' could be mentioned in the vision.</li> <li>○ Page 18: should be more specific; growth will be focused on strong transport corridors to enable active and sustainable travel.</li> <li>○ Page 21: picture should be something more ambitious and recognisable (e.g. cycling).</li> <li>○ Page 21 Theme 2: expand on modal shift needed to reduce carbon emissions. Growth to be concentrated in areas with established transport connections and</li> </ul> </li> </ul>	<p>Support welcome. Comments noted. The Vision has been updated where necessary to reflect the consultation responses.</p>

<p>investment in infrastructure focused on active and sustainable travel.</p> <ul style="list-style-type: none"> <li>○ Page 22: connectivity should be more specific; active and sustainable travel will be prioritised.</li> <li>○ Page 23: no mention of transport, as a minimum it should refer to transport in the context of growth in urban areas.</li> <li>○ Vision 5 needs to explicitly reference the importance of creating healthy enabling environments. Design and delivery of new developments and their connectivity to existing communities need to reflect healthy place shaping principles.</li> <li>○ Vision 3: reference to ageing communities is important.</li> <li>○ Archaeological resource of the district needs to be protected and enhanced.</li> <li>○ Welcome policies which strengthen or support net zero carbon homes.</li> <li>○ Pathways to a Zero Carbon Oxfordshire (PAZCO) should be referred to.</li> <li>○ Include a paragraph such as: “Cherwell District Council are the waste collection authority, whilst waste management, disposal and planning are the responsibility of Oxfordshire County Council. We will continue to work with the County to ensure that sustainable management of waste and resource efficiency is achieved. We will also consider the Minerals and Waste Local Plan, as part of the Development Plan for Oxfordshire, in the preparation of the Local Plan”.</li> </ul> <ul style="list-style-type: none"> <li>● West Oxfordshire Council supports all three overarching themes, and the visions relate well to national and local context and feedback received so far. Suggest that the second paragraph of the vision be updated to read: ‘... delivers a healthier, <u>fairer</u>, more prosperous, resilient and sustainable future for all our communities.’ Vision 4 could be broadened to extend to more than just new homes. Vision 10 and Vision 11 should give recognition to landscape and biodiversity being part of a wider network.</li> </ul>	
<p><b>What the Local organisations/interest groups said:</b></p> <ul style="list-style-type: none"> <li>● CPRE Oxfordshire broadly supports the vision and suggests an additional objective should be to retain and support active local democracy. Vision 5 should refer to accessible green space not just open space and Vision 11 should reference Cherwell’s vital contribution to Oxfordshire’s Nature Recovery Network.</li> <li>● Mid-Cherwell Neighbourhood Plan Forum supports the broad vision, but more emphasis is needed on the importance of finding a balance between development necessary to achieve the vision and the conservation and enhancement of the natural environment.</li> <li>● Bicester Sports Association supports the commitment to work with partners to ensure investments in social and physical infrastructure.</li> </ul>	<p>Support welcome. Comments noted. The Vision has been updated where necessary to reflect the consultation responses.</p>

<ul style="list-style-type: none"> <li>• Oxfordshire Badger Group note the plan has good intentions, but current emphasis is on economic and population growth; need to fully commit to tackling climate change and the ecological emergency. An opportunity exists to ensure that nature and wildlife is no longer undervalued, ignored or side lined.</li> <li>• Suggest that all green spaces should remain and not be proposed for development.</li> <li>• The vision may be difficult to provide in reality.</li> <li>• The vision should recognise the tools needed to achieve the goals of economic growth that are compatible with climate change, health and wellbeing goals including a focus on priority for walking and cycling using safe routes.</li> <li>• Town centres should be pedestrianised and better use of roads and car parking spaces for public open space, cycle parking, cafes, etc.</li> <li>• The Canal &amp; River Trust note that they can work collaboratively to support the vision.</li> <li>• The importance and the permanence of the Green Belt should be continued to be supported. Protection of the Green Belt and the wider green landscape should be given the highest priority.</li> </ul>	
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## OPTION 2: KEY OBJECTIVES

Do you have any observations to make on the draft objectives? Which do you consider are the most important?

Approximately 169 responses were received in response to this option.

Key Objective		Comments	Officer Responses
KO1		<p><b>Members of the public</b></p> <ul style="list-style-type: none"> <li>• Focus development in town centres to reduce levels of travel.</li> <li>• Affordable housing need has not been met.</li> <li>• Should identify areas where housing and employment can be enhanced.</li> <li>• There will never be "sufficient" homes.</li> <li>• Essential to provide support for living standards.</li> <li>• Development should not be on Green Belt land.</li> <li>• Should conserve, sustain and enhance.</li> </ul>	<p>Noted. The Key Objectives have been updated having regard to the consultation responses.</p>

		<ul style="list-style-type: none"> <li>• Urban sprawl will be in direct contradiction to the climate mitigation objectives.</li> <li>• Space requirements can be significantly reduced by better addressing the needs of parking and roads.</li> <li>• Important but don't over allocate.</li> <li>• Needs to reference brownfield sites.</li> <li>• The definition of need is highly controversial.</li> <li>• Housing and employment should meet local needs.</li> </ul>	
		<p><b>Town and Parish Councils</b></p> <ul style="list-style-type: none"> <li>• Pleased that the strategy places such emphasis on climate change.</li> <li>• KO should read: Allocate sufficient <u>suitable</u> land to meet.... And should take account of working with local communities and paying due regard to the fairness and appropriateness of allocating land.</li> <li>• Support the concept that housing and employment should be to meet local needs.</li> </ul>	<p>Support welcomed. Noted as above.</p>
		<p><b>Development Industry</b></p> <ul style="list-style-type: none"> <li>• Support KO and believe that there is sufficient land in rural areas to help meet the objective.</li> <li>• KO1 is one of the most important.</li> <li>• Should be expanded to clarify that this includes the needs of existing businesses.</li> <li>• Land should be allocated to meet housing needs in-full, including an appropriate quantum of any unmet need arising from neighbouring authorities.</li> <li>• The KO is not consistent with the evidence base or the existing or emerging policy framework for Oxfordshire.</li> <li>• KO should seek to meet housing and employment opportunities rather than need as per the</li> </ul>	<p>Support welcomed. Noted as above.</p>

		<p>aspirational scenario of the Oxfordshire Plan.</p> <ul style="list-style-type: none"> <li>• Should commit to making generous rather than “sufficient” provision.</li> <li>• Allocating appropriate amounts of suitable greenfield sites will be necessary to meet housing need. New allocations required to meet the need.</li> <li>• Essential to provide support for the living standards within the County and relates well to the vision for the District.</li> <li>• A clear desire not only to allocate sufficient land but to use that land effectively and efficiently should be incorporated.</li> <li>• Translating this into policy means allowing for a flexible approach with regards to development proposals, recognising that previously unforeseen opportunities should not be stifled by constricting policy requirements.</li> <li>• Small-scale review of the Green Belt around Kidlington is suggested.</li> <li>• The capacity of sites already allocated should be tested.</li> <li>• Allocating the correct parcels of land for housing and employment will be crucial for future of the district, affecting the ability to achieve the other, more specific, Objectives.</li> </ul>	
		<p><b>Neighbouring and other local authorities</b></p> <ul style="list-style-type: none"> <li>• Buckinghamshire Council supports the KO.</li> <li>• There should be an emphasis on brownfield sites.</li> <li>• Urban sprawl should be resisted.</li> <li>• KO should reference that these locations should be suitably well-connected in terms of sustainable travel.</li> <li>• The lack of truly affordable homes means that people who</li> </ul>	<p>Support welcomed.</p> <p>Noted as above.</p>



		<p>work in the health and care sector must commute significant distances.</p> <ul style="list-style-type: none"> <li>It may be appropriate to provide flexibility to accommodate any potential unmet housing needs arising elsewhere.</li> </ul>	
		<p><b>Local organisations/ interest groups</b></p> <ul style="list-style-type: none"> <li>Should not come at the expense of releasing Green Belt.</li> <li>Allocating land should take a sequential approach.</li> </ul>	Noted as above.
KO2		<p><b>Members of the public</b></p> <ul style="list-style-type: none"> <li>Agree with the KO.</li> <li>Needs to be reflected in the spatial strategy.</li> <li>Need to ensure that Local means 'local to the town or village where development takes place'.</li> <li>KO is not compatible with climate change mitigation objectives.</li> </ul>	<p>Noted. Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
		<p><b>Development Industry</b></p> <ul style="list-style-type: none"> <li>Support the KO; considered one of the most important KOs.</li> <li>an aim to attract investment by a diversity of employment providers into Cherwell to preclude the need for residents to travel out of the area for work.</li> </ul>	Noted as above.
KO3		<p><b>Members of the public</b></p> <ul style="list-style-type: none"> <li>Commuting distances has not historically been considered.</li> <li>Detail required on the plan to extend education and training within the area.</li> <li>Agree with KO but should be kept very local.</li> </ul>	<p>Noted. The Key Objectives have been updated having regard to the consultation responses.</p>
		<p><b>Ward Councillors</b></p> <ul style="list-style-type: none"> <li>Support KO.</li> </ul>	Support welcomed.
		<p><b>Neighbouring and other local authorities</b></p> <ul style="list-style-type: none"> <li>KO is vital to achieving the wider climate emergency targets and improving mental and physical wellbeing.</li> </ul>	Noted as above.
KO4		<p><b>Members of the public</b></p> <ul style="list-style-type: none"> <li>Agree but small towns and villages need to be considered as part of the district too.</li> </ul>	<p>Noted. The Key Objectives have been updated having regard to the consultation responses.</p>

		<ul style="list-style-type: none"> <li>• KO is considered to be irrelevant.</li> <li>• Mobile networks servicing villages must urgently be improved.</li> </ul>	
		<b>Town and Parish Councils</b> <ul style="list-style-type: none"> <li>• KO supports home working.</li> </ul>	Noted as above.
		<b>Ward Councillors</b> <ul style="list-style-type: none"> <li>• Support KO and note it is one of the most important.</li> </ul>	Support welcomed. Noted as above.
		<b>Development Industry</b> <ul style="list-style-type: none"> <li>• KO would support the growth of development within rural areas by becoming digitally connected with the wider area, creating a sense of community, and reducing their reliability on services that would otherwise be found outside the bounds of rural settlements.</li> <li>• Reduces the rate of unsustainable travel and the output of carbon emissions.</li> <li>• There is no adopted policy that aims to achieve coverage of superfast broadband. A policy should be proposed within the emerging strategy that helps increase the connectivity of the district and in particular the 'Rural Area'.</li> </ul>	Noted as above.
KO5		<b>Members of the public</b> <ul style="list-style-type: none"> <li>• Importance noted and strongly supported and questions raised regarding how it will be achieved.</li> <li>• Some of the planning development earmarked in rural areas would not support this objective.</li> </ul>	Noted. Support welcomed. The Key Objectives have been updated having regard to the consultation responses.
		<b>Town and Parish Councils</b> <ul style="list-style-type: none"> <li>• KO is essential.</li> <li>• Farming should be encouraged and supported above housing growth and warehousing in rural areas.</li> <li>• Small-scale community zero-carbon energy systems should be considered for rural villages.</li> <li>• KO is important to Launton.</li> </ul>	Noted as above.
		<b>Ward Councillors</b>	Noted as above.

		<ul style="list-style-type: none"> <li>Consider KO to be one of the most important.</li> </ul>	
		<b>Development Industry</b> <ul style="list-style-type: none"> <li>Support.</li> <li>Delivery of sustainable rural developments can help achieve this and this objective acknowledges the support for local food production.</li> <li>Important to sustaining quality of life in largely rural area, and thereby its attractiveness. Balance in infrastructure and housing development is essential to avoid interfering with mentioned key goals.</li> </ul>	Noted as above.
		<b>Neighbouring and other local authorities</b> <ul style="list-style-type: none"> <li>Suggested additional wording ‘... ensuring effective and sensitive management of the natural environment.’</li> </ul>	Noted as above.
		<b>Local organisations/ Interest groups</b> <ul style="list-style-type: none"> <li>KO is welcomed and considered one of the most important.</li> </ul>	Noted as above.
KO6		<b>Members of the public</b> <ul style="list-style-type: none"> <li>Agree with the KO.</li> <li>Considered less important and destroyed by the plan.</li> <li>clean up the town centres and make them attractive.</li> </ul>	Noted Support welcomed. The Key Objectives have been updated having regard to the consultation responses.
		<b>Ward Councillors</b> <ul style="list-style-type: none"> <li>Support KO.</li> </ul>	Support welcomed.
		<b>Development Industry</b> <ul style="list-style-type: none"> <li>Important to sustaining quality of life in largely rural area, and thereby its attractiveness. Balance in infrastructure and housing development is essential to avoid interfering with mentioned key goals.</li> <li>Tourism is an ever-increasing contributor to the economy of Cherwell - preservation of environment and landscapes should be at the heart of all planning decisions.</li> </ul>	Noted as above
		<b>Local Organisations/ interest groups</b> <ul style="list-style-type: none"> <li>Support for KO.</li> </ul>	Support welcomed
KO7		<b>Members of the public</b>	Support welcomed.

		<ul style="list-style-type: none"> <li>• Agree with the KO.</li> <li>• Banbury town centre needs support. Town centres are fundamentally changing, but they should still remain as hubs for our community and Banbury should move with the changing times.</li> </ul>	The Key Objectives have been updated having regard to the consultation responses.
		<p><b>Development Industry</b></p> <ul style="list-style-type: none"> <li>• It unclear whether, KO7 applies to the ‘village’ of Kidlington as the reference to “urban centres” is vague and, more generally, there is no locational/settlement references in the objectives.</li> <li>• Add after last sentence – “Acknowledge the importance of residential led mixed-use developments in town centre developments as a regeneration tool”.</li> <li>• should support both Cherwell’s urban and rural centres.</li> <li>• Whilst it is important to support existing urban centres, new sustainable economic growth opportunities should be capitalised on and can be done so outside the realms of existing urban centres.</li> </ul>	Noted as above
KO8		<p><b>Members of the public</b></p> <ul style="list-style-type: none"> <li>• Do not support national projects such as the Oxford Cambridge Arc and the rail freight depot for Ardley.</li> <li>• Reopen up the old branch railway lines for passenger services where demand exists.</li> <li>• Infrastructure needs major investment to handle current volume and should ensure that active travel and public transport are convenient.</li> </ul>	The Key Objectives have been updated having regard to the consultation responses.
		<p><b>Town and Parish Councils</b></p> <ul style="list-style-type: none"> <li>• KO is important to Launton.</li> </ul>	Noted as above
KO9		<p><b>Members of the public</b></p> <ul style="list-style-type: none"> <li>• One of the most important KOs.</li> <li>• Local beauty has been impacted by building works for housing and HS2; the objective has</li> </ul>	Support welcomed.
			The Key Objectives have been updated having regard to the consultation responses.

		<p>already failed, and will continue to do so.</p> <ul style="list-style-type: none"> <li>Ignored by the plan and position at the end of the list is incorrect.</li> <li>Consider placing the words “and social” after economic and before benefits in the wording of the objective.</li> <li>Protect the Green Belt and Sites of Special Environmental Interest.</li> </ul>	
		<p><b>Town and Parish Councils</b></p> <ul style="list-style-type: none"> <li>Particularly important KO.</li> </ul>	Noted as above
		<p><b>Ward Councillors</b></p> <ul style="list-style-type: none"> <li>Consider KO to be one of the most important.</li> </ul>	Noted as above
		<p><b>Development Industry</b></p> <ul style="list-style-type: none"> <li>Important to sustaining quality of life in largely rural area, and thereby its attractiveness. Balance in infrastructure and housing development is essential to avoid interfering with mentioned key goals.</li> </ul>	Noted as above
		<p><b>Neighbouring and other local authorities</b></p> <ul style="list-style-type: none"> <li>Could include futureproofing for current innovation becoming mainstream to ensure attractiveness for businesses.</li> </ul>	Noted as above
		<p><b>Local organisations/ Interest groups</b></p> <ul style="list-style-type: none"> <li>KO is considered one of the most important.</li> </ul>	Noted as above
KO10		<p><b>Members of the public</b></p> <ul style="list-style-type: none"> <li>Strongly supported.</li> <li>Should specifically include maximising the use of renewable energy.</li> <li>Would involve a very considerable change in development control policies.</li> <li>The carbon emissions of housing developments (including associated transport emissions) should be included in the definition of net zero.</li> <li>More achievable through affordable housing; moving the ratio in favour of affordable housing should be seen as a priority.</li> </ul>	<p>Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
		<p><b>Town and Parish Councils</b></p> <ul style="list-style-type: none"> <li>Strongly supported.</li> </ul>	Noted as above

		<ul style="list-style-type: none"> <li>• Net zero carbon new developments are key to energy efficiency but must be within reach for all householders.</li> <li>• Roof areas of the large-scale distribution buildings should use solar energy generation or living roof covers as a matter of policy.</li> <li>• Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels.</li> <li>• Very laudable however, lacks specific detail on how KO will be achieved.</li> </ul>	
		<p>Ward Councillors</p> <ul style="list-style-type: none"> <li>• Support the KO.</li> </ul>	Noted as above
		<p>Development Industry</p> <ul style="list-style-type: none"> <li>• Considered one of the most important KOs.</li> <li>• Encourage CDC to be ambitious and seek to ensure that all new developments demonstrate a net negative carbon footprint.</li> <li>• All transport interventions should show steps to minimise private car mileage.</li> <li>• Reference to decentralised energy is considered unhelpful. The Objective should remain non-specific as to the mechanism by which low carbon energy should be supplied, rather just securing that it is low carbon.</li> <li>• Supports and welcomes the opportunity for new developments in rural areas to meet sustainable construction standards to support carbon neutrality.</li> <li>• Endorse CDC’s ambitions for delivering highly sustainable development that can help meet the UK’s net zero carbon targets.</li> <li>• Support the Council’s aim of prioritising active travel and increasing the attraction of and</li> </ul>	Noted as above

		<p>opportunities for public transport.</p> <ul style="list-style-type: none"> <li>Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.</li> </ul>	
		<p>Neighbouring and other local authorities</p> <ul style="list-style-type: none"> <li>Welcomed and support the KO.</li> <li>New development should be better than net zero, and should reference EV charging.</li> </ul>	Noted as above
		<p>Local organisations/ interest groups</p> <ul style="list-style-type: none"> <li>KO is very laudable however lacks specific detail on how it will be achieved.</li> </ul>	Noted as above
KO11		<p>Members of the public</p> <ul style="list-style-type: none"> <li>KO is important.</li> <li>Should specifically include maximising the use of renewable energy.</li> <li>Not ambitious enough, given the timeframe of the local plan, the ending of reliance on fossil fuels should be the aim rather than a reduction.</li> </ul>	<p>Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
		<p>Town and Parish Councils</p> <ul style="list-style-type: none"> <li>Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels.</li> <li>Very laudable however, lacks specific detail on how KO will be achieved.</li> </ul>	Noted as above
		<p>Ward Councillors</p> <ul style="list-style-type: none"> <li>Support the KO.</li> </ul>	Noted as above
		<p>Development Industry</p> <ul style="list-style-type: none"> <li>Support the KO and considered one of the most important KOs.</li> <li>Delivery of rural development would support KO by allowing settlements to become more self-sufficient, therefore reducing the rate of commuting and the output of carbon emissions.</li> </ul>	Noted as above

		<ul style="list-style-type: none"> <li>• Endorse CDC’s ambitions for delivering highly sustainable development that can help meet the UK’s net zero carbon targets.</li> <li>• Support the Council’s aim of prioritising active travel and increasing the attraction of and opportunities for public transport.</li> <li>• Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.</li> </ul>	
		Neighbouring and other local authorities Smart Energy Systems.	Noted as above
		Local organisations/ interest groups KO is very laudable however lacks specific detail on how it will be achieved.	Noted as above
KO12		<p>Members of the public KO is important. Should specifically include maximising the use of renewable energy. Should include measures to help the adaption of existing housing and infrastructure to maximize resilience of climate change. All development should result in no impact. Adding soakaway’s, Ponds and other SuDS to all developments and a water storage provision to supply grey water for irrigation of non-agricultural land.</p>	<p>Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
		<p><b>Town and Parish Councils</b> Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels. Very laudable however, lacks specific detail on how KO will be achieved.</p>	Noted as above
		<p><b>Development Industry</b> Endorse CDC’s ambitions for delivering highly sustainable development that can help meet the UK’s net zero carbon targets. Support the Council’s aim of prioritising active travel and increasing the attraction of and opportunities for public transport.</p>	Noted as above



		Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.	
		<b>National/ statutory organisations</b> One of the most important KOs.	Noted as above
		<b>Neighbouring and other local authorities</b> Important KO.	Noted as above
		<b>Local organisations/ interest groups</b> KO is very laudable however lacks specific detail on how it will be achieved.	Noted as above
KO13		<b>Members of the public</b> KO is one of the most important. Should specifically include maximising the use of renewable energy. CDC need to make targeted decisions on the type and range of biodiversity required. Question how this KO can be achieved with large areas of green belt being developed. Suggested re-wording of objective to read "Protect existing biodiversity and maximise opportunities for biodiversity net gain and the enhancement of Cherwell's natural capital, and minimising pollution across the whole of Cherwell".	Support welcomed.  The Key Objectives have been updated having regard to the consultation responses.
		<b>Ward Councillors</b> Support the KO.	Noted as above
		<b>Town and Parish Councils</b> Support, however unsure how the plan will achieve it. There should be provision for local communities to designate and preserve green spaces, and new industrial building should be focused on existing urban conurbations. Natural mitigation measures should be prioritised. Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels. Very laudable however, lacks specific detail on how KO will be achieved.	Noted as above
		<b>Development Industry</b> Support the KO and considered one of the most important KOs. Endorse CDC's ambitions for delivering highly sustainable development that can	Noted as above

		<p>help meet the UK's net zero carbon targets.</p> <p>Support the Council's aim of prioritising active travel and increasing the attraction of and opportunities for public transport.</p> <p>Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.</p> <p>Limited evidence of this KO aspiration through recent planning decisions.</p>	
		<p><b>Neighbouring and other local authorities</b></p> <p>includes reference to pollution; it would be useful to add to KO13 '(including air and water quality)'.</p>	Noted as above
		<p><b>National/ statutory organisations</b></p> <p>One of the most important KOs.</p>	Noted as above
		<p><b>Local organisations/ interest groups</b></p> <p>KO is very laudable however lacks specific detail on how it will be achieved.</p>	Noted as above
KO14		<p><b>Members of the public</b></p> <p>KO is one of the most important.</p> <p>Queries regarding the definition of green and blue infrastructure.</p> <p>Identifies a typo in the first word of the KO.</p>	<p>Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
		<p><b>Town and Parish Councils</b></p> <p>Support, however unsure how the plan will achieve it.</p> <p>There should be provision for local communities to designate and preserve green spaces, and new industrial building should be focused on existing urban conurbations.</p> <p>Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels.</p> <p>Very laudable however, lacks specific detail on how KO will be achieved.</p>	Noted as above
		<p><b>Development Industry</b></p> <p>The protection of existing green and blue infrastructure is of paramount importance.</p> <p>Endorse CDC's ambitions for delivering highly sustainable development that can help meet the UK's net zero carbon targets.</p> <p>Support the Council's aim of prioritising active travel and increasing the</p>	Noted as above

		<p>attraction of and opportunities for public transport.</p> <p>Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.</p> <p>Limited evidence of this KO aspiration through recent planning decisions.</p>	
		<p><b>National/ statutory organisations</b></p> <p>One of the most important KOs.</p>	Noted as above
		<p><b>Neighbouring and other local authorities</b></p> <p>Typo - <u>Secure</u> new green....</p> <p>missed opportunity in KO to consider 'networks' not merely provision and mitigation of Blue and Green Infrastructure. Such networks may be wider than a single Council area so could be a matter for Duty to Co-operate and involve Local Nature Partnerships.</p>	Noted as above
	Local organisations/ interest groups	<p>Support the KO.</p> <p>Should be widened to protect existing green and blue infrastructure.</p> <p>KO is very laudable however lacks specific detail on how it will be achieved.</p>	Noted as above
KO15	Members of the public	<p>KO is one of the most important.</p> <p>Need to change the way we think about development and create Woodlands, grasslands and meadows with some houses in them. Careful planting and reduced housing density should be promoted.</p> <p>More required to protect wildlife, including the reduction of speed limits through villages.</p>	<p>Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
	Town and Parish Councils	<p>Support, however unsure how the plan will achieve it.</p> <p>Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels.</p> <p>Very laudable however, lacks specific detail on how KO will be achieved.</p>	Noted as above
	Development Industry	<p>Endorse CDC's ambitions for delivering highly sustainable development that can help meet the UK's net zero carbon targets.</p> <p>Support the Council's aim of prioritising active travel and increasing the attraction of and opportunities for public transport.</p>	Noted as above

		<p>Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.</p> <p>Limited evidence of this KO aspiration through recent planning decisions.</p> <p>The aim should include not only the capture and storage of carbon but also to protect local ecology.</p> <p>It is unclear what the new policy concerning 'natural capital' seeks to achieve, bearing in mind there are already a suite of policies which cover areas such as trees, biodiversity, habitats, landscape impact etc.</p>	
	National/ statutory organisations	One of the most important KOs.	Noted as above
	Local organisations/ interest groups	Support the KO. KO is very laudable however lacks specific detail on how it will be achieved.	Noted as above
KO16	Members of the public	<p>Strongly support the KO.</p> <p>Buses, walking and cycling must be prioritised, particularly.</p> <p>The language should be strengthened to reflect that it will not be business as usual.</p> <p>The integration into developments and transport planning is not visible from the objectives.</p> <p>KO needs to be backed up with funding.</p> <p>No action is currently been taken to reduce the number of private airplanes flying from London-Oxford airport.</p>	<p>Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
	Town and Parish Councils	<p>Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels.</p> <p>Very laudable however, lacks specific detail on how KO will be achieved.</p> <p>Pleased that the prioritisation of active travel and public transport is highlighted, and the reduced use of the private car; KO should be taken more seriously in the future.</p>	Noted as above
	Ward Councillors	Support the KO.	Noted as above
	Development Industry	<p>Support the KO and considered one of the most important KOs.</p> <p>Endorse CDC's ambitions for delivering highly sustainable development that can</p>	Noted as above

		<p>help meet the UK's net zero carbon targets.</p> <p>Support the Council's aim of prioritising active travel and increasing the attraction of and opportunities for public transport.</p> <p>Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.</p> <p>agree with the aspirations of the KO however there are no concrete suggestions of how to achieve less dependency on the car.</p> <p>Support, would reduce the dependency on the private car as a mode of travel, facilitating the creation of a zero-carbon transport network.</p> <p>Delivery of rural growth would help meet this objective. The growth of rural development is essential during the plan period.</p> <p>Support the aim of reducing commuter travel in rural areas.</p> <p>Little if any evidence that the previous and current planning strategies for the District have made much progress in achieving this outcome.</p>	
	Neighbouring and other local authorities	<p>KO is welcomed and supported.</p> <p>Prioritising active travel ignores the complexity of rural travel which has not been given much thought. Need to ensure that active travel is not promoted above all else. It is important to reduce transport emissions.</p>	Noted as above
	Local organisations/ interest groups	<p>Promote the use of the canal towpath</p> <p>One of the most important objectives for addressing the climate emergency.</p> <p>Policies should discourage development in locations where residents will be largely dependent on the private car.</p> <p>KO is very laudable however lacks specific detail on how it will be achieved.</p>	
KO17	Members of the public	<p>Agree with the KO.</p> <p>Make all new developments utilise brown water and water collection systems.</p>	<p>Support welcomed.</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
	Town and Parish Councils	<p>Strongly support KO.</p> <p>Consideration to be given to reviewing current planning applications to include</p>	Noted as above

		increased insulation standards, EV charge points, heat pumps solar panels. Very laudable however, lacks specific detail on how KO will be achieved.	
	Development Industry	Endorse CDC's ambitions for delivering highly sustainable development that can help meet the UK's net zero carbon targets. Support the Council's aim of prioritising active travel and increasing the attraction of and opportunities for public transport. Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.	Noted as above
	Neighbouring and other local authorities	KO is welcomed and supported.	Noted as above
	Local organisations/ interest groups	KO is very laudable however lacks specific detail on how it will be achieved.	Noted as above
KO18	Members of the public	Supported and considered one of the most important KOs. Some of the historic architecture is appalling; no point saving if it gets in the way of sympathetically built new housing. Misleading, altering the historic environment instead of protecting. Should be the priority of new build. This should be explored for development opportunities.	Support welcomed.  The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	Strongly support KO. Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels. Very laudable however, lacks specific detail on how KO will be achieved.	Noted as above
	Development Industry	Most historic buildings are highly inefficient; fail to see the relevance of these objectives. It would be better to refer to improving the energy efficiency of historic building. Endorse CDC's ambitions for delivering highly sustainable development that can help meet the UK's net zero carbon targets. Support the Council's aim of prioritising active travel and increasing the	Noted as above

		attraction of and opportunities for public transport. Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.	
	Neighbouring and other local authorities	KO is welcomed and supported.	Noted as above
	Local organisations/ interest groups	KO is very laudable however lacks specific detail on how it will be achieved.	Noted as above
KO19	Members of the public	Support the KO. It is important to mitigate the danger.	Support welcomed.  The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	Consideration to be given to reviewing current planning applications to include increased insulation standards, EV charge points, heat pumps solar panels. Very laudable however, lacks specific detail on how KO will be achieved. Support the pragmatic application of measures to upgrade energy efficiency without destroying the key historic elements of the dwellings or their context.	Noted as above.
	Development Industry	Most historic buildings are highly inefficient; fail to see the relevance of these objectives. It would be better to refer to improving the energy efficiency of historic building. Endorse CDC's ambitions for delivering highly sustainable development that can help meet the UK's net zero carbon targets. Support the Council's aim of prioritising active travel and increasing the attraction of and opportunities for public transport. Greater emphasis could be given to the role that settlement patterns and the location and type of development can have on fostering sustainable transport networks.	Noted as above
	Neighbouring and other local authorities	KO is welcomed and supported.	Noted as above
	Local organisations/ interest groups	KO is very laudable however lacks specific detail on how it will be achieved.	Noted as above

KO20	Members of the public	<p>Suggests there is a “need” for more housing; this is only the case if the plan is to add more people to the already overcrowded south east.</p> <p>There is a “need” for truly affordable housing.</p> <p>Agree but focus needs to be placed upon the aging population.</p> <p>Services should be inclusive and available to all.</p>	The Key Objectives have been updated having regard to the consultation responses.
	Ward Councillors	Support the KO.	Noted as above
	Development Industry	<p>Support the KO.</p> <p>Necessary to allow appropriate levels of development in rural settlements, to deliver the market and affordable homes necessary to allow families to remain in their local area and to meet the needs of ageing populations.</p> <p>Suggestion of a flexible, permissive policy approach for the lower tier settlements.</p> <p>Allowing growth to the rural areas will help meet rural housing needs, whilst securing their future vitality and sustainability.</p> <p>CDC should consider the wider benefits older people accommodation in contributing towards sustainable development; freeing up of family housing for younger generations helping deal with the issue of affordability and housing need and reducing pressure on health infrastructure.</p>	Noted as above
	Neighbouring and other local authorities	welcome recognition of the need to address all sector’s housing needs. (Typo – ageing)	Noted as above
KO21	Members of the public	<p>Support the KO.</p> <p>Make some of the most basic disability access requirements</p>	<p>Support welcomed</p> <p>The Key Objectives have been updated having regard to the consultation responses.</p>
	Town and Parish Councils	<p>Affordable housing has been a key issue but developers don’t seem keen on building them.</p> <p>Affordable housing does not abrogate the responsibility to build to high standards, including design standards.</p>	Noted as above
	Ward Councillors	Support the KO.	Noted as above
	Development Industry	positive to see affordable housing is identified as a key objective. There is a specific affordable housing need within	Noted as above



		rural areas that needs to be addressed. the delivery of housing, and in particular affordable housing, as part of the emerging spatial strategy within Cherwell is key to preserve and enhance the sustainability of rural areas. This particular need has been conveyed.	
KO22	Members of the public	Mix of support and objection to this KO. Do not let management companies control all aspects of life for communities. These should be community managed and led. Unlikely to be successful and don't agree with its inclusion.	The Key Objectives have been updated having regard to the consultation responses.
	Development Industry	Support the KO and considered one of the most important.	Noted as above
	Local organisations/ interest groups	Support the KO.	Noted as above
KO23	Members of the public	Support the KO and considered one of the most important. Towns and villages need affordable housing. Brownfield sites must be identified and be developed in preference to greenfield. The proposed development sites do not support this objective; most new sites in the plan are in greenfield, while large numbers of properties in the town centre are empty, with potential for apartments above them. Should include reference to sustainable urban extensions and planned expansion on the edge of Banbury.	Support welcomed.  The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	Support the KO and consider it one of the most important. Development north of Banbury would result in coalescence.	Noted as above
	Ward Councillors	Support the KO and consider it one of the most important.	Noted as above
	Development Industry	Support the KO and consider it one of the most important however also considered that the objective does not go far enough. Should include reference to sustainable urban extensions and planned expansion on the edge of Oxford City. Sustainable levels of development are required within rural areas to ensure they can become sustainable in their own right.	Noted as above

		<p>Suggestion of a spatial strategy hierarchy.</p> <p>KO should be amended as follows in relation to paragraph 83 of the NPPF: “Focus development in Cherwell’s sustainable and most accessible locations, recognising the specific locational requirements of certain uses, and making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages”.</p> <p>Sufficient provision should be made for new homes via the Local Plan Review.</p> <p>If the Council were to deprive rural communities of growth, then a number of settlements across the district will become increasingly more stagnate by restrictive policy, conflicting with Para 80 of the NPPF.</p> <p>Sites that are situated within or adjacent to smaller villages and may have access to fewer services and facilities or less frequent public transport services, should still be considered suitable locations for development which is proportionate to the settlement size and its function, allowing for incremental growth which will help sustain and enhance rural villages.</p> <p>Does not seek to define, or explain, how that 'sustainability' is being assessed or determined. The KO should include some clearer direction against which compliance with this objective could be assessed.</p>	
	Local organisations/ interest groups	<p>Only one reference to brownfield land. Development in the Rural Areas should meet local needs and be sustainable. Sustainability factors to be considered, would include transport sustainability credentials, infrastructure capability, impact on the environment and digital connectivity.</p> <p>To make more efficient and effective use of land, development in urban areas, in particular within walking distance of transport interchanges, should be high density.</p>	Noted as above
KO24	Members of the public	<p>Support the KO.</p> <p>No reference to villages.</p>	Support welcomed.

			The Key Objectives have been updated having regard to the consultation responses.
	Development Industry	Support the KO and consider it one of the most important. The growth of rural areas would provide opportunities for those areas to be better designed to enable walking and cycling along with public/shared transport options.	Noted as above
	Neighbouring and other local authorities	There should be an aspiration to reduce the need to travel at all.	Noted as above
	Local organisations/ interest groups	Support the KO.	Noted as above
KO25	Members of the public	Support the KO and consider it one of the most important. Villages must be protected. Planned development does not support this objective of protecting and enhancing the historic and natural environment.	Support welcomed.  The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	Support the KO and consider it one of the most important. Without this as an objective, the district runs the risk of becoming a suburban, bland, urban landscape. Bespoke solutions should be possible where the cheaper and more familiar and standard 'urban' elements are out of place in a historic setting or where these might endanger protected trees or landscapes.	Noted as above.
	Development Industry	Limited evidence of this KO aspiration through recent planning decisions.	Noted as above
	Local organisations/ interest groups	Support the KO. Particularly important in rural areas if the environment and landscapes in north Oxfordshire, and the setting and character of our villages, are to be conserved rather than spoiled by overdevelopment. The Oxford Canal is a great example of a multifunctional asset.	Noted as above
KO26	Members of the public	Support the KO.	Support welcomed.  The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	Support access to green and blue infrastructure. Unsure how the plan will achieve it.	Noted as above

	Development Industry	Support the KO and consider it one of the most important.	Noted as above
	National/statutory organisations	Support the KO and consider it one of the most important.	Noted as above
	Neighbouring and other local authorities	Missed opportunity in KO to consider 'networks' not merely provision and mitigation of Blue and Green Infrastructure. Such networks may be wider than a single Council area so could be a matter for Duty to Co-operate and involve Local Nature Partnerships.	Noted as above
	Local organisations/ interest groups	Support improving access to blue infrastructure in relation to the Oxford Canal, which should include improvements to the accessibility of the canal towpath and access to the water space.	Noted as above
KO27	Members of the public	Support the KO. Expansion of rural villages should not be permitted until the supporting infrastructure is in place. Further over development is destroying the rural villages.	The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	The risk of losing regional distinctiveness is high and should be addressed.	Noted as above
	Development industry	Support the KO and consider it one of the most important.	Noted as above
KO28	Members of the public	Support in the context of meeting the needs of a rural population. Ignores the fact that Cherwell has a limited and finite land supply Key amenities and facilities should be within a 15-minute active travel or public transport distance. concept of the 15 minute neighbourhood should be considered as the definition with which to make this objective a reality.	The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	S106 contributions are very important, and those concerning developer contributions towards Primary Care are of particular concern. Questions whether OCC and CDC can support OCCG to develop a plan suitable to deliver new primary care infrastructure.	Noted as above
	Development Industry	Support the KO and consider it one of the most important. Little if any evidence that the previous and current planning strategies for the	Noted as above

		District have made much progress in achieving this outcome.	
	National/ statutory organisations	Support the KO and consider it one of the most important.	Noted as above
	Local organisations/ interest groups	Support the KO. Consistent with the NPPF paragraph 35. S106 contributions are very important, and those concerning developer contributions towards Primary Care are of particular concern. Questions whether OCC and CDC can support OCCG to develop a plan suitable to deliver new primary care infrastructure.	
KO29	Members of the public	Support the KO. This is inherent in most of the other objectives so needs high priority when considering smaller villages or rural communities.	Support welcomed.  The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	More must be done to address water/sewage management, domestic connectivity, better local transport options.	Noted as above
	Ward Councillors	Support the KO and consider it one of the most important.	Noted as above
	Development Industry	Support the KO and consider it one of the most important. Little if any evidence that the previous and current planning strategies for the District have made much progress in achieving this outcome.	Noted as above
KO30	Members of the public	Support the KO.	The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	more emphasis on establishing local green space site allocations in Bicester.	Noted as above
	Development Industry	Support the KO and consider it one of the most important.	Noted as above
	Neighbouring and other local authorities	Facilities such as pubs reduce the need to travel further afield for leisure purposes and encourage community cohesion.	Noted as above
	Local organisations/ interest groups	Support the KO.	Noted as above
KO31	Members of the public	If developers commit to a number of sustainable houses on a development and then try remove the requirement, the planning permission should automatically be withdrawn/revoked.	The Key Objectives have been updated having regard to the consultation responses.
	Town and Parish Councils	Support the KO and consider it one of the most important.	Noted as above

	Development Industry	<p>Support the KO and consider it one of the most important.</p> <p>Sustainable levels of rural development are required in order for rural communities to have access to a range of services, facilities and affordable housing to meet local needs, allowing those communities to become more socially inclusive.</p> <p>The current spatial strategy has failed in this ambition. The current strategy has inflicted a general decline in services and facilities. The proportion of growth afforded to rural areas did not allow for flexibility and resilience within the rural areas.</p> <p>Greater emphasis should be placed on the growth of rural communities.</p> <p>Should reference a mix of housing types and tenures that may be required across the varied rural communities.</p> <p>Needs to be expanded to recognise that planned growth of rural communities including market housing, is key to sustaining local services and facilities, and not just affordable housing.</p> <p>The emerging spatial strategy should provide greater flexibility to ensure rural areas do not become unsustainable.</p>	Noted as above
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### OPTION 3: LOCATION OF EMPLOYMENT LAND

Where do you think employment land should be focused to deliver the jobs needed in Cherwell?

- 1) At our main urban centres of Banbury, Bicester and Kidlington
- 2) At significant transport interchanges
- 3) Mostly on previously developed land, including in less sustainable locations
- 4) At the larger villages
- 5) A combination of all of the above options

Approximately 200 responses were received in response to this option.

Consultation Responses	Officer Response
<p><b>What members of the public said:</b></p> <ul style="list-style-type: none"> <li>• The majority of the public responses favoured Options 1 and 3, with a preference for employment to be focused in the main urban centres and on previously developed land; with Green Belt development being avoided.</li> <li>• Options 2 and 5 were also supported, with limited support for Option 4.</li> </ul>	<p>Noted.</p> <p>The Council's approach to planning for employment is set out in the Regulation 18 draft plan. This approach has been informed by updated evidence, the wider plan making process and consultation responses.</p>

<ul style="list-style-type: none"> <li>• The district cannot accommodate more employment. Start-up industries promoted in Policy Bicester 1 have not materialised.</li> <li>• Should be located where it can be easily accessed by walking, cycling or existing public transport. Located away from town centres to ease congestion.</li> <li>• Warehouse developments should be limited.</li> <li>• Noted that there is a difference between the text included for Option 3 between the consultation form and online – one has the term ‘including less sustainable locations’ – there is quite a difference in these options.</li> <li>• Employment land should be distributed throughout Cherwell and the Knowledge Spine.</li> <li>• Options 1-4 should be the order of preference.</li> <li>• Development at the larger villages will result in a loss of character and countryside.</li> </ul>	<p>The comments regarding the discrepancy in text has been noted.</p>
<p><b>What Town and Parish Council’s said:</b></p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council suggest Option 5; options 1-4 should form the hierarchy for employment land development (in that order).</li> <li>• Deddington Parish Council favours Option 2.</li> <li>• Sibford Gower Parish Council, Banbury Town Council, Kidlington Parish Council, Kirtlington Parish Council, Gosford and Water Eaton Parish Council, Bodicote Parish Council and Middleton Stoney Parish Council favour Option 5.</li> <li>• Launton Parish Council prefers Option 1 and on allocated, undeveloped sites.</li> <li>• Caversfield Parish Council prefers Options 1, 2 and 3 but primarily Option 2.</li> <li>• Cropredy Parish Council suggests Options 1 and 3 and some employment in rural areas of an appropriate type and size not to damage the character and environment.</li> <li>• Drayton Parish Council support Options 1, 3 and 4.</li> <li>• Fritwell Parish Council prefers Options 1 and 2.</li> <li>• Weston on the Green Parish Council, Heyford Park Parish Council and Islip Parish Council support Options 1 and 3. With previously developed land as a priority. Significant transport interchanges don’t usually provide good accessibility for employees.</li> <li>• There should be limits on building new warehouses.</li> <li>• Transport infrastructure leading to principal towns should be considered as many existing roads in and out of urban centres are already overburdened.</li> </ul>	<p>Noted. As above.</p>
<p><b>What the Ward Councillor’s said:</b></p> <ul style="list-style-type: none"> <li>• Options 1 and 3.</li> </ul>	<p>Noted.</p>
<p><b>What the development industry said:</b></p> <ul style="list-style-type: none"> <li>• Generally, the development industry was supportive of Options 1 and 5 with limited support for Option 2 and minimal support for Options 3 and 4.</li> </ul>	<p>Noted as above</p>

<ul style="list-style-type: none"> <li>• Future growth would be better served by the expansion of Bicester and the larger villages.</li> <li>• Option 5 in line with NPPF, Oxfordshire Plan 2050 and the Oxford-Cambridge Arc Spatial Framework.</li> <li>• Focus for employment land is likely to be best aimed at the main urban centres, some rural and village locations, especially those adjoining existing employment sites, will continue to provide opportunities for jobs in the more rural areas.</li> <li>• Need to see the Employment Land and Needs Assessment to comment further.</li> <li>• Smaller settlements offer the opportunity for small scale office hubs/flexible spaces in rural locations.</li> <li>• Employment should be well connected to centres of population.</li> <li>• Focus on Option 1 only would place further pressure on those settlements, encouraging unsustainable patterns of commuting.</li> <li>• Bicester should be the focus for employment land; Kidlington is constrained by the Green Belt.</li> <li>• Key employment sites and the Knowledge Spine should be considered as an option; Kidlington is located on the knowledge spine and holds the highest value-added employment potential.</li> <li>• Employment land policies need to contain flexibility to allow for changes in the markets and the ability to respond quickly to such changes.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach suggests Option 5 and notes that Option 3 is unlikely to ever be appropriate.</li> <li>• Sport England supports Option 5.</li> <li>• The Woodland Trust supports Option 3, where opportunities to enhance biodiversity and contribute to green infrastructure.</li> </ul>	Noted as above.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that Option 5 offers the best solution, and that Option 3 is not appropriate. Sustainable travel options should be a key consideration in the location of employment land, providing access to residential and other uses.</li> <li>• Buckinghamshire Council notes that employment land allocations falling within Use Class B8 Storage or Distribution on a large scale would in principle be better located closer to the M40 motorway junctions and that impacts on A41 should be avoided.</li> <li>• West Oxfordshire Council would be interested to view the Employment Land and Needs Assessment and the Town Centre Retail Study. Expected coverage of the Green Economy in the employment section.</li> </ul>	Noted as above.
<p>What the Local organisations/interest groups said:</p>	Noted as above.



<ul style="list-style-type: none"> <li>• Deddington Neighbourhood Plan Steering Group favour Options 1 and 2.</li> <li>• Deddington Development Watch supports Option 1 where transport routes are focused.</li> <li>• CPRE Oxfordshire suggest that Option 5, excluding Option 4 is most appropriate, subject to the definitions of transport interchanges.</li> <li>• Mid-Cherwell Neighbourhood Plan (MCNP) Forum support Options 1, 3 and 4. Does not support Option 2 due to huge impact it can have on the countryside.</li> <li>• Banbury Civic Society favour Options 1 and 4. They are not supportive of option 3; pre-developed land can be in unsustainable or visually sensitive locations.</li> <li>• Save Gavray Meadows supports Options 2 and 3; with a view to staying away from the countryside and historic places.</li> <li>• Employment land should be situated at locations that are easy to access via walking or cycling from urban centres using safe routes.</li> <li>• Development should be directed to previously developed land, abutting land for similar uses, not adjacent to residential uses.</li> </ul>	
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#### OPTION 4: EMPLOYMENT LAND

When identifying sites for employment land, what should be our priority to balance protecting communities and meeting the needs of our business?

- 1) Provide sites only for general industry(B2) and distribution (B8)
- 2) Provide mixed use sites to include general industry, distribution (B2 and B8 uses), light industry and other potentially compatible uses such as retail and leisure (E use classes)
- 3) Provide a mixture of the above

Approximately 155 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents favour Option 3, followed closely by Option 2 with Option 1 being the least favoured.</li> <li>• Employment should support all general and light industries and distribution.</li> <li>• No need for heavy industry.</li> <li>• Support for B2 uses but distribution B8 'sheds' were widely objected to.</li> <li>• E use classes are preferable to B2 and B8</li> <li>• It is time for most HGV freight lorries to move to rail with a railway line running parallel to the A34. This will be extended to the east coast when East West Rail is operational. If a rail freight interchange is required, then use the rail freight interchange at Graven Hill when the military leave. Do not</li> </ul>	<p>Noted.</p> <p>The Council's approach to planning for employment is set out in the Regulation 18 draft plan. This approach has been informed by updated evidence, the wider plan making process and consultation responses.</p> <p>This has included reference to an Economic land availability assessment,</p>

<p>destroy the rail infrastructure across that site to make Graven Hill development bigger.</p> <ul style="list-style-type: none"> <li>• Separating out the retail and leisure to keep adding B8 means that this should be in town centres, urban areas and in appropriate locations in the rural areas.</li> <li>• Private health and educational establishments should be considered.</li> <li>• Consider environmental impact of the industries.</li> <li>• There should be little visual impact.</li> <li>• Close to transport hubs to minimise travel and along M40 corridor.</li> <li>• Two large warehouses have been built at J11 and A361. These are an eyesore and the additional planning application for a hotel and food outlets will increase traffic.</li> <li>• Not on agricultural land; Brownfield sites only for employment.</li> <li>• Steps need to be put forward to secure the viability of the existing town centre.</li> <li>• It seems unlikely that shopping will be primary function of towns in future. This is recognised but much more should be made of it in evaluating choices for Cherwell.</li> <li>• Villages should be left as they are, but provision of local shops could be encouraged.</li> <li>• There should be more emphasis on a skilled labour force and less retail and warehousing.</li> <li>• Infrastructure sustainability is key.</li> <li>• Local employment to support local communities.</li> <li>• Large industrial estates or distribution hubs are desolate places. In the evenings these estates are largely vacant of people and a waste of land.</li> <li>• A healthy mix of businesses that complement each other.</li> <li>• Distribution is likely to be reducing as the effects of consumerism, supply chain overconfidence and materialism in society are reduced.</li> <li>• Cherwell has an opportunity to consider how to re-local employment in this plan that is not yet sufficiently granular.</li> <li>• Focus on affordable small business and start-up spaces.</li> <li>• Ensure all new builds have local energy generation.</li> <li>• Development outside existing settlement boundaries should be resisted.</li> <li>• Mixed use sites should specifically exclude leisure and retail.</li> <li>• There is very little availability of light industrial units in Banbury, with small businesses having to often travel outside of the district to access.</li> </ul>	<p>and identification of a Functional Economic Market Area.</p> <p>National Policy requires planning policies to recognise and address the specific locational requirements of different sectors, which includes making provision for clusters or networks of certain industries in suitable locations.</p> <p>The Local Industrial Strategy references the Bicester Eco Zone &amp; Corporate HQ Hub, as part of the 'Proposed network of global hubs and international clusters', as well as the Begbroke Science Park and the Oxford Technology Centre.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Launton Parish Council and Weston on the Green Parish Council favour Option 3.</li> <li>• Caversfield Parish Council prefer Option 3, however note that retail should be limited to urban locations and town centres.</li> <li>• Cropredy Parish Council, Banbury Town Council, Heyford Park Parish Council, Gosford and Water Eaton Parish Council and Fritwell Parish Council support Option 2.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Bloxham Parish Council consider that development outside existing settlement boundaries should be resisted; mixed use sites should be adopted where possible, however this should exclude leisure and retail; and there should be a push towards their renewal and out of town retail and leisure should be resisted.</li> <li>• Bodicote Parish Council note that consideration must be given to the transport infrastructure providing access to that land, regardless of its type.</li> <li>• Gosford and Water Eaton Parish Council also note that it is essential that the provision is made where the local need is identified rather than as an afterthought in the provision of development sites.</li> <li>• Fritwell Parish Council further notes that increasing B2 and B8 does not generally benefit local communities or provide significant employment opportunities. Many warehouses built around Bicester are not yet occupied and the workforce for logistics is being reduced by increased automation.</li> <li>• Heyford Park Parish Council further note that there should be more emphasis on a skilled labour force and less retail and warehousing.</li> <li>• Councillor George Reynolds and Councillor Phil Chapman both support Option 2.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents chose Option 3, with limited support for Option 2 and no support for Option 1.</li> <li>• Introduction of Class-E was a clear signal from Government that greater flexibility is required in the uses of buildings without the need for planning permission. Unacceptable if Local Planning Authorities attempt to subvert the new Class-E without reasonable justification.</li> <li>• The Council should increase flexibility on its employment sites by adopting a wider definition of suitable uses which could be brought forward.</li> <li>• The definition of suitable uses on employment sites be extended to employment generating uses rather than using the use class order. This could be caveated with requirements for uses to deliver an appropriate employment density and there could be requirements that such proposals would need to demonstrate that they do not have undue impacts on the town centre.</li> <li>• The policy should apply some flexibility and caveats as to when other uses would be acceptable. Classes B and E should be facilitated, but not to the preclusion of Sui Generis activities.</li> <li>• Expectation that CDC will produce a robust evidence base to support decisions.</li> <li>• Largely dependent on the level of need for each use class, which is a matter for the Oxfordshire Plan 2050.</li> <li>• Employment generating uses should be located as close to existing or proposed residential areas as possible to reduce commuting or associated with existing or proposed key transport links.</li> </ul>	<p>As noted above.</p> <p>The NPPF (paragraph 82) requires policy relating to employment development to set out a clear economic vision and strategy to encourage sustainable economic growth, as well as set criteria or identify strategic sites for investment.</p>

- The plan will need to ensure that there are a mix of job opportunities across the District to ensure that all skill levels are catered for.
- A mix of employment sites is vital to achieving a sustainable and balanced economy and providing a diverse range of jobs. The unprecedented demand for logistics floorspace, and supply shortage, is well documented and exacerbated by the Covid-19 pandemic.
- The Local Plan Review must contain suitable and sufficient site allocations, as well as criteria-based policies to ensure that anticipated needs are addressed and that the plan is capable of rapidly responding to changes in economic circumstances.
- Providing positive, supportive planning policies in the local plan that strike an appropriate balance between certainty and flexibility is key to attracting investment in new employment development (to allow existing businesses to expand and to attract new businesses to the district).
- A diverse economy is a strong economy; encourage Cherwell to seek to maximise opportunities for growth in innovative and technology-led sectors.
- The Ox-Cam Arc represents an opportunity to be part of the modern economic engine that will drive economic recovery.
- There needs to be a mind-set shift away from a focus on traditional B-uses such that the value of employment from education uses, community uses and small-scale even micro-scale businesses are acknowledged.
- The NPPF is clear (paras 82 and 83) that Local Plans should identify and meet employment needs of different sectors and proactively encourage economic growth.
- Avoid an over provision of B8 uses.
- This must respond to demand following detailed assessment. Taking account of the Oxfordshire Industrial Strategy and the associated Delivery Plan, prepared by the LEP, there is a strong ambition to drive up provision of R&D space and to increase employment skills to better respond to local demand. Oxfordshire lacks flexible laboratory and innovation space as well as Grade A office space, which are critical to attracting foreign direct investment and secure international business.
- Support development in locations where new homes can be located close to jobs to support economic development and reduce the need to travel.
- The Local Plan Review should provide the policy framework to ensure Heyford Park is supported as an employment location and extended in order to continue to attract inward investment and to provide new training and employment opportunities.
- The approach to identifying employment land should recognise the need for a mixture of business spaces as well as the importance of improved physical, training and digital infrastructure that is needed to support this.
- Consideration should be given to the results of the Economic Needs Assessment.

<ul style="list-style-type: none"> <li>• Cherwell is a very attractive location for industrial and warehouse development with the most attractive locations being determined by proximity to the M40 and the local workforce. There is strong demand at these locations. The Council should ensure that a range of sites are provided at these locations to support this range of demand.</li> <li>• The future location of employment land should be focused at the main centres, including Banbury, which benefit from good connectivity to public transport, the strategic highway network and to the local labour force. Logistics and warehousing would be best positioned close to the strategic road network, particularly the M40 corridor.</li> <li>• The strategy for Cherwell needs to align with the aspirations of the strategic plan for Oxfordshire.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England support Option 3.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council support Option 2.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• The respondents favoured Option 3.</li> <li>• Concerns raised about the proliferation of large-scale B8 developments in open countryside. Impact of huge logistics centres will negate much of the Vision set out by the 2040 Local Plan. There should be no strategic rail freight or road transport hubs in Cherwell.</li> <li>• Favour mixed-use, but needs to provide for lower-cost small/incubator units, particularly for high-tech and manufacturing and larger-volume units. Recent employment sites have almost invariably been developed with big sheds, often for low-employment B8 (warehousing) uses; having been consented with little or no regard to supposed 'safeguards' in the relevant local plan policies regarding visual impact, landscaping, green infrastructure or green/PV roofs.</li> </ul>	As noted above.

#### QUESTION: SUPPORTING EMPLOYMENT

Are there any other employment policies we should include in the Plan?

Approximately 53 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Developing apprenticeships.</li> <li>• Support for rural industries including farming.</li> <li>• All forms of employment should be considered.</li> </ul>	<p>Noted.</p> <p>The Regulation 18 Draft Local Plan focusses employment growth primarily at Bicester, and Banbury, with more limited growth at Kidlington and the larger villages.</p>

<ul style="list-style-type: none"> <li>• Reduction in business rates.</li> <li>• Support for home working.</li> <li>• Minimise the scale of employment sites, increase the distribution.</li> <li>• Support the growth of green industries.</li> <li>• Policy which supports the provision of low-cost options for small businesses.</li> <li>• Developing innovative new industry with a renewable focus should take priority.</li> <li>• Integrate transport plans to sites of employment.</li> <li>• Employment opportunities should receive high priority in planning decisions.</li> <li>• If building new sites, incentives for public transport, cycle scheme or car sharing.</li> <li>• Policies around increasing and maintaining biodiversity on employment land to ensure meeting climate goals.</li> <li>• There are many vacant shops and larger stores in Banbury town centre; repurpose for social enterprises, housing and leisure facilities.</li> <li>• When allowing sites for larger commercial units, a certain amount of light industrial use units should be provided to support small business and start-ups.</li> <li>• Avoid supporting businesses dependent on zero-hours contracts, push for sustainable employment providing younger people with skills and a career pathway.</li> <li>• Regarding the appearance and operation of employment buildings policies could include the use of: green roofs and walls; landscaping; low level lighting, appropriate building height to limit overshadowing; rainwater capture; grey water capture and reuse; solar energy capture; minimise external energy pollution; minimise internal pollution; incorporate business signage on building fronts rather than standalone signs and flags; and, reduce unsightly fencing and use trees to form boundaries.</li> <li>• Above a certain size, companies should be encouraged to provide open spaces for employee decompression.</li> <li>• M40 junction is getting too busy.</li> <li>• Stop building B8 storage and distribution giant sheds. Change the ESD5 Policy to say that all employment structure must have PV panels on whole usable roof areas.</li> </ul>	<p>Employment development, particularly through the strategic allocated development sites, is informed by an updated evidence base, including reference to the economic land availability assessment, the Council’s Economic Needs Assessment, identification of a Functional Economic Market Area, and the Local Industry Strategy.</p> <p>This approach is consistent with national policy and guidance.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council note that attention should be given to developing diverse and sustainable employment opportunities to secure a wide spectrum from ‘entry’ level employment through to high quality jobs, with the aim of providing a clear career future.</li> <li>• Heyford Park Parish Council highlight that more high-tech companies offering skilled apprenticeships leading to nationally recognised qualifications should be encouraged.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Gosford and Water Eaton Parish Council look to prioritise the need rather than the mere application of an arbitrary formula.</li> <li>• Banbury Town Council note that it is important to ensure that provision for start-up companies and other small unit users are catered for in new commercial development and a policy should be that new development should provide a percentage of the new floor space in units under 100 sq. metres.</li> <li>• Launton Parish Council and Caversfield Parish Council request improvements to internet connections to enable home working.</li> <li>• Fritwell Parish Council support development that supports higher-wage employment and training rather than leisure, retail, and hospitality.</li> <li>• Bodicote Parish Council consider that all forms of employment should be considered.</li> <li>• Weston on the Green Parish Council note that it is important to support local employment so that people can live and work in their community. A major problem for our village is the creation of employment and leisure sites that do not consider or respect the traffic impact. Planning policy needs to move toward a view that the cumulative effect of permissions must be considered when approving an application.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Other policies in the plan should be capable of delivering the objectives.</li> <li>• A policy should be included to support the opportunity to strengthen existing clusters.</li> <li>• Policy should support a containment strategy where housing and employment growth can be accommodated in close proximity, this strategy should be prioritised as it supports sustainable development and reflects the climate change agenda.</li> <li>• London Oxford Airport should be recognised as a key economic asset in the Local Plan and allocated for development to include aviation related development; high value employment uses; and a new park and ride, and a review of the Green Belt boundary at the site.</li> <li>• Flexibility in town centre uses to allow scope for commercial/retail centres to evolve and respond more rapidly to demand, both within town centres and in strategic/sustainable employment sites on the edge of primary urban settlements.</li> <li>• The Local Plan must set a clear vision and objectives which positively and proactively support sustainable economic growth. This must have regard to the wider strategic employment policies set out in the Oxfordshire Plan 2050, the emerging content of the Oxford-Cambridge Arc Spatial Framework and the requirements in the NPPF.</li> <li>• Policies should be flexible to respond to market changes and demands.</li> <li>• The contribution that tourism brings to job creation and the local economy should not be downplayed and further</li> </ul>	<p>As noted above.</p> <p>National legislation requires planning policies to recognise and address the specific locational requirements of different sectors.</p>

<p>consideration of how the Local Plan can maximise opportunities for tourism in the villages should be made.</p> <ul style="list-style-type: none"> <li>• Consideration should be given to paragraph 81 of the NPPF.</li> <li>• Encourage further support of employment and commercial opportunities in order to make the best use of land and viable re-use of heritage assets. Employment and commercial related policies should encourage and allow for sites to have flexibility on the precise type of tenant/user wherever possible, to maximise commercial opportunities and therefore maximise on the viable future of heritage assets.</li> <li>• Cherwell District Council may wish to consider how commercial and employment policies can specifically support the provision of research and development into ‘green’ technologies.</li> <li>• Employment land should be provided at and in proximity to the main urban centres; significant transport interchanges; on previously developed land; and at or adjacent to the larger villages. This approach will facilitate sustainable economic growth across the district; reduce the need to travel; support the rural economy; and ensure that employment development is highly accessible to residents.</li> <li>• The most sustainable sites for development must be identified and allocated through the Local Plan Review. The Local Plan must be cognisant of the locational requirements of certain sectors and address the substantial and growing need for logistics floorspace. Take-up of logistics floorspace is at an unprecedented level, whilst availability is low. CDC needs to bring forward a policy which is sufficiently flexible to provide a positive but robust policy framework for the assessment of planning applications which come forward on non-allocated sites to meet demands which were not anticipated at the time of the Review’s preparation.</li> <li>• The evidence base should explore the implications of the trend towards remote working in greater detail. Cherwell is well-placed to attract highly skilled workers who might have traditionally worked in London. New housing development at rural villages would serve to draw-in such people, whose high levels of disposable income is likely to reinforce the viability of local services.</li> <li>• Using labour demand figures and past completions on at least a ‘Business as Usual’ trajectory, OGNA is clear that a very significant amount of additional employment land is needed of up to 807 hectares. Greater assessment is needed to understand whether allocated sites within the Economic Needs Assessment are still deliverable and/or whether they are now better suited for other uses if development on them is still preferred.</li> </ul>	
<p>What national / statutory organizations said:</p> <ul style="list-style-type: none"> <li>• Sport England support the consideration of E use classes on employment land. Sport has only recently been seen as an economic generator.</li> </ul>	<p>As noted above. Policy will reflect the Use Classes Order 187 (as amended).</p>
<p>What the neighbouring and other local authorities said:</p>	<p>As noted above.</p>



<ul style="list-style-type: none"> <li>• Oxfordshire County Council note that consideration should be given to potential B8 requirements within residential areas, for freight consolidation. The Council may consider policies around requirements for futureproofing for innovation/tech to become mainstream in areas where there is an objective to promote science, tech, and innovation businesses.</li> <li>• The Local Plan should seek to encourage the implementation of Community Employment Plan (CEPs) which are focused on strategic sites and this approach has been endorsed at Growth Board, Local Enterprise Partnership Board and by the Skills Board. CEPs are fundamental to the successful delivery of strategic objectives identified in Oxfordshire’s Local Skills Plan and Report and Economic Recovery Plan and the emerging Oxfordshire Inclusive Economy Partnership. CEPs could provide opportunities for people to gain necessary skills, apprenticeships, and work, to address the identified skills shortage and lack of training opportunities locally and provide enhanced social mobility and economic growth as a result. CEPs seek to maximise the wider community benefits of development through ensuring that local people can better access job opportunities arising from development. The outcomes in CEPs should apply at the construction phase and at end-use phase of employment generating development.</li> </ul>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Provision of bus services from major urban centres and railway stations to new employment sites which will employ in excess of 100 people is required.</li> <li>• Support more working at or near homes, encouraging ultrafast broadband and better phone signals.</li> <li>• The preference would be for development that supports higher wage, higher-skilled employment and training rather than leisure, retail and hospitality. Local “green” jobs in research and new technology should be supported.</li> <li>• More training for outdoors employment.</li> <li>• NVQs will make a career progression and more pay possible. Conditions and pay for staff working outdoors make it a very unattractive career.</li> <li>• Need to provide for lower-cost small/incubator units and units for high-tech and manufacturing.</li> </ul>	<p>As noted above.</p>

#### OPTION 5: TOWN CENTRES & RETAIL

To support our town centres, should we

- 1) Provide more flexibility within our town centres for different uses including residential development but protect key shopping areas by restricting use to retail, restaurants and cafes

2) Maximise flexibility within the town centre for different uses including residential development and other community and leisure uses.

Approximately 127 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Overall, there was more support for Option 2.</li> <li>• Many considered that limiting the spread of out-of-town retail developments where there is existing opportunity to provide the service in a town centre was a key aspect to reviving town centres.</li> <li>• There was support for town centres being easily accessible by a variety of transport modes, particularly walking and cycling; and also including access for large goods vehicles.</li> <li>• There was also high levels of support for ensuring that town centres were inviting and comfortable places that people want to visit; including providing indoor and outdoor modular spaces that can be flexibly adapted to need/demand. Town centres should be more attractive with more public spaces, markets, landscaping, etc.</li> <li>• Many respondents thought that better and cheaper/free parking options would bring people back to town centres.</li> <li>• Kidlington shopping area should be protected by restricting uses. Banbury and Bicester can accommodate other community and leisure uses.</li> <li>• Only one respondent felt that shops in town centres should be protected from housing.</li> <li>• Flexibility is required but consideration should be given to the resultant use of cars and retail trends to provide smaller units for entrepreneurial endeavours.</li> <li>• Unused buildings in town centres should be compulsory purchased and turned into residential uses, whilst protecting heritage and providing housing for young people and invigorate town centres as communities.</li> <li>• Town centres are important to elderly residents as a social hub and should benefit from a mix of uses.</li> <li>• Consideration should be given to the creation of environments that make people feel comfortable with a mix of building types and scale of buildings.</li> <li>• Unused buildings should be used as community centres, not changes to residential uses. Removing parking areas and creating more community spaces, such as market areas, green space, play areas, etc.</li> </ul>	<p>Noted.</p> <p>The Regulation 18 draft plan sets out the Council’s approach to town centres and retail. This includes identification and delivery of strategic and non-strategic development sites for housing, employment, open space and recreation, and other land uses.</p> <p>The draft plan identifies town centre boundaries, strategic sites, and includes policies for determining planning applications. These policies are informed by a range of evidence including a Town Centre and Retail Study.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council questions whether there is scope to consider each town/village centre on its merits and have a flexible plan for each, rather than try to anticipate what development should be encouraged across the district.</li> <li>• Kidlington Parish Council, Banbury Town Council, Heyford Park Parish Council and Gosford and Water Eaton Parish Council prefers Option 1.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Launton Parish Council does not support either option and notes that out of town retail should be halted.</li> <li>• Caversfield Parish Council support Option 2 and note that other community and leisure uses should be considered before residential uses.</li> <li>• Cropredy Parish Council supports Option 2.</li> <li>• Fritwell Parish Council supports the limiting of out-of-town retail which promotes higher car usage and negatively impacts town centre traders.</li> <li>• Bodicote Parish Council believes that each town should have the capacity to guide development in its town centres with maximum flexibility based on the users of the town centres.</li> <li>• Bloxham Parish Council questions whether there is scope to consider each town/village centre on its merits and have a flexible plan for each, rather than try to anticipate what development should be encouraged across the district.</li> <li>• Kidlington Parish Council, Banbury Town Council, Heyford Park Parish Council and Gosford and Water Eaton Parish Council prefers Option 1.</li> <li>• Launton Parish Council does not support either option and notes that out of town retail should be halted.</li> <li>• Caversfield Parish Council support Option 2 and note that other community and leisure uses should be considered before residential uses.</li> <li>• Cropredy Parish Council supports Option 2.</li> <li>• Fritwell Parish Council supports the limiting of out-of-town retail which promotes higher car usage and negatively impacts town centre traders.</li> <li>• Bodicote Parish Council believes that each town should have the capacity to guide development in its town centres with maximum flexibility based on the users of the town centres.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council questions whether there is scope to consider each town/village centre on its merits and have a flexible plan for each, rather than try to anticipate what development should be encouraged across the district.</li> <li>• Kidlington Parish Council, Banbury Town Council, Heyford Park Parish Council and Gosford and Water Eaton Parish Council prefers Option 1.</li> <li>• Launton Parish Council does not support either option and notes that out of town retail should be halted.</li> <li>• Caversfield Parish Council support Option 2 and note that other community and leisure uses should be considered before residential uses.</li> <li>• Cropredy Parish Council supports Option 2.</li> <li>• Fritwell Parish Council supports the limiting of out-of-town retail which promotes higher car usage and negatively impacts town centre traders.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Bodicote Parish Council believes that each town should have the capacity to guide development in its town centres with maximum flexibility based on the users of the town centres.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council questions whether there is scope to consider each town/village centre on its merits and have a flexible plan for each, rather than try to anticipate what development should be encouraged across the district.</li> <li>• Kidlington Parish Council, Banbury Town Council, Heyford Park Parish Council and Gosford and Water Eaton Parish Council prefers Option 1.</li> <li>• Launton Parish Council does not support either option and notes that out of town retail should be halted.</li> <li>• Caversfield Parish Council support Option 2 and note that other community and leisure uses should be considered before residential uses.</li> <li>• Cropredy Parish Council supports Option 2.</li> <li>• Fritwell Parish Council supports the limiting of out-of-town retail which promotes higher car usage and negatively impacts town centre traders.</li> <li>• Bodicote Parish Council believes that each town should have the capacity to guide development in its town centres with maximum flexibility based on the users of the town centres.</li> </ul>	<p>As noted above.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council questions whether there is scope to consider each town/village centre on its merits and have a flexible plan for each, rather than try to anticipate what development should be encouraged across the district.</li> <li>• Kidlington Parish Council, Banbury Town Council, Heyford Park Parish Council and Gosford and Water Eaton Parish Council prefers Option 1.</li> <li>• Launton Parish Council does not support either option and notes that out of town retail should be halted.</li> <li>• Caversfield Parish Council support Option 2 and note that other community and leisure uses should be considered before residential uses.</li> <li>• Cropredy Parish Council supports Option 2.</li> <li>• Fritwell Parish Council supports the limiting of out-of-town retail which promotes higher car usage and negatively impacts town centre traders.</li> <li>• Bodicote Parish Council believes that each town should have the capacity to guide development in its town centres with maximum flexibility based on the users of the town centres.</li> </ul>	<p>As noted above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• CPRE Oxfordshire supports Option 2. Town centre and brownfield sites should be utilised before consideration of green belt/space development. Continued support for small chain/independent retailers will allow a greater variety within the town centres and encourage the use of markets.</li> <li>• MCNP Forum support the change for some residential uses in town centres with the aim to create a vibrant community</li> </ul>	<p>As noted above.</p> <p>Policies will reflect the most up to date Use Classes Order.</p>

<p>which harnesses small scale enterprises and specialist providers.</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society believes the question to be leading and should have been reworded to consider flexibility for residential uses at ground floor in town centres. They note that Banbury’s main retail area is likely too large but it provides important protection to the primary retail streets. Support a redrafted policy for Banbury’s town centre based on a conservation led assessment.</li> <li>• Save Gavray Meadows supports Option 1.</li> <li>• Town centres should provide a wide range of facilities in one place which is easily accessible by walking or cycling.</li> <li>• St Mary’s Church Banbury prefers Option 2.</li> </ul>	
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**QUESTION: TOWN CENTRE USES (BANBURY, BICESTER & KIDLINGTON)**

Are there other policies that should be considered in relation to retail to support our town centres?

Approximately 49 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Attract more people to the town centre.</li> <li>• Better parking in town centres and review parking charges.</li> <li>• Pedestrianised spaces in all the major towns.</li> <li>• Towns accessible by safe and direct footpaths and cycle paths; with the inclusion of secure cycle storage. Town centres should have no ‘no cycling’ areas.</li> <li>• More variety of retailers.</li> <li>• Pop up shops to support young local entrepreneurs.</li> <li>• Local rates rebates and Incentives for companies to return to the town centres.</li> <li>• Introduce a new 10% loyalty card discount card for money spent in town centre.</li> <li>• Ban any new out of town shopping centres.</li> <li>• A local capital gains tax for non-rate payers could then be levied.</li> <li>• Reduce the stall-holder fees for Banbury market.</li> <li>• Provide a variety of markets.</li> <li>• Hold/host regular events that support retailers.</li> <li>• A plan which includes transport hubs is essential.</li> <li>• Banbury needs a good library.</li> <li>• Support retail and leisure services while providing accommodation.</li> <li>• Very frequent public transport is required.</li> <li>• Street sweeping and maintenance of pedestrianised areas.</li> <li>• Ensuring change of use from commercial to residential is made are easy.</li> <li>• Policies that promote environmentally positive changes.</li> </ul>	<p>Noted.</p> <p>The Regulation 18 draft plan sets out the Council’s approach to town centres and retail. This includes identification and delivery of strategic and non-strategic development sites for housing, employment, open space and recreation, and other land uses.</p> <p>The draft plan identifies town centre boundaries, strategic sites, and includes policies for determining planning applications. These policies are informed by a range of evidence including a Town Centre and Retail Study.</p> <p>This study provides up-to-date objective assessment of retail and leisure, evening economy, temporary activities such as 'pop ups', in addition to the night-time economy.</p>

<ul style="list-style-type: none"> <li>• Provide open spaces and enhance the local character of towns.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Launton Parish Council suggest a National Business Rate review to allow businesses to be able to afford to stay to support town centres.</li> <li>• Cropredy Parish Council consider that 'Out of town' retail development should be prevented.</li> <li>• Milton Parish Council note that more homes should replace offices/shops as centres become more amenable places to live.</li> <li>• Fritwell Parish Council encourage smaller, independent traders by reducing business rates. Add more variety to Banbury weekly market.</li> <li>• Weston on the Green Parish Council note that accessibility for local communities from surrounding areas and villages is a concern. Local distinctiveness should recognise the value of locally made produce.</li> <li>• Gosford and Water Eaton Parish Council consider that there should be positive awareness of climate change and the creation of new heritage environments.</li> <li>• Bodicote Parish Council note that entrepreneurs who wish to set up viable small businesses within the town centre should be helped.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Launton Parish Council suggest a National Business Rate review to allow businesses to be able to afford to stay to support town centres.</li> <li>• Cropredy Parish Council consider that 'Out of town' retail development should be prevented.</li> <li>• Milton Parish Council note that more homes should replace offices/shops as centres become more amenable places to live.</li> <li>• Fritwell Parish Council encourage smaller, independent traders by reducing business rates. Add more variety to Banbury weekly market.</li> <li>• Weston on the Green Parish Council note that accessibility for local communities from surrounding areas and villages is a concern. Local distinctiveness should recognise the value of locally made produce.</li> <li>• Gosford and Water Eaton Parish Council consider that there should be positive awareness of climate change and the creation of new heritage environments.</li> <li>• Bodicote Parish Council note that entrepreneurs who wish to set up viable small businesses within the town centre should be helped.</li> </ul>	<p>As noted above.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach note that a policies to consider how to deal with out of town proposals to ensure that such sites are accessible by all modes. If the developer cannot deliver, then development should be refused. This will incentivise</li> </ul>	<p>As noted above.</p>

<p>developers securing the control they need to secure sustainable accessibility. Bus services running at least every 20 minutes serving a variety of origins, should be in place or credibly sustainable at all significant developments. A criterion-based policy is going to be effective in steering outcomes and offering sufficient clarity for development management decisions.</p>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach note that a policies to consider how to deal with out of town proposals to ensure that such sites are accessible by all modes. If the developer cannot deliver, then development should be refused. This will incentivise developers securing the control they need to secure sustainable accessibility. Bus services running at least every 20 minutes serving a variety of origins, should be in place or credibly sustainable at all significant developments. A criterion-based policy is going to be effective in steering outcomes and offering sufficient clarity for development management decisions.</li> </ul>	<p>As noted above.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council consider that 20-minute neighbourhoods are not purely for encouraging the shift to active travel. It should allow those from deprived communities to have equal access to shops and services which might be inaccessible due to travel distance and lack of quality infrastructure. More residential in town centres would result in a loss of community facilities widening health inequalities. There is nothing to highlight the archaeological resource within the town. Banbury has a wealth of archaeological heritage assets which are often overlooked. Archaeological excavations ahead of development in and around Banbury have revealed a significant prehistoric landscape, a Bronze Age funerary landscape and later prehistoric settlement. In line with NPPF the local plan should aim to set out a robust strategy for the protection and enhancement of this archaeological resource.</li> <li>• development in its town centres with maximum flexibility based on the users of the town centres.</li> </ul>	<p>As noted above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• St Mary’s Church consider that CDC could make greater use of Repairs Notices to make sure that the owners of the many listed buildings in Banbury town centre that are suffering from neglect keep them in good condition. It could actively seek out sources of grant-aid. Maintaining the character and appearance of the town centre by keeping its buildings in good condition is critical to its attractiveness and its long-term sustainability.</li> <li>• Banbury Civic Society support a redrafting of policy for Banbury’s town centre. This should be based on a conservation-led assessment of the existing built environment.</li> </ul>	<p>As noted above.</p> <p>Policy relating to town centres and retail will reflect the most up to date UCO.</p>

<ul style="list-style-type: none"> <li>• Save Gavray Meadows consider that more car parking is required.</li> <li>• BicesterBUG consider that out-of-town centres should be restricted. All town centres should be readily accessible by safe, direct, and attractive footpaths and cycle paths. Encourage more pedestrianised areas within town centres. “No cycling” areas should be removed. Sufficient secure and convenient parking for bikes and electric bikes. Retailers should be able to easily apply for bike parking to be installed.</li> </ul>	
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**QUESTION: SUPPORTING OUR TOWN CENTRES**

Are there any local town centre and retail related policies that we should consider?

Approximately 41 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Enable the utilisation of empty retail spaces for community use, start-ups, art and entertainment etc.</li> <li>• Queries how people will get in and out of town centres.</li> <li>• Affordable rent some be introduced for small businesses.</li> <li>• Affordable accommodation should be introduced into the town centres in vacant buildings.</li> <li>• Traffic congestion should be alleviated by making alternative provision for through traffic.</li> <li>• Parking charges should be reduced or eliminated in town centres.</li> <li>• Do not support the designation of several town centre sites for travellers.</li> <li>• Suggested that a team dedicated to supporting the function of town centres is needed.</li> <li>• Designs should be based on traditional styles.</li> <li>• Off-site areas should only be used to support the centre and for distribution.</li> <li>• Reduced business rates should be applied.</li> <li>• Banbury Town Centre has potential to be successful but has been neglected.</li> <li>• Financial incentives should be provided to encourage and support traders into centres.</li> <li>• Variety of types of use should be encouraged in the town centre.</li> <li>• More visual and modern art like sculpture trails and official street art should be incorporated.</li> <li>• Prevent development of inaccessible out-of-town retail centres.</li> <li>• Limit the number of retail distribution centres on the edges of towns.</li> </ul>	<p>Noted.</p> <p>The Regulation 18 draft plan sets out the Council’s approach to town centres and retail. This includes identification and delivery of strategic and non-strategic development sites for housing, employment, open space and recreation, and other land uses.</p> <p>The draft plan identifies town centre boundaries, strategic sites, and includes policies for determining planning applications. These policies are informed by a range of evidence including a Town Centre and Retail Study.</p> <p>This study provides up-to-date objective assessment of retail and leisure, evening economy, temporary activities such as 'pop ups', in addition to the night-time economy.</p>



<ul style="list-style-type: none"> <li>• The proposed rail freight interchange at Ardley should be rejected as it would increase freight traffic on local roads and through villages.</li> <li>• Improved access to town centre and better parking.</li> <li>• Build a large carpark outside the town centre on a brownfield site and run sustainable transport to this location.</li> <li>• Local town centre and retail policies should be sympathetic to the community.</li> <li>• Renovation of historical buildings should be supported.</li> <li>• Empty units on Bridge Street, High Street, Cherwell Street and at Banbury Canalside should be addressed.</li> <li>• Allowing centres to further decline will have negative consequences for local identity, revenue, health and social cohesion. Centres need to be made attractive again by conserving heritage buildings and a nucleus of retail and recreational facilities in a pedestrian environment while repurposing disused or declining assets into housing, green space and public facilities such as schools, medical facilities, libraries etc.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council state that village retail development or expansion needs to be carefully balanced against parking, etc. This is a problem in most villages.</li> <li>• Weston on the Green Parish Council support the provision of outlets for local products and supporting local communities.</li> <li>• Cropredy Parish Council recognise the importance of the urban landscape as an attractor and enhancer of civic pride and well-being.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Refer to the NPPF at Section 7 and in particular paragraph 86.</li> <li>• Co-ordination across local authorities in respect to policy development is required. A set of planning policies to support the vitality of centres could apply in other authority areas and save time and effort by establishing one set of policies.</li> <li>• Need for flexibility in the provision of facilities and services.</li> <li>• A regular review of business rates should be undertaken.</li> <li>• The changing role of the High Street should be recognised.</li> <li>• The approach at Heyford Park so far has focused on bringing forward a mix of uses including retail, hotel, bowling alley, cycle shop and café to provide an attractive offer and so that Heyford Park becomes a “destination” in its own right.</li> <li>• The Council’s Town Centre and Retail Study (September 2021) concluded that there are several areas within the town centre that need regeneration and that these areas should be brought forward in a holistic manner. The study identified six sites that represent key regeneration opportunities. Town centre policy should acknowledge the role that residential development can play in achieving regeneration. Planning policy should encourage residential development on brownfield sites within town centres and allocate town centre sites that are suitable for residential mixed-use development.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Development plans should define what would constitute a tall building. Suggested planning policy wording – <i>‘As a means to facilitate Town Centre regeneration, residential development on Brownfield Town Centre sites will be supported. In appropriate locations, well-designed tall buildings can play a positive urban design role in the built form, and can act as landmarks, making a positive contribution to views, as well as increasing housing density’</i></li> <li>• The focus on the protection of retail use over residential use does not reflect the changing character of town centres and the need for the role of town centres to change.</li> <li>• Policy Banbury 7 needs to be amended to reflect the changes to the use classes in relation to Use Class E.</li> <li>• Cherwell’s villages should be supported by providing development capable of increasing self-sufficiency and reducing the need to travel by private car. Coupled with improved digital connectivity within these areas, it is considered that this could significantly assist in meeting climate change objectives.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust recommend setting an overall tree canopy cover target for town centres and setting a specific percentage canopy cover target for development sites, as a contribution to meeting biodiversity net gain requirements.</li> <li>• Stagecoach state that policy should consider how to deal with out of town proposals to ensure that such sites are accessible by all modes. If the developer cannot deliver, then development should be refused. This will incentivise developers securing the control they need to secure sustainable accessibility. Bus services running at least every 20 minutes serving a variety of origins, should be in place or credibly sustainable at all significant developments. A criterion-based policy would be effective in steering outcomes and offering sufficient clarity.</li> </ul>	<p>As noted above.</p> <p>Policy relating to town centres and retail reflects the most up to date UCO.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council recognise that a policy on out-of-town retail centres is important. The policy should require retail centres to be accessible by sustainable and active travel.</li> </ul>	<p>As noted above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Bicester BUG state that out-of-town centres should be restricted. All town centres should be readily accessible by safe, direct, and attractive footpaths and cycle paths. More pedestrianised areas should be delivered within town centres. “No cycling” areas should be removed. Secure and convenient cycle parking should be provided. Retailers should be able to easily apply for bike parking to be installed.</li> <li>• MCNP Forum encourage more markets including specialist markets.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>Banbury Civic Society support redrafting of policy for Banbury’s town centre, but it should be based on a conservation-led assessment of the existing built environment.</li> </ul>	
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#### OPTION 6: RATES OF AFFORDABLE HOUSING

<p>Should we</p> <ol style="list-style-type: none"> <li>Increase the percentage requirement of affordable housing required on housing developments of 10 or more units?</li> <li>Keep the percentage levels of affordable housing the same as in the 2015 Local Plan? (30% at Banbury and Bicester, and 35% across the rest of the District)</li> </ol>
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Approximately 172 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Overall, the public favoured Option 1 but there was also strong support for Option 2.</li> <li>One respondent suggested a shared ownership scheme. 10% of all new homes should be progressed and another suggested that 30% should be applied.</li> <li>Many believed that the percentage requirements in Banbury and Bicester should be increased and the percentage in rural areas reduced.</li> <li>Others considered that the requirement for 50% provision was welcomed through the LP Partial Review; this should be increased throughout the district.</li> <li>There was a strong feeling that the delivery of affordable homes should be controlled, and that the amount should not be amended once construction has started.</li> <li>Small scale developments of 10-20 units should require a minimum of 20% affordable housing.</li> <li>Difficult to achieve due to the economic viability of sites; the Council may have to deliver more to meet the needs.</li> <li>Many felt that the definition of affordable housing needs to be clearer.</li> </ul>	<p>Noted.</p> <p>The rates of affordable housing in the draft plan are informed by relevant evidence, input from stakeholders and a viability assessment. This evidence includes the Housing and Economic Needs Assessment (HENA)</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>Bloxham Parish Council prefer Option 1, to raise the starting point of negotiations with developers.</li> <li>Deddington Parish Council note that house prices are so disproportionately high in Cherwell’s villages that developers should still be able to make sustainable profits with a higher percentage of affordable homes (Option 1).</li> <li>Sibford Gower Parish Council prefer Option 2 and note that provisions should be met in full in locations where need is identified.</li> </ul>	<p>Noted as above.</p>

<ul style="list-style-type: none"> <li>• Kidlington Parish Council opt for Option 1 with a 50% requirement for affordable housing; with a priority for social housing.</li> <li>• Caversfield Parish Council note that Banbury and Bicester need more social housing.</li> <li>• Cropredy Parish Council, Banbury Town Council, Heyford park Parish Council and Kirtlington Parish Council support Option 1.</li> <li>• Fritwell Parish Council believe that the percentage should be increased for homes for young families and bungalows for the disabled/elderly.</li> <li>• Weston on the Green Parish Council believe that there should be a 35% requirement across the board, with a higher percentage required on sites with 10 or more units. Focus should be on the provision of small-scale affordable developments which can easily fit within existing villages and utilise existing infrastructure.</li> <li>• Gosford and Water Eaton Parish Council support Option 2.</li> <li>• Bodicote Parish Council note that every opportunity should be given to young and new homebuyers to move into houses of good quality in the areas where they wish to live.</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Local Members have identified that Option 1 is preferred, where the percentage should be increased.</li> </ul>	Noted
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• None of the development industry supported Option 1, with the overwhelming majority supporting Option 2, but that support was subject to the production of a strong evidence base to support policy requirements.</li> <li>• Many respondents noted that it was difficult to meaningfully comment without wider viability evidence around new affordable housing provision policy aspirations. A whole plan viability assessment/evidence will be required to justify any increases in provision and any plans to keep levels as they are.</li> <li>• Many in the development industry acknowledge the need for affordable housing but also recognise the increasing viability costs.</li> <li>• Many note that the policy needs to be flexible to allow individual site circumstances to be taken in to account as per the existing Policy BSC 3.</li> <li>• Increasing the provisions risks rendering some sites unviable and undermining delivery rates.</li> <li>• The levels noted in Option 2 should be a maximum requirement.</li> <li>• Flexibility required for tenure split to respond to varying demand throughout the plan period.</li> <li>• Heyford Park should have a 30% provision requirement in line with Banbury and Bicester.</li> </ul>	Noted, as above comments.

<ul style="list-style-type: none"> <li>• Home Builders Federation note that the rate of affordable housing to be delivered in this local plan will depend on the ability of development to bear the cost of the affordable housing policy and the cumulative financial impact of all other requirements placed on new development through the local plan review and by national policy and legislation. May require a policy that varies such requirements on the basis of location or type of development reflecting the different costs and values that occur. HBF provided a Local Viability Guide for the Council to review.</li> <li>• A range of affordable housing levels is appropriate across the District and this needs to be set within development viability appraisal work and whether the Council intends to continue with S106 only without introducing CIL.</li> </ul>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council notes that the percentage of affordable housing on new development sites needs to be increased, and that there is a lack of social rented housing in the district. Consideration should be given to the required percentage levels through the Oxfordshire Plan 2050.</li> <li>• West Oxfordshire Council welcomes the focus on affordable housing in terms of rates and tenures.</li> </ul>	Noted as above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society believes that the local plan should set ambitious requirements for affordable and social rented housing and if the private sector is unable to meet the need, it should be set out how the Council or RSLs will meet the need.</li> <li>• Deddington Neighbourhood Plan Steering Group favour Option 1; to raise the minimum requirement to 40% in rural areas.</li> <li>• Some question the extent to which current targets have been met and whether higher targets would be economically viable.</li> <li>• CPRE Oxfordshire support Option 1; this is especially important in the villages.</li> <li>• Kidlington Baptist Church favours Option 2.</li> </ul>	Noted as above.

#### OPTION 7: AFFORDABLE HOUSING TENURE

Should we

- 1) prioritise the provision of social rented housing above other affordable housing tenures?
- 2) Keep the same affordable housing tenure mix as set out in the 2015 Local Plan with 70% Affordable and Social Rent and 30% Social Rent?

Approximately 155 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority (52) support Option 2 and a high number (34) support Option 1.</li> <li>• Affordable housing should have restrictions so that they cannot be rented out for 10 years to prevent landlords buying all these properties.</li> <li>• There is a need to review what type of properties will actually be affordable.</li> <li>• Identify the need and then prioritise its delivery rather than applying an arbitrary formula.</li> <li>• An increase of social rented housing should be achieved (between 40% and 50%); this increase should be informed by existing levels of provision, local plans and need.</li> <li>• Shared ownership should be encouraged.</li> <li>• Social and affordable housing should be delivered separately.</li> <li>• Ensure developers are not allowed to water down the requirements for affordable housing delivery on grounds of profits.</li> <li>• There should be a flexible approach to provision of social housing dependent on location. Local people should be prioritised.</li> <li>• The provision of rental accommodation rather than ownership, perhaps via a buy-in scheme, must be maintained.</li> </ul>	<p>The preferred affordable housing tenure and mix in the draft plan are informed by relevant evidence, input from stakeholders and a viability assessment. This evidence includes the Housing and Economic Needs Assessment (HENA).</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• There was support for Option 1 and Option 2.</li> <li>• Heyford Park Parish Council support Option 2. More affordable shared ownership properties with Cherwell District Council, to enable young people, key workers and ex-military etc. to get onto the housing ladder.</li> <li>• Bloxham Parish Council said it is better to seek different levels of affordable housing in different locations, driven by local plans and existing levels.</li> <li>• Deddington Parish Council support Option 2 but question whether there is a misprint and that it should read “30% affordable homes to buy”. In Deddington there is possibly greater need for affordable homes to purchase than to rent. People are unable to get on to the council housing register and cannot afford the market rate for homes in the village. The Parish Council suggest 50% of affordable homes are available to purchase.</li> <li>• Sibford Gower Parish Council identify the need for affordable housing, and this should be prioritised.</li> <li>• Kidlington Parish Council support Option 1. Priority should be given to social housing within the 50% requirement.</li> <li>• Weston on the Green Parish Council support Option 2. Within the village there are people who wish to buy the home they have been allocated only to find that the property is exempt from the Right to Acquire scheme.</li> </ul>	<p>Noted as above</p>

<ul style="list-style-type: none"> <li>Fritwell Parish Council support Option 1. Buy-to-let should be discouraged. Proper standards and rent control should be brought in for all lettings and rights for all tenants should be increased, including life-time occupation.</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>Two councillors support Option 2.</li> </ul>	Noted
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>All respondents (13) support Option 2.</li> <li>The definition of affordable housing in NPPF is relevant. As it is difficult to plan for delivery over a plan period it may be more appropriate to not define a tenure split in policy but to refer to evidence guiding discussions on sites set within supplementary planning guidance on affordable housing.</li> <li>The percentage of affordable housing being sought should be in line with national policy and will be subject to viability testing in accordance with the NPPF.</li> <li>Potential role of build to rent as a tenure and product should be recognised.</li> <li>Council will need to consult further on the detail of relevant policies in the future.</li> <li>Paragraph 65 (b) of the NPPF makes clear that proposals for specialist accommodation should be exempt from affordable housing policy requirements. Retirement villages fall within use class C2. Delivery of affordable housing on extra care sites is typically challenging. Levels of owner-occupation among older people in the district are above the national average, suggesting that the current level of provision of extra care housing does not reflect the need for specialist accommodation in all tenures particularly for older people.</li> <li>It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment.</li> <li>Plan needs to be flexible with regard to affordable housing tenure split, so it can respond to different policy approaches and demand.</li> <li>It should be recognised that tenure mix could affect the quantum delivered.</li> <li>Error in the question as the 30% figure in the policy relates to intermediate housing.</li> <li>Appropriate to have district-wide targets, the best housing responses are those that are location-specific and informed by up to date evidence. Encourage Cherwell to formulate policy that allows for this, including developing an understanding of key worker housing as a type of affordable housing.</li> <li>Degree of flexibility needs to be adopted in respect of tenure mix. Consideration needs to be given to the impact of first homes as there is potential for distortion of the tenure mix with shared ownership numbers impacted.</li> </ul>	Noted as above

<ul style="list-style-type: none"> <li>• Tenure split that is taken forward will depend on the viability evidence.</li> <li>• The Council needs to ensure that it meets national policy requirements. It will be important for the viability assessment to treat first homes in the same manner as market housing. Whilst these homes fall under the definition of affordable housing in terms of viability, they cannot be treated the same as an affordable home ownership.</li> <li>• Policy drafting in relation to this topic must be evidence-led.</li> <li>• Viability assessment work should be used to determine an appropriate mix of tenures.</li> <li>• The policy should be informed by the approach in the Oxfordshire Plan 2050.</li> <li>• First homes policy requirement should be included within the policy wording.</li> <li>• Opportunities to provide increased level of social rent provision should be assessed on a site by site basis, and not prescribed at a district wide level.</li> <li>• The Government requires that 25% of all new affordable homes be provided as first homes. There will be a need to determine how the remaining 75% of affordable homes are split. First homes should not replace existing intermediate provision. Any policy regarding affordable housing tenure should align to national policy requirements.</li> <li>• The policy should be expanded to include First Homes requirement on at least 25% of all affordable housing provision.</li> <li>• Other affordable housing tenures should be promoted ahead of social rented schemes.</li> <li>• Decision making should be informed by a Housing and Economic Development Needs Assessment.</li> </ul>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council supports Option 1. With high house prices and a lack of supply, increasing social rented housing is important and delivery should be above 30%</li> </ul>	Noted
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• There was support for Option 1 and Option 2.</li> <li>• More genuinely affordable rented accommodation should remain genuinely affordable in perpetuity. Shared equity and other so-called affordable tenures are likely to be beyond the means of residents.</li> <li>• In Deddington, there is possibly greater need for affordable homes to purchase than to rent. People are unable to get on to the council housing register and cannot afford the market rate for homes in the village. Suggest 50% of affordable homes are available to purchase.</li> </ul>	Noted as above.



<ul style="list-style-type: none"> <li>• The social rented element should be increased to around 35% and the affordable rented element should be reduced to around 65%.</li> <li>• Strongly agree with the statement in 5.4.11.</li> <li>• Shared ownership should be encouraged with a policy requiring a minimum number of such dwellings for all developments of 10 or more homes.</li> <li>• Disagree with Government policy that affordable housing is sold on the open market after some years resulting in the depletion of affordable housing stock.</li> </ul>	
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#### OPTION 8: HOUSING INTERNAL SPACE STANDARDS

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Introduce a policy which requires all new dwellings to meet the nationally described space standard and if so, should this be a minimum requirement?</li> <li>2) Introduce a policy which only requires affordable homes to meet the nationally described space standard and if so, should this be a minimum requirement?</li> </ol>
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Approximately 155 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The overwhelming majority of public respondents opted for Option 1 which seeks to introduce a policy which requires all new dwellings to meet the nationally described space standard (NDSS).</li> <li>• Some members of the public question whether consideration should be given to the number of homes which seek permission for extensions and set a standard which takes that into account and goes beyond the minimum.</li> <li>• Policies should look to set higher than a minimum requirement.</li> </ul>	<p>Noted.</p> <p>The Reg 18 Draft Local Plan supports the inclusion of the NDSS. This standard can only be applied where there is a local plan policy based on evidenced local need, and where the viability of development is not compromised.</p> <p>The draft policy is informed by updated evidence, the wider plan making process and consultation responses.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• The majority of Town and Parish Councils that responded prefer Option 1.</li> <li>• Weston on the Green Parish Council note that in rural areas, consideration should be given to more external private space rather than impose urban densities.</li> <li>• Bodicote Parish Council notes that requirements need to be underpinned by evidence, however it would seem correct that new dwellings should meet a decent standard of indoor and outdoor space.</li> </ul>	<p>As noted above.</p>

<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Cllrs Reynolds and Chapman support Option 1.</li> </ul>	As noted above.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Most respondents preferred Option 1 provided that the Council can provide robust evidence that there is a need to introduce the optional space standards.</li> <li>• Future policies should retain flexibility to amend internal space standards for site specific or viability reasons.</li> <li>• Some respondents did not support a policy that requires complying with the NDSS.</li> <li>• The local plan should not duplicate other legislation; space standards are dealt with under other legislation; and should not be covered in policy.</li> <li>• The policy for space standards should be consistent with Government Guidance.</li> <li>• Home Builders Federation note that space standards can, in some instances have a negative impact upon affordability and reduce customer choice. This is echoed by several developers/landowners.</li> <li>• The issue is Countywide and should not be decided upon by each local authority.</li> <li>• The policy approach of applying nationally described standards has been adopted in Oxford City and other Oxfordshire districts and operates well.</li> <li>• Some developers agree that it is important to ensure all new housing provides sufficient space for living and home working; the NDSS requirements will facilitate this.</li> </ul>	As noted above.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council support Option 1.</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Deddington Neighbourhood Plan Steering Group, CPRE Oxfordshire, Banbury Civic Society, MCNP Forum, Save Gavray Meadows, Kidlington Baptist Church, St Mary's Church Banbury, and Deddington Development Watch favour Option 1.</li> <li>• Banbury Civic Society also notes that exceptions could include the reuse of historic buildings where substantial intervention would be required to meet the standards.</li> </ul>	As noted above.

#### QUESTION: SEPARATION DISTANCES

Should we introduce a policy requiring minimum separation distances between residential properties?

Approximately 85 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of the public support separation distances between residential properties.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft local plan has regard to planning guidance for visual privacy to ensure that</p>

<ul style="list-style-type: none"> <li>• Many consider that developments should provide wide paths for pedestrians and cyclists and that roads are currently too narrow.</li> <li>• To avoid overshadowing, minimum separation distance across street needs to be at least four times the ridge height.</li> <li>• Individual planning applications should be considered on their merits.</li> <li>• 'Gentle density' can ensure attractive and sociable place while supporting walking and cycling where residents can fulfil their needs within 15 minutes of home.</li> <li>• Terraces and flats are significantly more efficient than detached houses.</li> <li>• Lower density properties would enhance the rural aspect of some communities and keep the green spaces.</li> <li>• Increasing the separation distances between dwellings would reduce neighbour disagreements.</li> <li>• Appropriate separation will ensure that greenery and biodiversity can be integrated.</li> <li>• Should be access to a garden from the side of the house.</li> <li>• Overlooking should not be an issue.</li> <li>• When building next to homes which are adjacent to land that will be built on, ensure the space does not encroach on the house. 5 metres between each section of land.</li> <li>• A mix of styles which optimises the use of the land.</li> <li>• Shared safe space and gardens can be more valuable than a thin strip of separation between detached houses.</li> <li>• Good sized gardens appropriate to house size should be provided.</li> </ul>	<p>adequate separation and amenity standards are provided. Developers are required to demonstrate how the design as a whole uses a variety of measures to provide adequate visual and acoustic privacy for every dwelling.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council and Cropredy Parish Council note that careful consideration in relation to housing density pressures is required.</li> <li>• Launton Parish Council, Caversfield Parish Council, Cropredy Parish Council, Gosford and Water Eaton Parish Council and Banbury Town Council support minimum separation distances.</li> <li>• Fritwell Parish Council note that housing density should be increased to minimise development spread. Increasing number of storey's in some dwellings to maximise living space and include accommodation for car below living space; reducing parking congestion and protect living spaces from inevitable flooding in built up areas.</li> <li>• Heyford Park Parish Council suggest that all houses should be able to put their bins somewhere where they do not detract from the local environment.</li> <li>• Weston on the Green Parish Council consider that separation distances are not essential</li> <li>• Bodicote Parish Council consider that a balance needs striking between providing the required number of dwellings and giving residents a feel of having their own space, and providing character. This needs to avoid large housing developments getting bigger so as to keep the same number of houses as a result of adopting such a policy.</li> </ul>	<p>As noted above.</p>

<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Consider that separation distances can be too prescriptive.</li> <li>• The assessment of separation distances should be left to individual applications as they will be site specific.</li> <li>• Policy should be considered county-wide.</li> <li>• The PPG provides guidance on how planning authorities can gather evidence to set optional requirements and the nationally described space standards.</li> <li>• The approach should allow for some flexibility and support the objective of using land efficiently in line with paragraph 124 of the NPPF.</li> <li>• Separation distances can be addressed by good design and may be better covered through a design guide SPD.</li> <li>• Separation distances tend to result in lower development densities overall.</li> <li>• The requirement to provide tree-lined streets will add to land-take up and will drive down achievable densities. A similar effect occurs through the incorporation of swales and other aboveground SuDs/Green Infrastructure features.</li> <li>• If a favoured policy approach results in lower average densities, there will be a corresponding need to allocate more land for development.</li> <li>• Policies should directly address issues of privacy and natural light, allowing focus on the site-specific issues.</li> <li>• National planning guidance and Building Regulations should provide the necessary policy and legislative framework.</li> <li>• Suggestion is not evidence based nor is it consistent with national policy or guidance.</li> <li>• Could artificially limit Cherwell's ability to meet a fair contribution of the Oxfordshire growth requirement.</li> <li>• Could have implications on the character of sensitive areas.</li> <li>• In other districts within Oxfordshire this varies between 20-25 metres.</li> </ul>	<p>As noted above.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust recommend setting an overall tree canopy cover target for town centres and setting a specific percentage canopy cover target for development sites, as a contribution to meeting biodiversity net gain requirements.</li> <li>• Stagecoach state that policy should consider how to deal with out of town proposals to ensure that such sites are accessible by all modes. If the developer cannot deliver, then development should be refused. This will incentivise developers securing the control they need to secure sustainable accessibility. Bus services running at least every 20 minutes serving a variety of origins, should be in place or credibly sustainable at all significant developments. A criterion-based policy would be effective in steering outcomes and offering sufficient clarity.</li> </ul>	<p>As noted above.</p>
<p>What the Local organisations/interest groups said:</p>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Deddington Development Watch consider that separation distances would be appropriate in the Rural Areas to preserve local character.</li> <li>• MCNP Forum support separation distances but these must be accompanied by another policy requiring developers to plant trees on street frontages.</li> <li>• Save Gavray Meadows do not support separation distances. People should have gardens. If every house is separated there will far too much land taken up.</li> <li>• BicesterBUG does not support separation distances.</li> <li>• St Mary's Church consider that terraced housing will help to achieve the housing densities necessary to support a "20-minute neighbourhood".</li> </ul>	
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### OPTION 9: HOUSING ACCESSIBILITY

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Introduce accessibility standards for a proportion of new homes?</li> <li>2) Continue to rely on Building Regulations in respect of accessibility?</li> </ol>
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Approximately 144 responses were received in response to this option.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents support Option 1.</li> <li>• Accessibility provision is weak and must be strengthened and applied across all new development to ensure it is accessible to disabled people.</li> <li>• Housing can be designed very easily to improve accessibility.</li> <li>• Lower density properties.</li> <li>• All new homes should have secure and convenient private and communal bike parking.</li> <li>• Consideration should be given to the needs of a changing age demographic when considering accessibility.</li> <li>• New building regulations will insist on accessibility standards.</li> </ul>	<p>Noted.</p> <p>The Reg 18 Draft Local Plan includes a policy on housing accessibility standards.</p> <p>The policy is informed by updated evidence and consultation responses.</p> <p>Part M4(2) requirement in Building Regulations is a mandatory minimum standard across England. This includes features such as step-free access into dwellings, increased circulation space and access to toilet facilities on the entrance storey.</p> <p>The Cherwell Residential Design Supplementary Planning Guidance 2018 provides details on where cycle parking should be located and its design.</p>
<p>What Town and Parish Councils said:</p>	

<ul style="list-style-type: none"> <li>• Most of the Town and Parish Councils that responded prefer Option 1 while two Parishes support Option 2.</li> <li>• Caversfield Parish Council and Fritwell Parish Council further note that it should apply to all new homes.</li> </ul>	Noted.
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds and Councillor Chapman prefer Option 2.</li> </ul>	Noted.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Most of the development industry respondents support Option 2.</li> <li>• Support the ambition to provide housing for a range of users.</li> <li>• The imposition of accessibility standards through planning policy is unnecessary as they are already considered within Building Regulations.</li> <li>• Building new housing which is exclusive to all and meets lifetime homes standards is supported but should continue to be managed via Building Regulations.</li> <li>• Any policy requirements in respect of housing accessibility requirements should have sufficient flexibility incorporated and be based on identified need and evidence.</li> <li>• Blanket policy requirements for M4(2) in all new developments should not be adopted as these requirements should be based off identified need, whilst requirements in relation to M4(3) can be particularly onerous and should only be directed to developments where there is an identified end user.</li> <li>• The decision on a housing accessibility standards policy should not be made in advance of the Oxfordshire Plan as this could contradict Option 1 and Option 2.</li> <li>• Not supportive of seeking uplift from established national or forthcoming national standards in the context of seeking to achieve the Vision for the District as well as the vision of the Oxfordshire Plan. An uplift in standards would undermine the ability to achieve other, equally as important, objectives.</li> <li>• The emerging policy should be consistent with and follow national guidance.</li> <li>• The policy needs to recognise that there can be feasibility or viability constraints associated with new development.</li> <li>• Could prevent sustainable and viable development from coming forward.</li> </ul>	As noted above.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council support Option 1 and welcome a specific policy as this would reduce the health inequalities experienced by the ageing population and enable those living with long term conditions to live independently.</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p>	

<ul style="list-style-type: none"> <li>• The majority of respondents support Option 1.</li> <li>• New homes should have sufficient safe and convenient private and communal bicycle storage.</li> <li>• Higher accessibility standards should be set.</li> <li>• Accessibility standards should be tailored to the local infrastructure capacity.</li> </ul>	As noted above.
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#### QUESTION: TRAVELLING COMMUNITIES

We would be interested to hear if there are any specific locations within the district that would be suitable to meet the needs of Travelling Communities and the reasons why these areas are considered suitable. How can we best ensure that the Travelling Communities have sustainable access to services and facilities?

Approximately 32 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Many of the development proposals in Kidlington are not appropriately sited.</li> <li>• Don't need any more sites particularly in Cropredy.</li> <li>• The county-wide Gypsy and Traveller Accommodation Assessment should be used.</li> <li>• Travelling communities shouldn't have any right to land if they are not paying for them. Considered that the travelling communities do not contribute to Cherwell and should not be provided with any facilities.</li> <li>• Building or expanding sites already within the area should be prioritised.</li> <li>• CDC should seek advice directly from the travelling communities to identify May be where they would like to be and services they need.</li> <li>• Important to provide suitable locations with access to good amenities.</li> <li>• No provision for travelling communities on Green Belt land.</li> <li>• Land in Begbroke close to the A44 suggested as a site for the travelling communities.</li> <li>• Ensure that planning conditions are met and take action should any breach occur.</li> <li>• Better transport and development impact considered when decision made.</li> <li>• Designated sites should be in outer areas of towns and permanent residence not allowed.</li> <li>• Use compulsory purchase powers to acquire sites.</li> <li>• Travelling communities make a mess.</li> <li>• Provide dedicated vacant brownfield sites but kept to a minimum.</li> </ul>	<p>Noted.</p> <p>The Reg 18 Draft Local Plan has regard to Government Planning policy for traveller sites. The Government's overarching aim is to ensure fair and equal treatment for travellers.</p> <p>The evidence base to support and inform the Draft Plan, and provision of new Gypsy and Traveller pitches and Travelling Showpeople plots has been delayed but will be available to inform the Reg 19 Plan.</p>

<ul style="list-style-type: none"> <li>Needs to be more cohesive and collaborative relationship building, however, the mainstream community needs to be safe, clean and respected by everyone.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>Banbury Town Council considers that CDC should identify and provide sites to avoid illegal encampments.</li> <li>Launton Parish council note that there are no specific locations within Launton.</li> <li>Caversfield Parish Council note that there are no specific sites in Caversfield.</li> <li>Fritwell Parish Council note that on some properties targeted for elderly/disabled include ground floor bathroom facilities. Some nominated areas with facilities and appropriate level of support and policing for travellers to remain for limited periods of time before they move on.</li> <li>Gosford and Water Eaton Parish Council consider that sites for travelling sites are needed and may reduce the impact of travelling communities turning up on parish land where it is not wanted.</li> </ul>	As noted above.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council note that specific locations are often identified by the Traveller community which often fail at the application stage or achieve approval for a very reduced number. Sites are normally on marginal land that developers see no potential for. Concerned if locations are isolated; however this is never considered to be an issue for the Gypsy and Traveller community when they build sites, they are pleased to have a location. They don't like sites in overdeveloped areas where there is little privacy. There needs to be positive intervention by planning enforcement, where many plots that should be for members of the Gypsy and Traveller community, were being rented out to persons from the settled community.</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>MCNP Forum consider that permanent, properly managed sites should be provided.</li> <li>St Mary's Church note that it would be helpful for the travelling communities to continue to have "ground" close to the town, preferably in a location from where they can access local facilities on foot, including shops, without having to walk along the A361.</li> <li>Save Gavray Meadows note that the travelling communities are probably happiest away from houses due to unwarranted abuse. There are minibus services which run to primary school and health centres.</li> <li>CPRE Oxfordshire consider that Cherwell should have a list of appropriately designated sites. Speculative applications in or on the edge of villages should be avoided. Sites should be</li> </ul>	As noted above.



<p>situated such that the number of pitches should not be disproportionate to the density of the local population and all decisions should take account of the local context. There should be a de minimis settlement population below which it is deemed that designation of sites is not appropriate.</p>	
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**QUESTION: HOUSING POLICIES**

Are there any other housing policies we should include in the Plan? For example, is there a need to support alternative methods of construction (e.g. modular homes)?

Approximately 80 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Clear policies relating to sub-division of homes, infilling, use of modular buildings, conversion of retail to residential and agricultural buildings.</li> <li>• Policy in relation to sustainable materials.</li> <li>• Housing styles should be modern and fully support modern living styles, with access to good transport links.</li> <li>• Embrace sustainable building techniques.</li> <li>• New homes need to be more environmentally friendly.</li> <li>• Gas boilers must not be installed. Solar panels should be standard. Electric car charging points installed.</li> <li>• Support modular homes.</li> <li>• Sufficient land should be allocated for self-build homes.</li> <li>• Adopt green policies.</li> <li>• Allow a broader range of new house types and innovative design.</li> <li>• Each development should be judged on its own merit.</li> <li>• Appropriate separation to ensure that greenery and biodiversity can be integrated.</li> <li>• Alternative more sustainable methods of construction should be encouraged.</li> <li>• Make homes A rated energy efficient and utilise a percentage of renewable energy features.</li> <li>• Home building must include a greater assessment of the character.</li> <li>• Design should showcase the best of new methods and materials.</li> <li>• Focus on brownfield sites.</li> <li>• Keep affordable housing to a minimum in villages.</li> <li>• Density should complement the surrounding area</li> <li>• Encourage and develop purpose-built housing co-ops.</li> <li>• Don't develop more greenfield sites.</li> <li>• Architectural merit is probably more important.</li> <li>• Stop second homeowners.</li> </ul>	<p>Noted.</p> <p>The housing policies in the draft plan have had regard to Government policy and guidance, emerging evidence, stakeholder engagement and consultation responses.</p> <p>Draft policies addressing climate change and sustainable construction, self-build, and design are included in the draft plan.</p>

<ul style="list-style-type: none"> <li>• All new builds should be built around pedestrians not cars.</li> <li>• Evidence-led and not influenced by those who have a vested interest.</li> <li>• Cherwell has handed over the foundational policies to the Oxfordshire Growth Board which will seek as high a rate of economic growth and excessive housing numbers.</li> <li>• Developers should be held accountable.</li> <li>• The current plan provides for numbers well in excess of need, based on the highly exaggerated assessment of the 2014 SHMA. CDC should press for the Standard Method (unadjusted) to be used in the Oxfordshire Plan.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Heyford Park Parish Council consider that new homes should include car charging, be A rated energy efficient and have a minimum percentage of renewable technologies.</li> <li>• Bodicote Parish council note that housing and transport must be taken together in developing policies and approving developments.</li> <li>• Weston on the Green Parish Council want policies to clamp down on permitted development rights and enforce breaches diligently.</li> <li>• Gosford and Water Eaton Parish Council want to see environmentally friendly construction in keeping with the existing area.</li> <li>• Bloxham Parish Council seek clear policies on conversion of rural buildings, modular housing, retail to housing conversions, and houses in multiple occupation.</li> <li>• Deddington Parish Council state that modern, alternative, stylish methods of construction should be encouraged, especially if they produce better insulated and more affordable homes.</li> <li>• Sibford Gower Parish Council note that the provision for developing alternative methods of construction merit on-going review to investigate all aspects of the construction process</li> <li>• Cropredy Parish Council support affordable housing provision to enable next generations to return to the village. Any development would need to be proportionate to the village and not be detrimental to its rural character. Smaller dwellings for elderly residents wishing to downsize should be provided.</li> <li>• Fritwell Parish Council encourage the use of alternative methods of construction. Modular homes constructed off-site was one of the aspirations in the Bicester eco-development.</li> </ul>	Noted as above.
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds notes concerns raised amongst the villages that large housing estates will be tacked on to existing villages, many of which are unsustainable. 90% of planned rural housing in the current local plan has been delivered - no</li> </ul>	Noted as above

<p>need for large rural housing sites. Policies should ensure development is integrated and not cut off as a separate neighbourhood. The standard method should be used.</p> <ul style="list-style-type: none"> <li>• Councillor Miller notes that it is unclear why the OGNA methodology described on p36 as being the "standard method (adjusted)" generates a higher demand for houses than the Government's own model by 5%. The presentation of this modelling is potentially misleading and should be carefully reviewed and opened up to challenge/scrutiny before it is used to anchor recommendations on housing numbers.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• A specific policy to encourage entry level exception sites in accordance with Paragraph 72 of the NPPF.</li> <li>• There is no need for a policy relating to modern methods of construction as it would be more appropriate to let the market or developers decide.</li> <li>• Policies should refer to quality of design and environmental criteria and leave how to achieve the aims to individuals.</li> <li>• Review of storey heights would ensure efficient use of land, whilst being flexible.</li> <li>• Timber panel is the future of high quality, sustainable homes and will play a key role in achieving swift and sustainable housing delivery.</li> <li>• The Council should allocate sufficient sites at various scales and locations.</li> <li>• The production of a Residential Design Guide SPD.</li> <li>• Cherwell's housing targets will be set by the Oxfordshire Plan. Disagreed with the approach of setting the LPA requirement net of 'commitments'. Commitments are ordinarily sites with planning permission. In responding to the OP, the LPA can 'save' existing allocations to meet the requirement. The requirement assigned to the LPA should be gross, with the LPAs response being a function of completions, justified commitments (in the correct definition), saved allocations and new allocations. To do otherwise will simply reduce supply and do little to boost supply in the context of past performance of the LPAs, many of which fail to maintain housing land supply.</li> <li>• A policy which recognises that there will be situations where future opportunities arise for additional new development over and above that identified in the plan. This policy should set out the circumstances where such opportunities will be acceptable.</li> <li>• Would not support seeking uplift from established national or forthcoming national standards in the context of seeking to achieve the suggested Vision for the District as well as the holistic vision of the Oxfordshire 2050 Plan.</li> <li>• Support a focus on "transformational change" within Oxfordshire which would provide the optimum amount of</li> </ul>	<p>Noted as above</p>

<p>development and enable transformational infrastructure to be achieved.</p> <ul style="list-style-type: none"> <li>National policy and guidance requires that policies are based on an up-to-date assessment of needs. The policies of the current Local Plan fall short of the current approach. Local authorities should define the need for such accommodation, recognising trends for different options and tenures and seek to address this need through allocations or policy support. Policies should recognise the various forms of accommodation and care for the older population can come forward without delay. It is a significant shortcoming that no explicit reference is included to the current need for specialist housing for older people. It is appropriate for the Local Plan Review to contain criteria-based policies that support the positive consideration of proposals seeking to make provision for specialist older persons housing as part of existing allocations where this would meet need and satisfy policy requirements.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>Stagecoach note that an evaluation of what higher levels of growth might imply for the spatial pattern of development, given known environmental constraints, and how that might lead to a more extensive pattern of development that it might be deliverable should be explored. This could have potentially significant impacts on levels of carbon-intensity, with regard to patterns of movement and connectivity. A large proportion of housing has been built in villages, rather than large settlements.</li> </ul>	Noted as above
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council support modern methods of construction (MMC) and any policy should be relatively flexible. A policy restricting conversion of homes into HMOs, if such conversions are permitted, then minimum space standards should be required. A policy to support the provision of housing to meet specific needs consistent with paragraphs 60-62 of the NPPF. Policies to support circular economy principles and on embodied carbon.</li> </ul>	Noted as above
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Deddington Neighbourhood Plan Steering Group note that modern, alternative, stylish methods of construction should be encouraged.</li> <li>MCNP Forum note that offsite construction methods should be supported to minimise local disruption and support sustainable technologies. It is difficult to see how policy on infilling can be dealt with under the heading of design.</li> <li>Banbury Civic Society support policies that allow for temporary or modular homes.</li> </ul>	Noted as above

<ul style="list-style-type: none"> <li>• Save Gavray Meadows note that modular homes seem to have worked well for Graven Hill and should be adopted more widely. Use less concrete and less CO2.</li> <li>• Kidlington Baptist Church state that all new build should include renewable energy supply.</li> <li>• Kidlington Development Watch note that CDC failed to acknowledge expert advice submitted to the LPPR which illustrated that the housing figures were not justified. No changes were made. The council should make this a meaningful consultation where comments are reviewed. Cherwell should plan on the basis of the Standard Method which is well in excess of demographic need, but is the minimum set by current Government policy. Cherwell should insist that the Oxfordshire Plan requirement should be based on no more than the Standard Method.</li> <li>• CPRE Oxfordshire highlight that the consultation document states that the decision on housing targets will be set by the Oxfordshire Plan 2050, but then goes on to state that 'It is likely to be above the standard methodology set by government'. This is an unacceptable pre-judging of the Oxfordshire Plan 2050. CPRE has substantial reservations about the 'adjusted' standard methodology figure. Using figures directly generated by the Government's standard methodology is the most likely to be achieved with the county's environmental constraints and is the only option considered appropriate. CDC cannot meet the alternative options presented in the Plan without significant harm to environment and rural character. CDC should support the standard methodology and focus on delivering its commitments on climate change, biodiversity and successful place-making. Housing density policy should be set within the Oxfordshire Plan 2050. If Oxfordshire Plan should choose to delegate density policy to District Plans, then Cherwell should include a strong and robust policy. Housing stock needs to be rebalanced with a higher proportion of high-density housing, to provide housing that is cheaper and to accommodate smaller families. High density housing means compact communities with easy to walk to shops, more viable public transport and a more social environment.</li> </ul>	
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**OPTION 10: SUSTAINABLE CONSTRUCTION**

Should we

- 1) Not set further standards in the Cherwell Local Plan leaving this for Building Regulations and the Oxfordshire Plan. or

- 2) Set sustainable design and construction standards for new residential and non-residential development that only meet standards set by Government. or
- 3) Set sustainable design and construction standards for residential and non-residential development in Cherwell above those required by Central Government?

Approximately 154 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority (74) of the public chose Option 3 whilst smaller numbers choose Option 1 or Option 2.</li> <li>• CDC should not diverge from the rest of the county on this matter.</li> <li>• Aim for carbon zero construction. Carbon negative should be an aspiration.</li> <li>• Use sustainably sourced materials, renewable energy in new estates, plan for longevity and quality rather than quantity, and environmental damage is mitigated.</li> <li>• Building new housing on greenfield land is not "sustainable construction".</li> <li>• Future Homes standards must be rigorously enforced to ensure developers do not cut corners in design or construction.</li> <li>• Duty to maximise the use of energy efficient products and renewable technologies to protect the environment.</li> <li>• Policies requiring new homes to have solar PV panels, wastewater recycling and EV charging points.</li> <li>• Look at redevelopment/regeneration of brownfield and vacant retail sites, thus utilising a resource which is already available.</li> <li>• Local authorities should retain the right to flexibility where there are local issues which may impact on this.</li> <li>• All large developments (over 50 houses) should have green energy within design.</li> <li>• Risk of increasing housing costs.</li> <li>• CDC should be aware of its scarcity of resources.</li> <li>• Good buildings contribute to civic pride.</li> <li>• Significant shortage of good-sized family homes with good sized gardens. The amount and density of housing on new developments largely does not meet the needs of family life nor does it help any sustainability plan. A good proportion of new homes should have a minimum size garden, a set number of trees planted per square metre of house, built from sustainable materials, high performance windows and non-fossil fuel heating. Sites allocated for development should come with outstanding environmental and ecological requirements so that our district can lead the way in cleaner living for all our futures.</li> </ul>	<p>Noted.</p> <p>The Council's approach to sustainable construction is set out in the emerging draft plan. This is informed by updated evidence, and consultation responses.</p> <p>In order to meet the challenge of climate change, Cherwell District Council will, within the parameters set by Government legislation and policy, continue to seek zero carbon developments with high sustainable construction standards.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Launton Parish Council and Kirtlington Parish Council support Option 1 whilst Cropedy Parish Council support Option 2. Caversfield Parish Council and Fritwell Parish Council both support Option 3.</li> <li>• Heyford Park Parish Council supports Option 3. Use locally sourced, recycled or sustainable materials wherever possible</li> </ul>	<p>Noted.</p>

<p>and be transparent about this. Encourage a degree of modular housing or other types which is more affordable.</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council note that developers should set the highest standards it can afford and encompass, and at a minimum commit to national standards.</li> <li>• Bloxham Parish Council suggest that the standards set should be defensible at a planning appeal, straightforward for developers to understand and anticipate, and if locally defined, straightforward to develop and administer. The Parish Council support Option 1 and/or 2 but retain flexibility.</li> <li>• Sibford Gower Parish Council and Gosford and Water Eaton Parish Council note that Option 3 could be identified as aspirational if the objective is to identify and achieve the highest quality for residents. Such aspiration may be significantly moderated by the implementation of relevant national guidelines.</li> <li>• Weston on the Green Parish Council support Option 3 and note that national Government construction standards may be adequate but enforcement is poor.</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• There was support for Option 2.</li> </ul>	Noted.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The majority (11) chose Option 1 while smaller numbers chose Option 2 or 3.</li> <li>• Support for high-tech manufacturing, and research and development proposals that would contribute to managing climate change.</li> <li>• Clear focus and momentum nationally in preparing and enhancing sustainability standards.</li> <li>• Generally supportive of all sustainable construction options which relate to the mitigation of, and adaptation to, climate change.</li> <li>• Sustainable design and construction standards may not always be practicable or viable in new developments. Important for any policy requirement within the Local Plan to state that industrial developments can still come forward in instances where sustainable design and construction requirements are not practicable or viable.</li> <li>• Support the Council's aspirations for sustainable construction however consider the Council will need to consult further on the detail of the policies in the future.</li> <li>• Emphasise that policies should align with, and not necessarily exceed, national targets. The term 'net zero' will require careful definition.</li> <li>• Sustainable construction is best addressed through building regulations so that a national approach is applied. The policies in the Cherwell Local Plan should be led by national guidance and the Oxfordshire Plan 2050. In the consultation on the Reg 18 Oxfordshire Plan 2050 the preferred policy approach is to define an Oxfordshire-wide definition for net zero carbon design and construction for development in Oxfordshire. Such an approach</li> </ul>	Noted as above

would ensure consistency between the district local plans. A countywide and universal approach is preferred.

- A universal standard is necessary to allow the development of supply chains that focus upon responding to agreed national targets, and for training providers to plan their programmes to equip the labour force to meet these new requirements. A phased approach to delivering these improvements ensures those people buying new homes are fully aware of the new technologies being used in their homes.
- If Option 3 is progressed, CDC will need to clearly set out in their viability study the additional costs this will place on development.
- It will be important for economic recovery and ongoing development to avoid placing undue burdens and restrictions on the planning system.
- There is the need for flexibility to be built into any policy.
- The focus should be placed on addressing the highest emitters without impacting on the delivery of necessary infrastructure and services to meet the need.
- The Cherwell Local Plan Review should look to the Government's forthcoming Future Homes Standards to set the policy direction.
- Supports the aspiration of sustainable construction, however care must be taken to ensure that the policy does not become a further barrier to development in sustainable locations. Local plan policy should be positive and look for opportunities associated with development rather than adding an unnecessary layer of policy restraint to hinder development.
- There needs to be a clear policy distinction between construction and building performance standards and those that apply at the occupation phase. Policies should focus on scheme design and building performance, only where a deviation from reliance upon regulation is justified. A core principle must be that the most appropriate mechanism is used. If the Oxfordshire Plan 2050 is wedded to the use of planning policy and can justify such an approach, then a clear, consistent, and single definition and set of standards should be adopted and applied uniformly and consistency across the County. The balancing of building performance through viability will result in the local planning authorities needing to balance competing policy aspirations to ensure deliverability. Building performance will be at risk of being 'weighed in the planning balance' with affordable housing being the most likely variable.
- The PPS1 supplement remains in force in respect of North West Bicester. This supplement is in many ways out of date, not least in respect of energy performance. The Oxfordshire Plan and Cherwell Local Plan Review must be consistent with the supplement until such time as it is withdrawn. Ambitions and policy requirements for North West Bicester should be enshrined, providing the opportunity to establish an up-to-date policy framework for development to meet needs and there is no longer a justification for a higher standard or different



<p>standard to be applied at North West Bicester. The PPS1 should be withdrawn.</p> <ul style="list-style-type: none"> <li>• Any policy requirement would need to demonstrate that it would not have a negative impact on the delivery of homes and jobs.</li> <li>• Concur with the findings of the Interim SA Report that the Cherwell Local Plan Review should not over complicate the requirements further as this is likely to impact on delivery.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust supports Option 3. In line with the OxCam Arc leaders' environmental principles, the Local Plan should support making more efficient use and management of waste and resources, working towards a circular economy with no net waste and promoting the use of sustainable building materials and construction guidelines.</li> <li>• Sport England supports Option 1. Sport England is researching better performing buildings related to sport which will be shared. BREAM is on direction, but passive design also has an important role to play, so do not focus only on BREAM.</li> <li>• The Canal &amp; River Trust supports Option 2.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council prefer Option 1 if Oxfordshire Plan 2050 already exceeds government requirements; Option 3 if it does not. This policy should ensure that provision for sustainable management of waste during construction and occupation is considered. Consider the reuse of materials on site and the use of recycled and secondary aggregates during construction. Consider the storing and segregation of waste and ensure access by waste collection during occupation. Supports the preferred option to bring forward higher design requirements but the policy wording should be strengthened to require major developments to be net zero. Should the Oxfordshire Plan 2050 not include a policy requiring major developments to be net zero, the Cherwell Local Plan should set their own higher standard. Welcome the publication of the LETI Climate Emergency Design Guide.</li> <li>• West Oxfordshire Council notes that the government has had concerns in the past about the use of local standards, so evidence is needed to support the approach.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Save Gavray Meadows prefer Option 3. Area is already above average in building new houses and roads. With a shortage in concrete and other building materials, the houses like the ones in Graven Hill are more sustainable.</li> <li>• Banbury Civic Society prefer Option 3. There is a pressing need for this to include 'big sheds'.</li> </ul>	Noted.

## QUESTION: RETROFITTING OF HISTORIC BUILDINGS

How should we address the challenges of retrofitting existing building stock balancing this against the need to protect historic buildings?

Approximately 56 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Training of builders and putting investment towards retrofitting.</li> <li>• Maintain what is historically important.</li> <li>• Retrofitting is key to improving energy efficiency of a building; consider retrofitting unused shops and offices first.</li> <li>• Buildings need to be utilised otherwise they decay further.</li> <li>• Engage innovative thinkers and experts where profit is not priority.</li> <li>• Exemptions allowed to protect the external appearance of historic buildings.</li> <li>• Saves building on green spaces.</li> <li>• Maintaining historic buildings should take priority.</li> <li>• Make reliable advice readily available and use discretion in giving permissions.</li> <li>• Encourage people to do the kind of retrofitting of historic houses that can reasonably be done without changing the character of the houses.</li> <li>• Historic housing stock should be encouraged to move to heat pump-based systems. Cherwell should encourage the use of hybrid heating systems in which heat pumps are supported by a secondary heat source. The installation of a heat pump does not require an expensive and time-consuming complete overhaul of pipes and radiators.</li> <li>• The true costs could outweigh the benefits or be so marginal that they are not worth carrying out.</li> <li>• Tailored policies for specific types/age of buildings.</li> <li>• Consider other forms of energy generation that don't require direct modification to the building.</li> <li>• Maintain the facades and anything historically important whilst allowing the use of replicas made from recycled materials or by installing upgrades to the structures.</li> <li>• Stop allowing developers to build new houses that need retrofitting immediately.</li> <li>• Add solar panels as a minimum.</li> <li>• The largest Issue is an unwillingness to do the simple things that make a huge difference to the heating of the buildings.</li> </ul>	<p>Noted.</p> <p>The Council's policies applicable to historic buildings, are set out in the emerging Draft Local Plan.</p> <p>They are informed by evidence, Government policy and guidance, stakeholder engagement and consultation responses.</p> <p>The Draft Local Plan sets out a positive strategy for the conservation and enjoyment of the historic environment.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Weston on the Green Parish Council note that historic buildings can benefit from key standardised retrofitted upgrades while preserving the original fabric. More radical measures should be balanced carefully with the need for</li> </ul>	<p>As noted above.</p>

<p>preservation and should not be enforced using a top-down policy.</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council note that the bespoke approach laid out in the document seems sensible.</li> <li>• Banbury Town Council note that any retrofitting needs to be done in such a way that the character and appearance of the historic building is not harmed.</li> <li>• Heyford Park Parish Council note that the use of modern, recycled materials wherever possible that do not detract from the overall look or ambience of the buildings should be pursued.</li> <li>• Bloxham Parish Council suggests that the plan seems to conflate ‘legacy’ properties with buildings that have historic/heritage importance. Sensible to develop a set of categories and then policies for each, including bespoke policies for specific buildings. Special provision will need to be made for listed buildings.</li> <li>• Sibford Gower Parish Council note that such an approach is unlikely to meet modern energy efficiency requirements. Owners of listed buildings value their character and heritage and are willing to accept some limitations to energy efficiency to preserve character and heritage. The bespoke approach identified (paragraph 5.5) would seem both advisable and reasonable.</li> <li>• Cropredy Parish Council support a sensitive and bespoke approach to historic buildings. Regarding older ‘non-historic buildings’, the policy should be informed by technological advances.</li> <li>• Launton Parish Council note that historic buildings should not be ‘set in aspic’ but should be developed and improved to ensure fit for modern living.</li> <li>• Caversfield Parish Council suggest that historic buildings must be part of moving on into the 21st century.</li> <li>• Kirtlington Parish Council state that policy must be flexible to allow current and future owners of historic buildings to address their current and future needs.</li> <li>• Fritwell Parish Council say that some relaxation of the rules affecting the lower grade II listed buildings is needed.</li> </ul>	
<p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds notes that historic buildings must be protected even if it means they are not retrofitted.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Local Plan policy should reflect the NPPF and PPG. The approach should be to safeguard the fabric and enable the building to function.</li> </ul>	<p>As noted above.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Historic England are researching and promoting how the historic environment can positively contribute to overall global sustainability. There are few ‘one size fits all’ energy</li> </ul>	<p>As noted above.</p>

<p>improvement solutions appropriate for these homes. Agree with the council's assertion that each building will require bespoke approaches that consider the risks and benefits of different measures. Modern approaches to energy efficiency may not be appropriate for traditional buildings. The significance of heritage assets could be harmed by inappropriate retrofit measures. Support historic buildings dealt with on a case-by-case basis and would prefer them to sit outside any policy standard.</p>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council agree with the suggested approach and is supportive of retrofitting. Retrofitting buildings to meet targets on carbon emissions should be more important than preserving historic buildings. There will be some exceptions. Local Plan policies should identify opportunities for reducing emissions from the existing building stock by identifying potential synergies between new developments and existing buildings through the retrofitting of energy efficiency measures, decentralised energy and renewable energy opportunities.</li> </ul>	<p>As noted above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>MCNP Forum agree that bespoke policies by building will be necessary.</li> <li>Save Gavray Meadows note that historic buildings are a special category. They can be insulated from the inside.</li> <li>Banbury Civic Society suggest that a clear policy is required and should be sent to all building owners. This should look at where the easiest and cheapest gains may be accrued and where interventions are of much more dubious benefit. Money spent on roof-mounted PVs may be much better spent on an off-site community solar park. Policy may need to discourage external wall insulation and encourage internal wall insulation, not just within conservation areas, but in areas where external finishes are critical to local character or visual amenity.</li> </ul>	<p>As noted above.</p>

#### OPTION 11: RENEWABLE ENERGY

<p>Should we</p> <ol style="list-style-type: none"> <li>Identify and allocate specific sites for renewable energy generation</li> <li>Use a criteria-based policy to assess the appropriateness of proposals for renewable energy generation?</li> </ol>
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Approximately 114 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p>	<p>Noted.</p>

<ul style="list-style-type: none"> <li>• The public were fairly evenly split in terms of preferences in relation to the renewable energy approach; with many looking for both Options to be adopted going forward.</li> <li>• There was considerable support for the installation of employment/industrial buildings to incorporate solar PV on roofs before installing solar on greenfield sites and generally for all new housing developments to incorporate solar PV.</li> <li>• Consideration should be given to the use of large bodies of water for the placement of solar panels rather than using agricultural land.</li> <li>• Existing industrial buildings could rent roof space for solar PV schemes.</li> <li>• Suggestion of a policy to require all new car parks (and retrofitting existing car parks) to have a solar PV canopy to charge electric vehicles, linking to a close battery store.</li> <li>• Flexibility should be provided in the policy.</li> <li>• Most renewable energy generation is not appropriate for Cherwell other than small CHP for industrial/distribution developments.</li> </ul>	<p>The Council’s approach to renewable energy technology is set out in the Draft Local Plan It is informed by evidence, Government policy and guidance, including the Future Homes Standard, stakeholder engagement and consultation responses</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council and Banbury Town Council believe that both options should be taken forward to identify potential sites then assess the suitability of the renewable energy type.</li> <li>• Launton Parish Council note that the installation of PV panels should be a planning requirement, particularly for warehousing.</li> </ul>	<p>As noted above.</p>
<p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Caversfield Parish Council, Cropredy Parish Council prefer Option 2.</li> <li>• Gosford and Water Eaton Parish Council support Option 1.</li> <li>• Kirtlington Parish Council do not support either option and suggest awaiting COP26 guidance.</li> <li>• Fritwell Parish Council advocates for the consideration of the maintenance, renewal and disposal of renewable energy technologies.</li> <li>• Weston on the Green Parish Council suggests that both options should be taken forward and that there should be a policy relating to the installation of energy generation on expansive commercial roofs.</li> <li>• Heyford Park Parish Council note that renewable energy generation should be used wherever possible including in discreet locations amongst grazing animals, solar PVs on reservoirs.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The development industry was largely in support of taking forward both Options.</li> <li>• Identification of sites will require review of environmental, engineering, and economic issues and needs to include involvement from several parties.</li> </ul>	<p>As noted above.</p> <p>Cherwell District Council declared a climate emergency in 2019 and pledged their commitments to net zero by 2030. To reach this target,</p>

<ul style="list-style-type: none"> <li>• Policies shouldn't preclude applications outside identification areas where assessment criteria could be used to assess impacts.</li> <li>• The approach should sit within the framework set out by the Oxfordshire Plan 2050.</li> <li>• Consideration should be given to co-locating new development with renewable infrastructure.</li> <li>• Should be an aspiration to maximise the use of the renewable energy in new developments; with flexibility to accommodate site specific opportunities.</li> <li>• No need for a specific renewable energy policy; this is covered by other policies and the Oxfordshire Plan 2050.</li> <li>• Policies should be flexible to allow for the evolution of renewable energy generation.</li> <li>• Heyford Park could accommodate renewable energy generation including solar.</li> </ul>	<p>a series of energy projects will be implemented across nine sites.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO requests that the policy is supplemented by a statement which explains that development proposals that would not compromise, restrict or degrade the operational capability of safeguarded MOD sites and assets will be supported.</li> <li>• Sport England support Option 2.</li> </ul>	<p>As noted above.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council prefer Option 1 and note that there needs to be an impetus on the provision of onsite energy generation through new development. The County Council supports the allocation of sites for renewable energy generation; local plans are the ideal means to securing a strategic and managed approach.</li> </ul>	<p>As noted above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Local organisations were evenly split in terms of support for Option 1, 2 and a combined approach for both Options.</li> <li>• Current lack of policy has resulted in adhoc solar farms on greenfield sites; renewable energy projects should prioritise brownfield. Where greenfield sites are proposed these should benefit the rural economy, be supported and/or owned by local communities, bring net benefits to wildlife, avoid/minimise loss of productive agricultural land and minimise/avoid impacts on landscape and cultural heritage.</li> <li>• Current wording in the local plan regarding feasibility assessments is too flexible and allows a get out clause for developers.</li> <li>• The local plan should include a provision for local decision making.</li> <li>• Battery storage should be installed alongside solar schemes, with an emphasis on solar panels being installed on buildings and less on greenfield sites.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Suggestion of a separate policy to cover 'Vehicle to Grid' charging and recharging of mobility scooters, e-bicycles, e-motorcycles and other electric mobility devices.</li> <li>• A strong policy on water use is required, including reduction of demand in new development through greywater harvesting.</li> <li>• Requirement for all new build residential and industrial properties to install solar PV and/or solar hot water generation to meet the needs of the property.</li> </ul>	
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**QUESTION: POLICIES FOR CLIMATE CHANGE, SUSTAINABLE CONSTRUCTION & RENEWABLE ENERGY**

Are there any other policies that you think are required to help support the approach to managing climate change?

Approximately 68 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Consider the environment at all costs; cannot continue to pollute the air.</li> <li>• Conserving all existing nature is crucial to combating climate change.</li> <li>• The Eco town designation in Bicester should be reviewed, tightened and extended to show that as part of the Oxford to Cambridge Arc.</li> <li>• Ensure that water supply, and sewage disposal are above requirements.</li> <li>• Specify Passivhaus in as many circumstances as possible. At least using that as an exemplar and working towards similar standards.</li> <li>• Environmental protection, reduction of traffic, preserving farmland.</li> <li>• Much more easily available and well-promoted reliable advice.</li> <li>• Promote local industries for green energy, eco-building, water conservation, waste management.</li> <li>• Agricultural land is needed for safeguarding food supplies, rested to halt soil depletion and promote wildlife, hedgerows reinstated to stop soil erosion.</li> <li>• Robust methods for flood mitigation that are not passed onto homeowners. Increasing the acceptance of newer homes to the FloodRE scheme. Introduce clauses into Section 106 that are enforceable in relation to poor practices and lowest bid risk assessors used by homebuilders.</li> <li>• Prioritise water management in a robust manner.</li> <li>• Better provision for electrical vehicle charging, especially in new builds.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan includes a suite of policies which address the topics of climate change, sustainable construction and renewable energy.</p> <p>These policies are informed by recent evidence, local and national policies, advice and guidance, input from stakeholders and consultation responses.</p>

- Supporting the growth of sectors only if climate action targets can be met.
- Repurpose the London-Oxford airport.
- A policy which encourages generation of renewable energy.
- Most of your vision looks like greenwashing.
- Plant trees and forests around towns like Banbury to offset emissions.
- Requirement for all new developments to incorporate PV panels.
- Standards are too low - should be more ambitious for construction standards.
- Ensure more sustainable travel.
- Stricter policies and penalties for when construction companies do not meet the requirements or fail to provide the climate change benefits.
- Support nuclear fusion development by providing appropriate sites and support for companies directly and in the supply chain.
- Policy on local waste management and there should be research and development sites for renewable energy.
- Enable more home working and create a town/village growth fund for small to medium hamlets supporting employment.
- Less reliance placed on electric vehicles.
- Emphasis on ensuring that everybody can walk and cycle as a first choice.
- Support charging infrastructure for battery and hydrogen powered vehicles.
- Community-generated and utilised energy projects
- Grey water harvesting. Insist on the requirement laid out in ESD 5 for all housing of more than 100 houses to have solar PV and battery storage. Remove the get out clause of only requiring a feasibility study. Any driveways to have porous surfaces to allow water to drain away. Consider Vehicle to Grid systems as part of the automatic requirement for EV recharging points. Increase the use of solar heating.
- The Thames Water region has been designated by the Environment Agency as being seriously water stressed. There is surface water flooding and widely fluctuating river levels in North Oxfordshire. Building more houses will not help.
- Changes to what homeowners can do in conservation areas to be more sustainable and help for low-income families with double glazing etc.
- Cherwell needs to consider peat resource. There is a suite of very important SAC/SSSI & LWS wetland alkaline spring fens within Oxon which may sit upon accumulated reserves of peat. No policy to protect the green rainwater catchments of important SSSI and LWS spring fens from damaging urban development. These sites have important reserves of peat. The resource area of peatland within the district is not well-known or mapped.
- Current huge developments take advantage of building on mass, but Cherwell should consider local builders being able to make a difference in their communities on a small scale.



<p>Why not provide opportunity for self-build initiatives. This would enrich the local community, teach people new skills and put money back into the rural economy.</p>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Cropredy Parish Council encourage a standard approach for considering all proposals for renewable energy generation including micro generation. Strengthen policies on promoting Electric Vehicles, including addressing issues in rural areas such as providing charging points for the those that do not have off-road parking. Policies related to carbon capture such as tree planting and sustainable farming should be considered.</li> <li>• Heyford Park Parish Council note that some percentage of renewable energy production should be inherent in all new builds.</li> <li>• Bloxham Parish council suggest that CDC should ensure there is a requirement to provide electric car charging in all new builds, not just the parking areas.</li> <li>• Sibford Gower Parish Council draws reference to Dasgupta Review and Environmental Audit Committee report. It should be a policy priority to clearly differentiate more general use of the term from the much stricter requirements of ecologically supported development. The regenerative capacity that those requirements would safeguard should be upheld as strongly as any of the other pre-occupations that presently feature in this listing of Cherwell`s Key Choices.</li> <li>• Fritwell Parish Council suggest that passive housing technologies with heat recovery systems, modular in design to eliminate increased costs for bespoke builds should be encouraged. Electric Vehicle Charging points and solar to be used as standard. Localised energy storage to level out storage of renewable energy generation and consideration in rural for pooled community systems.</li> </ul>	<p>Noted as above</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Locate new development that promotes more sustainable modes of transportation.</li> <li>• The benefits of promoting a ‘fabric first approach’ to increasing the energy efficiency of new houses and managing climate change. CDC’s policy approach towards energy efficiency, sustainable construction and managing climate change should allow greater flexibility by including reference to the potential inclusion of other measures of mitigating climate change such as the above approach.</li> <li>• Supportive of policies that seek to address climate change and the move to net zero.</li> <li>• Any policies should be subject to appropriate technology and viability testing so as not to impact delivery.</li> </ul>	<p>Noted as above</p>

<ul style="list-style-type: none"> <li>• These matters are best dealt with through the Building Regulations.</li> <li>• It is important that a consistent approach is applied, and matters are not duplicated at a local level.</li> <li>• In climate (and health) terms, rather than talk about 'connectivity' (which favours 'business as usual'), instead look at 'accessibility' which is a much greener approach.</li> <li>• We cannot know how changes in technology, resources and society may affect things, and so there needs to be flexibility built into the policies.</li> <li>• Develop strategies that go beyond development plan policy and turn sustainability targets and commitments into reality.</li> <li>• Support the principle of sustainable design and construction, subject to seeing the proposed detail including specific targets and appraisal of the targets in deliverability and viability terms. This is a matter for the Oxfordshire Plan 2050.</li> <li>• Support the principle of increasing the capacity of renewable energy sources.</li> <li>• Expressed concerns about this objective as it is not clear on what scale this would apply. Objective should be set on a phased basis, subject to an impact assessment and reflect national objectives. Question whether there are sufficient technical solutions available at this time that are affordable to all for all major development.</li> <li>• In relation to Water Efficiency, a technical assessment to be undertaken of the potential to reduce further levels of usage below 110 litres per person per day. Concerns about the impact on deliverability of homes.</li> <li>• Climate change does not follow that a moratorium on development achieves sustainable development, and this should not be considered as a policy option. A balance needs to be struck, to include the delivery of economic growth, affordable housing, infrastructure, new schools and town centre regeneration, much of which is funded by s106 agreements.</li> <li>• Proposed allocations should be assessed on their capacity to achieve low-to-zero carbon development and land allocated for development should be of a significant scale to justify the investment and phasing issues around district energy and heating schemes. This level of investment in carbon reduction is not possible where only smaller scale and opportunistic allocations are being put forward.</li> <li>• Support for logistics development being well located adjacent to key transport links and inter-changes contribute to managing climate change by minimising the need to travel. It supports home shopping which reduces the need to travel for households.</li> </ul>	
<p>What national / statutory organisations said:</p>	<p>Noted as above</p>

<ul style="list-style-type: none"> <li>The Woodland Trust supports an increase in UK woodland cover. Recommend that local authorities should set districtwide canopy cover targets and commit to a minimum 30% tree canopy cover target for new development.</li> </ul>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council expect to see the Circular Economy within the Plan. Note that the plan does not discuss resource efficiency. No reference to reducing waste, recycling, waste minimisation, resource efficiency or managing waste in new developments. Is it the district's intention that the objectives are all inclusive of waste issues and resource efficiency, even if not specifically mentioning them in the Paper currently? Local Plan could expand these further. Consideration of other technologies likely to impact on climate change. Setting out sharing space within development to promote their use through shared schemes. Promotion of re-deployable parking. Last mile delivery might be worth thinking about re drone and cargo bike delivery. There should be targets on how many electric vehicle charging points will be installed and consideration taken on location/distribution. Energy policy on new developments set metrics not only for carbon, but for total energy use, so that new builds do not put added strain on an electricity grid.</li> </ul>	Noted as above
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>The Canal &amp; River Trust note that an Electric Vehicle charging policy should consider widening the provision. Electric charging bollards to serve the boating community.</li> <li>Bicester BUG note that serious emphasis should be placed on ensuring that all construction enables people to reach it safely, directly, and conveniently on foot or by bike. Less reliance on electric vehicles.</li> <li>Save Gavray Meadows support the disposal of all building waste which will not cause degradation or pollution of the environment, in this country or poorer countries.</li> <li>Banbury Civic Society suggest clear policies regarding the increasing likelihood of flood risk.</li> <li>MCNP Forum suggest a requirement to provide electric car charging and take the opportunity to provide points in all new build housing.</li> </ul>	Noted as above

**QUESTION: GREEN BELT**

Are there any local Green Belt matters we need to consider?

Approximately 126 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of the public said that there should be no further release of Green Belt land for housing or employment uses.</li> <li>• The Green Belt holds significant value in managing local air quality, providing habitats for biodiversity and mitigating against climate change.</li> <li>• Removing further Green Belt land will have serious implications for local wildlife.</li> <li>• The Green Belt plays a key role in providing green space, improving the physical and mental health of residents.</li> <li>• Further development on the Green Belt will encourage sprawl between villages and will interrupt key views.</li> <li>• The local community should have greater involvement in Green Belt allocations.</li> <li>• The Green Belt boundary should be expanded around Oxford Canal and Cherwell Valley. Alternative designations such as Valued Landscapes need to be considered.</li> </ul>	<p>Noted.</p> <p>The Council's policies applicable to the Green Belt are set out in the Reg 18 draft plan. They have been informed by updated evidence, government policy and advice, input from stakeholders and consultation responses.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council support the maintenance of Green Belt status for rural areas surrounding Banbury and Bicester. However, acknowledge the complexities associated with this. As an alternative, Valued Landscape Status should be considered for these areas.</li> <li>• Kidlington Parish Council seek to prevent any reduction of the Green Belt surrounding the village in order to maintain its character and avoid suburban sprawl.</li> <li>• Islip Parish Council would welcome a policy which seeks to protect remaining Green Belt land and encourage the use of brownfield land. The focus of growth should be in urban centres. Development such as that being proposed by the Church Commissioners at Islip should be ruled out as it would swamp Islip.</li> <li>• Heyford Park Parish Council assert that there should be an overarching principle that brownfield sites must always be used before consideration is given to building on Green Belt land.</li> <li>• Launton Parish Council encourage a review of the whole Green Belt, stating that it is not fit for purpose. As an alternative, there should be mini-Green Belts protecting the villages surrounding the larger towns in Cherwell to prevent coalescence.</li> <li>• Caversfield Parish Council state that the whole of the Green Belt should be reviewed as it is not fit for purpose.</li> <li>• Fritwell Parish Council encourages community involvement in the creation of an objective assessment for Green Belt areas.</li> </ul>	<p>As noted above.</p>
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Calum Miller notes that the Green Belt should be maintained, and consideration should be given to the use of a Green Belt around other significant and growing towns like Bicester to control sprawl.</li> </ul>	<p>Noted.</p>
<p>What the development industry said:</p>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• The majority of respondents from the development industry stated that Green Belt land should only be released through a Development Plan in exceptional circumstances and for exceptional circumstances to exist, all other options should be assessed and discounted.</li> <li>• Regard should be given to NPPF paragraphs 139-142 relating to Green Belt release.</li> <li>• The majority of developers supported Green Belt release as a sustainable option to support the local economy and help deliver commercial development.</li> <li>• A Green Belt review in the Oxfordshire Plan 2050 should feed into Cherwell's Local Plan. Without comprehensive review, Cherwell's development needs will be forced outside of the Green Belt, perhaps to the detriment of environment and local needs.</li> <li>• Regarding land which has been released, the Local Plan should consider options for enhancement e.g., improving accessibility and enhancing character of the land.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Historic Environment note that the plan does not anticipate strategic matters relating to the Oxford Green Belt being addressed by this plan. They may wish to comment should this position change.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that Green Belt release is a sensitive issue and that countywide strategic matters relating to the Green Belt might be addressed by the Oxfordshire Plan 2050. They are considering the need for a transport hub off the A44 at the Bladon roundabout to assist sustainable transport into Oxford, Woodstock and Blenheim as well as linking to other local areas.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Most local organisations/ interest groups state there should be no further release of Green Belt in Cherwell, or in Oxfordshire as a whole.</li> <li>• There are concerns about Green Belt release at Kidlington.</li> <li>• The area of land already allocated in Langford Lane and Begbroke Science Park will be sufficient for future needs within the lifetime of the Local Plan.</li> <li>• Green infrastructure, recreation and open space uses should be the only development permitted on Green Belt land.</li> </ul>	As noted above.

## OPTION 12: BIODIVERSITY

Where biodiversity net gain or compensatory measures cannot be achieved on site, should we

- 1) Secure as close to the site as possible
- 2) Prioritise within Conservation Target Areas/those parts of the Nature Recovery Network where habitat creation and restoration is to be focused
- 3) Secure contributions to local environmental bodies undertaking biodiversity enhancement projects within the district

Approximately 155 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents support Option 2, followed by Option 1 then Option 3.</li> <li>• Many respondents did not understand the meaning behind the options.</li> <li>• A definition of biodiversity net gain should be included.</li> <li>• Biodiversity shouldn't be debated; it should be protected as default; with every greenfield site being prioritised as a "Conservation Target Area (CTA)".</li> <li>• Developers should clearly show that they have used the rules of hierarchy.</li> <li>• Prioritising in CTAs may result in harmful loss of threatened species where equivalent habitat loss is not able to be created in the CTA.</li> <li>• Should be an option to consider a 20% biodiversity net gain.</li> <li>• A consistent and available calculation tool should be used.</li> <li>• Where recovery is off site the equivalent habitat should be provided to that which has been lost.</li> <li>• Areas which threaten environment and where biodiversity net gain or compensatory measures cannot be achieved should not be supported.</li> <li>• No new development should ever be allowed create 'dead spots'.</li> <li>• Where a biodiversity gain is required, conservation bodies should be consulted to ensure the maximum benefit is created.</li> <li>• Creating a new "green space" does not replace a historic habitat.</li> <li>• 25 Year Environment Plan commitment won't be met by destroying the Green Belt.</li> <li>• Develop systems and partnerships with environmental organisations that would allow assessment of the most appropriate measure on a case by case basis.</li> <li>• Spiceball Park is a good example of what can be achieved.</li> <li>• Cherwell should be focusing its efforts on expanding sites that already exist.</li> <li>• Reducing intensity of arable farming and restoring hedgerows, floodplains and bogs.</li> <li>• Consideration should be given to making the developments porous to nature; part of any plan should be to research the insects and animals that were local to the area and select the crops they feed on.</li> <li>• Rewilding should be considered.</li> <li>• More efforts to allocating conservation areas.</li> <li>• CDC should hire more ecologists to ensure the environment is looked after.</li> <li>• Care should be given to the green infrastructure of native UK grown trees and shrubs, avoiding excessive street lighting and where appropriate, crows.</li> </ul>	<p>Noted.</p> <p>The Council's policies for biodiversity and the natural environment are set out in the draft plan. This is informed by updated evidence, government policy and advice, stakeholder engagement and consultation responses.</p> <p>The Environment Act 2021 and national policy are clear that development should contribute to and enhance biodiversity and the natural environment. The draft plan will seek to secure net gains in biodiversity and deliver the aims of Conservation Target Areas and the wider Nature Recovery Network.</p>

<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Heyford Park Parish Council support Option 2.</li> <li>• Kirtlington Parish Council, Caversfield Parish Council and Cropredy Parish Council all prefer Option 1.</li> <li>• Banbury Town Council suggests Options 1 and 2.</li> <li>• Gosford and Water Eaton Parish Council and Launton Parish Council propose Options 2 and 3.</li> <li>• Launton Parish Council further notes that where biodiversity net gain cannot be achieved on site, consideration should be given to whether it is the wrong site and suggest that better liaison between bodies before allocation is required.</li> <li>• Bodicote Parish Council supports all three Options.</li> <li>• Weston on the Green Parish Council prefer a policy stating that if biodiversity net gain or acceptable compensatory methods cannot be achieved on site, then development is not viable.</li> <li>• Bloxham Parish Council consider that it would be better to have a hierarchy of solutions, with offset payments a last resort.</li> <li>• Sibford Gower Parish Council suggest Option 3 and further note that having concluded that an acceptable solution cannot be achieved on site, the baseline for further action will be determined by reference to the criteria identified through initial site assessment. Objective comparisons can then be made against the baseline criteria to determine where the required biodiversity net gain/compensatory measures can be achieved.</li> <li>• Fritwell Parish Council support the Options in the order of priority suggested. Net neutral should not be the target developers held to, a higher standard to produce net gains.</li> </ul>	<p>Noted as above.</p>
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman propose Option 1.</li> </ul>	<p>Noted as above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents support Options 3 and 2, with no support for Option 1.</li> <li>• Many considered that all 3 off-site measures would be appropriate for consideration in the event that BNG or compensatory measures cannot be achieved on site.</li> <li>• Covered by the Oxfordshire Plan 2050. Any further policy in the Local Plan must have regard to strategic policy and avoid duplication. If included, then a hierarchical approach should be set out.</li> <li>• Welcome the aspiration for Biodiversity Gain.</li> <li>• Further analysis and greater detail of the policy and how it is intended to operate is required.</li> <li>• Need to be a flexible approach on compensatory and proactive measures.</li> <li>• The Council should correct the title of Option 12.</li> <li>• NPPF Paragraph 32 and Paragraph 174 is relevant.</li> <li>• The baseline for developing on brownfield sites is that often higher than greenfield sites. Brownfield sites are often more diverse than farmland, it may be more appropriate to seek contributions towards a biodiversity scheme whereby many</li> </ul>	<p>Noted as above.</p>

<p>development proposals can contribute to securing a larger area of Biodiversity Net Gain (BNG).</p> <ul style="list-style-type: none"> <li>• The opportunity to make the best contribution to BNG would be across the District.</li> <li>• The proposed policy approach should allow for a range of mitigation measures in recognition of the unique characteristics of development sites and proposals.</li> <li>• BNG will need to take account of the Environment Bill.</li> <li>• Avoid a one size fits all approach.</li> <li>• The policy should set out the required rate of off-site compensation (in terms of cost per unit), which must be justified based on recent evidence and set out in the policy.</li> <li>• Financial contributions (where compliant with the Regulations) subject to thorough testing and a higher-level policy that requires a specific degree of net gain.</li> <li>• Suitability of a site for enhancement will depend on the nature of the habitats involved.</li> <li>• Conservation Target Areas and land within the Nature Recovery Network may be appropriate locations to secure mitigation.</li> <li>• Growing private sector market to deliver land for the purpose of BNG and the Plan’s policies should not impede this.</li> <li>• Limiting the options to proximity to the site may hinder sustainable development opportunities from coming forward.</li> <li>• It is important that the requirements for BNG do not undermine other sustainability objectives.</li> <li>• Utilise the biodiversity credit system.</li> <li>• Requirements of Policy Option 8 need to make sure they are thoroughly tested in viability terms, including against the latest DEFRA BNG metric.</li> <li>• Setting the minimum target of 20% is likely to disrupt delivery of development sites.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust support a flexible approach where the investment in nature recovery will work best. This would by default be the opportunities identified in the emerging Local Nature Recovery Strategy. It may be appropriate to prioritise local or community woodland creation close to development sites.</li> <li>• Sport England propose Option 2.</li> </ul>	Noted as above.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council suggest a combination of Options 2 and 3. Funding to local environmental bodies will increase their capacity to undertake biodiversity and environment focused projects.</li> </ul>	Noted as above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society supports Option 2 based on the assumption that this is where the BNG gain is likely to be of greatest benefit.</li> <li>• Kidlington Baptist Church supports Option 3.</li> </ul>	Noted as above.



- Canal River Trust prefer Option 2 and further note that the Trust would also support Option 3 and suggest that the Oxford Canal could be a suitable location for enhancement projects
- Save Gavray Meadows prefer Option 2 and note that if creatures like great crested newts are transported to a new site, it must be made as safe and favourable to their survival.
- KeepOxfordRdGreenforSport suggest that all local authorities should without prompting be seen in the utmost to be conserving and protecting the environment.
- MCNP Forum support all three Options in that order and note that CDC should press developers harder to provide net gain on site wherever possible.
- Deddington Development Watch supports Option 1. To make mitigation of harmful effects on biodiversity meaningful, any measures need to be as close to the site as possible.
- CPRE Oxfordshire consider that where biodiversity net gain or compensatory measures cannot be achieved on site then there should be refusal of application. Developers should show that they have used the rules of hierarchy and off-site mitigation should be a last resort. Any claims must be challenged. Strengthen the wording of policies 10,11 and 13. In Option 1 'close to the site' should be defined. Prioritising in CTAs alone may result in harmful loss of threatened species. There should be an option to consider a 20% BNG. CDC should insist all calculations use the latest methodology stipulated by DEFRA. All applicants should make their calculations publicly available.
- Oxfordshire Badger Group supports Option 3. Sites that cannot achieve a satisfactory BNG or mitigation are not suitable for development. Off-site measures should not be routinely permitted. The number and scope of CCTAs and nature recovery networks should be increased. Sites of local nature interest should be protected. Development within these areas must be able to demonstrate a very high contribution to BNG. There should not be a presumption that only sites of special designation/ interest merit protection and nature should not be confined to specific zones. A coordinated approach is needed. Sites that include badger sett or important foraging area merit special attention. There should be a policy of protecting and enhancing hedgerows and woods.

### OPTION 13: NATURAL CAPITAL

Should we

- 1) Include a policy in the Plan requiring major development proposals to be supported by a natural capital assessment to demonstrate the impact of the proposals; or
- 2) Include a policy in the Plan requiring major development proposals to:
  - a) be supported by a natural capital assessment to demonstrate the impact of the proposals and
  - b) demonstrate environmental net gain; or

3) Not require major development proposals to be supported by a natural capital assessment.

Approximately 146 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• There was a majority support for Option 2 which seeks to include a policy in the Plan requiring major development proposals to: be supported by a natural capital assessment to demonstrate the impact of the proposals and demonstrate environmental net gain.</li> <li>• Only one member of the public supported Option 3 and equal support for either Option 1 alone or a combination of Options 1 &amp; 2.</li> <li>• Set a lower limit for natural capital, below which development cannot proceed.</li> <li>• Assessments should be commissioned by developers using ODC accredited assessors and documents made publicly available.</li> <li>• Major developments should offset by enhancing the natural environment around them.</li> <li>• Local wildlife should be protected at all costs and consideration should be given to the commitments from COP26.</li> </ul>	<p>Noted.</p> <p>The Council's policy for natural capital is set out in the draft plan. This is informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>Natural capital is the guiding principle of the Government's 25 Year Environment Plan. The draft plan seeks to acknowledge the value of natural capital assets in terms of the ecosystem services they provide.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Cropredy Parish Council supports Option 1.</li> <li>• Bloxham Parish Council, Launton Parish Council, Fritwell Parish Council, Kirtlington Parish Council, Caversfield Parish Council, Heyford Park Parish Council and Sibford Gower Parish Council support Option 2.</li> <li>• Sibford Gower Parish Council praise the work already undertaken in mapping Oxfordshire's natural capital.</li> <li>• Bodicote Parish Council and Banbury Town Council support Options 1 and 2.</li> <li>• Where proposals result in negative impacts, interested parties should be notified and developers required to adapt or offset the negative impacts.</li> </ul>	<p>Noted as above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The development industry where in the majority support for Option 3 with limited support for Option 1.</li> <li>• Without a standardised methodology for environmental net gain it is extremely difficult to measure and prove at this point. The development industry needs time to find its feet in relation to assessing and proposing BNG.</li> <li>• If required, natural capital assessments should be carried out during the plan making stage rather than through development management.</li> <li>• A county wide approach to some form of offsetting should be applied to allow optimization of brownfield land that comes forward for development which is usually more biodiverse than farmland.</li> </ul>	<p>Noted.</p> <p>The Oxfordshire baseline assessment of natural capital assets and ecosystem services has been used to inform the plan strategy and spatial distribution of development.</p>

<ul style="list-style-type: none"> <li>• The evidence base provided to date is unclear; mapping is unreadable and Natural Capital Report assigns scores but it is unclear how this information will be applied.</li> <li>• The policy approach in the Cherwell Local Plan needs to be consistent with the Government agenda and policy framework in the NPPF and the PPG.</li> <li>• Homes Builders Federation note that major developments should not be required to provide a natural capital assessment where the local plan as a whole is being prepared whilst having regard to natural capital and ecosystem services.</li> <li>• Policy would need to be supported by robust evidence to clearly define the intentions of the policy.</li> <li>• Policy will need to clarify the form and scope of a natural capital assessment to ensure consistency across all sites and be in line with the Oxfordshire Plan 2050.</li> <li>• Policy should define 'environmental net gain' and confirm if this difference from BNG and create a standard methodology/calculator for use.</li> <li>• Unclear what the application of a natural capital assessment will add to the process when the Environment Bill already covers BNG.</li> <li>• Natural Capital Assessments will result in the duplication of work and slow down the planning process.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England support Option 1.</li> </ul>	<p>Noted as above</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire Country Council prefer Option 2.</li> <li>• West Oxfordshire Council supports the requirement for a natural capital assessment and achieving a high level of BNG and encourages the presence of strong and robust policies to achieve this.</li> </ul>	<p>Noted and as above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Generally supportive of Option 2.</li> <li>• Calculations and evidence for natural capital assessments must be transparent and placed in the public domain.</li> <li>• The Woodland Trust supports Option 2.</li> <li>• CPRE Oxfordshire suggested five additional policies: <ul style="list-style-type: none"> <li>○ Increase BNG requirement for every development to be 20% above baseline.</li> <li>○ Expand Conservation Target Areas and strengthen the Conservation Target Area policy ESD 11 to give better protection.</li> <li>○ A Tree Cover policy is needed. Current tree cover in Cherwell is 9% and should be increased to 30%. CDC must collaborate with OxTrees to find suitable areas for tree planting/regeneration.</li> <li>○ CDC should not 'double designate' land for both nature conservation and development in the LP. The biodiversity of several LWS and CTAs has declined because development needs were prioritised over nature conservation.</li> </ul> </li> </ul>	<p>Noted.</p> <p>The Council's policy for natural capital, biodiversity net gain and Conservation Target Areas, all of which incorporate tree cover, are set out in the draft plan.</p> <p>There is some crossover between environmental gains in terms of natural capital and actual biodiversity net gain. As outlined in 'Enabling a Natural Capital Approach' guidance produced by Defra, the newly revised Biodiversity Metric enables measurement of biodiversity losses and gains from a development to demonstrate biodiversity net gain. Natural capital net gain, on the other hand, measures a wider</p>

<ul style="list-style-type: none"> <li>○ Increase the number of employment hours for CDC ecologists to provide a satisfactory service.</li> </ul>	<p>range of ecosystem service benefits, in addition to biodiversity net gain.</p>
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## QUESTION: BIODIVERSITY & THE NATURAL ENVIRONMENT

Do you have any views on policies for inclusion in the review of the Plan on biodiversity and the natural environment?

Approximately 45 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents agreed that biodiversity in Cherwell needs to be safeguarded. The protection of biodiversity and the natural environment was highlighted as key to combatting climate change and ecological emergency.</li> <li>• Policies protecting biodiversity need to be robust.</li> <li>• Seeding programmes are required to encourage bee and insect feeding flowers on verges, hedgerows and suitable open spaces.</li> <li>• Greenfield land should not be used for residential building.</li> <li>• Open spaces provided as part of development do not compensate for the damage inflicted onto natural habitats.</li> <li>• A separate Local Plan policy is required for dark skies to protect wildlife and mitigate light pollution.</li> <li>• Flood risk and air pollution are key issues for Cherwell.</li> </ul>	<p>Noted.</p> <p>The Council's approach to biodiversity and the natural environment is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>The Environment Act 2021 and national policy state that development should contribute to, and enhance biodiversity and the natural environment. The draft plan seeks to net gains in biodiversity and deliver the aims of Conservation Target Areas and the wider Nature Recovery Network.</p> <p>The draft plan addresses the need to consider dark skies and tranquillity.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Sibford Gower Parish Council encourage a greater level of detail to be included in the example listed in para 5.7.12 in line with the national legislation within the Environment Bill.</li> <li>• Cropredy Parish Council note their support for the policies relating to biodiversity.</li> <li>• Fritwell Parish Council encourage the prioritisation of greater measures to protect pollinators.</li> <li>• Weston on the Green Parish Council suggest the inclusion of woodland related policies (agroforestry, buffer zones and native tree planting on small sites to build biodiversity corridors) and protecting ancient pathways.</li> </ul>	<p>Noted, as above</p>

<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• A significant number of respondents from the development industry stated that the Local Plan must be consistent with the established national or forthcoming national standards (e.g., the 10% requirement for biodiversity net gain within the forthcoming Environment Bill). Carter Jones noted that these policies are robust enough to ensure that the natural environment is protected and enhanced, whilst not too onerous that development is prevented from coming forward.</li> <li>• The 20% proposed target of biodiversity net gain is welcomed by some as it exceeds the Government’s current target outlined in the Environment Bill. However, further analysis is required to demonstrate how the policy is intended to operate.</li> <li>• Savills for Trinity College Oxford and Savills for Hallam Land Management encourage the target for Biodiversity Net Gain to be 10%, in line with the Government target.</li> <li>• It was said that the cumulative effects of landscape / biodiversity buffers, SuDs and Green Infrastructure can reduce development densities. This was thought to have implications for the average housing densities that the Plan may achieve.</li> <li>• The Local Plan has a key role to play by directing growth to those areas where development can take advantage of identified opportunities for ecological enhancement.</li> </ul>	<p>Noted, as above</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England note that sporting activities rely on the natural environment. With robust management plans, both can be safeguarded.</li> </ul>	<p>Noted.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council support the references to Natural Environment and Biodiversity and the aspiration to secure the delivery of biodiversity net gain and mitigate the impact of climate change on biodiversity. The Council highlight an opportunity through the emerging Oxfordshire Nature Recovery Strategy to identify schemes in the Nature Recovery Zone to enhance habitat restoration and to integrate this with wider infrastructure types such as flood alleviation and transport</li> </ul>	<p>Noted, as above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• A separate Local Plan policy is required to protect trees and woodland in addition to the policy headings in section 5.7.12.</li> <li>• Water quality needs to be included within the water resources policy.</li> </ul>	<p>Noted, as above</p>

#### OPTION 14: CHILDREN’S PLAY

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Continue to provide children’s play facilities through a traditional minimum provision LAP/LEAP/NEAP approach</li> <li>2) Provide children’s play facilities through minimum provision combined all-age areas of play</li> </ol>
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- 3) Seek opportunities to integrate play facilities throughout towns and developments identifying minimum standards and setting expectations through design and other place making policies e.g. inclusion of pocket parks, play streets and informal play within open space areas.

Approximately 129 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The vast majority of respondents chose Option 3, with similar levels of supported noted for Options 1 and 2.</li> <li>• Play opportunities should be available and encouraged in many locations, cater children of all ages and be safely accessible to all.</li> <li>• With good design play spaces can enhance the natural environment.</li> <li>• Fresh air and walking in the countryside are just as important as dedicated play spaces.</li> <li>• The natural environment should be protected as much as possible.</li> <li>• "pocket play areas" can help rejuvenate the town centres and their businesses.</li> <li>• Many of the existing play areas are old and updates are few; Existing play facilities improved via Developer funding.</li> <li>• Play/recreation provision needs to be done properly with adequate funding under public control; the use of Management Companies should be discouraged.</li> <li>• Developments should incorporate sufficient space to provide informal open space with trees.</li> <li>• Streets should be designed to improve safety, such as 'low traffic neighbourhoods'.</li> <li>• More streets pedestrianised.</li> </ul>	<p>Noted.</p> <p>The Council's current approach to children's play is set out in the Reg 18 draft plan. Further evidence related to play space requirements will be commissioned to inform the Regulation 19 plan</p> <p>It is recognised that the emerging draft plan supports the provision of all-age 'play friendly' environments.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Heyford Park Parish Council, Weston on The Green Parish Council, Caversfield Parish Council, Gosford and Water Eaton Parish Council, Cropredy Parish Council, Bloxham Parish Council, Kirtlington Parish Council and Fritwell Parish Council all support Option 3.</li> <li>• Some Parish Council note that the provision should be provided for all ages and that further detail on the policy is required. Others note that the need should be quantified, and evidence base for minimum standards clarified.</li> <li>• Banbury Town Council also supports Option 3 and further notes that CDC should Discontinue the provision of LAPS and provide more sensory and accessible play provision and enhance existing facilities.</li> <li>• Bodicote Parish Council considers that a combination of approaches best and that facilities for older children merit consideration too.</li> <li>• Deddington Parish Council considers Option 2 and 3 are best.</li> </ul>	<p>Noted as above.</p>

<ul style="list-style-type: none"> <li>• Sibford Gower Parish Council note that in small village locations, an important first step should be an assessment of the existing provision for all age groups, linked with a consultation exercise. A simple application to identify minimum provision through LAP/LEAP/NEAP approach appears to promote administrative convenience at the expense of rational and constructive dialogue.</li> <li>• Launton Parish Council prefers Option 2 and notes that the focus should be on play areas which are of sensible size, well-designed and easily maintained. Smaller play parks are not fit for purpose.</li> <li>• Middleton Parish Council note that this section is a good example of the “urban” mindset underlying this Plan. Support for villages to maintain and improve playgrounds.</li> </ul>	
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman both suggest that the use of small areas dotted about should be avoided and in villages the Parish Council should be involved. Village facilities should be enhanced rather than another small site.</li> </ul>	Noted.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Option 3 received the most support followed by Option 1 then Option 2.</li> <li>• The current Cherwell policy approach to play provision lacks flexibility and finesse.</li> <li>• Some flexibility so that consultation can take place with local communities to determine need. Flexibility about the type of provision.</li> <li>• Encountered difficulties in previous schemes, where the rigid application of CDC policy and standards has limited the ability to deliver.</li> <li>• Policy relating to children’s play space should confirm how the required extent of the provision is calculated.</li> <li>• The supporting text appears unclear. If there is considered to be a requirement to move away from traditional methods of securing adequate play provision, then this needs to be supported by a suitably evidenced justification.</li> <li>• Decisions on the appropriate approach should be informed based on site-specific circumstances and opportunities to expand existing facilities.</li> <li>• Important to recognise the contribution that informal and incidental spaces make towards overall open space calculations.</li> <li>• There is a risk that younger children may feel intimidated with all-age areas of play.</li> <li>• Interim SA Report highlights there is the potential for ill-located play provision to be the magnet for antisocial behaviour.</li> <li>• This policy development area can apply to other Districts.</li> <li>• Supplementary planning guidance might be appropriate.</li> </ul>	Noted as above.

<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England supports Option 3.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that Option 3 creates a more inclusive place for children overall. Good to have traditional provision as well. Provision of highly accessible, informal as well as formal play spaces are linked with good mental and physical wellbeing in children.</li> <li>• West Oxfordshire Council notes that while formal facilities can provide an important community resource, the benefits of considering play and sport in its widest sense is being increasingly emphasised.</li> </ul>	Noted as above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Most of the local organisations and interest groups supported Option 3.</li> <li>• The Woodland Trust has developed a Woodland Access Standard to complement Natural England's Accessible Natural Green Space Standard which makes relevant recommendations; this could be considered in policy making.</li> <li>• Streets should be designed so that it is safe for children to play.</li> <li>• Significant development must contain accessible green space for children.</li> <li>• Provision for older children must also be considered.</li> <li>• Support for existing playgrounds in rural villages too.</li> </ul>	Noted as above.

## OPTION 15: OUTDOOR SPORTS PROVISION

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Continue with the current policy approach of securing new pitch provision as part of strategic development sites</li> <li>2) Seek to secure and establish sports hubs at our main settlements</li> <li>3) Use financial contributions from developers in lieu of on-site provision on strategic sites to enhance existing facilities, to enable increased use</li> </ol>
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Approximately 124 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Options 1 and 2 were fairly evenly split in terms of the responses, with Option 3 receiving less support.</li> <li>• Sports provision needs to be maintained until new pitches can be provided/available for use. Relying on schools to provide and maintain pitches is not the answer.</li> <li>• Banbury needs a 3G pitch and more floodlit sports resources.</li> <li>• Enable online booking of facilities.</li> </ul>	<p>Noted.</p> <p>The Council's approach to outdoor sports provision is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice,</p>



<ul style="list-style-type: none"> <li>• There are many derelict buildings in Banbury which could be used for projects.</li> <li>• Consideration should be given to the light pollution from outdoor sports pitches.</li> <li>• Better provision of sports facilities and outdoor parks is required throughout the district.</li> <li>• Outdoor sports provision must be sited close to new developments.</li> <li>• The Council should ensure that developers are unable to 'buy their way out of a provision'.</li> <li>• North Oxfordshire tennis centre was approved in 2019 as part of a Lawn Tennis Association (LTA)/Government extension programme, however, there has been no movement on this.</li> <li>• When assessing strategic development sites, the provision of sports pitches on site should be considered.</li> <li>• Sports facilities should be walkable or cyclable for most users; if “hubs” are considered, then funding will be required to provide community transportation.</li> <li>• Bicester sports clubs have been let down by inadequate sports provision.</li> <li>• Failure to allocate Bicester Aerodrome as an area for sport in the present Local Plan – this site should be considered as a recreational space.</li> <li>• No reference to access to health facilities, e.g. swimming pools.</li> </ul>	<p>stakeholders and consultation responses.</p> <p>The evidence includes an emerging playing pitch strategy.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Gosford and Water Eaton Parish Council prefer Option 2.</li> <li>• Heyford Park Parish Council support Option 2 and further note that the current policies are not working. Urgent need for more, appropriate and timely, sports facilities. Any sports provision as part of a development should be built with staged trigger points. Some exercise groups do not need pitches but good facilities to enable them to thrive.</li> <li>• Bodicote Parish Council note that sports hubs would be best in areas that are easy to access. Large developments should continue to set aside space for sport and outdoor activities. A combination of approaches would be best, dependent on need and practicality. The Council still wishes to move Banbury FC to Bodicote, despite no real assessment of the impact of such a move.</li> <li>• Bloxham Parish Council supports Options 2 and 3 provided that it is possible to avoid long ‘commutes’ to hubs.</li> <li>• Deddington Parish Council prefer Option 3 and further note that some kind of sports provision should be available nearby where people live.</li> <li>• Launton Parish Council, Weston on the Green Parish Council, Kirtlington Parish Council and Caversfield Parish Council all support Options 1 and 2.</li> <li>• Cropredy Parish Council supports Option 3 and note that this could provide better value for money provided the existing facilities were of an adequate standard and easily accessible.</li> <li>• Weston on the Green Parish Council further note that housing development should have outdoor sports provision as part of</li> </ul>	<p>Noted as above.</p>

<p>the strategic plan. Local solutions for smaller communities and developments are important. The Parish Council does not agree with Option 3.</p> <ul style="list-style-type: none"> <li>• Banbury Town Council prefers Option 1 and 3.</li> <li>• Fritwell Parish Council note that for Rural communities, public transport or effective transport provision is key.</li> <li>• Kirtlington Parish Council further notes that evidence is needed however, existing outdoor provision should be safeguarded.</li> </ul>	
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman both prefer Option 3 and note that Astro pitches for all weathers should be provided.</li> </ul>	Noted.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The development industry was largely supportive of Options 2 and 3, with less support for Option 1.</li> <li>• Approach will be dependent upon the size of development and location.</li> <li>• 2017 CDC Sports and Recreation Assessment should be updated.</li> <li>• Flexible approach is required supported by a robust evidence base and an assessment of need/provision.</li> <li>• The policy approach in the Local Plan should be consistent with the NPPF and PPG.</li> <li>• If Option 2 is chosen, it is important that this is transparent, planned and deliverable and factored into urban capacity assessments at the outset.</li> <li>• Strategic sites should seek to provide as much provision to meet their own needs. When this is not possible, financial contributions should be used.</li> <li>• Off-site contribution to upgrade existing pitches can result in better facilities for the area overall.</li> <li>• Agree with the considerations of the Interim SA Report.</li> </ul>	Noted as above.
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust provide supporting information: Woodland Trust Space for People (May 2017) which should be considered by the Council.</li> <li>• Sport England support Options 2 and 3. As and when the new playing pitch strategy and built facilities strategies are completed and adopted, these should be the drivers for new and enhanced indoor and outdoor sports facilities.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council supports Option 2 which seeks to create centralised hubs or enhancing facilities ensures that there are high quality facilities that meet need. There could be a focus on ensuring sustainable travel connections. Prioritise developer contributions to enhance the provision of existing facilities, with contributions supporting connectivity by sustainable and active travel. Developers should provide new facilities when existing facilities can't be expanded.</li> </ul>	Noted as above.

<ul style="list-style-type: none"> <li>West Oxfordshire Council note that the benefits of considering play and sport in its widest sense, including as part of a multifunctional green infrastructure network, is being increasingly emphasised.</li> </ul>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Deddington Development Watch support Option 3 which will reduce travel.</li> <li>Kidlington Baptist Church prefers Option 2.</li> <li>The Canal &amp; River Trust prefer Option 3 and note that the provision of safe water-based activity access points and associated facilities should be considered.</li> <li>Save Gavray Meadows support Option 3.</li> <li>BicesterBUG considers that sports facilities should be within cycling distance of most users. Insufficient land has been earmarked near to housing and are increasingly built-in car dependant locations.</li> <li>Bicester Athletics Club prefers Option 2 and notes that it is not clear whether these are general recreational facilities or dedicated sports provision. In favour of any outdoor sports provision. A failure to provide necessary facilities will result in loss of athletes or they will travel to the nearest running track facilities in Banbury and Oxford. There needs to be a definition of what is meant by main settlement. It would show leadership if the Council were to convene a meeting of all of the interested parties to ascertain the shortfalls in organised sports provision and the available options.</li> <li>Deddington Neighbourhood Plan Steering Group prefer Option 3 and note that sports provision should be available near to where people live.</li> <li>CPRE Oxfordshire prefers Option 1 and notes that if developers wish to undertake developments of a significant size, they should be required to make provision for sports facilities appropriate to the scale of development.</li> <li>MCNP Forum supports all three option; sports facilities should not involve travelling a distance and should be accessible by public transport.</li> </ul>	Noted as above.

**QUESTION: LOCAL GREEN SPACES**

1) Do you have any comments on the sites submitted for Local Green Space designation so far?
2) Do you have sites that you consider meet the criteria for Local Green Space designation?

Approximately 68 responses were received in response to this question.

Consultation Responses	Officer Response
Comments on the sites submitted for Local Green Space designation so far	Noted.

<ul style="list-style-type: none"> <li>• There is support for the Kidlington Parish Council and Kidlington Development Watch proposal for a linked network of Local Green Spaces around Kidlington.</li> <li>• The countryside around Kidlington should be protected from development.</li> <li>• The proposed designation at LPR-A-237 encroaches the opportunity to develop the site on the edge of Kidlington.</li> <li>• Banbury Civic Society encourages Local Green Spaces to be designated in areas beyond Bicester, Kidlington and Fritwell.</li> <li>• Deddington Development Watch supports the identification and designation of Local Green Spaces.</li> <li>• Gavray Meadows Local Wildlife Site has a high ecological value and supports ancient farming practices. The rate of loss at Gavray Meadows Local Wildlife Site is considered unsustainable.</li> <li>• Objection to the proposed extent of the Local Green Space LPR-A-125 due to it being a key site required to meet the Council's housing delivery objectives.</li> <li>• Support is not provided to the allocation of LPR-A-196 as Local Green Space due to it being a key site in the context of town centre redevelopment.</li> <li>• Local Green Space designations should not be used to constrain development.</li> <li>• Oxfordshire County Council will provide comments on proposals for Green Space in Bicester on the release of the next version of the Local Plan.</li> <li>• LPR-A-196 should be protected as a Local Green Space for sports pitches.</li> <li>• Green Belt sites submitted by landowners for development and which were rejected in the Partial Review should be prioritised as Local Green Spaces.</li> </ul>	<p>Following a detailed assessment based on the NPPF guidance, a number of local green spaces are proposed in the Reg 18 draft plan.</p>
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## Suggested Sites

15 sites for designation as a Local Green Space were submitted through the Call for Sites process. 12 of these were new sites that hadn't been submitted to the Council through the Local Plan Review or other representations and three were updates to sites already submitted. Where a site location plan had not been supplied, Officers emailed the respondent to request one however where a site location plan has still not been received to date, these sites have been excluded from consideration.

Site Name	Parish	Promoter	Respondent
Gavray Meadows, Bicester	Bicester	Pamela Roberts Yvonne Dixon Patricia Clissold – WildlifeneWSgavraymeadows Patricia Clissold – Save Gavray Meadows	LPR-B-623 LPR-B-624 LPR-B-734

Site Name	Parish	Promoter	Respondent
Derwent Green, Bicester	Bicester	Stephen Rand – Derwent Green Residents Group	LPR-B-707
Langford Community Orchard, Bicester	Bicester	Pamela Roberts – Langford Community Orchard Group Yvonne Dixon	LPR-B-473 LPR-B-623
Field between Park Farm and the Castle Grounds, Hanwell	Hanwell	John Spratt – Hanwell Parish Council Kenton Bromby Karen Jones Alan Jones	LPR-B-337 LPR-B-849 LPR-B-875 LPR-B-877
Greenfield land surrounding Nethercote	Banbury	Daniel Hill Lisa Phipps	LPR-B-620 LPR-B-790
Land at Bury Moor Fields, Kidlington	Kidlington	Linda Ward & Alan Lodwick – Kidlington Development Watch	LPR-B-124
Land north and north east of Kidlington	Kidlington	Linda Ward & Alan Lodwick – Kidlington Development Watch	LPR-B-124
Land north of Banbury and south of Hanwell, east of Warwick Road	Banbury / Hanwell / Drayton	Chris Brant	LPR-B-820
Land off Rau Court, Caversfield	Caversfield	Jane Olds – Caversfield Parish Council	LPR-B-362
Land off Springfield Road, Caversfield	Caversfield	Jane Olds – Caversfield Parish Council	LPR-B-362
Land south of Wards Crescent, Bodicote	Bodicote	Laura Gellately-Smith	LPR-B-911
Land to the north of Cropredy and south of Cropredy Marina	Cropredy	Jo Samways Geoff Scamans	LPR-B-504 LPR-B-621
Land west and south of Bodicote	Bodicote	David Hingley – Bodicote Parish Council	LPR-B-722
Open space and ornamental gardens on the Greenwood Homes estate, Bicester	Bicester	Stephen Rand – Derwent Green Residents Group	LPR-B-707
The Village Playing Field off Muddy Lane, Hanwell	Hanwell	John Spratt – Hanwell Parish Council Tom Sadler Kenton Bromby Karen Jones Alan Jones	LPR-B-337 LPR-B-825 LPR-B-849 LPR-B-875 LPR-B-877

## QUESTION: PROTECTING THE HISTORIC ENVIRONMENT

Are there any specific policies for heritage and protecting the historic environment that we should include?

Approximately 55 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Ensure that the historic environment is maintained and enhanced.</li> <li>• Ensure allowances are included for the continued operation of historic vehicles on the roads and exclude them from any Zero Emissions Zones.</li> <li>• Protection of local heritage assets.</li> <li>• There should be a duty on owners to protect the historic environment.</li> <li>• All historic sites should be maintained and not built on or close to.</li> <li>• Preservation and maintenance of public footpaths.</li> <li>• Policies for heritage and protection of the historic environment need to address public awareness and provide a process for the public to put forward suggestions for heritage to be protected.</li> <li>• Improving access and knowledge would be a key objective to increase the value placed on the historic environment.</li> <li>• Policies should include buildings, land, ridges and furrows and areas used historically for livestock.</li> <li>• Enhance conservation areas and extend these areas into the landscape to protect the views and setting.</li> <li>• Protection of historic roads and houses.</li> <li>• Prioritise protecting and renovating historic buildings.</li> <li>• Limit development around historic villages as this negatively impacts the character and historic importance of the villages.</li> </ul>	<p>Noted.</p> <p>The Council's approach to the historic environment is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>Local plans are required to set out a positive strategy for the conservation and enjoyment of the historic environment, considering factors such as the wider social, cultural, and environmental benefits that conservation of the historic environment can bring.</p> <p>The Planning (Listed Buildings and Conservation Areas) Act 1990 provides specific protection for buildings and areas of special architectural or historic interest. The Ancient Monuments and Archaeological Areas Act 1979 provides specific protection for monuments of national interest. The Historic Buildings and Ancient Monuments Act 1953 makes provision for the compilation of a register of gardens and other land (parks and gardens, and battlefields).</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Sibford Gower Parish Council strongly support the protection of local heritage assets which make important contributions to the nature and character of their environment.</li> </ul>	<p>As noted above.</p> <p>A Heritage Impact Assessment is a document that outlines the historic or archaeological significance of a</p>

<ul style="list-style-type: none"> <li>• Cropredy Parish Council agrees that the policies relating to the protection of the historic environment appear to be comprehensive.</li> <li>• Fritwell Parish Council Support the focus on retaining Ancient Trackways and suggest that Conservation Areas should be specifically mentioned in policies with a specific requirement for an applicant to submit a Heritage Impact Statement in cases where development might adversely affect a Conservation Area.</li> <li>• Weston on the Green Parish Council welcomes the protection of ancient routeways and requests that village landscapes should be protected.</li> </ul>	<p>building or landscape within its wider setting. A Heritage Impact Assessment is required to support any application that directly affects a heritage asset or its setting.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The overall context is to protect the historic environment, involving sensitive and appropriate development; not the prevention of development.</li> <li>• Heritage impact assessment/protection is clearly set out in NPPF, emerging Oxfordshire Plan 2050 and the Planning (Listed Buildings and Conservation Areas) Act 1990; policies in the local plan should not seek to duplicate or include additional unnecessary complexity by going beyond the NPPF requirements.</li> <li>• An up-to-date list of non-designated heritage assets would be beneficial to developers.</li> <li>• Support for the approach that provides ‘a positive strategy for the conservation and enjoyment of the historic environment’ as well as promoting the ‘conservation and enhancement of the historic environment’.</li> <li>• Protect the setting of the Blenheim Palace World Heritage Site should be explicitly covered in the policies for heritage and protecting the historic environment.</li> </ul>	<p>Noted as above.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Historic England suggest that: <ul style="list-style-type: none"> <li>○ national policy will need to be reflected in the plan and that strategic policies should be in accordance with NPPF paragraphs 20 and 21 and go beyond this if there is a desire to demonstrate a positive strategy for conservation and enhancement.</li> <li>○ Heritage should be considered holistically throughout the plan and not viewed as a constraint but something which can be drawn on to achieve positive outcomes.</li> <li>○ Heritage at risk should be given full consideration.</li> <li>○ Strong policies will take account of locally specific issues and respond accordingly.</li> <li>○ Welcomes the identification of ancient routeways as an area for specific policy consideration.</li> <li>○ The following evidence bases should be used for the Reg 19 stage: List of conservation areas, Status of list of non-designated heritage assets/local heritage assets, Status of local heritage at risk list, scope and commentary on the relationship between the above items and the plan itself.</li> </ul> </li> </ul>	<p>Noted.</p>

<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council highlights that undesignated archaeological sites should be considered in line with policies for designated sites as per NPPF.</li> </ul>	<p>Noted.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Support the focus on retaining Ancient Trackways.</li> <li>• Conservation Areas should be specifically mentioned in policies.</li> <li>• Suggestion that a policy should cover the requirement for an applicant to submit a Heritage Impact Statement in cases where development might adversely affect a Conservation Area.</li> <li>• Support for much more robust policies for the non-designated heritage assets, buildings on the Local List and buildings / areas subject to Article 4 Directions.</li> <li>• Consideration of an agricultural landscape policy.</li> <li>• An Oxford Canal heritage policy should be created and an overview of the special interest/heritage significance and defining characteristics or distinctive qualities of the canal.</li> <li>• Churches should be protected through policy.</li> </ul>	<p>As noted above.</p> <p>Oxford Canal is designated as a Conservation Area and therefore proposals should have respect to the status of conservation areas. A specific policy on the Oxford Canal is included in the draft Plan.</p>

**QUESTION: ACHIEVING GOOD DESIGN & 'BEAUTY'**

How can the local plan best support improvements in design and target local design codes/guidance that follow?

Approximately 78 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Good design and beauty are subjective.</li> <li>• The Design SPD does not have sufficient depth.</li> <li>• Collaboration with Neighbourhood Development Plans should be undertaken to include good design for neighbourhood areas.</li> <li>• This plan should seek to be innovative and allow design to reflect that.</li> <li>• Looking at how communities work and focusing on self-build initiatives would not only create employment opportunities for the future but also enhance people's mental wellbeing.</li> <li>• Need to consider what modern families want/need from new homes.</li> <li>• New development needs to fit in with the current environments and not impose something out of character.</li> <li>• The Council should support modular housing.</li> <li>• Support for wider variety of housing design rather than replication of older style building and materials.</li> <li>• Others support only the use of local materials and design.</li> <li>• Design guides should include details for greening of spaces.</li> <li>• Community gardens and communal spaces should be considered in new developments.</li> </ul>	<p>Noted.</p> <p>The Council's approach to design and beauty is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>Future CDC design guidance and codes will need to be consistent with the National Design Guide and National Model Design Code.</p>



<ul style="list-style-type: none"> <li>• Consistency and rigor are a must for future policy to ensure that standards are improved.</li> <li>• Placemaking should have biodiversity at its heart, beauty and good design are nature centric.</li> <li>• Design review panels should be involved with all large developments.</li> <li>• Policies should require sites over 3 units to have differing designs and use different materials.</li> <li>• Design guides should be fully accessible to all.</li> <li>• The advantages of new settlements building in area heating schemes, planning for employment and services, improving biodiversity compared with the monoculture fields that they would be built on.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council welcome the good design SPD but note that it is unclear how it can be achieved without detailed criteria, and how beauty will be assessed and enforced.</li> <li>• Sibford Gower Parish Council note that the basic concept of design codes and guides offers an option for considered review, but also could be seen as overly restrictive. An attempt to impose a national design guide and model design code would seem to ignore the diverse nature and character which is to be found throughout the country, or could be so vague within its terms and conditions as to be liable to ambiguous interpretation. Priority should be targeted at the local level, thereby offering an overview which is able to reflect a closer understanding and awareness of relevant matters. A combination of the identified local levels will provide a sensitive and relevant document which fully embraces and informs Cherwell's on-going development options.</li> <li>• Cropredy Parish Council agrees that the Residential Design Guide Supplementary Document should be updated and that it would be helpful to include other buildings such as offices and shops. 'Design Advice' should reflect urban and rural environments and have a specific section on villages.</li> <li>• Middleton Stoney Parish Council advise that too much recent development has been of poor design and built to low standards.</li> <li>• Fritwell Parish Council note that the assessment of good design and "beauty" requires expertise. It is not something that can easily be done by a Development Management officer with no training in design or architecture. CDC should seek in house expertise.</li> <li>• Weston on the Green Parish Council suggest that it is difficult to see how beauty can be achieved with high density housing in rural areas, where biodiversity is put at risk. Consideration should be given to the appropriateness of housing layouts in a village context, and the mimicking of historic features should be resisted.</li> <li>• Banbury Town Council suggest that there should be a policy which provides weight to the design guide.</li> </ul>	<p>Noted as above</p>
<p>What the development industry said:</p>	

<ul style="list-style-type: none"> <li>• CDC should use the timing of the local plan review to effectively implement the Government’s National Model Design Guide and National Model Design Code into local planning policy.</li> <li>• University College supports the opportunities for achieving good design and considers that any policy should be considered in light of national policy, in particular the NPPF paragraph 126.</li> <li>• Policies can set standards which can be illustrated/explained through planning guidance at the County-level.</li> <li>• Ambiguity between national model design code and local codes/guidance should be avoided.</li> <li>• Clear guidance/certainty needs to be provided to developers.</li> <li>• Policy should not replicate national guidance.</li> <li>• Suggestion that design guidance should be prepared at a local level, perhaps with area specific design SPDs.</li> <li>• Policies should refer to latest local design codes, but leave the detail to SPDs, site specific development briefs and NDPs.</li> <li>• New policies should build upon existing Cherwell Design Guide, and include, where relevant impacts of new technologies and account for the changing ways that SuDs and green infrastructure is masterplanned.</li> <li>• Over prescriptive policies may result in the same design response across the district, which wouldn’t take account of local surroundings. Design Codes must therefore not be overly prescriptive and should enable different solutions to come forward within a single design framework. Design Codes must not stifle innovation or prevent development from responding to different site constraints or end-user requirements. Policies should be flexible and responsive to design and delivery needs.</li> <li>• Heyford Park illustrates that design guides are not required to achieve a balance between heritage and new design.</li> </ul>	<p>Noted.</p> <p>Cherwell Residential Design Guidance SPD 2018 currently provides detailed design guidance for development in the District.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Historic England note that the issues of design and the historic environment will often interact and as such we would advocate a robust approach to design policy in the plan and supplementary documents. The historic environment should be considered at the outset of creating a new design policy.</li> <li>• Sport England note that design should be set out clearly by qualified professionals.</li> <li>• The Woodland Trust have advised that any design code should include: <ul style="list-style-type: none"> <li>○ A presumption that existing trees will be retained; the starting point for any development should be based on an understanding of existing trees, mapped and categorised in line with BS5837 Trees in relation to construction and design. Design codes should outline how design should be informed by this understanding, with impacts on existing trees and woods minimised and require clear, evidenced and justified reasons for the removal of any trees.</li> <li>○ Buffer zones to protect ancient woodlands and ancient and veteran trees and other mitigation In order to reduce the indirect impacts of development on woods and trees, buffer zones are essential. Buffer zones also</li> </ul> </li> </ul>	<p>Noted as above.</p>

<p>provide space to support natural regeneration of ancient woodland, or space to support tree planting.</p> <ul style="list-style-type: none"> <li>○ Increase in canopy cover For new development, the Woodland Trust advocates for a minimum 30% canopy cover. This level, and higher, has been shown to have significant health and wellbeing benefits. Delivering new and enhancing access to green spaces, including woodland should also be supported through design codes. Supporting information uploaded with this response - Woodland Trust Residential Developments and Trees (Jan 2019).</li> </ul>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>● Oxfordshire County Council suggest the following: <ul style="list-style-type: none"> <li>○ Policy direction towards Innovation Framework.</li> <li>○ New developments should maximise space for walking, cycling, resting, and enjoying the local landscape.</li> <li>○ ‘Beauty’ is a fairly subjective concept so would be difficult to quantify in a specific policy.</li> <li>○ Recommend a policy that all new developments are required to meet Building for a Healthy Life standards.</li> <li>○ A policy could be included that focuses on creating safe environments which promote good physical and mental health, with places and routes that are safe and perceived to be safe by creating passive surveillance and active frontages, as well as including measures to improve safety for all road users, particularly for those that walk and cycle.</li> </ul> </li> <li>● West Oxfordshire Council welcomes the emphasis given to placemaking and good quality design.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>● The assessment of good design and “beauty” requires expertise. It is not something that can easily be done by a Development Management officer with no training in design or architecture. CDC should seek in house expertise.</li> <li>● Robust Cherwell Design Guide, supported by appropriate policies. The design guide to include advice on historic buildings and conversions / extensions as well as new builds.</li> <li>● New development should fit in with, and not overwhelm the landscape.</li> <li>● Avoid areas that will be dominated by cars, parking, roads, infrastructure.</li> <li>● The Canal &amp; River Trust suggest the council may wish to consider specific guidance on waterside development and the Trust would welcome the opportunity to input to that process.</li> </ul>	Noted.

#### QUESTION: 20-MINUTE NEIGHBOURHOODS

Do you agree that 20-minute neighbourhoods offer a helpful set of principles for ensuring places are well-designed and sustainable? Are there features that would work in sub-urban or the rural areas?

Approximately 96 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of the public support the concept of 20-minute neighbourhoods, with the provision that it should be explored further and definitions made clear.</li> <li>• Many did not support the concept and noted that it would be impossible to implement in a rural setting.</li> <li>• Concept needs to be supported with safe walking and cycling provision.</li> <li>• Further expansion of villages will remove this concept and require the use of cars.</li> <li>• Concept is unrealistic and risks the prioritisation of the wrong objectives.</li> <li>• Better walking and cycling infrastructure needs to be provided in smaller villages, otherwise this cannot be achieved.</li> <li>• 10 minute neighbourhoods should be considered.</li> <li>• Improvements to public transport infrastructure is a must.</li> <li>• Suggestion that the concept should focus on a distance rather than a time to cover the distance.</li> </ul>	<p>Noted.</p> <p>The Council's approach to 20 minute neighbourhoods is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>The 20 minute neighbourhood concept seeks to regenerate urban centres, enhance social cohesion, improve health outcomes and support the move towards carbon net-zero targets through increasing active travel.</p>
<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council agree that 20 minute neighbourhood is desirable and that Bloxham is currently already following this principle and should continue to do so.</li> <li>• Launton Parish Council note that many of the concept features would work in Launton.</li> <li>• Caversfield Parish Council support the concept but note they are unsure how the principles could be applied to villages with few facilities.</li> <li>• Cropredy Parish Council note that the concept is very useful in urban areas but could be amended to a 10 minute neighbourhood for villages and noting which facilities are only available through transport links to the nearest town.</li> <li>• Wardington Parish Council consider the concept to be sound however emphasises the need for future growth to be located adjoining existing urban areas, and larger rural settlements of the District which have a range of facilities and services.</li> <li>• Weston on the Green Parish Council would not be able to achieve 20 minute neighbourhood status with Bicester or Kidlington.</li> <li>• Bodicote Parish Council support the concept.</li> </ul>	<p>Noted.</p>
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman suggest that the concept is impractical in most rural areas.</li> </ul>	<p>It is acknowledged that the 20 minute neighbourhood concept may not be wholly applicable in all areas and particularly within rural areas.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The development industry largely support the concept subject to caveats regarding flexibility and consideration of the application in rural areas.</li> </ul>	<p>Noted.</p>

<ul style="list-style-type: none"> <li>• Home Builders Federation note that the principle is a reasonable aspiration but should not be considered a blunt tool to be applied evenly across the Borough. The 20-minute neighbourhood should not be used as a basis for only locating development close to existing services rather identifying where services could be improved through new development. There is a real danger that the principle could be used negatively and become a way of preventing development in certain communities rather than promoting improved neighbourhoods. Council must also recognise that if it seeks to apply this principle there is a need for the Council to provide a strong leadership function for local public services to ensure that these are in place and are retained. The Council must ensure that they and their partners are able and willing to support this concept at larger strategic developments or where the Council is seeking to deliver higher density development. Without this strong co-ordinating role, the Council are unlikely to achieve their aspirations in relation to the 20-minute neighbourhood.</li> <li>• Adoption of the concept in rural areas will need careful consideration, with flexibility provided to rural locations and consideration given to the grouping of villages to become neighbourhoods.</li> <li>• The concept should not form a specific local plan policy and references should be aspirational not set requirements.</li> <li>• Concept should only be applied to the urban areas of Banbury and Bicester.</li> <li>• One size fits all approach would not be appropriate.</li> <li>• Further housing growth in rural areas would support the concept through the creation of new services and facilities.</li> <li>• There should be a push for housing to be built within the city, specifically on many of its underused or reserved employment sites.</li> <li>• Concept works well at Heyford Park.</li> <li>• Concept builds upon the changing approach to transport planning and climate change.</li> <li>• Not a new concept and does not fully reflect trends towards online shopping and working from home.</li> <li>• A settlement such as Bicester is an appropriate location for such neighbourhoods, to improve access to services and ensure that new and existing community's benefit.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach note that the vast majority of residents already live within a 20-minute neighbourhood but do not walk or cycle enough to reduce the levels of car use. Strategic allocations should look to either consolidate development where existing local facilities can be made more effective and/or securely sustainable or create sufficiently large new neighbourhood to provide a suitable depth and breadth of local facilities on-site leading to a credibly high level of local self-containment.</li> </ul>	Noted.

<ul style="list-style-type: none"> <li>• Sport England agree with the concept to a point; it is not realistic to expect a doctor's surgery or swimming pool every 20 minutes.</li> </ul>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council supports the concept of the 20-minute neighbourhood. Strong public transport connections still need to be considered and there is the potential to treat clusters of villages as '20-minute cycle' neighbourhoods which between them may have the range of assets associated with this concept. Villages in the hinterland of the urban centres can be connected to the market towns through cycle routes that encourage active travel between them.</li> <li>• West Oxfordshire Council - Welcome the introduction of the 20-minute neighbourhoods.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Local organisations/interest groups were supportive of the concept and note that it should be measured by walking and cycling distances.</li> </ul>	Noted as above.

#### QUESTION: TRANSPORT & CONNECTIVITY

<ol style="list-style-type: none"> <li>1) Do you agree with the proposed transport and connectivity approach to support the Local Plan Review?</li> <li>2) Should the approach be different for the rural areas, for example focusing on low carbon technology rather than a reduction in the need to travel?</li> <li>3) What measures would help you drive less or use alternative transport modes with lower emissions?</li> </ol>
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Approximately 142 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• With regards to whether members of the public agreed with the proposed transport and connectivity approach, the responses were fairly evenly split between those who support it and those who do not.</li> <li>• In response to whether there should be a different approach for rural areas, the majority of respondents agreed that there should be a different approach, however there was also strong support that the focus should be on encouraging low carbon technologies in the rural areas rather than reducing the need to travel and that traffic should be diverted away from rural roads to larger truck roads and rail to cut down on air pollution.</li> <li>• Suggested measures that would make people drive less included the following: <ul style="list-style-type: none"> <li>○ Housing developments should be accompanied by a major increase in the availability of public transport.</li> </ul> </li> </ul>	<p>Noted.</p> <p>The Council's approach to transport and connectivity is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>Promoting sustainable development is a key focus of the draft plan.</p>

<ul style="list-style-type: none"> <li>○ Strengthen public transport links, more reliable and frequent services to rural areas linking to areas people need to get to.</li> <li>○ Cheaper, greener public transport including bus fares and park and ride costs.</li> <li>○ Seating at all bus stops.</li> <li>○ Better quality roads and pavements.</li> <li>○ Tram system.</li> <li>○ Reduce volume and speed limits of traffic.</li> <li>○ Safer walking and cycling links which are suitable for all users.</li> <li>○ Well connected walking and cycling links.</li> <li>○ More affordable EVs and more support for efficient travel in low emission and low carbon vehicles.</li> <li>○ Accessible EV charging locations.</li> <li>○ Car club/share systems and car free zones.</li> <li>○ Secure motorcycle parking and charging solutions for EV motorcycles.</li> <li>○ Consideration needs to be given to different ages groups and degrees of mobility – not everyone can reduce their need to travel by car.</li> <li>○ Prioritise active travel.</li> <li>○ Creation of village bypasses to reduce congestion through the villages.</li> <li>○ Introduction of low emission zones.</li> <li>○ Home working.</li> <li>○ Workplace parking levy.</li> <li>○ Remove free car parking in town centres.</li> <li>● Replacement bridges at Sandy Lane and Yarnton Lane should allow unrestricted cycling.</li> <li>● Banbury needs a transport hub and a bypass.</li> <li>● Oxford cannot cope with current commuter traffic; more traffic pressure will make carbon emissions significantly worse.</li> <li>● No need for an airport in the county this should be repurposed.</li> <li>● The concept of reducing the need for the rural population to travel is a false concept.</li> <li>● Infrastructure should be put in place first before development commences.</li> <li>● There was a lot of reference to the need for minimise carbon based transport but no recognition given to the advent of all electric cars and commercial vehicles. This should be factored in to planning assumptions. Active travel is unnecessary jargon for walking and cycling. Place shaping is initially off putting bit of jargon and needs to be replaced with something more understandable.</li> <li>● Is it possible to build a pedestrian route between Banbury and Overthorpe as the road is dangerous to walk?</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>● Bloxham Parish Council agree with the general approach and highlight that congestion is a factor in emission problems. They do not believe that there should be a different approach for rural areas however time taken rather than distance travelled</li> </ul>	<p>As noted above.</p>

<p>would be a better measure of impact. Measures to drive less would include further public transport improvements, improved footpaths, car clubs/sharing and voluntary driver schemes.</p> <ul style="list-style-type: none"> <li>• Launton Parish Council suggest that measures to encourage less driving would include more widely available infrastructure for EV car charging with on street points in rural villages; low carbon/hydrogen/electric public transport for village use and more cycle paths.</li> <li>• Chesterton Parish Council raise concerns that out commuting has not been adequately addressed in terms of the necessary infrastructure, particularly in roads. The A4095/The Hale/Akeman Street is used by commuting traffic to access B430 and A34 but the roads are not adequate to support this traffic and neither the Hale or Akeman Street have footpaths. Further development on NW Bicester will exacerbate these problems.</li> <li>• Cropredy Parish Council agree with the proposed approach and note that flexibility is required in rural areas but low carbon transport could mitigate the effects of additional travel. Measures to encourage less driving include subsidies for EV charging points, a frequent and regular bus service from Cropredy to Banbury and Banbury Rail station. CPC would welcome a review of existing cycleway provision with a view to connecting villages to the nearest urban areas.</li> <li>• Wardington Parish Council agree with the approach and transport hierarchy and note that whilst opportunities to promote sustainable transport will differ between rural and urban areas, the hierarchy should not be abandoned for rural areas. Further significant levels of growth across the rural areas of the District are unlikely to be conducive to the provision of effective public and community transport.</li> <li>• Kirtlington Parish Council note that measures to reduce car travel would require public transport based on a systematic review of a whole area.</li> <li>• Fritwell Parish Council note that reducing the need to travel should not be any different for rural areas and that perhaps time taken rather than distance travelled would be a better measure of impact.</li> <li>• Weston on the Green Parish Council support the promotion of EVs and charging points, in addition to a rural bus service.</li> <li>• Bodicote Parish Council welcome the approach to encourage the use of public and active travel however note that this will be challenging. Large scale housing development should be required to incorporate transport links and road infrastructure improvements as part of the consents.</li> <li>• Banbury Town Council agree with the proposed approach.</li> <li>• Heyford Park Parish Council would encourage more sustainable methods of travel, off road cycle routes, more pavements, bus stops with seating, shelter and real time displays, traffic calming and reduced traffic speeds, better public transport at times it is needed, EV charging infrastructure, safe and well-lit walking and cycling routes.</li> </ul>	
<p>What the Ward Councillors said:</p>	



<ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman note that car usage is essential for rural areas and it is impossible to place it at the bottom of the transport hierarchy, as walking or cycling will never replace car usage in rural areas.</li> </ul>	As noted above.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The majority of the development industry agreed with approach proposed however some felt that the approach proposed in the review is too narrow and does not recognise potential opportunities such as the SRFI and anticipated investment in road improvements and that whilst a useful tool, the transport hierarchy as presented is becoming antiquated to be used in isolation and is inappropriate.</li> <li>• Support for the encouragement and delivery/enhancement of the rail network and transport interchanges.</li> <li>• In terms of whether rural areas should follow a different approach the following was noted: <ul style="list-style-type: none"> <li>○ It is not always going to be possible to apply the same approach throughout the district, specific local requirements and compatibility issues need to be considered and it may not be possible to reduce travel need in some areas.</li> <li>○ Approach should be slightly different in rural areas; focus should be on low carbon technology in rural areas including on demand bus services (using EVs). Developments could help fund such solutions.</li> <li>○ Need to reduce car travel should not apply to rural areas</li> </ul> </li> <li>• Support the aims of moving towards a net zero transport network and agree that spatial planning has a clear role in supporting a decarbonised transport system.</li> <li>• Consider the approach does not necessarily need to differ in the rural areas, but should focus on low carbon technology.</li> <li>• Policies should capitalise on existing/planned investment in sustainable modes including P&amp;R and other improved bus infrastructure and rail networks and, require attractive and safe pedestrian and cycling connections.</li> <li>• More emphasis should be placed in this section of the plan on connectivity between smaller settlements within the County and the District.</li> <li>• Policy needs to encourage the best possible solutions for the whole District whilst spatially distributing growth to maximise sustainable modes of transport.</li> <li>• If development and infrastructure continues to be focused on urban areas, the gap between sustainable travel options in urban areas and in rural areas will continue to widen, and residents of rural areas will be ever more isolated.</li> <li>• Development often provides the catalyst for encouraging active travel and public transport use due to the requirement for travel plans, the creation of new travel corridors, improved networks, shared transport, electric vehicle charging provision and investment in public transport.</li> <li>• Remote working, online shopping, introduction of EVs will naturally reduce the need to travel, making rural locations more</li> </ul>	As noted above.

<p>sustainable. However the plan should future proof, including the promotion of EV infrastructure requirements in new developments (parking bays for car sharing, autonomous delivery vehicles, etc).</p> <ul style="list-style-type: none"> <li>• Larger strategic sites will provide an opportunity to shape travel habits through the provision of social infrastructure alongside housing, and provide public transport hubs.</li> <li>• The Council should capitalise on the opportunity presented through transport improvements including improved highway connectivity, offering improved public transport and cycle connectivity by allocating development sites at significant transport intersections.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach notes the following: <ul style="list-style-type: none"> <li>○ Welcomes the recognition that the role of the local plan in facilitating low-carbon and more sustainable travel choices.</li> <li>○ Merely focusing on active travel and a level of self-containment for local service needs does not, on its own, meaningfully reduce car dependency.</li> <li>○ The strategy needs to look at the provision of credible options for regular trips over 2km. A spatial strategy driven by the presence and potential creation of high-quality bus corridors seems to be the only one that is likely to allow this.</li> <li>○ There is urgent action is needed to prevent rising levels of congestion in Banbury in particular, leading to the effectiveness and sustainability of the town’s bus network which is being seriously threatened.</li> <li>○ Cheap and free parking does not help the objectives.</li> <li>○ Bus services in rural areas can work as effectively as in urban areas but they need to follow the same principles; sufficiently frequent, direct and reliable, connecting people to a range of significant destinations.</li> <li>○ Leveraging significant rural service centres as local inter-modal interchanges should be pursued with some vigour. This should align with emerging intramodality strategies that we expect to be advanced through LTCP5.</li> <li>○ Note increasing disquiet with the increase in the number of significant development applications in villages with little or no real availability of local services, far distant from key centres of economic activity and services, where no credible public transport offer is available today, nor is ever likely to be sustainable.</li> </ul> </li> <li>• East West Rail notes the following: <ul style="list-style-type: none"> <li>○ Welcomes the references to East West Rail, particularly in relation to planning for sustainable travel, improving connectivity, and aiming for a net zero transport network.</li> <li>○ Welcomes the recognition of support for East West Rail and the role it will play in providing a sustainable new travel option as part of the de-carbonisation agenda.</li> </ul> </li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>○ Options to expand the parking facilities at Oxford Parkway and Bicester Station together with options to encourage access to the stations via sustainable modes such as walking and cycling, and access to the Oxford Parkway Park and Ride facility.</li> <li>○ EWR Co recommended that Bicester (London Road) level crossing should be closed.</li> </ul>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>● Oxfordshire County Council note: <ul style="list-style-type: none"> <li>○ Reference should be made to the emerging Local Transport Connectivity Plan (LTCP).</li> <li>○ Support is provided for the approach.</li> <li>○ The transport user hierarchy of the LTCP should run alongside decarbonisation via technology.</li> <li>○ Comprehensive walking and cycling networks are fundamental to successfully increasing their usage; the development of the Strategic Active Travel Network will expand this.</li> <li>○ Existing off-road networks are available for upgrade to support walking and cycling.</li> <li>○ Increased public transport will reduce private vehicle trips and air quality improvements.</li> <li>○ Comprehensive policies which consider the whole journey of travelling including changing facilities at workplaces, bike repair stations, and provisions for winter should be produced.</li> <li>○ Larger destinations need to reduce car parking and prioritise bus/cycle lanes.</li> </ul> </li> <li>● West Oxfordshire Council - Welcome and support the use of the transport hierarchy. The need for the timely provision of supporting infrastructure is a particular concern locally. It is important that the wider context of social and environmental benefits of infrastructure and the contribution of infrastructure schemes to Climate Action, Healthy Place Shaping and a sustainable economy are considered.</li> <li>● Buckinghamshire Council note the following: <ul style="list-style-type: none"> <li>○ Diagram on page 24 should include the A41 as a key link between Cherwell and Buckinghamshire. There needs to be a joined up approach to the growth impacts on the A41 corridor.</li> <li>○ No reference made to England's Economic Heartland (EEH) and its adopted Transport Strategy nor the connectivity studies which will develop proposals to improve both east-west and north-south connectivity.</li> <li>○ EEH should be listed as a further body to be involved in duty to cooperate discussions.</li> <li>○ The Buckinghamshire Local Enterprise Partnership should also be consulted as the LEPs in this area are contributing toward economic growth strategies for the Oxford-Milton Keynes- Cambridge corridor.</li> </ul> </li> </ul>	<p>As noted above.</p>
<p>What the Local organisations/interest groups said:</p>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Time taken rather than distance travelled would be a better measure of impact.</li> <li>• Not all rural activities can be undertaken without private transport, e.g. animal and seed transportation.</li> <li>• Include provisions for: <ul style="list-style-type: none"> <li>○ Electric bicycles and electric scooters in urban areas.</li> <li>○ Multi-modal interchange at Banbury railway station.</li> <li>○ On-street charging points for electric cars.</li> <li>○ Better provision and encouragement of electric bicycles and electric scooters.</li> <li>○ Dedicated, off-carriageway, cycle routes.</li> <li>○ EV buses.</li> </ul> </li> </ul>	
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## OPTION 16: DIGITAL INFRASTRUCTURE

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Provide a policy with the requirements expected from new development to provide digital connections and be designed to accommodate future digital infrastructure needs (future proofing).</li> <li>2) Provide a policy protecting existing telecommunications infrastructure.</li> <li>3) Provide a criteria-based policy on the location and mitigation requirements for telecommunications development.</li> </ol>
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**Approximately 110 responses were received in response to this option.**

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents support Option 1, with Options 2 and 3 receiving a similar level of support.</li> <li>• Existing houses and buildings should be future proofed and upgraded.</li> <li>• Digital connectivity is fast becoming a necessity. All new homes should have fibre broadband.</li> <li>• Cherwell should expect all developments to look to the future digitally.</li> <li>• New developments should contribute to digital infrastructure for the wider area, not just the development itself.</li> <li>• Pylons should be relocated to stop visual pollution.</li> </ul>	<p>Noted.</p> <p>The Council's approach to digital infrastructure is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>National policy promotes advanced, high quality, and reliable communications infrastructure, including broadband, for economic growth and social well-being.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Heyford Park Parish Council supports Option 1 and note that there is very poor mobile and WiFi coverage in many rural villages.</li> <li>• Gosford and Water Eaton Parish Council, Weston on the Green Parish Council and Deddington Parish Council supports Option 1.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Weston on the Green Parish Council notes that established rural communities need to have the uplift to new technologies and access to full fibre. Broadband and mobile phone connectivity is a major issue in the village.</li> <li>• Banbury Town Council and Cropredy Parish Council suggest all three options are appropriate.</li> <li>• Bodicote Parish Council consider that future proofing as much as possible is required.</li> <li>• Bloxham Parish Council consider that the options are not mutually exclusive and seem to be sensible elements of a future strategy. Some developments may tip a local area into requiring a step change in provision.</li> <li>• Sibford Gower Parish Council consider that it would be negligent not to require all new development to be future proofed.</li> <li>• Kirtlington Parish Council supports Option 3 and note similar policies elsewhere.</li> <li>• Fritwell Parish Council supports Options 1 and 2.</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds and Councillor Chapman support Option 1 and note that developers should provide the infrastructure needed for digital connections.</li> </ul>	As noted above.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Option 1 was supported, with no support registered for Options 2 or 3.</li> <li>• Support enhanced digital connections and infrastructure.</li> <li>• Many consider this to be a country-wide matter and should be left for the Oxfordshire Plan 2050.</li> <li>• A caveat should be included within the policy which notes that rural locations are less likely to be able to achieve high-quality, highspeed digital connections and this should be considered when selecting sites.</li> <li>• The Local Plan should maximise the opportunities for digital connections to access key services and facilities.</li> <li>• It may be difficult to make policy requirements mandatory, depending on location and infrastructure networks, and trying to predict emerging technology.</li> <li>• Viability assessments need to be considered when selecting an Option.</li> <li>• Plan should be clear about what form/standard of digital infrastructure is needed.</li> </ul>	As noted above.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council prefers Option 1 and note that the Plan should ensure that any new homes or commercial premises planned to be built have "full fibre". The Plan needs to embrace and enable new technologies for transport and connectivity. Good digital connectivity needs to be expedited though. Ensuring sensible space is allocated for street cabinets (5G/6G) to avoid future obstruction to wheelchair users etc.</li> </ul>	As noted above.

<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Kidlington Baptist Church, The Canal &amp; River Trust, Save Gavray Meadows, Deddington Neighbourhood Plan Steering Group, Deddington Development Watch all support Option 1.</li> <li>• Banbury Civic Society considers all three options are necessary.</li> <li>• CPRE Oxfordshire supports Option 3.</li> <li>• MCNP Forum prefers Option 1 and supports more homeworking, supported by the necessary infrastructure. There is very poor mobile and WiFi coverage in many rural villages. Digital infrastructure is still not yet regarded as an essential utility.</li> </ul>	<p>As noted above.</p>
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### QUESTION: TRANSPORT POLICIES

<ol style="list-style-type: none"> <li>1) Do you agree with the range of policies and documents we have identified?</li> <li>2) Are there any transport-related policies that we should consider through the Local Plan Review?</li> </ol>
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Approximately 53 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Generally, most respondents agree with the range of transport policies.</li> <li>• Free public transport should be provided.</li> <li>• Need to ensure that transport policies are developed which will provide the services needed, are cost effective and support electric vehicles and provide changing facilities.</li> <li>• Transport policies must consider data from police and emergency services and total number of hours in a working year spent in traffic jams by an average worker. Must involve schools and university and hospitals as major road users.</li> <li>• Should offer incentives for more rail freight and lorries.</li> <li>• Supportive of the inclusion of London Oxford Airport and references to the canals.</li> <li>• Others do not encourage the support of the London Oxford Airport as air travel is not environmentally friendly.</li> <li>• CDC should have greater input to the preparation of LTCP5.</li> <li>• Policies to cover a detailed Local Walking and Cycling Infrastructure plan is required for all key towns and villages.</li> <li>• Support for taxi services to run subsidised services to rural areas where bus services are not available.</li> <li>• Changes to existing junctions in Banbury required to reduce congestion.</li> <li>• No new roads, existing roads should be improved and provide safe cycle lanes.</li> <li>• Lack of car parking.</li> <li>• Transport policies considered to be insufficient in the context of the local plan review documents.</li> </ul>	<p>Noted.</p> <p>The Council's transport policies are set out in the Reg 18 draft plan. They have been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>Topics addressed include promoting walking, cycling and public transport use, electric vehicle charging points, transport infrastructure contributions, congestion, particularly on minor roads, and freight.</p>

<ul style="list-style-type: none"> <li>• A detailed review of current capacity and load should be undertaken to identify true position.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Sibford Ferris Parish Council urges the consideration of a policy which assesses the impact of excessive traffic on rural areas; the policy should seek to protect small villages on unsuitable minor roads from speculative developments.</li> <li>• Bloxham Parish Council note that it will be interesting to see the LTP4 as this will be used by CDC to inform policies.</li> <li>• Sibford Gower Parish Council suggest that comprehensive charging (electric and hydrogen) infrastructure is essential.</li> <li>• Launton Parish Council suggest a policy to consider solutions for the Bicester London Road level crossing and that the implementation of road infrastructure should be completed before any development is started.</li> <li>• Cropedy Parish Council agrees with identified range of policies and documents and suggests a specific policy on promoting 'low carbon' transport in rural areas through provision of Electric Vehicle charging and 'low carbon' buses, and cycleways, particular connecting rural and urban areas should be considered.</li> <li>• Bletchingdon Parish Council urges CDC to consider a specific policy which assesses the impact of new development on rural communities, with assessments being mandatory and made publicly available.</li> <li>• Middleton Stoney Parish Council highlight that the plan needs to focus on alleviating the current traffic problems.</li> <li>• Kirtlington Parish Council note that Car dependency must be reduced everywhere and this can only be achieved through connectivity of alternative means of travel. Public transport needs overview concepts and maybe shorter but connecting routes, and above all not just what developers choose to put in their planning applications for S106 monies. There must be a systematic review, of a whole area. There is a need to consider the impact of traffic load through a historic Conservation Area, not just rural countryside.</li> <li>• Fritwell Parish Council note that rural areas are in increasing danger of being marginalised by poorly designed traffic systems that effectively increase congestion and reduce access.</li> <li>• Weston on the Green Parish Council suggest that transport policies should support low emission modes of transport; manage the sustainable movement of goods in the transport network and in and around our places; and, promote and fund public transport and active travel improvements.</li> <li>• Heyford Park Parish Council suggest strategic freight rail or road transport hubs due to pressure on local roads, the A34, the A43, the M40 etc.</li> </ul>	<p>As noted above.</p>
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman both suggest that there must be provision for car transport in rural areas.</li> </ul>	<p>Noted.</p>
<p>What the development industry said:</p>	

<ul style="list-style-type: none"> <li>• Support for the range of policies and documents identified.</li> <li>• Await further detailed studies, e.g. transport network capacity to make more detailed comments.</li> <li>• The transport policies in the Cherwell Local Plan should be consistent with the NPPF, the emerging Oxfordshire 2050 Plan and the County’s Local Plan Transport Plan “Connecting Oxfordshire”; but avoiding duplication/repetition of policies covered elsewhere.</li> <li>• It will be key to ensure that the policies that are adopted do not undermine the integrity/commerciality of proposed developments.</li> <li>• Parking standards and any associated design guides need to build in sufficient flexibility to meet current demands whilst allowing future adaptation as travel patterns change.</li> <li>• Including a policy that would support/encourage the use of car clubs across the district.</li> <li>• Support the principle of sustainable travel and that new development should be primarily designed to enable movement by active travel and sustainable transport modes, and that sites are well connected to surrounding sustainable transport networks.</li> <li>• Policies that support the logistics sector by reducing congestion, and locating such development in accessible and sustainable locations at key junctions on the strategic road network.</li> <li>• Strongly support for the principle of including a site specific policy to positively support development at London Oxford Airport. Local plans should adopt a positive approach to meeting the assessed development needs for their area and should place significant weight on supporting economic growth.</li> <li>• The new Local Plan should revisit the principal of a new East-West route through Frieze Farm connecting the A44 corridor in the west with the Frieze Way/Kidlington corridor in the east.</li> <li>• Encourage Cherwell to consider ways of ensuring there is a mechanism by which developments can calculate reasonable and accurate contributions to infrastructure. This will provide greater clarity and certainty to prospective developers, whilst also ensuring that single sites are not unduly burdened with mitigation or improvement costs.</li> <li>• The Rapid Transit along the Banbury Road through Kidlington should be retained as a policy objective.</li> <li>• Transport policies should be dealt with at the County level only.</li> </ul>	<p>As noted above.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach highlight that the Local Plan Review must have regard to the Bus Service Improvement Plan for the County and that in the southern part of the District around Kidlington, the Plan must have full regard to the Oxford Transport Strategy.</li> </ul>	<p>Noted.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council suggest the following considerations: <ul style="list-style-type: none"> <li>○ Approved LCWIPs could be included within the IDP as appropriate. LTN 1/20 should be used for attractive and safe cycle provision.</li> </ul> </li> </ul>	<p>As noted above.</p>



<ul style="list-style-type: none"> <li>○ The new Oxfordshire Street Design Guide could be mentioned.</li> <li>○ Should reference Innovation Framework and Oxfordshire Digital Infrastructure Strategy. It may be helpful to integrate a high-level policy which pertains to changes within transport options available/ trends of societal change, significant change might be expected, and exact trajectory over this length of time is uncertain. This could call on the need for changes within options available/level of need for provision being considered in planning development/infrastructure, and that this should be done with the key themes in mind. Then point to Innovation Framework provides up-to-date guidance/evidence.</li> <li>○ As part of the standards for cycle parking and electric charging in new developments, there should be specific obligations for cycle parking to be accessible and convenient from the roadside, thereby encouraging people to cycle to and from their homes.</li> <li>○ Plug-in points should be close to people's homes and convenient for everyday use.</li> <li>○ The Plan needs a policy on the creation of delivery hubs to reduce the multiple trips into villages that are generated by online shopping. Identifying delivery points at which all delivery companies could leave packages would enable active travel within villages and improve air quality.</li> <li>○ Providing enhanced cycling and walking infrastructure is key to improving connections across the network. In addition, people need support to change behaviour and make modal shift.</li> <li>○ Support a policy of community activation being included in the Local Plan that identifies the range of complementary measures that need to be provided in order to address the barriers that people experience to cycling and walking more.</li> <li>○ The Plan also needs a policy to endorse the continued review and investment in LCWIPs and ensure that connectivity between settlements is considered to develop a comprehensive network of walking and cycling infrastructure is needed across all areas to enable this shift to happen on a bigger scale.</li> </ul>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>● CPRE Oxfordshire - The range of transport policies may be fine but no consideration regarding future capacity requirements given proposed housing and employment development. The majority of employment development in the 2011-30 is of a distribution/logistics nature. This, along with very significant housing developments, increases the needs for transport requirements. Whilst rail connectivity in Cherwell is good, road transport facilities are under considerable strain. This issue is not addressed. All three M40 junctions in Cherwell are operating at well over capacity. There is no mention of an additional</li> </ul>	<p>As noted above.</p>

<p>motorway junction or a relief road to carry traffic from the south side of the town. Public transport would better utilised if it were more frequent and made better provision for early morning and late evening availability. The type of transport will be dictated by the unique circumstances of each location.</p> <ul style="list-style-type: none"> <li>• CDC should adopt policies that more effectively protect rural areas of the District from increasing levels of traffic and pollution.</li> <li>• Policies on: <ul style="list-style-type: none"> <li>○ Multi-modal interchange at Banbury railway station.</li> <li>○ On-street charging points for electric cars.</li> <li>○ Better provision and encouragement of electric bicycles and electric scooters.</li> <li>○ Detailed Local Walking and Cycling Infrastructure plan for all key towns and villages.</li> </ul> </li> </ul>	
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### OPTION 17: INFRASTRUCTURE DELIVERY

<p>Should we</p> <ol style="list-style-type: none"> <li>1) update the methodology to consider social and environmental benefits of schemes and the contributions they make to Climate Action, Healthy Place Shaping, and a Sustainable Economy?</li> <li>2) Retain the current methodology?</li> </ol> <p>And, should we</p> <ol style="list-style-type: none"> <li>3) Continue to prepare the IDP by place or</li> <li>4) look at areas by catchment and how accessible they are?</li> </ol>
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Approximately 100 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Option 1 and Option 4 received the most votes whilst Option 2 and Option 3 received the least number of votes.</li> <li>• This must take account of the deficiency in the local sewage treatment systems.</li> <li>• Survey existing infrastructure within smaller towns and villages to establish if it can cope with further developments and upgrade infrastructure where required.</li> <li>• Lack of scale identified for catchment areas.</li> <li>• Look at the proximity of destinations to determine whether active travel is needed.</li> <li>• Ensure that on-going plans are suitable for the current conditions and flexible.</li> <li>• Current methodology doesn't consider the importance of agriculture.</li> </ul>	<p>Noted.</p> <p>The Council's approach to infrastructure delivery is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>An Infrastructure Delivery Plan (IDP) has also been prepared.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Gosford and Water Eaton Parish Council and Launton Parish Council support Option 1.</li> <li>• Banbury Town Council and Fritwell Parish Council support Options 1 and 3.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Cropredy Parish Council support Option 1 and consider that Option 3 which looks to continue to prepare the IDP by place makes sense apart from the category for 'rural areas' as this does not allow for variation in different rural settings.</li> <li>• Bodicote Parish Council note that it would be practical to continually update methodologies to reflect current needs. A catchment approach would be beneficial in preparing the IDP.</li> <li>• Weston on the Green Parish Council support Options 1 and 3. All infrastructure should be planned with some futureproofing in place. The 'place' is a historic focus, and a catchment basis may de-emphasise the historic place.</li> <li>• Bloxham Parish Council support Option 1. Review and update the methodology in line with the vision and objectives of the local plan. Consider both Options 3 and 4.</li> <li>• Sibford Gower Parish Council note the importance to establish a base level for the IDP. The lack of scale identified for such catchment areas is an issue.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Department for Education supports the proposal to consider social and environmental benefits of infrastructure schemes and the contribution they make to climate action, healthy place-shaping and a sustainable economy.</li> <li>• Stagecoach note that the appraisal and prioritisation methodologies used to date for transport infrastructure heavily favour reductions in journey time for cars, with scant consideration of the negative externalities arising from pursuing programmes established on this basis. Until a replacement for the WebTAG methodology is in place a divergent approach on the part of the Local Plan might have the somewhat perverse outcome of prioritising sustainable transport interventions. The Council, and County Council, will want to ensure that as part of any process of prioritisation, this outcome is avoided. Development strategies that leverage existing public transport corridors are much less likely to need to seek funding for costly, high-risk capital schemes on the highway. Any IDP structure should offer a logical and transparent approach to setting out the range of transport interventions needed.</li> <li>• Sport England support Option 1 followed by Options 3 and 4.</li> </ul>	Noted
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council support Option 1 followed by Option 4. Infrastructure influences so much that it cannot be considered just as a physical facet. A catchment approach would be good for rural areas.</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Deddington Development Watch and CPRE Oxfordshire support Option 1.</li> <li>• The Canal &amp; River Trust welcome the opportunity to inform future IDPs.</li> <li>• Save Gavray Meadows support Option 1 followed by Option 4.</li> </ul>	As noted above.

<ul style="list-style-type: none"> <li>• BicesterBUG prefers Option 1; the approach to infrastructure delivery needs to be revised. If there is limited walking and cycling due to limited or no safe or direct supporting infrastructure, this is taken to be evidence of a lack of demand. Demand should be estimated on the basis that suitable infrastructure was provided and with a view to the levels of active travel demand needed to reduce transport emissions. Better to group infrastructure according to how accessible it would be if walking, cycling and public transport infrastructure was improved.</li> <li>• Banbury Civic Society and MCNP Forum both support Option 1 followed by Option 3.</li> </ul>	
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## QUESTION: DELIVERING INFRASTRUCTURE

Are there other infrastructure policies that we should include?

Approximately 36 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Greater weight needs to be given to comments by Primary Care Teams for Health.</li> <li>• Some key services are Oxford-centric which makes it difficult and time consuming to access from the outer villages; other key service locations should be provided.</li> <li>• All developments should be required to contribute to infrastructure.</li> <li>• Insisting on East West Rail being electric.</li> <li>• Make full use of the rail freight infrastructure at Graven Hill.</li> <li>• Trying to get Junction 9 of the M40 / A34 / A41 made into a full 'clover leaf' before the land is lost to further development.</li> <li>• Walking and cycling should be the main priority.</li> <li>• Investment in infrastructure should be the primary case to allow developments to proceed.</li> <li>• A solid underground electricity system should be a prerequisite for future housing developments, the current over ground system is not reliable enough.</li> <li>• Stronger policy for managing water and waste infrastructure</li> </ul>	<p>Noted.</p> <p>The Council's approach to infrastructure delivery is set out in the Reg 18 draft plan. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>An Infrastructure Delivery Plan (IDP) has also been prepared.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council highlight that there seems to be an omission of anything relating to primary care, hospital and other health provision, which should be addressed. Emerging proposals relating to the Horton Hospital, and the requirements of further developments will need to be monitored.</li> <li>• Kidlington Parish Council notes that there is already a substantial infrastructure deficit in Kidlington and the Plan</li> </ul>	<p>As noted above.</p>

<p>should seek the means to address by other measures than S106 contributions.</p> <ul style="list-style-type: none"> <li>• Fritwell Parish Council note that access to dental surgeries, medical centres and hospitals is rarely considered for rural communities. New developments may impact the ability of Emergency Services to respond to issues in rural areas.</li> <li>• Weston on the Green Parish Council highlight that land and water management are the key issues in their area.</li> <li>• Banbury Town Council question whether it is possible to ensure that the traffic issues of Banbury are dealt with as a function of new development i.e. identifying the need for a new link road from the south of the town to the motorway and/or new junctions.</li> <li>• Heyford Park Parish Council highlight a need for more electric vehicle charging points and secure cycle storage.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Any policies on infrastructure should be consistent with the NPPF and the emerging Oxfordshire 2050 Plan.</li> <li>• There is a need for pooling of shared contributions where infrastructure is to be secured in connection with multiple development allocations.</li> <li>• Some noted that they reserve comment at this stage until the policy options that are to be included within the Oxfordshire 2050 Plan and their interrelationship with the individual District Plans has been confirmed.</li> <li>• A Link Road between the A44 and A4260 with active travel connections extending to Oxford Parkway should form the basis of a specific infrastructure policy.</li> <li>• Encourage Cherwell to ensure there is a mechanism for fairly and accurately calculating contributions to infrastructure delivery from development sites.</li> </ul>	Noted.
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach highlight a local and national problem where insufficient regard is given to the timely delivery of infrastructure to facilitate safe and convenient access to bus services from new development. At no point should more than 50 dwellings on any development currently under construction be more than 500m from a stop served by a regular bus service unless consideration of the circumstances indicates that this threshold cannot realistically be met. Developments should be phased with clear, enforceable triggers agreed to ensure that delivery of bus, walking and cycling infrastructure is in place at an early stage.</li> <li>• Department for Education recommend that policies are not inflexibly linked to a single standard or assessment methodology, and instead allow equivalent standards to be demonstrated and creative solutions delivered where appropriate.</li> <li>• Thames Water Utilities have put forward several policy wording recommendations in relation to new water and wastewater infrastructure, the development or expansion of water supply or waste water facilities, flood risk, SUDS, and water efficiency.</li> </ul>	Noted as above

What the neighbouring and other local authorities said: <ul style="list-style-type: none"> <li>Oxfordshire County Council highlights that a policy should be included to future proof infrastructure. Reference should be given to the Oxfordshire Infrastructure Strategy Stage 1 report.</li> </ul>	As noted above.
What the Local organisations/interest groups said: <ul style="list-style-type: none"> <li>Primary care, hospital and other health provisions have been omitted; this should be addressed.</li> <li>Support the re-opening of Ardley station for passenger use.</li> <li>Multi-modal interchange at Banbury railway station.</li> <li>On-street charging points for electric cars.</li> <li>Better provision and encouragement of electric bicycles and electric scooters.</li> <li>Funding should be weighted towards walking and cycling.</li> <li>There is a need for electric charging stations for all types of vehicles, including boats.</li> </ul>	As noted above.

#### OPTION 18: HOUSING & EMPLOYMENT GROWTH AT BANBURY

If Banbury is identified as a location for growth, should we

- 1) Consider further urban extensions into the open countryside.
- 2) Limit development at Banbury to protect its landscape setting and maintain separation between the town and surrounding villages
- 3) Focus development at an existing or new settlement well connected to Banbury

Approximately 137 responses were received in response to this option.

Consultation Responses	Officer Response
What members of the public said: <ul style="list-style-type: none"> <li>There was overwhelming support for Option 2 to limit development at Banbury to protect its landscape setting and maintain separation distance between the town and surrounding villages.</li> <li>There was limited support for Option 1.</li> <li>Extensions of villages into Banbury must be prevented.</li> <li>Development should be concentrated in and around the larger centres.</li> <li>None of the Options offer an attractive proposition.</li> <li>Further extensions need to be sensitively planned so to limit growth in the open countryside.</li> </ul>	Noted.  The Reg 18 draft plan proposes a Banbury area strategy. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses. This strategy includes identification and delivery of strategic and non-strategic development sites for housing, employment, open space and recreation, and other land uses.
What Town and Parish Councils said:	Noted.

<ul style="list-style-type: none"> <li>• Bloxham Parish Council note that Options 1 and 3 should be avoided/are not desirable. It would be better to secure improved environmental, economic and social viability and sustainability of Banbury itself, within a clearly defined boundary.</li> <li>• Deddington Parish Council advise that Options 1 and 3 are not very appealing but preferable to Option 2.</li> <li>• Sibford Gower Parish Council identify that Banbury`s location has a limiting factor on future development due to the proximity of the Northamptonshire and Warwickshire county boundaries. An active dialogue should be opened with Warwickshire and Northamptonshire to lead to innovative options for mutually beneficial housing and employment growth.</li> <li>• Cropredy Parish Council, Hanwell Parish Council, Bodicote Parish Council, Drayton Parish Council and Gosford and Water Eaton Parish Council all support Option 2.</li> <li>• The Bourtons Parish Council believe that development in Banbury should be limited.</li> <li>• Banbury Town Council support Options 1 and 2 and note that acceptability of further growth depends on the scale and type of development and its impact on traffic.</li> </ul>	
<p>What the Ward Councillor`s said:</p> <ul style="list-style-type: none"> <li>• Councillor Chapman and Councillor Reynolds both support Option 2.</li> </ul>	Noted.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Where Options were specified, there was marginally more support for Option 3 but all three options were fairly evenly split and a suggestion of using a combination of all three options.</li> <li>• Banbury is reaching its environmental limits and growth should be directed to Bicester and the larger villages.</li> <li>• Consideration of the issues of coalescence and setting as identified in the assessment of landscape sensitivity will need to be balanced with the wider requirements for growth in sustainable locations.</li> <li>• Banbury has expanded significantly into the surrounding countryside and development should now be limited to protect is remaining landscape setting and avoid coalescence with surrounding settlements.</li> <li>• It is more appropriate to consider the actual site options available and which would provide the most sustainable pattern of growth in and around Banbury.</li> <li>• Focus should be on brownfield sites in town centre locations.</li> </ul>	Noted.
<p>What national/statutory organisations:</p> <ul style="list-style-type: none"> <li>• Sport England support all three Options.</li> <li>• Stagecoach notes that it is likely to become necessary to limit growth in Banbury and seek opportunities that are closely linked but beyond the immediate built-up areas. Option 3 becomes appropriate and if pursued with care, and is likely to</li> </ul>	Noted.

offer a more sustainable approach than attempting to further expand the town itself.	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council notes that before considering further extensions into the open countryside, consideration must be given to new peripheral or orbital routes that will relieve traffic in the town centre, allowing for the allocation of space to sustainable traffic modes. Green fingers and corridors must be provided rather than simply encircling the town with new development. Focussing development on a settlement well connected with Banbury would make public transport critical, to avoid increasing traffic. The scale of housing development at an existing settlement outside of Banbury would need to be carefully planned. Any new settlement would need to be of a scale to make a new primary school viable.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Local organisations and interest groups generally favoured Option 2 but many identified that none of the options were appealing or that Options 1 and 3 were just preferable to Option 2.</li> <li>Focus should be on the delivery of brownfield sites including Banbury 1 and Banbury 8.</li> </ul>	Noted.

#### OPTION 19: BANBURY – DIRECTIONS OF DEVELOPMENT

If additional development is directed to Banbury requiring green field sites, should we

- 1) Consider sites to the north of the town.
- 2) Consider sites to the south of the town
- 3) Consider sites to the east of the town (including to the east of the M40 Junction 11)
- 4) Consider sites to the west of the town?
- 5) A combination of any of the above

We would welcome views on any specific sites identified through the call for sites, or suggestions for new sites.

Approximately 133 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>There was strongest support for Option 3 for development growth to the east of Banbury with Options 1 (north) and 2 (south) also gathering support.</li> <li>There was also support for a combined approach as per Option 5.</li> <li>Option 4 (west) received the least support.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan proposes a Banbury area strategy. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p>



<ul style="list-style-type: none"> <li>• Development should be focused within the town boundaries utilising existing unused buildings in the town centre and avoiding the use of greenfield sites.</li> <li>• Many respondents highlighted that development to the north and east must be avoided.</li> <li>• Many also noted that no further development should take place and that none of the options are supported.</li> </ul>	<p>This strategy includes identification and delivery of strategic and non-strategic development sites for housing, employment, open space and recreation, and other land uses.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council supports Option 3 for development to the east.</li> <li>• Hanwell Parish Council notes that there is too much development north of the town already and that Option 1 should not be progressed.</li> <li>• Cropredy Parish Council do not support any Option and note that any development of Banbury should be on vacant and previously developed land within the existing town boundaries.</li> <li>• Drayton Parish Council supports Options 2 and 3 as the more sustainable areas for growth.</li> <li>• The Bourtons Parish Council reject Options 1 and 3; the valley cannot sustain anymore development and further development will unacceptably increase traffic.</li> <li>• Gosford and Water Eaton Parish Council note that there should be no development on greenfield sites.</li> <li>• Bodicote Parish Council notes that Option 3 should be considered and that no further development should be progressed under Option 2.</li> <li>• Banbury Town Council supports a combination of Options 1, 2 and 4.</li> </ul>	<p>Noted as above</p>
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds advocates for Options 2, 3 and 4 and notes that Option 1 should be discounted.</li> <li>• Councillor Chapman favours Options 2 and 3 and notes that Option 1 should be discounted.</li> </ul>	<p>Noted as above</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• There was equal support for Options 1 (north) and 2 (south) with limited support for Options 3 (east) and 4 (west).</li> <li>• Banbury is at capacity and future growth should be directed to the expansion of Bicester and the larger villages.</li> <li>• Where a direction was supported, many developers/landowners were concurrently promoting their land/site in those areas of growth.</li> <li>• Should prioritise development on brownfield sites in town centre locations,</li> <li>• Support for Banbury expansion is provided but noted that there are restrictions including flood risk to the south and natural heritage designations to the west.</li> </ul>	<p>Noted as above</p>

<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach support a combination of growth to the south, with limited additional expansion to the north and north-west.</li> <li>• Sport England supports Option 5.</li> </ul>	Noted as above
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire Country Council note that development to the east will be challenging due to severance caused by the M40 and would require improvements to the existing road corridors and development of traffic free cycle routes; however residential uses to the east would be closer to the employment areas. The topography on the other sides of the town would make for unattractive cycling prospects and sites would need to demonstrate strong sustainable connections and how to relieve issues on Hennef Way. Secondary schools are planned in the south and west and any development in the north and east would need to be of a scale to generate the need for new secondary school provision or it would result in unsustainable travel.</li> </ul>	Noted as above
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• There was equal support for Options 1, 2 and 3 and no support noted for Options 4 and 5.</li> <li>• Greenfield development should be avoided at all costs with the priority being on the development of brownfield sites.</li> <li>• Banbury Civic Society does not support any of the options.</li> </ul>	Noted as above

#### QUESTION: IMPORTANT VIEWS OF BANBURY

<ol style="list-style-type: none"> <li>1) Should we retain and update the policy that protects views of St Mary's Church?</li> <li>2) Are there any other specific buildings or locally important views that should be protected through the Local Plan review?</li> </ol>
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Approximately 59 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of the public that responded support the retention and update of policies to protect the views of St Marys Church.</li> <li>• Two respondents did not support the update and retention of the policy and some noted that churches shouldn't be considered more than any other planning consideration.</li> <li>• The following buildings/views were suggested for protection: <ul style="list-style-type: none"> <li>○ All historic buildings/aspects of Banbury</li> <li>○ South Bar</li> <li>○ High Street</li> <li>○ Horsefair</li> </ul> </li> </ul>	<p>Noted.</p> <p>The Reg 18 Plan proposes policies that protect a number of important views across the district.</p>

<ul style="list-style-type: none"> <li>○ North Bar</li> <li>○ Market Place</li> <li>○ Crouch Street</li> <li>○ Banbury Town Hall</li> <li>○ Peoples Park</li> <li>○ Housing in Bath Road and surrounding roads</li> <li>○ View from Edgehill</li> <li>○ Views of the wider historic centre</li> <li>○ Other significant places of Worship, including St Peter's Church in Hanwell</li> <li>○ Bodicote Windmill.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>● Bloxham Parish Council, Hanwell Parish Council and Banbury Town Council support the protection of the views of St Mary's Church.</li> <li>● Areas suggested by the Town and Parish Councils for protection include: <ul style="list-style-type: none"> <li>○ the market place and Parson's street area,</li> <li>○ Horse Fair</li> <li>○ South Bar Street</li> <li>○ Other significant places of worship, including St Peter's Church in Hanwell</li> <li>○ Views and protect historic buildings and settings.</li> </ul> </li> </ul>	As noted above.
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>● Sport England does not support the retention and update of the policy that protects views of St Mary's Church</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>● Those who responded support the retention and update of policies to protect the views of St Marys Church.</li> <li>● St Mary's Church is the town's most important historic building, it is now central to its aspiration to be a visitor destination, and the views of it from the surrounding hills (and from the railway) are a critical part of the town's identity and distinctiveness.</li> <li>● The following buildings/views were also suggested for protection: <ul style="list-style-type: none"> <li>○ The view north from Oxford Road, looking over South Bar to fields on the north side of Banbury</li> <li>○ Views of and from the east side of the Cherwell Valley.</li> </ul> </li> </ul>	As noted above.

#### OPTION 20: BANBURY TOWN CENTRE – ARTICLE 4 DIRECTIONS

To help support the vitality of Banbury's main shopping area, should we

- 1) consider steps to remove certain development rights within the town centre to prevent the conversion of shops and restaurants to homes without the need for planning permission?
- 2) Allow maximum flexibility of uses under permitted development rules.

Approximately 90 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The respondents were almost evenly split, with both Options receiving a similar level of support.</li> <li>• Conversions still need to meet housing minimum standards for internal space.</li> <li>• Banbury could be great town centre with good development.</li> <li>• Banbury’s shopping area no longer exists.</li> <li>• Planning permission should be needed to convert from shops and restaurants to housing and considered on their merits.</li> <li>• A balanced approach that allows a mixture of residential and retail use. Many buildings have the opportunity for residential use above retail.</li> <li>• A local population within town centres can help to revitalise it.</li> <li>• Councillors have taken an unwise risk with taxpayers’ money in investing it all in the Castle Quay extension. The number of empty shops in Banbury testify to the level of risk. Strenuous efforts need to be taken to reverse this.</li> <li>• Could create flats with excellent access to the public transport.</li> <li>• Better transport and more green spaces.</li> <li>• Free parking for 20-30 mins and/or a system to allow reimbursement of parking fees.</li> <li>• Promote more independent retailers to add to its charm and uniqueness.</li> <li>• Surprised that CDC has not implemented an effective and active policy for the use of Article 4 designations.</li> <li>• The Mill is inadequate for a town and catchment area the size of 'Banbury shire'</li> <li>• Need a modern library.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan proposes a series of policies and proposals to enhance the vitality and viability of Banbury town centre.</p>
<p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Banbury Town Council prefers Option 1; the primary shopping streets should be protected.</li> <li>• Bodicote Parish Council considers that developers should not convert businesses into homes without some oversight, in order to ensure the town centre retains the services people use and its character does not suffer.</li> <li>• Cropredy Parish Council supports Option 1; appropriate conversion to residential can be beneficial by increasing town centre footfall.</li> <li>• Bloxham Parish Council prefers Option 1.</li> <li>• Gosford and Water Eaton Parish Council prefers Option 2.</li> </ul>	<p>Noted as above.</p> <p>The updated use classes order (UCO) provides flexibility for a range of commercial uses in Town Centres to support their vitality.</p>
<p>What the ward councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor Chapman notes that Banbury must be steadfast in becoming a destination town centre. If not Castle Quay 2 and Canalside will be pointless. ‘Shutting off’ the town as a destination except for cyclists will be harmful.</li> </ul>	<p>Noted</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• It may be appropriate to remove certain permitted development rights within the town centre. Consideration needs to be taken on the use of an Article 4 Direction.</li> </ul>	<p>Noted</p>

<ul style="list-style-type: none"> <li>Regeneration and the 'health' of town centres cannot be maintained and improved by focusing on the retail function of town centres.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>Sport England supports Option 1.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council notes that the conversion of shops and restaurants to homes can cause parking problems; consideration of parking policy and zones is required. It can be difficult to fit in convenient and sufficient cycle parking. It is important to remove certain development rights within the town centre to prevent the conversion of shops and restaurants to homes. Creating a balanced mix of uses in our town centres is required to create thriving town centres.</li> </ul>	Noted as above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Bishop Loveday School supports Option 2.</li> <li>The Canal &amp; River Trust note that any changes to Castle Quay 1 should explore options to open up views and access to the canal. Using some units for alternative uses may allow dual aspect development.</li> <li>Banbury Civic Society supports Option 1.</li> <li>CPRE Oxfordshire supports Option 2 provided it is properly administered.</li> </ul>	Noted as above.

## OPTION 21: BANBURY CANALSIDE

<p>Should we</p> <ol style="list-style-type: none"> <li>Continue to allocate the site for residential led redevelopment involving a transition of the site away from commercial uses to a sustainable, well designed residential area.</li> <li>Allocate the site for a more flexible mix of residential and commercial uses creating a sustainable well designed, mixed use area.</li> <li>Allocate the site as a regeneration area to provide the most flexibility to the market, but potentially limit the amount of control we have through planning policy around design standards and numbers of homes</li> </ol>
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Approximately 94 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Most respondents (42) prefer Option 2 whilst 25 respondents support Option 1. Option 3 was least popular (12 respondents).</li> <li>New development should be well designed.</li> <li>Cherwell needs to consider where commercial premises will go.</li> <li>Over emphasis on building new homes.</li> <li>The backs of retail areas fail to capitalise on what could be an attractive waterside space.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan continues to promote the Canalside area as an area of change, suitable for a range of uses, including commercial, residential, community and recreational, public open space and enhancement to the canal and river corridor.</p>

<ul style="list-style-type: none"> <li>• The area should be developed to be a vibrant place to socialise within a waterfront setting.</li> <li>• Any new development should support existing development in the Canalside area.</li> <li>• An increased local population within the town centre by developing existing vacant properties would further invigorate this area.</li> <li>• The green spaces and public walkways adjacent to the canal should be protected.</li> <li>• Cycle and pedestrian routes should be extended to join up with the network of parks and play areas.</li> <li>• The Canalside area is presently unsightly in places.</li> <li>• There is a missed opportunity with the development of Castle Quay 1. Little consideration has been given to the role the canal can play as a leisure and tourist facility. Castle Quay 2 may change that but there is a design fault at the rear of Lock 29. The Canalside should be retained as a public space.</li> <li>• Banbury Canalside is within a floodplain and flood protection is required.</li> <li>• The creation of large retail parks has created car dependence.</li> <li>• Regular bus service from villages would reduce car travel.</li> <li>• Banbury Canalside should be developed for residential use with leisure facilities, and the existing commercial businesses relocated to Banbury Gateway.</li> <li>• The current Local Plan has yet to achieve many of its objectives.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Banbury Town Council prefer Options 1 and 3. It is recognised that it may be necessary to have a larger component of mixed-use development.</li> <li>• Bloxham Parish Council said that any development should support the viability of the existing shopping areas.</li> <li>• Gosford and Water Eaton Parish Council prefer Option 2.</li> <li>• Cropredy Parish Council prefer Option 1 providing the residential development maintains/enhances the historic character of the Oxford Canal.</li> <li>• The Bourtons Parish Council said that the area should provide much of the town's housing needs. The Parish Council support the repurposing of brownfield sites.</li> <li>• Bodicote Parish Council said that if Banbury requires more housing it would be prudent to use Canalside. A flexible mix of residential and commercial areas would allow the zone to develop into a wharf side mini village. Prefer Banbury FC to either remain where it is or move somewhere other than the proposed relocation site, to avoid transport problems along Oxford Road.</li> </ul>	Noted.
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Preference for Option 1. Canalside needs to be developed for housing. It is a brownfield site and will protect greenfield. Policies need to ensure this.</li> </ul>	Noted.

<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Welcome the opportunity to review the balance of commercial space, and the focus for regeneration, based on viability and employment needs, and to consider the potential benefits of an Enterprise Zone.</li> <li>• A more flexible approach could deliver a range of high-quality commercial space and homes, create jobs and improve local environmental and traffic conditions.</li> <li>• Banbury Oil Depot is a critical site within the allocation, as it will facilitate improved connectivity between the town centre and the railway station. The area is allocated for the delivery of new homes, retail, office and leisure uses, as well as new footbridges over the railway line, river and canal, and multi-storey car parks to helping to improve access to the town's railway station. Support the delivery of residential uses on this site; and the delivery of improved connectivity between the railway station and the town centre is strongly encouraged. Caution against any significant further retail expansion in this location. It is noted that given the scale of the site and the extent of new housing it is likely to result in the need for increased community uses. The sustainable location justifies the site allocation.</li> </ul>	<p>Noted.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Banbury 1 has not come forward in supportive market conditions for residential development. The Council needs to consider a policy environment that maximises the net present value of sites. An approach that broadly accords with Option 2 is probably the most likely to achieve this. It might need to identify specific sites for relocation of businesses.</li> </ul>	<p>Noted.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council prefer Option 2. A mix of development will encourage the vibrancy of the area and is preferable in terms of co-locating jobs with potential employees. Consideration needs to be given for HGV access.</li> </ul>	<p>Noted.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society prefer Options 1 and 2. Much of the area is a conservation area and it contains several Listed buildings. Its environment is too important and has too much potential for it to be designated an enterprise zone or regeneration area.</li> <li>• CPRE Oxfordshire prefer Option 1 but with caution against agreeing any development until the future transport and medical infrastructure has been fully considered. Option 2 would be a second choice but with a slant towards residential over commercial provided bus connectivity and active travel with station prioritised.</li> <li>• Bishop Loveday School prefer Option 3. Make it safer to walk along the canal side.</li> <li>• The Canal &amp; River Trust prefer Option 2. It is important to control development alongside the canal to provide high quality, vibrant and publicly accessible open space. This should</li> </ul>	<p>Noted.</p>

<p>be achieved by a mixed-use scheme. As the canal is a conservation area any lack of control over design standards on adjacent land would be of concern. There is a need to improve the public realm alongside the canal. Towpath width is restricted in places within Banbury and there are structures, pinch points and narrow sections of canal towpath, such as areas adjacent to locks, which may be a challenge. Increased usage, either as a result of new development, or as a result of changes to the numbers of visits by existing residents may require improvements to width to cope. The improvement of existing access points may be required to support proposed development in the Canalside area. Any development or improvements should be controlled through a masterplan or design code.</p> <ul style="list-style-type: none"> <li>• St Mary’s Church, Banbury raised concerns about Banbury 1: importance of providing a green tree-lined corridor along the canal; support for mixed uses, combining mixed-tenure and mixed-size residential with live/work units and small office suites/workshops suitable for start-up enterprises, with retail and catering limited to neighbourhood convenience stores and canal side cafes and restaurants; and, drawing up a design code that would fix storey heights and provide for a palette of materials and colours to ensure a design consistent with traditional streets.</li> </ul>	
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**QUESTION: BANBURY’S OPEN SPACES**

How do you think Banbury’s network of green spaces, sport and play facilities could be protected and enhanced?

Approximately 33 responses were received in response to this question.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Suggestion of a wild swimming area created in Spiceball Park; would attract tourism and be good for wellbeing.</li> <li>• Ensure that green spaces are not developed.</li> <li>• Better integration of the spaces with the town centre.</li> <li>• Enhance and develop existing green/open spaces; tree planting could be considered.</li> <li>• Include more play and sport areas like multipurpose grounds, indoor tennis centre, and cycling tracks.</li> <li>• Better pedestrian and cycle links between spaces should be prioritised.</li> <li>• Existing and new spaces should be well funded and maintained.</li> <li>• Easington Rec and St Nicholas Park in Warwick sited as an example of a good use of open space.</li> <li>• Fencing, security and policing required for open spaces.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan seeks to protect and enhance Banbury’s network of green spaces, sport and play facilities.</p> <p>The Council has updated evidence, including a Green &amp; Blue Infrastructure Strategy, and an emerging Playing Pitch Strategy.</p>



<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Cropredy Parish Council supports the objective of the 'north-south' linear park and of enhancing the Oxford Canal.</li> <li>• Bodicote Parish Council note that Spiceball Park can feel unsafe and isolated. Any move to improve this area would be welcome.</li> <li>• Banbury Town Council suggest that the spaces should be designated as local green spaces. Potential for many spaces to be enhanced using capital from development.</li> </ul>	Noted.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• A policy should state that proposals resulting in the loss of open space would normally be refused. There should be a degree of flexibility to ensure that developments that provide significant net gain in spaces and facilities are not unreasonably penalised to the loss of some existing areas.</li> </ul>	Noted as above
<p>What national/statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England suggests that robust strategies and the mitigation of any losses will be required.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that open spaces could be enhanced by linking them good quality walking and cycling routes, making them more accessible and attractive. Long-term stewardship models of community buildings, green spaces and other areas of public realm need to be identified and supported through a Local Plan policy requiring developers to contribute to stewardship of public spaces.</li> </ul>	Noted.
<p>What local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Provision of toilets and a café in People's Park is suggested to enhance existing spaces.</li> <li>• Generally, more facilities needed to accommodate the levels of new housing.</li> </ul>	Noted.

#### QUESTION: ADDRESSING INEQUALITY IN BANBURY

Are there other policies we could include to help address inequalities in Banbury?

Approximately 17 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Planning policy doesn't have as much of an impact as a good social care policy.</li> <li>• Agree with suggestions about housing, training, employment, etc.</li> <li>• Ensuring that social and private rented homes are better looked after and insulated.</li> </ul>	<p>Noted</p> <p>The Reg 18 draft plan includes a range of policies and proposals that seek to address inequalities in Banbury. The</p>

<ul style="list-style-type: none"> <li>• Encouraging closer ties between different communities.</li> <li>• Support community initiatives. Support national policies aimed at reducing inequality.</li> <li>• Sympathetically redeveloping the older run-down areas of the town for the residents that live there, providing more green space and restoring a sense of community.</li> <li>• Increase educational and health support facilities to provide sustainable and appropriate levels of support to include the growth proposed in the Local Plan.</li> </ul>	<p>preparation of the Plan has been informed by an Equalities Impact Assessment (EqIA) and a Health Impact Assessment (HIA).</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Cropredy Parish Council suggest that planning policies should consider the social and well-being impacts of development and the provision of facilities.</li> <li>• Banbury Town Council are keen to see policies that address issues of educational attainment and the need for greater skills training opportunities. A holistic approach to improving community and leisure opportunities is needed involving the enhancement of existing facilities.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Realising employment opportunities.</li> <li>• The development industry has a role to play in tackling inequality through placemaking.</li> <li>• Provision of affordable housing.</li> </ul>	<p>Noted</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach suggest that improving the quality and efficiency of cross town bus links, which they have already started to put in place, is essential.</li> </ul>	<p>Noted</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council suggests the following: <ul style="list-style-type: none"> <li>○ Improving walking and cycling infrastructure and providing for good quality cycle parking and provision for e-bikes, and cargo bikes, would enable families to manage without a car, and reduce the need for them to pay for public transport.</li> <li>○ A policy which requires major developments to undertake a health impact assessment of their proposals to ensure that masterplans address identified local health and wellbeing needs of an area.</li> <li>○ A policy that promotes wayfinding and walkability of local neighbourhoods. This can ensure that routes through developments and which connect new housing with existing communities cater for all age groups including the elderly and those with a disability, through for example the provision of benches, shading and clear signage.</li> <li>○ A policy that promotes early provision of community infrastructure to address issues of social isolation and</li> </ul> </li> </ul>	<p>Noted</p>

<p>loneliness as such local assets can support social interaction and help to support the growth of friendly communities.</p> <ul style="list-style-type: none"> <li>○ A policy that supports community development which will contain actions to encourage community cohesion, both within the development itself and between the new development and existing communities, through supporting social capital and building on opportunities afforded by existing and proposed, soft and hard, community assets.</li> <li>○ A policy that supports the creation of healthy food environments making it easier for people to make healthier food choices by providing allotments, community gardens, community orchards, roof gardens, edible landscaping involving fruit and nut trees.</li> <li>○ A policy that reduces the density of fast-food outlets, particularly in areas of high deprivation.</li> <li>○ A policy that sets out place based cultural-wellbeing strategies and support cultural enrichment proposals. Such strategies should include a mixture of projects where cultural elements are integrated into new development to achieve a high quality, distinctive design, as well as financial contributions to cultural projects where the focus is on community engagement.</li> </ul>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Better family hub network required.</li> <li>• Provision of community performance and arts outreach hub, probably in Castle Quay, incorporating a new Mill.</li> <li>• Provision of social rented housing that is affordable in perpetuity.</li> </ul>	Noted

#### QUESTION: REDUCING CAR DEPENDENCY IN BANBURY

What would help you make fewer trips by car in Banbury?

Approximately 55 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Regular, reliable, frequent bus services which allow residents to commute at key times of the day (for example, for work and school). This should include the improvement and weatherproofing of bus stops.</li> </ul>	<p>Noted.</p> <p>The Council's transport policies for Banbury are set out in the Reg 18 draft plan. They have been informed by updated evidence, Government</p>

<ul style="list-style-type: none"> <li>• Free or cheaper public transport, including cheaper parking at the train station.</li> <li>• Better access to the M40 from the south and west side of Banbury to reduce the level of traffic passing through the town centre.</li> <li>• More shops in the centre rather than in different retail parks.</li> <li>• Robust and safe cycling infrastructure and reduced speed limits between Banbury and the surrounding villages.</li> <li>• Support for Park and Ride facilities.</li> <li>• More residential development in the town centre.</li> <li>• First hour parking refunded at shops following a minimum purchase level or free long stay car parking to allow all errands to be completed in one journey.</li> <li>• Rail and bus connections with Bicester must be improved and a reliable, frequent link between Bicester North and Town stations established to open employment opportunities along the revitalised East-West railway to residents of Banbury and the surrounding area.</li> </ul>	<p>policy and advice, stakeholders and consultation responses.</p> <p>Topics addressed include promoting walking, cycling and public transport use, electric vehicle charging points, transport infrastructure contributions, congestion, particularly on minor roads, and freight.</p> <p>Evidence base documents include Oxfordshire's Local Transport and Connectivity Plan (LTCP).</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Launton Parish Council and Caversfield Parish Council suggest that bringing the Magistrates Court and Job Centre back to Bicester would reduce car dependency for those who have to travel to Banbury from Bicester and the surrounding villages for these uses.</li> <li>• Cropredy Parish Council say that car dependency would be reduced by the provision of better public transport, cycle ways and walking routes.</li> <li>• The Bourtons Parish Council suggest that new developments must embrace the need to reduce car use and allow residents to access town centre facilities without the need for a car.</li> <li>• Bodicote Parish Council suggest more frequent and direct public transport that continues into the evening. A proposed link road from the Tramway area to the train station without the need to go through the town centre should be commenced as soon as possible. Cycle lanes should be included with all new large housing developments and where possible alongside existing roads into the town. Cycle lanes should be separated from the road where possible. Options to access the M40 from the south without going through the town centre should be explored.</li> </ul>	<p>As noted above.</p>
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Two Councillors note that Banbury's road infrastructure must be improved.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• More work should be undertaken to promote the 20-minute neighbourhood concept that supports active travel.</li> <li>• Better integration of pedestrian and cycling infrastructure should be achieved to support the easing of travel to schools and rail stations.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>Residential development on brownfield sites in town centres should be prioritised.</li> <li>Sites should incorporate design measures which encourage alternative modes of transport over car use.</li> </ul>	
<p>What national / statutory organizations said:</p> <ul style="list-style-type: none"> <li>Sport England suggest a blanket ban on cars in the centre and better public transport/walking and cycling schemes including suitable bikes/cycling schemes for the disabled and low socio-economic groups.</li> </ul>	As noted above.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council note that improvements to the public transport network and to cycling infrastructure are vital to reduce car dependency. Significant investment in cycle infrastructure linking outlying areas and adjacent settlements will be vital in achieving this aim.</li> <li>Paragraph 6.2.36 should be more positive and say ‘promote’ active travel.</li> <li>Reducing stationary traffic as a means of reducing emissions will become less relevant as a reason for providing more road capacity, as most new vehicles now switch off instead of idling, and electric vehicles will become the norm (paragraph 6.2.35).</li> <li>‘Targeted’ road capacity improvements could include measures to take trips out of the centre of town, as this would improve conditions for pedestrians and cyclists and allow more road space to be allocated to them.</li> <li>Strategic transport connection issues are at a critical stage and need addressing.</li> <li>Provision of electric bike hubs where residents can loan/rent ebikes for travel to and from work/leisure/retail facilities is needed to address the fact that Banbury sits in a bowl of hills which make modal shift difficult.</li> <li>A programme of maintenance and improved lighting and signage of walking routes, together with increased bench provision and replacement of metal barriers with wooden bollards to promote footpath access by double buggies or mobility scooters.</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Multi-modal interchange at Banbury railway station.</li> <li>Better provision and encouragement of use of electric bicycles and electric scooters.</li> <li>Existing off-road walking and cycling routes should be improved and new routes linking to them provided</li> </ul>	As noted above.

## OPTION 22: HOUSING & EMPLOYMENT GROWTH AT BICESTER

If Bicester is identified as a location for further growth, should we

- 1) Consider further major urban extensions into the open countryside.

- 2) Limit development at Bicester to protect its setting and maintain separation between the town and surrounding villages
- 3) Focus development at an existing or new settlement(s) well connected to Bicester

Approximately 48 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Options 1 and 2 were evenly split in terms of support with less support given to Option 3.</li> <li>• An undifferentiated spread of buildings between Bicester and Kidlington will reduce amenities and life quality and discourage people from moving into the area.</li> <li>• Inappropriate to allocate further sites for expansion until the impact of the current plan can be judged.</li> <li>• Bicester is a town split in two physically by the East-West Rail development.</li> <li>• Development in Bicester must be sustainable – walkable and cyclable.</li> <li>• Higher density development should be progressed.</li> <li>• Initiate the Green Belt already requested by CPRE.</li> <li>•</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan proposes a Bicester area strategy. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>This strategy includes identification and delivery of strategic and non-strategic development sites for housing, employment, open space and recreation, and other land uses.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• The respondents all prefer Option 2.</li> <li>• Bicester and the villages are losing their identity, coalescence must be reduced. The development of Bicester has been uncontrolled, and a new approach is necessary.</li> </ul>	<p>Noted as above</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Option 3 received the most support, followed by Options 1 and 2 which received a similar level of support.</li> <li>• Bicester is considered to represent a suitable and sustainable location to focus strategic growth. Major urban extensions should be considered as the most appropriate approach. The allocation of large-scale strategic development allows the opportunity for supporting infrastructure to be fully funded and delivered.</li> <li>• The Council should seek to maximise the development potential and the investment made in new infrastructure at new settlement locations and focus new development around existing strategic allocations including North-West Bicester.</li> <li>• The Council should seek to maximise the benefits and flexibility of existing and future allocated sites to achieve specialist housing for older people. Under-occupied homes could be released onto the market.</li> <li>• Cross-border locations outside of Cherwell should be considered where they may offer sustainable growth opportunities connected to Bicester.</li> <li>• Existing allocations under construction are mainly to the south, and to the west, based on the connectivity and access</li> </ul>	<p>Noted as above</p>

<p>to sustainable travel, and growth at Bicester Heritage. New allocations to the north and east would help balance delivery.</p> <ul style="list-style-type: none"> <li>• Continued expansion of Bicester is not sustainable when its infrastructure has not been sufficiently improved. The remaining countryside surrounding the town should be protected and avoid coalescence with nearby settlements.</li> <li>• The phased improvements and extensions to the rail line toward Oxford and Milton Keynes are a key component and support the justification for additional growth around Bicester.</li> <li>• With regards to Option 3 concern noted in relation to the term “well connected” to Banbury or Bicester, as this insinuates that infrastructure provision is being considered in situ, without considering how villages may fair.</li> <li>• The location of Bicester on the knowledge spine and Oxford-Cambridge Arc presents the opportunity to be a hub of economic growth. The local plan should look to capitalise on this by allocating sites for economic development. The location in relation to strategic road and rail infrastructure should be utilised. Economic growth should be support and complimented by new housing development.</li> <li>• The growth strategy for Bicester must be based on a robust site assessment process, which identifies the most sustainable locations. Development should not be limited at Bicester.</li> <li>• Development at South Bicester is most appropriate for further growth.</li> <li>• Cherwell Employment Land and Needs Assessment is welcomed.</li> <li>• There is an opportunity to meet some of the required growth at satellite villages connected to Bicester.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England prefers Options 1 and 2.</li> <li>• Stagecoach note that appropriate directions for further growth beyond that allocated, will present particular challenges for public transport provision, and provision of services that could credibly be relevant enough to attract sufficient use to be both effective or sustainable in the longer term. Large scale urban extension of Bicester looks to have run its course. Following an approach along Options 2 and 3 for new or expanded settlements should be on the basis that they are directly on existing or demonstrably deliverable direct high quality inter-urban bus corridors. A case for further growth at Ambrosden that would consolidate the settlement further, increase local self-containment, and benefit from and help support a substantial increase in the frequency of H5 as well as its extension to Brookes and Churchill hospital. If a substantial employment allocation are seen as being appropriate, there could be a strong case for this to be complemented by a residential element of sufficient scale and a primary school. This would need to be sited such that a fast</li> </ul>	<p>Noted as above</p>

<p>service on the B4100/A43 could serve it with minimal diversion or delay.</p>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that it is hard to see where further major urban extensions could take place without Bicester merging with a surrounding village and that it would be preferable to focus development at surrounding settlements. Suitable and direct pedestrian, cycle and public transport routes must be available. Focusing development at existing or new settlements does not reduce demand for travel. It is less likely that future residents of such developments would travel by active modes due to distances involved.</li> <li>• Where existing or planned schools can serve growth, travel routes to those schools are key. If the scale of growth exceeds the potential of the existing or planned schools, then housing developments should be of a scale to make a new primary school viable. In some cases, there will be an existing primary school which may benefit from local population growth, but there will be a limit to the scale of growth it can support.</li> <li>• Priory Bicester contains a wealth of archaeological sites which should be highlighted.</li> </ul>	<p>Noted as above</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• BicesterBUG note that any development in or around Bicester must be well connected by cycling and walking, however, where expansion takes place the connectivity and extent of land needed can be limited by prioritising active travel.</li> <li>• Save Gavray Meadows prefers Option 2 and notes that Bicester is a town split in two physically by the East West railway development which perturbs the natural growth of Bicester.</li> <li>• CPRE Oxfordshire prefer Option 2 followed by Option 3. Significant levels of growth from the current LP are yet to be delivered. Outward expansion of Bicester is not acceptable. The town would lose its identity and destroy the characteristics of the neighbouring villages. The previous LP had a 'green buffer' which was deleted by the planning inspector. If all the sites submitted for consideration in the LPR are accepted then villages will merge with Bicester: ecologically valuable land will be destroyed, local landscapes ruined and village identity lost. The Upper Ray Conservation Target area must be kept free of development.</li> <li>• MCNP Forum prefer Options 2 and 3 and note that Bicester housing could be built higher (as apartments) rather than sprawling further.</li> </ul>	<p>Noted as above</p>



## OPTION 23: BICESTER 2 – DIRECTIONS OF GROWTH

If development is directed to Bicester requiring green field sites should we

- 1) Consider sites to the north of the town,
- 2) Consider sites to the south of the town,
- 3) Consider sites to the east of the town,
- 4) Consider sites to the west of the town?
- 5) A combination of any of the above

We would welcome views on any specific sites identified through the call for sites, or suggestions for new sites.

Approximately 41 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ol style="list-style-type: none"> <li>6) Option 2 and Option 5 received the majority of votes.</li> <li>7) Option 1 and Option 3 received an equal number of votes and Option 4 was least favoured.</li> </ol> <ul style="list-style-type: none"> <li>• Bicester residents won't welcome more expansion which could result in urban sprawl. Preferable to identify large sites outside Bicester which can have their own infrastructure and transport.</li> <li>• Use redundant MOD land with existing infrastructure.</li> <li>• Against further incursion into the Green belt surrounding Bicester. The development of Bicester has encouraged major retailers to move away from the centre of Bicester and has promoted car-based "out of town" shopping.</li> <li>• Strongly against development of the Oxford Road sports pitches.</li> <li>• Development in all directions would result in coalescence.</li> </ul>	<p>Noted.</p> <p>Noted.</p> <p>The Reg 18 draft plan proposes a Bicester area strategy. This has been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>This strategy includes identification and delivery of strategic and non-strategic development sites for housing, employment, open space and recreation, and other land uses.</p>
<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Gosford and Water Eaton Parish Council suggest no further development.</li> <li>• Launton Parish Council consider that before building on greenfield sites, the currently allocated brownfield sites should be completed.</li> <li>• Caversfield Parish Council suggest that only brownfield sites should be developed.</li> <li>• Fritwell Parish Council want to limit development.</li> <li>• Middleton Stoney Parish Council consider that there should be no more greenfield development particularly to west.</li> </ul>	<p>Noted as above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Option 1 received the majority of support, followed by Options 2 and 3.</li> <li>• The growth strategy for Bicester should not be predetermined and must be based on a robust site assessment process.</li> <li>• The allocation of large-scale development to the south of Bicester will ensure the new relief road through Graven Hill to the A41 is delivered.</li> </ul>	<p>Noted as above.</p>

- Support the continuing focus of new development towards existing or new settlements. If greenfield sites are to be considered, the Council should seek to maximise the development potential and investment made in new infrastructure and focus further development around existing strategic allocations.
- Many developers reiterated their site promotions which are located around Bicester.
- There are multiple advantages of directing development to lesser constrained options south east of Bicester, including proximity to Symmetry Park, Wretchwick Green, and central Bicester, and the potential for enhanced pedestrian, cycle and public transport links.
- Planning for housing near to sustainable transport corridors and hubs will maximise the environmental, economic and social benefits. Locating future developments in regions with existing sustainable developments, provides opportunities for residents to use established transport nodes, maximising and enhancing sustainable mobility and connectivity.
- The area to the south of Bicester is subject to planned service upgrades. Some areas to the west of Bicester are covered by Greenbelt designation and areas to the north and east are characterised by a greater sense of open countryside. Further investment in areas with anticipated growth will enhance each growth area's sustainability credentials by providing opportunities for further investment in infrastructure provision.
- Locating development in areas close to existing larger settlements which benefits from excellent and highly sustainable developments, such as at Graven Hill, maximises opportunities for residents to use established transport nodes.
- Bicester is the most sustainable location for further urban expansion.
- If the Oxfordshire Plan does not facilitate substantial Green Belt release in Cherwell, Bicester will act partially as a commuter hub to serve Oxford. While as much as possible should be done to make use of rail services into Oxford, it is inevitable that many will continue to use private cars or buses to reach employment opportunities. It is logical for future greenfield sites to be located to the south of Bicester.
- A strategy based on the satellite villages around Bicester should be considered.
- Accommodating the needs of the national and regional scale logistics requires sites to be allocated to the west of the town, where they are well connected to the motorway network at Junction 9 M40 and Junction 10 M40. Meeting the needs for the logistics sector can appropriately be accommodated on land to the east of Bicester adjoining Symmetry Park. Bicester is considered to represent a logical provision to meet future employment needs.
- The policy provision for strategic scale sites at Junction 9 and Junction 10 could include a criterion which safeguards these sites.

<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach note the following: <ul style="list-style-type: none"> <li>○ Directions for further growth of Bicester, of a strategic scale, are hard to identify. The use of local inter-modal hubs to facilitate broader access to these services existing and future, from off-line neighbourhoods- existing and proposed - needs to be leveraged by the Plan. The Infrastructure Delivery Plan is insufficiently geared to securing the transport outcomes that are required by local and national transport policy.</li> <li>○ Lend conditional support to the modest extension north of Caversfield to the west of the A4421; as a potentially very sustainable option, the more so when set against the reasonable alternatives round Bicester.</li> <li>○ East of Bicester: The wider eastern side of Bicester suffers from the severance caused by the rail line and the bus service offer to the east is poorly developed.</li> <li>○ South of Bicester: there is no potential to create a new public transport spine through land between the A41 and the Oxford-Bicester Rail Laine, which forms a part of East-West Rail. Some remaining portions of the MoD Estate that do not form part of the current allocation or consent could be released in due course by the DIO and If so, this would help to consolidate development and greatly enhance the potential for a much higher degree of local self-containment.</li> <li>○ There is potentially a very significant opportunity south of Bicester, immediately south of Graven Hill, north and east of Wendlebury, which is under active promotion. These proposals would take advantage of an existing rail overbridge constructed to replace the Langford Lane level crossing.</li> <li>○ South west of Bicester: It is evident that between the Middleton Stoney Road and the A41, heritage, landscape and coalescence issues make it impossible to consider this as an appropriate direction for growth.</li> </ul> </li> </ul>	<p>Noted as above.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that growth should be centred around key transport corridors which serve the greatest potential for exploiting existing, and delivering new, viable public transport services as well as walking and cycling routes. Development towards the centre of Bicester where housing development is already prominent would be beneficial, such as Hudson Street (LPR-A-031) and the site on Queens Avenue (LPR-A-031).</li> <li>• Buckinghamshire Council note that there needs to be an assessment of infrastructure capacity particularly road infrastructure before a preferred option for direction of strategic growth is taken. The impact of further traffic on the</li> </ul>	<p>Noted as above.</p>

<p>A41 corridor to Aylesbury should be considered. A density and capacity study should be undertaken to maximise the potential from brownfield sites with links to public transport and the town centre.</p>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Save Gavray Meadows support Option 5.</li> <li>• MCNP consider that further development at Bicester must be limited to protect countryside and maintain separation between the town and villages.</li> <li>• CPRE Oxfordshire consider that greenfield development around Bicester should be avoided with development of brownfield areas optimised first. No apparent details in the document of projected housing requirements for 2040 vs those for 2030 for Banbury and Bicester. No mention of improved road capacity. Commercial manufacturing investment would be a better option in terms of traffic capacity than further distributive capacity and bringing better paid and higher-grade jobs. No mention of medical or educational capacity.</li> </ul>	<p>Noted as above.</p>

#### OPTION 24: BICESTER TOWN CENTRE – ARTICLE 4 DIRECTIONS

<p>Should we</p> <ol style="list-style-type: none"> <li>1) consider the use of an article 4 direction to prevent the conversion of shops and restaurants to residential?</li> <li>2) Allow maximum flexibility of uses under permitted development rules</li> </ol>
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Approximately 27 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The respondents were almost evenly split between support for Options 1 and 2.</li> <li>• Bicester town centre is being destroyed by the volume of cars; it needs to be pedestrianised with high quality materials; it shouldn't be a carpark.</li> <li>• Traffic should be routed around the Market Square.</li> <li>• Church Street and Causeway are beautiful and should be closed off to traffic.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan proposes a series of policies and proposals to enhance the vitality and viability of Banbury town centre.</p>
<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Launton Parish Council consider that the conversion of shops and restaurants to residential would necessitate out-of-town shopping which could negate 20 minute neighbourhoods. Not all shops should be converted.</li> <li>• Chesterton Parish Council prefers Option 1 and agree that the town centre has lost its distinctiveness and needs addressing. Out-of-town shopping centres diminish the town centre.</li> </ul>	<p>Noted as above.</p>

<ul style="list-style-type: none"> <li>• Caversfield Parish Council consider that some minor conversion would be acceptable, but not to the detriment of the business of the high street shops. A mix of shops, leisure and community use.</li> <li>• Fritwell Parish Council supports Option 1.</li> <li>• Weston on the Green Parish Council supports Option 2 and notes the requirement for flexibility to allow conversion to dwellings in Bicester would reinvigorate the town community, promote a vibrant culture and support social businesses. This would promote preservation and repair of some historic buildings.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Accept that it may be appropriate to limit permitted development rights to protect the function and vitality of Bicester town centre.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England supports Option 1.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council suggest Option 1; maximising use of town centre locations offers a great potential for increased sustainable travel within the town.</li> </ul>	Noted as above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• CPRE Oxfordshire generally support conversion to residential where businesses are no longer viable. Most properties are listed and have small rooms which are unsuitable for conversion to habitable units. Such conversions will result in homes which do not meet standards for light and space.</li> <li>• MCNP Forum and Banbury Civic Society both support Option 1.</li> <li>• Save Gavray Meadows prefers Option 1 and notes that the weekly market is a great attraction.</li> <li>• BicesterBUG echoes the points raised by members of the public in relation to the impact that the volume of cars is having on the town centre.</li> </ul>	Noted as above.

## OPTION 25: BICESTER – COMMUNITY & CULTURAL FACILITIES

Should we

- 1) Identify a specific site(s) to enable the development of cultural facilities for Bicester
- 2) Facilitate such developments through a criteria-based policy.

Approximately 27 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ol style="list-style-type: none"> <li>3) The majority of respondents supported Option 1.</li> </ol>	Noted.

<ul style="list-style-type: none"> <li>• Bicester has very limited open spaces and Garth Park is too small. Any available green space should be protected as much as possible.</li> <li>• Space for performing arts should be progressed.</li> <li>• Bicester needs a cultural centre like a museum.</li> <li>• The presence of green areas within and close to the town gives Bicester a great opportunity to be a leader in protecting biodiversity.</li> </ul>	<p>The Reg 18 draft plan includes policies and proposals for community and cultural facilities. This approach is based on updated evidence, stakeholder engagement and consultation responses.</p>
<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Gosford and Water Eaton Parish Council and Fritwell Parish Council support Option 2.</li> <li>• Launton Parish Council considers both Options 1 and 2 appropriate.</li> <li>• Caversfield Parish Council queries whether there needs to be a criteria-based policy to identify the specific sites.</li> </ul>	<p>Noted as above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Supportive of objectives to align key cultural anchors and that the continued evolution, flexibility and consolidation of these attractions should be supported.</li> <li>• New development opportunities could assist in supporting infrastructure improvements to support growth.</li> <li>• Respondents welcome dialogue with CDC on the formatting of policy support for community and cultural facilities, and how sites could contribute to this.</li> </ul>	<p>Noted as above.</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England supports Option 2.</li> </ul>	<p>Noted as above.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council supports Option 1.</li> </ul>	<p>Noted as above.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Save Gavray Meadows supports Option 1; better, cleaner community and cultural facilities required.</li> <li>• CPRE Oxfordshire note that Bicester lacks cultural facilities and identifies specific sites for cultural uses: LPR-A-240 might be suitable for a cultural centre. Space could be provided on NW Bicester east site LPR-A-177 for an eco-friendly cultural centre. Other sites could be the old Magistrates court (LPR-A-110) and Bicester Village Station Road (LPR-A-122).</li> <li>• CPRE Oxfordshire provide comments in relation to other community facilities which should be protected/enhanced: <ul style="list-style-type: none"> <li>○ Areas to protect include North St, Sheep St, Market Square, Market Hill, Causeway, Church St, King's End, The Garth, London Rd as far out as the town railway station, Piggy Lane and the old St Edburg's school. Bicester's Historic Conservation Areas, Bicester Airfield Conservation Area and Local Wildlife Site must be protected. The area around St Edburg's Church and the town cemetery must be protected.</li> <li>○ Support Council policy on promoting and enhancing green infrastructure.</li> </ul> </li> </ul>	<p>Noted as above.</p>

<ul style="list-style-type: none"> <li>○ Gavray Drive LWS is a unique site and support the designation as a Local Nature Reserve and a Local Green Space.</li> <li>○ A new Town Park at Pingle Field is needed and the preservation of the adjacent green space by the Oxford Road.</li> <li>○ A requirement for Bicester to have its own Green Belt should go along with the Garden Town designation and provide green infrastructure. A Bicester Green Belt would link with the town's history.</li> <li>○ More footpaths and cycle ways separate from highways. The re-instatement/renovation of the Bicester Fields Park Tree Trail would enhance biodiversity and improve the footpath between the Town station and Langford Village.</li> <li>○ The amenity and biodiversity value of the Bure stream and other water courses should be enhanced.</li> <li>○ The contribution to green infrastructure made by existing parks and amenity spaces should be increased. There are many small pockets of land that could be enhanced and cared for in this way.</li> <li>○ Existing allotment sites should be protected and new sites found. Some of the smaller sites put forward could be used for allotments.</li> <li>○ Cherwell could pioneer a 'Garden Share Scheme'.</li> <li>○ The proposal for a linear park round Bicester should be a policy.</li> <li>○ CPRE support all the sites in Bicester that are put forward for Local Green Space designation.</li> </ul>	
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#### QUESTION: BICESTER'S HERITAGE & HISTORIC BUILDINGS

Are there specific buildings, areas or historic assets that should be specifically protected through the Local Plan?

Approximately nine responses were received in response to this question.

Consultation Responses	Officer Response
What members of the public said: <ul style="list-style-type: none"> <li>● Oxford Road Sports Ground.</li> <li>● The conservation area around Bicester aerodrome requires protection from development to retain its biodiversity and historic references.</li> <li>● Gavray Meadows.</li> </ul>	Noted. The Reg 18 draft plan includes policies and proposals for heritage.. This approach is based on updated evidence, stakeholder engagement and consultation responses.
What Town and Parish Councils said:	As noted above.

<ul style="list-style-type: none"> <li>Launton Parish Council assume that the town centre areas such as St Edburg's, Dovecot, and Causeway are already protected. The historic area around Graven Hill should be protected, as it is presumed to be of significant importance to Bicester's Heritage (see Battle of Graven Hill in AD 871).</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>Bicester Motion suggest that additional protection is not required. Insufficient information has been presented in the consultation document to understand what types of protection are being suggested (if any); what the parameters of such protection would entail; and whether this would be set in the context of the current economic and social role of the Bicester Motion site.</li> </ul>	As noted above.
<p>What national/statutory organisations said:</p> <ul style="list-style-type: none"> <li>Sport England need the nationally significant site for gliding.</li> </ul>	Noted.
<p>What local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Former railway network at Graven Hill for heritage use.</li> <li>Church Street.</li> <li>The Priory Ruins should be better displayed/signposted.</li> </ul>	Noted.

#### QUESTION: BICESTER'S OPEN SPACES

How do you think Bicester's network of green spaces, sport and play facilities could be protected and enhanced?

Approximately 16 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Infilling on existing housing estates should be stopped.</li> <li>Green spaces should be protected and enhanced by connecting them with safe and direct walking and cycling routes.</li> <li>Stop building houses so close together Link all existing spaces with protected healthy transport corridors, e.g. dedicated cycle ways.</li> <li>Spaces should be made more user friendly, e.g. poor state of street furniture including benches.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan seeks to protect and enhance Bicester's network of green spaces, sport and play facilities.</p> <p>The Council has updated evidence, including a Green &amp; Blue Infrastructure Strategy, and an emerging Playing Pitch Strategy.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>Launton Parish Council suggests a Green Space Champion; that open spaces should not be built on and that more funding/S106 contributions should be forthcoming to maintain and update them.</li> </ul>	Noted as above



<ul style="list-style-type: none"> <li>• Caversfield Parish Council suggest open spaces should not be built on at any cos and should have regular funding assistance.</li> <li>• Gosford and Water Eaton Parish Council call for the retention of more green space; a lot of concrete in Bicester.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• As a rule, these spaces and facilities should be subject to a policy stating that proposals resulting in their loss would normally be refused. However, there should be a degree of flexibility to ensure that developments that provide significant net gain in spaces and facilities are not unreasonably penalised to the loss of some existing areas.</li> <li>• Strategic scale urban extensions could provide significant additional green spaces together with sport and recreation facilities.</li> </ul>	Noted as above
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England note that Sport is protected under the NPPF, however do need to expand the sporting offer.</li> </ul>	Noted as above
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that the blue lines scheme which promotes active travel and people’s engagement with getting active has been a big success – their use should be maintained and extended to support walking connectivity between existing and new housing developments. Existing small areas of green space need to be identified for improvement/rewilding spaces such as Dangerfields park to enable easy local access to the natural environment.</li> <li>•</li> </ul>	Noted as above
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• No development should take place on the current network of green space, including sport and recreation areas, unless enhancing the current sites in the direction of sport and recreation.</li> <li>• Very important that they should be maintained in a healthy state. NVQs for ground staff to make them more knowledgeable on the environment, habitats etc.</li> <li>• These spaces could be protected and enhanced by being connected by safe (away from the road) and direct walking and cycling routes to discourage motor vehicles and encourage visitors.</li> </ul>	Noted as above

**QUESTION: LOCAL GREEN SPACES IN BICESTER**

Do you have any views on the submitted proposals for Local Green Space designation in Bicester?

Approximately ten responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Site LPR-A-196: Strong support to save the Oxford Road sports and recreation facilities as a local green space. The site is centrally located in close walking and cycling distance for the majority of Bicester residents. Preservation of the site as a local green space is essential for the wellbeing of local residents.</li> <li>• It is extremely important for the Gavray Meadows site to be protected as it is a very rare example of ancient farming practice additionally it has unique flora and fauna which is not found elsewhere in the District. Gavray Meadows should connect to a wildlife area/corridor on the other side of the ring road before housing development starts there too.</li> <li>• The London Road site is an important area of remaining green space near to the centre of Bicester town.</li> <li>• Langford Orchard is developing well into a very good site for local residents and the community of Bicester.</li> </ul>	<p>Noted.</p> <p>The responses have been considered in assessing the proposed Local Green Spaces.</p> <p>Local Green Spaces can also be designated through the Neighbourhood Plan process.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Launton Parish Council notes that more green spaces should be provided.</li> <li>• Weston on the Green Parish Council comment that there are only 2 small green spaces in Bicester; Bicester should have more green space to identify the periphery of the town settlement and contain it to mark separation from surrounding villages.</li> <li>• Fritwell Parish Council strongly support the protection and enhancement of the important Gavray Meadows, Langford Fields and the Brook. It is a critically important wildlife habitat, and an important wetland environment and constitutes the only remaining connection to nature Bicester residents can enjoy locally.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Strategic-scale urban extensions afford the potential for the delivery of new areas of Local Green Space that would be of particular community benefit and, with comprehensive planning, would secure a network of connected accessible open spaces.</li> <li>• Site LPR-A-125 – Object to the proposed extent of Local Green Space. The extent of the proposed Local Green Space undermines and conflicts with adopted policy (Bicester 13) and cannot be supported in its current form. Cannot support the proposed extent which encroaches on land which has no existing environmental or open space designation and is instead allocated for housing.</li> <li>• Site LPR-A-196 – Does not support the future Local Green Space allocation for this site. The site is currently vacant, with</li> </ul>	<p>Noted as above</p>

<p>previous sports facilities relocating to an existing site in Chesterton, which received planning consent in August 2021 for significantly extended and enhanced facilities. The site is an important town centre redevelopment which should be allocated as such. Landowner welcomes the opportunity to discuss this site with CDC officers.</p> <ul style="list-style-type: none"> <li>The Council should identify and clearly allocate land which currently contributes, or is capable of contributing, towards sport and play provision to ensure that there is a clear sight of provision that is sufficient to meet the identified needs of the District over the plan period. It is not sound for the Strategy to rely solely on the strategic sites but to take a more proactive approach to identifying other sites (such as Chesterton) which can play a pivotal role in outdoor sports pitch provision serving the Bicester area moving forwards.</li> </ul>	
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council note that when the next version of the Local Plan is published, they would be happy to provide further input and comment on proposals for local green spaces in Bicester.</li> </ul>	As noted above.

#### QUESTION: REDUCING CAR DEPENDENCY IN BICESTER

What would help you make fewer trips by car in Bicester?

Approximately 21 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Bicester should be ideal for walking and cycling because it is small and flat. The obstacle is lack of safe walking and cycling routes. Highways in Bicester are a disaster, junctions are oversized and not suitable for people. Cycle routes should be made accessible to the disabled and those with less usual bikes. London Road level crossing should be closed to cars but made accessible to pedestrians with a safe and convenient underpass.</li> <li>Regulated and reliable bus services should be provided.</li> <li>Walking routes to retail areas that avoid main A roads are needed.</li> <li>Ensuring Bicester village level crossing remains open in the future.</li> <li>Remove car parking from Market Sq and reduce through traffic.</li> <li>Address the serious problem for cyclists at the Banbury Rd/Buckingham Rd junction at the top of North St.</li> <li>Implementation of OCC's LCWIP for Bicester.</li> </ul>	<p>Noted.</p> <p>The Council's transport policies for Bicester are set out in the Reg 18 draft plan. They have been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>Topics addressed include promoting walking, cycling and public transport use, electric vehicle charging points, transport infrastructure contributions, congestion, particularly on minor roads, and freight.</p> <p>Evidence base documents include Oxfordshire's Local Transport and Connectivity Plan (LTCP).</p>

<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Weston on the Green Parish Council highlight that the rural areas need a dependable bus service into Bicester and that other options such as small light electric tramline should be considered in the longer term.</li> <li>• Gosford and Water Eaton Parish Council suggest that more shuttle services, more cycle routes and safe crossings across major surrounding roads would help.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The creation of sustainable new neighbourhoods, which are walkable, well-serviced and which support the 20 min neighbourhood principle.</li> <li>• Sites should provide an integrated transport solution such as what is being proposed for South Bicester.</li> </ul>	<p>As noted above.</p>
<p>What national / statutory organizations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach note that the development strategy for Bicester and its environs must support a bus offer that can deliver the following: <ul style="list-style-type: none"> <li>○ Much higher frequencies, to maximise convenience and flexibility, not just during the day but on evenings and Sundays</li> <li>○ More direct services on highly efficient routes, and better connectivity to key destinations, to close the journey time gap with driving</li> <li>○ More reliable journey times as well as faster ones. For both reasons bus priority – including the use of filtered permeability on key links - must be seen as essential.</li> </ul> </li> <li>• Stagecoach also advise that the Council need to stop consenting major out of town retail schemes as these are often very easy to access by car and less so by public transport.</li> </ul>	<p>As noted above.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note the following methods to reduce car dependency: <ul style="list-style-type: none"> <li>○ Reduce the need to travel through the promotion of home working, high quality internet etc.</li> <li>○ Ensure that development is suitably located to maximise and exploit opportunities for sustainable travel. Reduce travel distances so that walking and cycling are more attractive choices.</li> <li>○ Ensure the provision of high quality, continuous, direct and, where possible, traffic free and segregated pedestrian and cycle routes throughout Bicester and to nearby surrounding settlements.</li> <li>○ Remove barriers to active travel along key corridors and between residential and employment areas. Implement the Bicester LCWIP.</li> <li>○ Ensure that there is a reliable, frequent, joined up and logical public transport network for the town and surrounding settlements as well as inter-urban services.</li> </ul> </li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>○ Ensure that rural areas that rely on Bicester for employment and services are well connected by public transport, to further reduce the need to travel by car.</li> <li>○ Provision of electric bike hubs where residents can loan/rent ebikes for travel to and from work/leisure/retail facilities is needed to address the fact that Banbury sits in a bowl of hills which make modal shift difficult.</li> <li>○ A programme of maintenance and improved lighting and signage of walking routes, together with increased bench provision and replacement of metal barriers with wooden bollards to promote footpath access by double buggies or mobility scooters.</li> </ul>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• More frequent small buses running between housing estates and food shops.</li> <li>• The main obstacle to walking and cycling is a lack of direct and safe walking and cycling routes. Many routes are along busy roads with fast cars, with poor quality paths, barriers, uneven surfaces, and lack of priority. Junctions are dangerous and indirect. To reduce car dependency, steps should be taken to make it more convenient to walk and cycle than to drive.</li> <li>• Cycle routes should be made accessible to the disabled and those with less usual bikes this opens the possibility of use by mobility scooters.</li> <li>• London Road level crossing should be closed to motor vehicles, but made accessible to pedestrians, mobility scooter users and cyclists with a safe and convenient underpass.</li> </ul>	<p>As noted above.</p>

#### QUESTION: KIDLINGTON INFILL HOUSING

Do you think we need a policy to control the redevelopment of larger dwellings or plots to apartments?  
 What might be the key criteria in such a policy to understand if the proposal is acceptable?

Approximately 26 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Generally supportive of creating a policy to control infill housing, only two respondents considered that this was not required.</li> <li>• Supports the position that no further residential development is planned for Kidlington and the green belt beyond that identified in the Partial Review.</li> <li>• Acceptable parking arrangements would be a key criterion in such a policy to understand if the proposal is acceptable.</li> </ul>	<p>Noted.          The Reg 18 draft plan sets out an area strategy for Kidlington, informed by evidence, stakeholders and consultation responses.</p>

<ul style="list-style-type: none"> <li>• The impact on traffic generation and management of such developments is important.</li> <li>• Good quality accommodation in terms of lighting and space standards.</li> <li>• The need for quality outdoor spaces associated with the developments is important – such as a shared garden and space for growing vegetables.</li> <li>• The visual impact of these developments on the local area and the character of the area should also be considered e.g. maintaining ‘house lines’ on streets such as Kidlington High Street, so that blocks of flats are not visually oppressive.</li> <li>• Potential for environmental or biodiversity enhancements should be considered on or near the site.</li> <li>• Impacts on green spaces and infrastructure.</li> <li>• Accessibility to and availability of public transport.</li> </ul>	
<p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Kidlington Parish Council note residential development should be primarily infill. In terms of considerations for infill policies, maintenance of the character of neighbourhoods and limiting need for parking are key criteria whilst also respecting the need for additional visitor parking. Concerns about the alteration of semi-detached and terraced houses (even with extensions) to apartments as they change the character of a residential area and create additional pressure on on-street parking.</li> <li>• Gosford and Water Eaton Parish Council note that there will be a huge problem if this is not addressed.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that development of sites for residential uses should be controlled in a manner that is appropriate. No type should be wholly restricted. The introduction of a policy to control the subdivision of larger existing dwellings could be introduced. Need to ensure that any development will not have an adverse impact on the transport network. Need to ensure apartments have sufficient cycle storage/ EV charging. Policy should wrap around redevelopment of properties to flats/apartments to be more acceptable within a short distance to a high frequency public service route.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Kidlington Development Watch agree that a policy to control redevelopment for apartments is needed. Consider that issues to be addressed would include: capacity of the local road network; safety of access to the local road network; adequate parking provision so as not to require further on-street parking; new hard surfaces (for example for parking) to be limited so as (a) to prevent excess water run-off and (b) to be in keeping with the landscaping of surrounding properties; development not to be out of scale or overbearing compared with surrounding buildings; development not to overlook neighbouring properties or to result in additional noise in comparison with the pre-existing situation; conversions should provide a decent standard of living accommodation with adequate space and daylight standards; the number of apartments to be limited in the light of what can be</li> </ul>	Noted.

<p>accommodated within the existing building envelope and typical buildings on surrounding plots. They suggest that the Council prepares a design guide, addressing these issues, particularly with regards to development along the main Banbury/Oxford Road in Kidlington.</p>	
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## OPTION 26: KIDLINGTON EMPLOYMENT

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Undertake a small-scale Green Belt review to test whether there are exceptional circumstances for changes to the Green Belt boundary to accommodate employment uses;</li> <li>2) Accommodate employment land needs outside the existing Green Belt boundaries?</li> </ol>
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Approximately 57 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents chose Option 2.</li> <li>• A Green Belt review should not be undertaken, and the Green Belt should be maintained.</li> <li>• Respondents noted that they were not sure what 'outside existing green belt boundaries' means.</li> <li>• Oxfordshire is an area of low unemployment and does not need additional employment areas. Genuinely affordable housing is required.</li> <li>• Much of green belt around Kidlington provides flood protection.</li> <li>• Employers should be made to consider housing needs of their employees.</li> <li>• Development should be concentrated in specific areas with good transport links.</li> <li>• The use of green belt land would contradict all other policies.</li> <li>• Enhance the green belt to increase its value to residents.</li> <li>• Lots of science parks and various Districts have already lost too much of the Green Belt for the City's housing needs assessment.</li> <li>• There is no such thing as 'exceptional circumstances' where housing is suggested.</li> <li>• Green Belt prevents urban sprawl.</li> <li>• Agree with Key Objective 26.</li> </ul>	<p>Noted.</p> <p>The Kidlington area strategy in the Reg 18 draft plan has been informed by a small scale Green Belt Review.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Kidlington Parish Council consider that CDC should respect the integrity of the Green Belt.</li> <li>• Weston on the Green Parish Council consider that the degradation of the Green Belt around Kidlington is for monetary gain.</li> </ul>	<p>Noted</p>

<ul style="list-style-type: none"> <li>Gosford and Water Eaton Parish Council support Option 2 and suggest that CDC should expand on existing underused development.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>Appropriate locations for employment should be considered based on demand and need as well as proximity to sustainable modes of travel and housing. Only then should consideration whether to undertake changes to the Green Belt made.</li> <li>Green Belt release is a strategic matter and should be left to the Oxfordshire Plan.</li> <li>The 2015 Local Plan identified exceptional circumstances to justify a review of the Green Belt to address the then identified need for employment land in the Kidlington area. National planning policy and guidance is clear that local plans should adopt a positive approach to meeting the assessed development needs for their area and should place significant weight on supporting economic growth.</li> <li>CDC should anticipate the employment objectives set out in the Oxfordshire Plan and begin a significant review of the Green Belt to allocate land to meet county-wide employment need. New employment opportunities should be located south of Kidlington at the nexus of active travel routes and sustainable transport options as accommodating employment further away from Oxford and sustainable travel options will increase car dependency.</li> <li>CDC should robustly test all options for delivering employment floorspace in and around Kidlington as a prerequisite to identify exceptional circumstances for Green Belt release. Assessing whether brownfield sites and sites allocated are optimised for development or if they can accommodate a greater quantum of development.</li> </ul>	Noted
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>Sport England support Option 2.</li> <li>Stagecoach supports Option 1. No bus operator has sufficient space at their current Operating Centres to undertake additional operations that are necessary to support even the current levels of plan-led growth. Both the main bus depots in Oxford are on the far eastern edge of the City. These are ideal to service the city routes east of Cherwell, but far less so for other services. Providing additional opportunities to accommodate bus service Operating Centres should be regarded “essential transport infrastructure”.</li> </ul>	Noted
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Kidlington Baptist Church supports Option 1.</li> <li>Kidlington Development Watch consider that no further small scale Green Belt Review for employment purposes is needed. The Technology Park at Langford Lane is in the early stages of development and the Local Plan Partial Review has provided</li> </ul>	Noted



<p>for expansion of the Science Park at Begbroke. There are other substantial proposals for employment generating uses in adjacent Districts. Large sites to the south of the City, Business Park and Science Park are not fully built or occupied despite being under development for many years.</p> <ul style="list-style-type: none"> <li>• Cherwell Development Watch Alliance note that there are substantial proposals for employment land such as Salt Cross (Eynsham), Oxford North, Begbroke and Langford Lane with jobs potential. Existing employment areas are not fully occupied.</li> <li>• Kidlington &amp; District Historical Society supports Option 2.</li> <li>• CPRE Oxfordshire strongly objects to Option 1.</li> </ul>	
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### OPTION 27: KIDLINGTON CENTRE

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Maintain and protect the existing Kidlington village centre</li> <li>2) Consider tools such as Article 4 Directions to prevent the conversion of retail and leisure uses to residential</li> <li>3) Investigate the potential of expanding the village centre to include Exeter Close</li> </ol>
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Approximately 47 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents favoured Option 1, with Options 2 and 3 receiving similar levels of support.</li> <li>• There are enough retail locations within Kidlington and plenty of empty units so no need to consider Exeter Close which is servicing the community. Some respondents were unsure what the expansion of Exeter Close entails.</li> <li>• No reliable and regular public transport linking Kidlington with Begbroke and Yarnton.</li> <li>• The centre is no longer able to serve the current population. Better provision is essential and urgent - residents need to be able to shop and access services locally.</li> <li>• There should be trams/fast non-stop bus services to Summertown and Oxford.</li> <li>• Extend the pedestrianised area.</li> <li>• Kidlington Centre should be affordable to ensure provision of all needs.</li> <li>• Kidlington centre is quite small and with empty units.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan proposes a series of policies and proposals to enhance the vitality and viability of Kidlington centre.</p> <p>These are informed by evidence, including a Town Centre &amp; Retail Study, stakeholders and consultation responses.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Gosford and Water Eaton Parish Council prefer Option 3.</li> <li>• Kidlington Parish Council strongly agrees with all three Options and further note that a stronger design framework is</li> </ul>	<p>Noted as above</p>

needed for the Village Centre and that is important to strengthen and enhance the retail offer. The Parish Council further supports a 20 mph limit for this section and traffic-calming measures.	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Support was noted for Option 1.</li> <li>• Additional housing developments in and around Kidlington should have good accessibility to the centre to help bolster the viability of the uses.</li> </ul>	Noted as above
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England supports all three Options.</li> </ul>	Noted
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council supports Option 2.</li> <li>• West Oxfordshire Council note that there is a substantial area of West Oxfordshire that abuts and is influenced by Cherwell and that the area of potential greatest change is likely to be that close to Kidlington. It is important that consideration is given to the relationship of Kidlington proposals and policies to Woodstock and Bladon, and vice versa.</li> </ul>	Noted
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Kidlington Baptist Church prefers Option 3.</li> <li>• CPRE Oxfordshire support Option 1 with better public transport needed in the locality.</li> </ul>	Noted

#### QUESTION: REDUCING CAR DEPENDENCY IN KIDLINGTON & THE SURROUNDING VILLAGES

Are there any specific areas or routes that we should prioritise to promote sustainable travel? What might make you make fewer trips by car?

Approximately 31 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Improve pedestrian and cycle links across and along the Banbury Road.</li> <li>• Safer dedicated cycling routes that are separate from the main roads with barrier cycle lanes.</li> <li>• Cycle route to Oxford Parkway station from Kidlington and surrounding villages should be improved and better maintained.</li> <li>• Provide regular and reliable low carbon public transport, including shuttle buses to business parks.</li> </ul>	<p>Noted.</p> <p>The Council's transport policies for Kidlington are set out in the Reg 18 draft plan. They have been informed by updated evidence, Government policy and advice, stakeholders and consultation responses.</p> <p>Topics addressed include promoting walking, cycling and public transport</p>

<ul style="list-style-type: none"> <li>• The proposed closure of Sandy Lane has the effect of lengthening car journeys, and so helps to undermine sustainable travel. Sandy Lane should therefore remain open.</li> <li>• Travel habits have changed due to Covid, less bus travel and more online shopping resulting in more white van traffic generated. Habits will depend on how the pandemic plays out.</li> <li>• Access to the M40 at Junctions 9, 10 and 11.</li> <li>• A railway station to facilitate the Kidlington to Oxford commute and increased frequency of trains.</li> <li>• Increase parking charges and low emission zones.</li> <li>• Vehicular access must be maintained to Kidlington.</li> </ul>	<p>use, electric vehicle charging points, transport infrastructure contributions, congestion, particularly on minor roads, and freight.</p> <p>Evidence base documents include Oxfordshire’s Local Transport and Connectivity Plan (LTCP).</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Kidlington Parish Council notes that enhanced bus/tram/cycle corridors along the A4260 will be critical to reducing the car use particularly through Kidlington.</li> <li>• Kirtlington Parish Council note that transport policies devised at County level can undermine efforts at District level to produce a tailored response with regard to transport impact. There is a need to consider the impact of traffic load through a Conservation Area, not just rural countryside.</li> <li>• Weston on the Green Parish Council note that villages near Kidlington and Bicester should have public transport. People in the villages cannot access shops without the use of cars. Buses between Bicester and Kidlington should pass through Weston on the Green at commuter times and for shopping. This will make a difference to carbon emissions and heavy traffic on the roads, particularly if the transport is electrified.</li> <li>• Gosford and Water Eaton Parish Council note that cycle paths will reduce the dependency on cars.</li> </ul>	<p>As noted above.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Locate new development near sustainable transport hubs ensuring opportunities for sustainable means of travel.</li> <li>• The promotion of sustainable development opportunities which provide active travel linkages to key services and employment locations are a key element of reducing car dependency in Kidlington.</li> <li>• Encourage Cherwell to consider options for ensuring that all Partial Review sites contribute to delivering a cohesive transport network.</li> <li>• The Local Plan should prioritise connectivity between the A44 corridor and the Kidlington A4260 corridor as well as active travel connections to Oxford Parkway.</li> </ul>	<p>As noted above.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that reference should be made to the LCWIP to determine key routes for sustainable travel. Public transport connections to Oxford and to transport hubs e.g., park and rides and Oxford Parkway to facilitate multi-modal journeys are important for commuting, leisure,</li> </ul>	<p>Noted.</p> <p>The LCWIP has informed the draft plan</p>

<p>and private appointments. Ensure that rural areas relying on Kidlington for services are well connected by public transport, to further reduce the need to travel by car. Support developments that are located within 400m of the key arterial routes such as the A4260 and Bicester Road that are well served by frequent public transport. Policies that limit parking provision at both origin and destination influence how people travel. Kidlington lacks well joined up east to west connectivity. Need to prioritise and explore how Kidlington benefits from the shorter east – west routes for walking and cycling. Provision of electric bike hubs where residents can loan/rent e-bikes for travel to and from work/leisure/retail facilities is needed to address the fact that Banbury sits in a bowl of hills which make modal shift difficult. A programme of maintenance and improved lighting and signage of walking routes, together with increased bench provision and replacement of metal barriers with wooden bollards to promote footpath access by double buggies or mobility scooters.</p>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• The lack of suitable sustainable transport links in rural areas increases dependence on private car journeys and policy support to widen the choice of transport available and the promotion of active travel and recreational usage should not be forgotten.</li> <li>• The canal towpath links many small communities in the Kidlington area as well as providing links within settlements to local facilities.</li> </ul>	<p>As noted above.</p>

#### OPTION 28: KIDLINGTON GREEN SPACE

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Explore the potential for creating a network of accessible, and wherever possible, linked green spaces around Kidlington</li> <li>2) Just focus on protecting and enhancing existing green spaces and public rights of way?</li> </ol>
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Approximately 47 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents chose Option 1, with Option 2 receiving slightly less support but still a popular response.</li> <li>• Kidlington’s green spaces should be protected and enhanced.</li> <li>• Create new, accessible green spaces and increase biodiversity.</li> <li>• Support Local Green Spaces proposed by Kidlington Development Watch and Kidlington Parish Council.</li> <li>• No development on land near Roundham Lock.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan seeks to protect and enhance Kidlington’s network of green spaces, sport and play facilities.</p> <p>The Council has updated evidence, including a Green &amp; Blue Infrastructure Strategy, and an emerging Playing Pitch Strategy.</p>

<ul style="list-style-type: none"> <li>• The Council should commit to creating linked green spaces around Kidlington.</li> <li>• Avoid urban sprawl in Kidlington.</li> <li>• Protect the Green Belt.</li> <li>• Promote accessible paths from Kidlington to local villages and areas of interest.</li> </ul>	<p>A number of Local Green Spaces are proposed in the draft plan.</p> <p>Local Green Spaces can also be designated through the Neighbourhood Plan process.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Gosford and Water Eaton Parish Council support Option 2.</li> <li>• Kidlington Parish Council support Option 1 and advise that Kidlington Recreational Trust needs to be consulted.</li> </ul>	<p>Noted.</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Creating a network of green corridors, foot and cycle paths should be explored. This should include how best to improve connectivity to open spaces through new development</li> </ul>	<p>Noted</p>
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England supports both Option 1 and 2.</li> </ul>	<p>Noted.</p>
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• West Oxfordshire Council supports the identified strategic green corridor running on the western side of the A44 from the A40 to Bladon and Blenheim Place.</li> <li>• Oxfordshire County Council prefers Option 1 and further note that creating a network of connected places by active travel will help reduce the need to use a car. Linking green spaces will create a greater sense of community, cohesion and reinforce the rural character of Kidlington. New opportunities for nature conservation and publicly accessible open space could be provided within new developments. The introduction and maintenance of areas of strategic green space should be considered.</li> </ul>	<p>Noted.</p>
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Kidlington Baptist Church support Option 2.</li> <li>• CPRE Oxfordshire support both Options 1 and 2 and note that with the extent of development planned for Kidlington, there must be sufficient funds to carry out both 1 and 2. CPRE Oxfordshire also supports the designation of the Church Street Conservation Area and Bury Moor Fields as Local Green Spaces.</li> <li>• Kidlington &amp; District Historical Society prefer Option 1 and support the designation of the sites put forward by Kidlington Parish Council and Kidlington Development Watch as LGS (LPA–A-237). The sites on the NE boundaries of the Village help preserve historic landscapes and the setting of St Mary’s Church. The site to the East of the Church is a Conservation Area and Green Belt.</li> <li>• Kidlington Development Watch supports Option 1 and Kidlington Parish Council’s aim and further note that there should be a commitment to create the network of what green spaces now remain and to retain the distinctive character.</li> </ul>	<p>Noted.</p>

## QUESTION: KIDLINGTON SPORTS, RECREATION AND COMMUNITY NEEDS

Do you have any information that could help us plan for the future sports, recreation and community needs of the area?

Approximately 18 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Protect and enhance the existing facilities.</li> <li>• More provision is needed, Kidlington is poorly provided compared to Bicester.</li> <li>• Enhancement of Gosford SC and acquisition of other sites e.g. off Langford Lane which would introduce competition.</li> <li>• More pitches or MUGAs are needed for winter months.</li> <li>• More community activities/sports teams. Especially for women and girls.</li> <li>• Consideration should be given to an outdoor Lido pool.</li> <li>• Improving the safe cycling connectivity between Islip, Kidlington, the surrounding villages and North Oxford would absolutely be improving and addressing the communities' recreational options and needs.</li> </ul>	Noted
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Kidlington Parish Council note that CDC should consult the Kidlington Recreational Trust.</li> <li>• Gosford and Water Eaton Parish Council note that local residents have complained about the potential loss of the golf course for housing; the golf course should remain and more facilities for football and rugby are required.</li> </ul>	Noted
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Supporting the development of new sites will see the creation of and increase in accessible open spaces, sports and recreational spaces/facilities.</li> <li>• PR6 Matter 4 Statement from the Partial Review Examination includes an assessment of golfing need in the locality, concluding that the loss of North Oxford Golf Club can be sustained. This evidence should form the part of the overall evidence for the Local Plan.</li> </ul>	Noted
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England refers the Council to the playing pitch strategy Steering group meetings in recent months about improving Stratfield Brake sports ground. The creation of a football hub opposite it.</li> </ul>	Noted
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• The Canal &amp; River Trust note that several new housing developments are planned alongside the canal in the Kidlington area and the canal towpath will not only act as a</li> </ul>	Noted

<p>link between them but will be used to access other parts of the town and open countryside. It is expected that these developments will provide funding for the towpath to be to be improved to meet the additional volume of usage as a result and this may require more than simply resurfacing. Details of additional works required are provided (structures, pinch point widening, access improvements, vegetation management, additional signage, graffiti removal, etc). Also note that water-based activities should be encouraged, with consideration to be given to the facilities needed to support such activities.</p>	
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### OPTION 29: HEYFORD PARK

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Allocate further land for housing and employment at Heyford Park (e.g. beyond that planned for)</li> <li>2) Limit further development beyond that which is already planned for the plan period.</li> </ol> <p>We would be interested to understand if some areas/directions for growth are more appropriate than others.</p>
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Approximately 30 responses were received in response to this option.

<b>Consultation Responses</b>	<b>Officer Response</b>
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of respondents chose Option 1, with limited support for Option 2.</li> <li>• Heyford Park seems to have been a smart development.</li> <li>• With increased residential development, there is a need for consideration to be given to police coverage.</li> <li>• Additional development should be to the south.</li> <li>• Heyford Park needs a cemetery.</li> <li>• Ensure enough of the Cold War buildings and their position in the landscape are retained to make the English Heritage identification worth having.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan sets out an area strategy for Heyford Park, informed by evidence, stakeholders and consultation responses.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Heyford Park Parish Council support Option 2 and highlight a need for a variety of community facilities including a community cemetery owned and operated by the Parish Council. The existing rented bungalows, and additional low-cost private rental options should be preserved and maintained. The site has history of being used as a mobile home park that is fully integrated into the local community; this should be maintained and considered.</li> <li>• Gosford and Water Eaton Parish Council prefer Option 2.</li> </ul>	<p>Noted.</p>

<ul style="list-style-type: none"> <li>• Fritwell Parish Council note that Heyford park should be constrained to the existing local plan. Expansion would conjoin local villages, remove habitat and wildlife corridors, and damage the rural aesthetic of surrounding villages.</li> <li>• Kirtlington Parish Council consider that further expansion of Heyford Park will lead to encroachment onto greenfield land, which should be strongly resisted. The current transport vision for Heyford Park should be challenged, as it fails to recognise the transport movements Heyford Park residents make to Oxford and to the west. The categorisation of roads around Heyford Park needs reconsideration, particularly with the B430 upgraded to an A road and the removal of constraints on the use by HGVs of the Weston on the Green junction onto the A34.</li> <li>• Middleton Stoney Parish Council consider that there should be no further development of Heyford Park as there is no plan to mitigate the considerable traffic consequences of existing/planned development.</li> </ul>	
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds and Councillor Chapman both prefer Option 1.</li> </ul>	Noted.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Only three respondents specifically selected an Option, with Option 2 receiving the majority of support.</li> <li>• Heyford Park/Upper Heyford is a sustainable and deliverable location for additional growth; it should be considered as one of the spatial options for additional growth alongside Banbury and Bicester.</li> <li>• Upper Heyford is recognised as a heritage asset of national importance; it is unclear whether directing further growth above what has already been committed could be realised without placing further unacceptable pressure on Upper Heyford and its wider setting.</li> <li>• Directing a disproportionate level of housing to a single location, even if that location is within the technical definition of the 'rural area' would not support services and amenities within existing villages.</li> <li>• Heyford Park was expected to deliver 30% affordable housing, against a level of 35% within remaining rural areas. If this reduced provision was continued, then it needs to be recognised that a reduced level of affordable housing would be delivered within the rural areas.</li> <li>• There is scope for significant further sustainable development to be accommodated through a phased approach. There is scope to develop the land to the south of Heyford Park beyond the boundary of the site, whilst sensitively redeveloping some of the areas of brownfield land. The wider transport improvements would be complimentary to Heyford Park.</li> <li>• Opportunity to grow existing and emerging business clusters.</li> <li>• There are opportunities for energy production.</li> <li>• The historic and cultural heritage of the site has been fully embraced within development. Services and facilities provided as part of the current site are in accordance with the Adopted</li> </ul>	Noted.



<p>Cherwell Local Plan. The transport links to surrounding areas will prioritise sustainable travel modes. There will be adequate charging facilities and other infrastructure provided.</p> <ul style="list-style-type: none"> <li>• An objection is made to the high-level assessment in the Interim SA. It is not clear on what basis the assessment has been made. A lack of any evidence to justify the arbitrary scoring. There are statements and assumptions about Heyford Park included in the SA that are wholly inaccurate and misconceived.</li> <li>• No more additional development to Heyford Park due to the limited capacity of the new settlement to accommodate significant growth both from a deliverability and suitability perspective.</li> <li>• The settlement could only accommodate a small element of housing after the completion of the initial development. The settlement's constrained nature is reflected in the SA assessment. There should only be very limited growth at RAF Upper Heyford.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Sport England support Option 1 and further note that Heyford Park offers opportunities for creating regional and national sports venues; it may be possible to create one of Sport England's Local Leisure offer on the site or within one of the hangers.</li> <li>• Historic England note that all 56 hardened aircraft shelters, and several unscheduled buildings within the airfield are of national importance. The combination of further development around the eastern end of the runway and the rail freight interchange, located to the eastern end of the runway, would likely harm the setting of the airfield and its runway. A heritage impact assessment would be required.</li> <li>• Stagecoach consider that further development should be limited. The prospects for creating and sustaining a relevant public transport offer could not exist, with the location of the site, which is remote from key larger centres, very close to the national SRN, and as a result sees travel demand expressed in a multiplicity of directions. There is no density of flow to leverage. The occupation of substantial numbers of new homes has had virtually no impact on patronage on the service. Stagecoach can see a case for a very limited amount of development; up to about 300-350 units.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that Heyford Park has been a challenge from a sustainable transport point of view. Growth would need to include both housing and employment. Further growth needs to be designed to put active modes and bus as first choice for local journeys applying the 20-minute neighbourhood concept. Significantly reducing car dependency would help reduce the impact on neighbouring villages. Need to understand what role the station has in the future rail strategy and need to be high quality cycling and bus connections. Bus connections need to be supported with bus priority provision where possible in addition to high quality cycle access to Bicester park and ride. Further allocations should only be made if the above can be clearly demonstrated. The constraints of the junction at Middleton Stoney means that significant road infrastructure would be</li> </ul>	Noted.

required to bypass the village. Further capacity improvements at M40 J10 would be required.	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Banbury Civic Society consider that any further development must be the result of heritage-led assessment, with the Conservation Area and heritage buildings and their settings, being respected.</li> <li>MCNP Forum note that Heyford Park must remain within the limits established in the existing Local Plan. Impact of any outward growth on the surrounding villages and countryside would cause unacceptable harm. Land within the existing boundary could potentially be utilised for housing need post-2031. The Forum would favour any such provision being based on specific identifiable needs for the area. Such housing would need to be accompanied by public transport infrastructure improvements. There is an identified need for a cemetery.</li> <li>CPRE Oxfordshire support Option 2 and note that any further outward expansion will cause unacceptable harm to the surrounding villages and countryside. Proposals for large-scale distribution centres in the vicinity of Ardley with Fewcott are an unwelcome intrusion into open countryside, entailing loss of farmland, damaging views, and increase in HGVs.</li> </ul>	Noted.

### OPTION 30: HOUSING IN THE RURAL AREAS

If additional development is required should we

- 1) Limit development in the rural areas to that required to meet local needs or
- 2) Direct proportionately more development to the rural areas over the plan period to meet wider district needs

Approximately 233 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Most respondents support Option 1, with limited support for Option 2.</li> <li>Many noted that a combination of the two options should be progressed or that the options presented were not satisfactory and it is unclear what the implications of each option would be.</li> <li>Others suggested a third option – development in rural areas must be in keeping with the size and character of the existing community.</li> <li>Development of rural areas should give great weight to the existing character, size of the village and well-being of exiting residents.</li> <li>Future development should be concentrated in urban areas over rural areas where infrastructure is not able to cope. Further development in rural areas needs to give consideration of the availability of existing services, facilities and infrastructure.</li> <li>The main stumbling block for rural development is that there are very few employment opportunities in the villages.</li> </ul>	<p>The Reg 18 draft plan sets out an area strategy for Cherwell’s rural areas, informed by evidence, stakeholders and consultation responses.</p>

<ul style="list-style-type: none"> <li>• The options presented are too limited and fail to recognise the impacts upon rural communities that already exist as a result of urban expansion into areas once considered rural spaces.</li> <li>• Proportionate and appropriately located development infill allows for the organic growth of communities.</li> <li>• There will be a limit to the amount of development a place can take, and that limit should be established for all rural settlements and written into planning policy.</li> <li>• Questions raised regarding the need for additional development being required at all; no requirement for rural housing.</li> <li>• Green field developments cannot be described as sustainable.</li> <li>• New housing developments should be considered as "standalone" sites.</li> <li>• Development on rural land increases the strain on the food producing land and necessitates more intensive farming.</li> <li>• Existing rural roads are dangerous due to erosion from the increase in usage.</li> <li>• Urban signage and lighting should not be sited in or around villages and the countryside.</li> <li>• Tranquillity and reduction of light pollution should be a factor in decision-making on development of any kind.</li> <li>• Settlements should be prevented from coalescence and local design features strongly enforced.</li> <li>• Commercial and economic growth should be limited to specified urban areas.</li> <li>• Improvement of the environment should be considered for all new development.</li> <li>• Development should be proportionate for all surrounding villages and not condensed into one area.</li> <li>• Public responses were not taken on board during the consultation for "Cherwell Local Plan 2011 – 2031 (Part1) Partial Review.</li> <li>• Whilst small expansion can occur without too much pressure on infrastructure most villages soon become completely overwhelmed and changed if unsympathetic development is permitted.</li> <li>• Do not build on floodplains.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• All Parish Councils that responded support Option 1.</li> <li>• Hanwell Parish Council note that instead of building more housing north of the urban limits of Banbury, there should be extensive tree planting undertaken to help offset emissions from Banbury and the nearby heavy traffic at Hennef Way. Oxfordshire Housing and Growth Deal has been achieved at cost. Nearly 20,000 houses planned for the Oxford Green belt which removes countryside access, coalesces villages and puts the setting of the historic city at risk. Urbanisation has stressed natural drainage and added to flood risk.</li> </ul>	<p>Noted</p>

<ul style="list-style-type: none"> <li>• Bloxham Parish Council note that communication and negotiation with local communities, and cross-border cooperation, will be required before a District-wide picture could be produced.</li> <li>• Bodicote Parish Council suggest a combination of both Options be progressed. Development in rural areas must meet local needs and be proportionate to the size of the village being considered. Villages that fall within a certain radius of Banbury's and Bicester's boundaries could be served by their own separate section in the Plan. Concerns raised about the level of housing already accommodated in the parish and the impacts on quality of life.</li> <li>• Epwell Parish Council do not specify a preferred option, it is however noted that needs and targeted local development have been identified in the Epwell Community Plan.</li> <li>• Islip Parish Council do not specify a preference; however, it is noted that any new rural housing should be agreed at a community level through meaningful consultation and that brownfield land should be prioritised.</li> <li>• King's Sutton Parish Council raises concerns regarding level of additional traffic generated, coalescence and infrastructure capacity issues.</li> <li>• The Bourtons Parish Council believe that development must be limited to preserve the character of rural Cherwell.</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Chapman raises concerns about the scale of the promoted sites in the villages around Banbury; there is no need for housing of this scale in the rural setting. Many 'villages' would lose their rural meaning. Large housing estates will be stuck on to villages many of which are unsustainable. Concern raised that Conservation Areas were not marked on the maps as these areas have been designated as important to the setting of villages and need protection.</li> </ul>	Noted
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The development industry was largely in support of Option 2, with very limited support for Option 1 and a small number suggesting that a combined approach should be followed.</li> <li>• The approach should follow NPPF and direct housing to locations where it will enhance or maintain the vitality of rural communities.</li> <li>• Rural areas where growth is to be directed should be well connected to the main urban centres and focus on highly sustainable settlements.</li> <li>• A more balanced distribution of growth is required to reverse the decline in rural communities, with medium scale allocations that can deliver a mix of housing types.</li> <li>• Previous under delivery of infrastructure following speculative rural developments should not limit further rural growth; it indicates that growth should be planned proactively. Well-</li> </ul>	Noted

<p>targeted housing growth can assist with maintaining and enhancing infrastructure in rural areas, including community infrastructure.</p> <ul style="list-style-type: none"> <li>• It would not be appropriate to continue to allocate considerable land in Bicester, Banbury and Upper Heyford; focus should be on a dispersed spatial strategy directing to sustainable settlements with a range of services and facilities.</li> <li>• The Local Plan should provide a clear strategy that helps direct development to the most sustainable settlements within the Rural Area. The scale of development should at least reflect needs arising within the area and recognise that an element of market housing will be required to help deliver affordable housing.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach note that the Plan will need to accommodate a significant quantum in the most sustainable locations, including new or expanded settlements, which are not directly adjacent to the towns themselves. The question is too binary, and unhelpfully reduces the issue to a simple urban and rural split.</li> </ul>	Noted
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council prefers Option 2, in line with NPPF paragraphs 69, 79 and 80.</li> </ul>	Noted
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Local organisations/interest groups firmly supported Option 1, with no support noted for Option 2.</li> <li>• Villages would be at the risk of overdevelopment with infrastructure capacity issues if Option 2 is progressed.</li> <li>• Current policy wording for housing in villages needs to be changed.</li> </ul>	Noted

### OPTION 31: MEETING RURAL HOUSING DEVELOPMENT NEEDS

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Work with communities to allocate specific sites to meet identified housing needs or</li> <li>2) Provide a parish level figure to each area to allow flexibility for Neighbourhood Planning or other community led plans</li> <li>3) Use a combination of the above</li> </ol>
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Approximately 200 responses were received in response to this option.

Consultation Responses	Officer Response
What members of the public said:	

<ul style="list-style-type: none"> <li>• Option 3 was marginally favoured over Option 1, with limited support for Option 2 to be progressed on its own.</li> <li>• Progressing with Option 1 or Option 2 alone would not be the best option as it could lead to tensions within the communities and if the Council acts in isolation, it suggests an autocratic approach with potential for local views to be ignored.</li> <li>• It is essential that meaningful engagement is undertaken with residents and Parish Councils.</li> <li>• Not all parishes have the funds and resources to make a neighbourhood plan; flexibility for informal community led plans should be recognised.</li> <li>• All residents should be contacted individually about development around villages; the current process is not transparent and not accessible to all.</li> <li>• Where neighbourhood plans are prepared, these should be respected.</li> </ul>	<p>Noted</p> <p>The Reg 18 draft plan sets out an area strategy for the rural areas, informed by evidence, stakeholders and consultation responses.</p> <p>This includes indicative housing requirement figures for designated neighbourhood plan areas.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council, Kirtlington Parish Council, Weston on the Green Parish Council, Tadmarton Parish Council, Islip Parish Council and Launton Parish Council all support Option 3.</li> <li>• Deddington Parish Council supports Option 2 and further notes that many Neighbourhood Plans have already been drafted which identify housing need. Neighbourhood planning teams have a closer understanding of local needs/preferences. Any other option would be contrary to the Government strategy of encouraging local decision making.</li> <li>• Cropredy Parish Council, Fritwell Parish Council and the Bourtons Parish Council all support Option 2.</li> <li>• Epwell Parish Council does not specify a preferred Option; however it is noted that Close cooperation with CDC to understand the level of contribution to housing stock expected from rural communities is paramount before appropriate development land can be identified by both the Parish Council and CDC.</li> <li>• Swalcliffe Parish Council, Drayton Parish Council, Wardington Parish Council Middleton Stoney Parish Council, Gosford and Water Eaton Parish Council Caversfield Parish Council, Bodicote Parish Council and Hanwell Parish Council all support Option 1.</li> <li>• Sibford Gower Parish Council note that Option 1 is more likely to achieve a positive outcome and that Option 2 appears to identify an unequal partnership between the component partners.</li> <li>• Hanwell Parish Council and Caversfield Parish Council note that there are no sites within their villages for allocation.</li> <li>• The local parishes should have the final say and should be the lead drivers for decision making.</li> </ul>	<p>Noted as above</p>

<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds and Councillor Chapman support Option 1.</li> </ul>	<p>Noted as above</p>
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Generally, the development industry was most supportive of a combined approach as per Option 3.</li> <li>• Others suggested that the Council continue to allocate specific sites in sustainable rural settlements through the process of the ongoing local plan review.</li> <li>• Following a combination approach should not be at the exclusion of the local plan allocating sites; there is no reason to take a different approach between towns and villages.</li> <li>• Needs to be considered alongside a Green Belt review.</li> <li>• Local communities need district level support in allocating specific sites to meet identified housing needs whilst not all communities intend to prepare a Neighbourhood Plan.</li> <li>• Working with local communities will allow development to be properly planned for whilst taking account of infrastructure needs.</li> <li>• Approach taken in Henley, Wallingford and Thame is a good model to follow.</li> <li>• The Council should consider a policy like the South Oxfordshire Local Plan H4 which provides a policy safeguard for those instances where a neighbourhood area has been declared but a plan is not progressed.</li> <li>• Where a Parish Council has not progressed with a Neighbourhood Plan, the Local Plan should look to allocate sites in the rural settlements. It is not practical to assume that Neighbourhood Plans would be prepared to deliver the need.</li> <li>• Policies need to be flexible and responsive to changing circumstances through the plan period.</li> <li>• The policy should include a provision which allows for development proposals with local support to be considered favourably.</li> <li>• The adopted Local Plan policies allow next to no additional housing for lower category villages, villages which can form a network of settlements which share facilities and services. The lack of growth in such locations is a threat to the sustainability of their services and amenities and fails to provide housing to meet a local need. The distribution of growth in sustainable locations and of a scale that is proportionate to their location needs to be built into flexibly-worded policies.</li> <li>• The strategy focusses development primarily at Bicester, Banbury and Kidlington with limited growth in rural areas. This approach aims to strictly control development in the open countryside. It would be restrictive of the Council to not explore other options aside from directing growth towards these three settlements to ensure it meets its housing target for the emerging plan period.</li> </ul>	<p>Noted as above</p>

<ul style="list-style-type: none"> <li>• New development in locations with sustainable transport should be considered, particularly in locations that are or can be well connected to existing settlements such as Banbury, Bicester and Kidlington.</li> <li>• Identifying new settlements as part of the emerging spatial strategy will be key in order for the Council to achieve its proposed key objectives, ensuring their vision is met; allocating growth at a flagship new settlement at Shipton will respond to the public's needs, reduce the need to travel by car and support Woodstock.</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach promotes Option 3 which will have regard to the willingness and capacity of local communities/neighbourhood planning teams to meaningfully engage.</li> </ul>	Noted
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council supports Option 3 and notes that alongside this, a further option should be considered which allows for a development strategy to be provided which addresses the provision of non-allocated windfall sites.</li> </ul>	Noted
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Local organisations/interest groups were generally supportive of Options 2 and 3.</li> <li>• Many Neighbourhood Plans have already been drafted which identify housing need. Neighbourhood planning teams have a closer understanding of local needs/preferences. Any other option would be contrary to the Government strategy of encouraging local decision making.</li> </ul>	Noted

#### OPTION 32: DEVELOPING A RURAL SETTLEMENT HIERARCHY

<p>In developing a rural settlement hierarchy should we</p> <ol style="list-style-type: none"> <li>1) Give additional weight to the availability of certain services and facilities (which do you think are the most important?)</li> <li>2) Give additional weight to the accessibility of the settlement to our urban centres by public transport, walking and cycling?</li> </ol> <p>Please tell us if there are other factors that we should consider in developing a rural settlement hierarchy</p>
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Approximately 182 responses were received in response to this option.

Consultation Responses	Officer Response
What members of the public said:	Noted.



<ul style="list-style-type: none"> <li>• The majority of respondents were looking for a combination of both Options, with equal numbers looking to progress Options 1 and 2 solely. There was a high number of respondents who did not support either option nor did they support the concept of a settlement hierarchy.</li> <li>• In terms of the most important services and facilities these included: Primary School, GP surgery, pharmacy, local shops, regular bus service, village halls and secondary schools. There was limited notable support for open/green/play spaces, pubs/eatery, digital connectivity to all be considered as important within the hierarchy.</li> <li>• Before considering the weighting to be given to services and facilities, the existing infrastructure needs to be tested to ensure it can cope with new development.</li> <li>• Request for the categorisation of the villages to be revisited/reviewed in line with current services and facilities.</li> <li>• A number of respondents identified that electricity and water supply/capacity should be considered in a settlement hierarchy.</li> <li>• Some members of the public found the questions unclear, lacks information and difficult to answer.</li> <li>• Terrain should be considered when assessing proximity to services.</li> </ul>	<p>The Reg 18 draft plan proposes a revised settlement hierarchy for the rural areas based on up-to-date evidence, stakeholder engagement and consultation responses.</p> <p>The methodology for the revised hierarchy is set out in a Topic Paper accompanying the draft plan.</p>
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Wardington Parish Council support Option 1.</li> <li>• Sibford Ferris Parish Council, Gosford and Water Eaton Parish Council, Islip Parish Council, Cropredy Parish Council, Swalcliffe Parish Council and Deddington Parish Council support Option 2.</li> <li>• Hanwell Parish Council considers that both Options should be considered together with the need to preserve the identity of historic villages.</li> <li>• Bloxham Parish Council notes that a settlement hierarchy would be useful, however consideration to a classification system might be better suited. A factor for consideration in the weighting could be the relationship between settlements.</li> <li>• Epwell Parish Council note that the existing village classification system has proved successful in rural areas.</li> <li>• Sibford Gower Parish Council note that the following are important - Access to good quality education facilities, both primary, secondary and nursery; Access to primary medical care; Access to high speed and reliable internet connectivity; Local convenience shopping facilities, including a post office; Local recreational, community and entertainment facilities; Connectivity to major urban retail facilities; Connectivity to major employment locations; Safe and readily accessible highways infrastructure, with safe pedestrian provision; Provision of frequent, regular and affordable public transport; Availability of housing stock to sustain the provision of essential workers within the broader community. Rural Hierarchies will need to be clearly defined and unambiguous.</li> </ul>	<p>Noted as above</p>

<ul style="list-style-type: none"> <li>• Caversfield Parish Council notes that the current policy works well for the Parish and should remain a Category C village.</li> <li>• The Bourtons Parish Council also notes that the existing hierarchy has protected the parish from uncontrolled development of the Category B village and the decision making process should be preserved.</li> <li>• Weston on the Green Parish Council note that the rural settlement hierarchy has been a problem for the Parish as it is categorised as a Category A village despite it having no school or public transport of any kind.</li> <li>• Tadmarton Parish Council believe that weight should be given to settlement size, existing infrastructure (or lack of), transport availability, suitable road layout, connectivity, environment, conservation areas, carbon footprint, health and wellbeing of parishioners, footpaths/bridleways and cycleway routes.</li> <li>• Bodicote Parish Council notes that the presence of certain services within a village might give additional weight in forming any hierarchy, but they would also contend that new housing developments might be an opportunity to bring those services into areas where they did not exist before.</li> <li>• Kirtlington Parish Council supports both Options. Hierarchies should be reviewed every 5 years to take account of changes in services and facilities.</li> <li>• The criterion of accessibility between the larger villages and urban centres is an important consideration in determining the level of growth into the larger rural settlements. The most important facilities/services identified by the Parish Councils included: Primary School, GP Surgery and pharmacy, local shops, secondary school, nursery, digital infrastructure and regular bus services</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds and Councillor Phil Chapman support Option 1 to build where there are existing facilities.</li> </ul>	Noted as above
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The development industry had a wide variety of opinions, however in terms of the prescribed Options, many favoured an approach which combined both Options, followed closely by a preference for Option 2 on its own. Option 1 on its own was the least preferred.</li> <li>• In terms of the most important services and facilities these included: primary school, secondary school, local shops, GP surgery, pharmacy. Support was also provided for the consideration of religious facilities, pubs, regular bus services, digital connectivity, village hall, sports facilities, open space, and nurseries.</li> <li>• Consideration should be given to paragraphs 79 and 104 of NPPF when considering growth within the settlements.</li> <li>• The settlement hierarchy should be reviewed to include Heyford Park alongside Banbury, Bicester and Kidlington.</li> <li>• Weightings to be used in the assessment should be agreed and set out clearly and used consistently.</li> </ul>	

<ul style="list-style-type: none"> <li>• Assessments need to factor in growth.</li> <li>• Approach to directing growth to the most sustainable rural villages on the basis of a rural settlement hierarchy should be informed by an audit of rural settlements that takes into consideration the current availability of services and facilities, the potential for the delivery of new and enhanced services and facilities alongside development, and their accessibility to higher order settlements.</li> <li>• The identification of Service Villages is Supported but the other elements of the hierarchy may need refining in order to deliver a sustainable pattern of development.</li> <li>• Rural Settlement Hierarchy should reflect the impact of new technologies and changing consumer habits.</li> <li>• Allocating growth to rural areas can be key to ensuring that villages remain sustainable, with new development helping to support existing services and facilities. Directing growth only to the most sustainable locations in the district could lead to a decline in viability of services and facilities of the rural areas over time.</li> <li>• Consideration should also be given to settlements which may be made more sustainable through the provision of growth and development.</li> <li>• Any rural village development policy should have sufficient flexibility to enable sustainable development proposals that address local need and provide community benefits to come forward.</li> <li>• Consideration should continue to be given to the linked functional relationships of villages.</li> <li>• Developing the rural settlement hierarchy is a holistic process which must consider a range of factors</li> </ul>	
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach considers that the presence of 11-16 education, and a medical (primary care) facility should be afforded considerable weight and that the existing and potential level of public transport provision should also be given substantial weight where this already, or credibly could provide an attractive alternative to car use. Additionally, if a safe segregated cycle route can be provided to a secondary school within 3 km of a site, this should be given very great weight.</li> </ul>	Noted as above
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Oxfordshire County Council note that a reliable level of public transport should be given additional weight and it is agreed that additional weight should be given to the accessibility of a settlement to the urban centres by public transport, walking and cycling. Both Option 1 and 2 have merit in combination with digital connectivity. A development strategy that allows limited development within the built parts of rural settlements is recommended. Defining settlement boundaries is a possibility, however the more frequently employed 'built up area of the settlement' approach, which avoids the need</li> </ul>	

for hard boundaries, has been shown to be successful elsewhere.	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Local organisations/interest groups did not support the progression of Option 1 on its own and preferred either Option 2 on its own or a combination of both.</li> <li>Important facilities/services were noted as: primary school, secondary school, GP surgery and pharmacy, local shops and regular bus service.</li> <li>A weighting formula can be arbitrary and a CRAITLUS type survey should be used.</li> <li>The Categorisation of a village should be reviewed by the Council on an ongoing basis to ensure the status is up to date and takes account of the closure of services/facilities.</li> </ul>	

#### QUESTION: SETTLEMENT BOUNDARIES

Do you think we should define settlement boundaries, beyond which development would not normally be permitted?

Approximately 121 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>The majority of the members of the public who responded to this question support the definition of settlement boundaries to prevent coalescence and preserve the character and quality of the rural environment.</li> <li>Boundaries should take into account conservation boundaries.</li> <li>Notional boundaries should be set which are defined by the town/parish councils which include pockets of land for future development whilst also preventing uncontrolled expansion.</li> <li>If settlement boundaries are not progressed, strong/robust rural policies will have the same effect.</li> <li>One respondent felt that the concept was meaningless and would not be respected when housing is required.</li> <li>Strongly support defining settlement boundaries or have an overall population figure to provide an upper limit for development and use this limit with settlement boundaries to maintain a realistic definition of what 'village' and 'rural' mean. Small villages are better placed to increase their size. If rural settlement based on existing villages was capped by either settlement boundaries or upper population figures then it might become necessary to consider the development of new settlements.</li> </ul>	<p>Noted. The Reg 18 draft plan does not propose defined settlement boundaries,</p> <p>Where settlement boundaries are defined in neighbourhood plans they remain in place.</p>
What Town and Parish Councils said:	

<ul style="list-style-type: none"> <li>• Bloxham Parish Council note that settlement boundaries should be defined if they reflect the Neighbourhood Plan and improve on it with further specific consultation.</li> <li>• Hanwell Parish Council support the definition of settlement boundaries for towns and villages. This will prevent coalescence and will preserve natural capital and countryside.</li> <li>• Drayton Parish Council and Tadmarton Parish Council support the definition of settlement boundaries.</li> </ul>	As noted above.
<p>What the Ward Councillors said:</p> <ul style="list-style-type: none"> <li>• Councillor Phil Chapman would support this policy if villages boundaries were carefully looked at.</li> </ul>	As noted above.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Limited support for settlement boundaries from the development industry.</li> <li>• The majority of the development industry did not support the definition and use of settlement boundaries; they are not considered appropriate; they are rigid and inflexible and do not allow for circumstances which may arise during the plan period.</li> <li>• Settlement boundaries should only be defined once allocations have been identified (and take them in to account) and should not be used to limit or prevent further development.</li> <li>• A criteria-based approach could be applied to enable appropriate development to take place adjacent to settlement boundaries.</li> <li>• More benefit to not having settlement boundaries.</li> <li>• It is assumed that a 'open countryside' policy would sit alongside a settlement boundary policy which can allow for flexibility for other types of development where there are material circumstances to justify the development.</li> <li>• Settlement Boundaries can result in over development with the settlements.</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Deddington Neighbourhood Plan Steering Group and Deddington Development Watch support the definition of settlement boundaries and note that it allows greater certainty as to where certain developments can be considered to be acceptable.</li> <li>• MCNP Forum support the definition of settlement boundaries as these have been successfully incorporated on to the neighbourhood plan policies.</li> <li>• Save Gavray Meadows - important to prevent urban sprawl.</li> </ul>	As noted above.

### OPTION 33: THE RURAL ECONOMY

In support of the rural economy, including agriculture and tourism, should we

- 1) Apply criteria-based policies to assess development proposals

- 2) Allocate specific sites in the rural areas to meet the needs of the rural economy
- 3) Use a combination the above?

Approximately 128 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The support was fairly evenly split between Option 1 for a criteria based approach and Option 3 for the use of a combination of the two approaches. There was limited support for Option 2 on its own.</li> <li>• Members of the public noted that none of the options were supported.</li> <li>• Support should be given to the Rural Economy especially in encouraging agriculture and farming.</li> <li>• Rather than impose criteria-based policies, the Council should talk to rural communities to find out what they need, and needs should be managed at the parish level.</li> <li>• Neighbourhood plans should determine the suitability of sites affecting the rural economy.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council, Swalcliffe Parish Council, Launton Parish Council, Hanwell Parish Council, Caversfield Parish Council, Weston on the Green Parish Council, Tadmarton Parish Council and Sibford Gower Parish Council support Option 3.</li> <li>• Cropredy Parish Council, Fritwell Parish Council, Gosford and Water Eaton Parish Council and Kirlington Parish Council support Option 1.</li> <li>• Epwell Parish Council do not note support for a specific Option, however, note that whatever policy approach is taken forward, it should be done so in close consultation with the Parish Council and local residents.</li> <li>• Bodicote Parish Council notes that the two options are interlinked.</li> <li>• Encouragement of creative plans to develop within the limitations of parish infrastructure and encourage the renovation of existing facilities.</li> <li>• The reference to favour the development of previously developed land and the conversion of existing buildings to limit the impact of new development on the countryside is strongly supported.</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Reynolds and Councillor Chapman support Option 1.</li> </ul>	
<p>What the development industry said:</p>	

<ul style="list-style-type: none"> <li>• The development industry in general supported Option 3, with no votes for the use of Option 1 on its own.</li> <li>• Imperative that sufficient sites are allocated within the Local Plan Review to meet Cherwell’s anticipated and future development needs.</li> <li>• Criteria-based policies are also required to ensure that the plan is flexible and able to respond rapidly to changing circumstances, including meeting any unforeseen needs. The criteria-based policies are also necessary to provide sufficient contingency in the event that the site allocations are not delivered or are delayed.</li> <li>• An appropriate level of employment land in rural areas will be required to reduce the need to travel.</li> <li>• Rural areas could benefit from home working hubs with small offices and meeting rooms with some associated facilities for those communities.</li> </ul>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• The Local organisations/interest groups generally supported Option 1, with a few votes for Option 3 and no votes for the use of Option 2 on its own.</li> <li>• Need to consider how “meeting the needs of the rural economy” is to be defined.</li> </ul>	

#### OPTION 34: HISTORIC & NATURAL ENVIRONMENT

<p>Should we</p> <ol style="list-style-type: none"> <li>1) Retain the current approach of seeking to conserve and enhance the countryside and landscape character of the whole district</li> <li>2) Define valued landscapes/landscape features in the district which would be the subject of additional policy guidance.</li> </ol>
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Approximately 159 responses were received in response to this option.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The majority of those members of the public who responded support Option 1.</li> <li>• There were many supporters of a combined approach which would see the use of both Option 1 and 2.</li> <li>• Support for the protection to a similar level of non-designated assets within a conservation area.</li> </ul>	<p>Noted.</p> <p>The Reg 18 draft plan sets out the Councils’ policy approach to conserving and enhancing the landscape and landscape character of the district. This has been informed by updated evidence, national policy and</p>

	guidance, stakeholders and consultation responses.
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council notes that the options are not mutually exclusive, and it would be sensible to look at how both can be achieved. Areas suggested as valued landscapes noted.</li> <li>• Epwell Parish Council note that the concept of a valued landscape is subjective and most people living in a rural area will regard their areas as 'valued'; those not given the status protection would be subject of inappropriate development.</li> <li>• Swalcliffe Parish Council, Islip Parish Council, Weston on the Green Parish Council, Tadmarton Parish Council and Fritwell Parish Council prefer Option 1.</li> <li>• Sibford Gower Parish Council also noted that the options are not mutually exclusive and welcomes Option 2 with the suggestion to offer a level of protection similar to non-designated assets within a conservation area.</li> <li>• Launton Parish Council, Cropredy Parish Council, Caversfield Parish Council, Gosford and Water Eaton Parish Council and Hanwell Parish Council support a combined Options approach.</li> <li>• Drayton Parish Council and Kirtlington Parish Council support Option 2.</li> <li>• Existing policies should be strengthened and form an absolute guarantee that designated areas will be protected.</li> <li>• Bodicote Parish Council promotes the definition of special valued landscapes, with a presumption that these areas would never be built upon. Areas suggested as valued landscapes noted.</li> </ul>	As noted above.
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor George Reynolds supports both options.</li> <li>• Councillor Phil Chapman supports Option 1.</li> <li>• Both Councillors note that if a village has a conservation area outside the built-up limits then there should be a separate policy protecting it from development.</li> </ul>	As noted above.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The development industry was mostly in support of Option 1 with no support for Option 2 (as it did not reflect NPPF) or a combined approach.</li> <li>• Support a review of landscape sensitivity, with a detailed review of landscape capacity and sensitivity.</li> <li>• The approach taken should be consistent with NPPF, particularly paragraph 190.</li> <li>• Policies should be based on evidence within includes an assessment of character and value, with valued landscapes defined by demonstrable physical attributes rather than just popularity.</li> <li>• Additional policy guidance is considered to be overly restrictive.</li> <li>• Current approach provides sufficient flexibility.</li> </ul>	Noted.



<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Historic England support Option 2 which would help to differentiate more sensitive areas from less sensitive thereby helping to direct development away from more sensitive areas.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>• Buckinghamshire Council note that it is important to consider the issue of landscape impact from development beyond the Cherwell district boundaries and so take account of Landscape Character Assessments to define the value, key qualities or detracting features regardless of which district/council they fall within.</li> </ul>	Noted.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Local organisations/interest groups were mostly supportive of a combined approach or the sole use of Option 1; limited support for Option 2 on its own.</li> <li>• Existing policies shouldn't be diluted and defining valued landscapes would add additional protection.</li> <li>• A specific policy relating to the Oxford Canal and its special qualities should be considered.</li> </ul>	As noted above.

#### QUESTION: NEIGHBOURHOOD PLANNING

How could we best support Neighbourhood Planning through the Local Plan in those communities that wish to prepare a plan?

Approximately 87 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Neighbourhood Plans are time consuming and expensive to prepare; funding needs to be available to the smaller villages.</li> <li>• Simpler and clearer information, guidance, access to technology and assistance is required by lay people to prepare Neighbourhood Plans. Impartial advice would be beneficial. Training days and mentors should be provided to help local communities.</li> <li>• An alternative, less expensive method should be available to those parishes that do not have the funds to prepare a Neighbourhood Plan. This would ensure that views are still conveyed.</li> <li>• Better communication with villages should be provided on the local plan process in general, including presentations at village meetings, etc.</li> <li>• Neighbourhood Plans should be updated regularly and control the growth of rural and village development.</li> <li>• Neighbourhood Plans should not be overturned by the Planning Inspectorate and the content should be respected. Neighbourhood Plans seem to hold little weight and have no legal standing; no real benefit if they are not strongly enforced.</li> </ul>	<p>Noted.</p> <p>The Council will continue to support the preparation of new and/or updated neighbourhood plans.</p> <p>In preparing the draft plan regard has been had to those 'made' neighbourhood plans in the district.</p>

<ul style="list-style-type: none"> <li>• Decisions should not take place until Neighbourhood Plans are developed and agreed.</li> <li>• Neighbourhood Plans should not be driven by external forces.</li> <li>• Neighbourhood Plans need to be considered in decision making and local knowledge utilised.</li> <li>• Rural areas should not be pressured in to committing to areas for development or altering Green Belt boundaries.</li> <li>• Include a policy in the Local Plan which establishes the authority of Neighbourhood Plans.</li> <li>• The sharing of information and expertise between the Parishes should be promoted.</li> <li>• Assessment of sites should be left to Neighbourhood Plans.</li> <li>• Neighbourhood Plans are important and reflect perceived local needs and should be taken note of in development proposals.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council seek help to revise their Neighbourhood Plan.</li> <li>• Deddington Parish Council note that the provision of information needed to create a viable plan would be helpful, e.g. number of dwellings and infrastructure needed.</li> <li>• Epwell Parish Council seeks impartial free advice and expertise to create a Neighbourhood Plan and suggests that more influence should be given to Community Plans which are less expensive to produce but still reflect the community.</li> <li>• Sibford Gower Parish Council notes there is scepticism regarding the value of a Neighbourhood Plan; they are extremely expensive and time consuming to prepare and their implementational effectiveness is constrained. Reference to developing local design codes is interesting but also identifies another resource implication.</li> <li>• Launton Parish Council note that it is more sensible for planners to work with the villages to develop Neighbourhood Plans in conjunction with the emerging Local Plan.</li> <li>• Hanwell Parish Council are seeking finance to prepare a Neighbourhood Plan.</li> <li>• Cropredy Parish Council welcome help and advice in producing a 'community plan' to provide a vision for the future of Cropredy that takes account of the community's views and local evidence. Production of a Neighbourhood Plan for Cropredy is not currently viable due to resource constraints and timescales.</li> <li>• Weston on the Green Parish Council praise Cherwell District Council for work to date in aiding the parish council to prepare their Neighbourhood Plan. It should be made clearer how Neighbourhood Plans are used in planning decisions.</li> <li>• Tadmarton Parish Council note that information to aid them on how to create a Neighbourhood Plan and a training session on Neighbourhood Plan preparation would be helpful.</li> <li>• Gosford and Water Eaton Parish Council note that a dedicated support person from the Council would be helpful to the Neighbourhood Plan process.</li> </ul>	<p>As noted above.</p>

<ul style="list-style-type: none"> <li>• Bodicote Parish Council note that the Neighbourhood Planning process is time consuming and resource intensive. It would be helpful to know that at the time a parish notified CDC it was starting work on a plan, that undetermined large-scale planning applications and applications submitted during work on the plan's compilation would not be determined until after the plan was ratified – within a set time period, of course.</li> <li>• Islip Parish Council note that helping Parish Councils to better understand the system and where help can be obtained would be useful. As Islip is washed over by the Green Belt it is hard to put a Neighbourhood Plan together that will pass the tests and go to referendum. Any development other than infilling would be against current policy.</li> </ul>	
<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Two Councillors question the value of Neighbourhood Plans unless they are taken seriously and not ignored after two to three years.</li> </ul>	As noted above.
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Working in an active partnership on the preparation of the Neighbourhood Plan assisted Heyford Park and neighbouring villages and enabled issues to be discussed.</li> <li>• The approach set out in the South Oxfordshire Local Plan in relation to Henley, Wallingford and Thame is a good model to follow. The Local Plan set a housing target for each settlement and a 12-month timescale for those areas to produce a Neighbourhood Plan. If a plan was not produced, then the Council would accept planning applications from developers to deliver the housing numbers. This promotes local involvement but where that is not forthcoming or possible then it also gives certainty over delivery.</li> <li>• Experience across the country has demonstrated that Neighbourhood Plan preparation can often be divisive and prevent sustainable development proposals from coming forward that would otherwise provide community benefit and address local housing need. It is recommended that Cherwell District Council takes the lead and identifies a wide range of allocations across the District.</li> <li>• Providing a parish level housing requirement figure is the most effective way of delivering homes in locations which the community supports through a Neighbourhood Plan. The figure required is often more likely to be delivered due to the opportunity for local people to shape development in their parish.</li> <li>• If Parish Councils do not wish to undertake Neighbourhood Plans, a policy mechanism needs to be put in place that ensures Cherwell District Council can allocate houses within a Sites Allocation document or Local Plan Part 2. It is considered the existing arrangement of designating Cherwell District Council Planners to Neighbourhood Plan areas should be retained. This should assist Parish Councils prepare their Neighbourhood Plans in accordance with planning law. Financial grants should</li> </ul>	As noted above.

be given to Parish Councils to enable Neighbourhood Plans to be adequately financed.	
<p>What the National/Statutory Organisations said:</p> <ul style="list-style-type: none"> <li>The Ministry of Defence-Defence Infrastructure Organisation suggest that designated Neighbourhood Plan areas should exclude Ministry of Defence establishments.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p> <ul style="list-style-type: none"> <li>Oxfordshire County Council supports the preparation of Neighbourhood Plans and note that reference to the OCC Neighbourhood Planning Guidance should be included. Climate Emergency Declarations can be made at town council level and Neighbourhood Plans could be used to promote local renewable and low carbon energy projects.</li> </ul>	As noted above.
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>The provision of the information needed to create a viable plan would be helpful, e.g. number of dwellings and infrastructure needed.</li> <li>Better communication and engagement between Planners and the Neighbourhood Plan groups/forums is suggested. Suggestion of an individual officer contact to lead on community communications. There is potential for Oxfordshire Neighbourhood Plan Alliance to work with CDC to encourage and support Neighbourhood Plans.</li> <li>Make the process and relevant forms more user friendly.</li> </ul>	As noted above.

## QUESTION: DEVELOPMENT MANAGEMENT POLICIES

Are there other areas where a local development management policy would be helpful?

Approximately 39 responses were received in response to this question.

Consultation Responses	Officer Response
<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Existing policy C15 Prevention of coalescence of settlements should be updated as the policy is outdated and weak. It lacks clarification on the degree of extending the edge of towns (i.e., reduction of open land between settlements) that will result in the identity of individual settlements being lost. It lacks a definition of “coalescence”, “close proximity” and the “strategic gap” that should be preserved between settlements. It lacks indication of the weighting that should be given versus development pressures and lacks reference to the multiple benefits of retaining open countryside around rural settlements.</li> <li>A new Landscape Designations policy is required to protect agricultural land around towns, to ensure this is not built upon resulting in coalescence with surrounding villages. “Strategic gaps” between settlements are important to distinguish settlements and should be preserved through either:</li> </ul>	Noted.

<p>extending the boundary of existing village Conservation Areas; or creating a new “Green Buffer” designation. Without such designations and strategic policy there is a risk of piecemeal erosion of land between towns and surrounding villages. Once land is developed the countryside is lost forever, and surrounding villages become closer to coalescence with the edge of expanding towns.</p> <ul style="list-style-type: none"> <li>• The reliance on general policies in the current Plan to protect open land has failed to protect agricultural land between Banbury and surrounding villages. Greater powers are required to ensure the town and villages do not merge. The countryside, or gaps, between the existing or planned edge of Banbury and the surrounding settlements, are important in maintaining the character and setting of the town and villages.</li> <li>• Policies to promote walking and cycling in towns and villages.</li> <li>• Preservation of seasonal (transient) landscape features not visible all year round.</li> <li>• Maximise the importance of environmental considerations.</li> <li>• Cherwell should consider becoming a lead on sustainable development given the local limitations (lots of potential land, but limited water and brownfield remaining).</li> <li>• Clear definition of the term ‘affordable housing’.</li> <li>• Tighter regulations regarding build quality and car parking spaces.</li> <li>• Protection of land between villages and Banbury.</li> <li>• A “settlement boundaries policy” for towns that can prevent towns expanding up to existing villages (and so preserve the countryside buffer between settlements). Settlement boundaries in villages should also be applied to restrict their expansion as a measure to preserve our natural capital and countryside.</li> <li>• A “green buffer policy” would clarify the framework under which future planning decisions are made in respect of expansion of towns into the countryside.</li> <li>• Transport policies to carefully consider what the transport system can achieve for the communities.</li> <li>• Stronger protection of open land from piecemeal development.</li> <li>• The Council should refuse Call for Sites submissions that have previously been refused planning permission.</li> <li>• Enforceable zero/low carbon development principles that are properly applied. The current set of 'advisory' principles are not fit for purpose.</li> </ul>	
<p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Sibford Gower Parish Council note that a precise understanding of the term “affordable housing” and clear implementation guidance would help to clarify this area. Consideration should be given to policies dealing with light and sound pollution; protection of the rural landscape and support for rural farming communities. Consideration should also be given to flood and water management.</li> </ul>	<p>Noted</p>

<ul style="list-style-type: none"> <li>• Hanwell Parish Council suggest a policy on green buffers which should explain the approach in respect of maintaining buffer zones between towns and villages; this should build upon the Banbury Green Buffers report (2013). The policy would be essential to protect important gaps, preventing development which would harm character. Such a policy would be especially valuable where development is proposed on land that is currently described as "permanent green buffers".</li> <li>• Weston on the Green Parish Council believe the list of development management policies is comprehensive.</li> <li>• Gosford and Water Eaton Parish Council would like to protect green space.</li> </ul>	
<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Policies included in the Local Plan should not duplicate policies in the Oxfordshire Plan, but add value. The development management policies need to be capable of effective implementation to assist in the development process. All policies should be clear on purpose and how they will be monitored.</li> <li>• Development management policy review is welcomed and long overdue.</li> <li>• Any policy requirement must be fully justified through evidence demonstrating identified need that is met by the policy provision.</li> <li>• A policy should prioritise development on brownfield sites in Town Centre locations.</li> <li>• Some respondents reserve comment at this stage until the policy options that are to be included within the Oxfordshire Plan and their interrelationship with the individual District Plans has been confirmed.</li> </ul>	Noted
<p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO provide suggested wording for a new policy regarding MOD establishments: New development at military establishments that helps enhance or sustain their operational capability will be supported. Redevelopment, conversion of change of use of redundant MOD sites and buildings will be supported. Non-military or non-defence related development within or in the areas around a MOD site will not be supported where it would adversely affect military operations or capability, unless it can be demonstrated that there is no longer a defence or military need for the site. DIO has previously provided detailed plans of the MOD's land ownership across the District.</li> <li>• The Woodland Trust recommend including policy on incorporating trees on development sites, for urban greening and for canopy cover, as well as specifying ratios for tree replacement where existing trees are lost.</li> </ul>	Noted.
<p>What the neighbouring and other local authorities said:</p>	Noted

<ul style="list-style-type: none"> <li>• Oxfordshire County Council welcomes policies on HMOs and notes that it would be helpful for these policies to include car and cycle parking standards for HMOs.</li> <li>• Oxfordshire County Council would welcome car and cycle parking policies in general, where higher levels of cycle parking and lower levels of car parking could be encouraged in urban areas. A policy for assisted living for older persons, or development for elderly/supported accommodation or extra care units would be consistent with the objectives in paragraphs 60-62 of the NPPF. To ensure that policies supporting renewable and low carbon energy and requiring reduced carbon emissions from new buildings, effective development management is required.</li> </ul>	
<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Suggestion of local policies covering Article 4 directions.</li> <li>• Policies to promote walking and cycling in towns and villages.</li> <li>• Policies which protect, promote, and improve the quality of the canal and its towpath will help support the waterway in the future as its recognition and therefore usage increases.</li> </ul>	Noted.

#### 4.5 Submissions to the Call for Sites

There was a total of 51 representations that included a submission to the Call for Sites.

A total of 83 sites for housing, employment, or a range of other uses including community facilities were submitted through the Call for Sites process. 34 were new sites that hadn't been submitted to the Council previously either through the Housing and Economic Land Availability Assessment (HELAA) or other representations. The rest of the sites (45) had either already been submitted in the past or were updates to boundaries of existing sites. Four sites did not meet the size or capacity requirements and have therefore been excluded from consideration.

In addition, 15 sites for designation as a Local Green Space were submitted through the Call for Sites process. 12 of these were new sites that hadn't been submitted to the Council through the Local Plan Review or other representations and three were updates to sites already submitted. Where a site location plan had not been supplied, Officers emailed the respondent to request one however where a site location plan has still not been received to date, these sites have been excluded from consideration.

A full list of sites submitted as representations to the Local Plan Review consultation is attached at Appendix 21.

#### 4.6 Submissions to the Parish Profiles

Alongside the Community Involvement Paper 2, a series of Parish Profiles were published detailing the size of the village, facilities, population, and housing data to aid those preparing responses and to confirm the accuracy of data held on services and facilities as this can change over time. As well as commenting on the information presented, several

respondents also used this question to provide additional comments on the suitability of settlements for further development.

The following table details summarise these comments. No officer response is provided within this consultation statement as the publication of the Parish Profiles was intended to assist in making full representations and these representations have been captured elsewhere within this consultation statement. They have also been used to inform the site selection process. Factual updates on services and facilities, have been used to inform the Settlement Hierarchy Topic Paper.

Parish	No. of comments (approx.)	Comments
<b>Adderbury</b>	75	<p>What Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council note that Adderbury would transform into something other than a historic village. The proposals for north and east of Twyford at 60 hectares are immense and would leave scant separation for the village from the soon-to-be-extension to Longford Park to the north.</li> <li>• Adderbury Parish Council note that the Adderbury Neighbourhood Plan should carry weight. Support the concern about the coalescence of villages and sites north of the village. Residents are seeing a continued loss of green spaces and the elimination of wildlife corridors. Adderbury is in danger of bearing a disproportionate amount of housing. There does not appear to be any reference to waste management in the Plan and how that will be dealt with as part of the proposals. The Parish Council provided specific commentary on the village maps: <ul style="list-style-type: none"> <li>○ include areas of land which already have planning permission but not yet built, and those included in the Local Plan.</li> <li>○ outline any additional road works or road developments.</li> <li>○ include new community developments.</li> <li>○ Indicate where points of interest are in the village.</li> </ul> </li> </ul>



Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>○ show the current number of households in Adderbury.</li> <li>○ indicate on the map where flood zones 2/3 are.</li> <li>○ Pleased that key green spaces are identified.</li> <li>○ No mention of Walled Garden Allotments or Adderbury Cemetery.</li> <li>○ St George RC no longer exists.</li> <li>○ A new community pavilion and sports pitches are currently under development.</li> <li>○ Employment sites are mentioned, but there are many small businesses operating not mentioned.</li> <li>○ Ball-Colegrave is not included.</li> <li>○ The Lucy Plackett Playing Field is the correct name for 'Adderbury Recreation Ground'.</li> <li>○ There are many community groups in the village which could be listed.</li> </ul> <ul style="list-style-type: none"> <li>● Adderbury Parish Council commented that new large scale development needs provision for a primary school/secondary school/doctors/dental. Avoid development near Adderbury Lakes Nature Reserve and Sor Brook Valley or any designated green space; protection of bats, swifts and all wildlife and increasing biodiversity, especially bees; flood zones, conservation area; views of St Mary's Church; traffic control and congestion through the village, losing the 'green and rural' aspect of the village, affordable housing and 1 bedroom housing needed, footpaths and PRow.</li> <li>● Adderbury Parish Council said that Section 106 funds would help to mitigate impacts, boost income for existing businesses, development would provide a larger pool of potential employees, and a boost for village facilities.</li> <li>● Adderbury Parish Council consider that any development must comply with the Neighbourhood Plan. Some sites</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>impact the Conservation Area and views of church. New development should have adequate greenspace, electric charging points, energy efficient heating and insulation, adequate off-road parking, preserve the rural character. There is a need for more cycle lanes.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Significant traffic from new development and an inadequate highway network in and around the village. The village suffers from congestion with parking issues at certain times of the day in the centre of the village.</li> <li>• Additional traffic generated will affect highway safety.</li> <li>• Development would double the size of the village, turning Adderbury into a suburb of Banbury.</li> <li>• No plans to bypass Banbury so traffic will be unbearable.</li> <li>• Development will result in loss of natural environment and negatively impact wildlife.</li> <li>• Schools are at capacity and current sewerage and drainage will struggle with new development. The village has no doctor/dentist and only a small shop. Adderbury doesn't have the infrastructure to support further development.</li> <li>• Village could sustain a few small pockets of new housing out of the village; selective small-scale development is important.</li> <li>• Air quality will suffer; pollution, rubbish, and crime are increasing.</li> <li>• Development is out of proportion with the village.</li> <li>• Adderbury has contributed to more than enough new developments in recent years.</li> <li>• Village has lost its character as an individual village.</li> <li>• Green belt land should be used for farming and agriculture.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Proposals should be on brownfield sites not greenfield.</li> <li>• Additional traffic near Sir Christopher Rawlins School will impact pupils' health.</li> <li>• Additional housing will impact on the visual amenity to the detriment of the village.</li> <li>• Further development would damage the village community and history.</li> <li>• The proposals take no account of the Adderbury Neighbourhood Plan. All the proposed sites fall outside the Residential Settlement Boundary as set out in the Neighbourhood Plan.</li> <li>• Settlement gaps should be maintained.</li> <li>• Any new housing would not be within walking distance of the centre of the village.</li> <li>• The character of Adderbury would be lost if development continues.</li> <li>• There has been no increase in employment prospects or village amenities.</li> <li>• Expect landscape protection, particularly views of St Marys Church and the conservation area status will be considered.</li> <li>• Some areas designated for housing could be used for local renewable energy.</li> <li>• Substantial additional development will further diminish the dark skies.</li> <li>• Any future housebuilding to be eco-housing with no gas boilers, thermal heat pumps/air source heating, solar panels, extremely efficient windows and doors.</li> <li>• Adderbury does not have a public transport network.</li> <li>• There is lack of suitable housing for the elderly.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Concerned about the effects that water run-off from substantial developments might have on the existing floodplain; Adderbury is known to flood.</li> <li>• The presence of fossils in the fields are great, active educational opportunities.</li> <li>• Rural Areas including Adderbury have provided on a disproportionate basis the bulk of new housing in Cherwell.</li> <li>• Several sites proposed include popular rural public footpaths.</li> <li>• Other villages in Cherwell can accommodate development.</li> <li>• No overall strategy for development of the village beyond trying to control housing.</li> <li>• Will increase car usage as footpaths and cycleways are not being developed.</li> <li>• Development of this scale will cause huge carbon emissions and will deplete forests for timber.</li> <li>• There is no more capacity for more housing on the south of Banbury.</li> <li>• Residents already complain of noise and light pollution growing in Bloxham, Milton and Adderbury</li> <li>• Urban signage and lighting should not be sited in or around villages and the countryside but should be restricted to towns.</li> <li>• Commercial and economic growth should be limited to specified urban areas.</li> <li>• Improvement of the environment should be a factor wherever previously developed land or greenfield are considered for development.</li> <li>• Oxford Road is very busy with no cycle route and this is acting as a barrier to cyclists from the south of Banbury.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Communication about proposals have been very sparse.</li> <li>• Proposed development in the field to the east of the pub will not only extend ribbon development but block views. Previous development in Adderbury has made every effort to avoid ribbon development along the main roads and into the village.</li> </ul>
<b>Banbury</b>	8	<p>What the public said:</p> <ul style="list-style-type: none"> <li>• Ongoing regeneration of Banbury town centre is welcomed but with the inevitable consequence that the retail heart of the town will be shifting towards the new Castle Quay development. As the patterns of use and occupation of our town centres change CDC should encourage an increase in housing in towns to ensure they remain vibrant and reduce the reliance on transport.</li> <li>• It is currently almost impossible at certain times of day to cross Banbury from the southern half to reach junction 11 M40. Until junction 10A is constructed to allow the southern half of Banbury to feed south eastwards onto the M40, no more planning consents for houses around Banbury should be given.</li> <li>• Consider building a bridge over the ring road to re-connect Banbury town centre with the station and make the approach to the station more pedestrian-friendly.</li> <li>• Little evidence that affordable housing needs have been addressed. There is frustration that physical and social (roads, schools, medical and dentistry surgeries, library facilities etc) infrastructure has not kept pace with the demands arising from increase in population. The Review must address this. Development on land around the perimeter of the current developed areas must be resisted.</li> <li>• Brownfield sites should be targeted for housing.</li> <li>• Ribbon development must not be allowed.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Public transport is minimal and unlikely to improve. The Review should concentrate on the social and economic health of Banbury as infrastructure has declined.</li> <li>• Opportunities for 'higher-end' employment provided in the first stage of the Plan has been squandered in favour of quick gains.</li> </ul> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The need to commission work on Banbury's future employment needs must be balanced by an understanding of the implications of further employment growth at Banbury with commensurate residential growth to support planned economic growth.</li> <li>• Appendix 1 shows the locations of all sites submitted for Banbury; however the map is based on parish boundaries and does not identify those sites submitted as potential urban extension opportunities. In the interests of consistency and transparency, it is suggested the maps are updated to be settlement maps, as opposed to Parish maps. Appendix 1 should be updated to include the call for sites submissions which are at the edge of the settlements in question.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach notes that the relevance and effectiveness of bus services within the town is crippled by congestion, and contorted bus routing in and around the town centre. Without urgent action, the medium to longer-term viability of most of the town's bus service is doubtful. The interventions needed are relatively small scale and focused and, on their implementation, a much more efficient, frequent, reliable, and comprehensive bus offer is achievable. This has implications for potential directions of growth. It is illogical and unsustainable to seek to increase the mode share of cars to the town centre. The extent of the built-up area has</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>reached a size where cycling is reaching limits, and topography is challenging. The size and nature of the town lends itself very well to developing the local bus offer. Congestion arising from the interaction of north-south flows with east-west across the town centre reflects a huge challenge, but, equally a major opportunity, as the town centre offers potential to act as a better public transport hub if central area congestion can be tackled to give buses direct passage across the town centre. The following interventions could achieve this while offering no detriment to motor traffic:</p> <ul style="list-style-type: none"> <li>○ A short section of northbound bus priority on Cherwell Street between George Street and Bridge Street;</li> <li>○ Substantial rationalisation of turning movements at Bridge Street/Cherwell Street junction, removing almost all right hand turns, and re-purposing carriageway space to prioritise straight ahead movements; and</li> <li>○ Creating a westbound bus-only link using a very short section of High Street East and Broad Street.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>● Bishop Loveday School note that Banbury, does not have enough schools, doctor surgeries, dentists, or leisure facilities to accommodate the people currently living here. Invest in more facilities before building more homes.</li> </ul>
<b>Begbroke</b>	2	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>● The Parish Profile should reflect the outcome of the Partial Review which would demonstrate more clearly the loss of identity between Begbroke, Yarnton and Kidlington.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The land between the villages provides separation to allow the villages to maintain their individual identity and character.</li> <li>• The Parish Profile is misleading.</li> <li>• The flat agricultural landscape between the villages has already been eroded by industrial and commercial developments.</li> <li>• Concerns raised regarding the lack of green spaces which have been allocated.</li> </ul>
Bicester	4	<p>Four responses were received in response to this settlement.</p> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Chesterton Parish Council note that the map on p. 78 fails to show Vendee Drive which is an important route from A4045 to the A412/A34.</li> </ul> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Appendix 1 shows the locations of all sites submitted for Bicester, however the map is based on parish boundaries and does not identify those sites submitted as potential urban extension opportunities. In the interests of consistency and transparency, these maps should be updated to be settlement maps, as opposed to Parish maps. Map in Appendix 1 should be updated to include the call for sites submissions which are at the edge of the settlements in question. As currently shown the map of sites is not fully representative of the land submitted as available at the town, which would support the expansion of Bicester, and could prejudice the assessment and delivery of sustainable options.</li> <li>• The emerging Local Plan might consider amending the current Policy Bicester 10 criteria to reflect: a wider set of uses than Use Class B1; the potential for more scale</li> </ul>



Parish	No. of comments (approx.)	Comments
		<p>and height; and other ways of reflecting the gateway nature of this site, including a specific 'gateway' notation on the Proposals Map.</p> <ul style="list-style-type: none"> <li>• Bicester Town Master Plan and other initiatives have given investors' confidence in the town, meaning its growth trajectory could accelerate over the new Local Plan period. There are likely to be continuing opportunities for innovative planning in Bicester which must include support for the town centre.</li> <li>• The spatial strategy for Bicester could include a refreshed Town Master Plan and an overarching general policy seeking to support investment, positive planning and innovation in the town. An overarching, positive policy would help settle the balance of a range of policies broadly in favour of any particular, innovative proposal, leading to faster and more certain decisions on planning applications.</li> </ul>
<b>Bloxham</b>	19	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Questions raised regarding the need for a bypass or improvements to the A361 in Bloxham. Milton Road needs improvements.</li> <li>• Bloxham has contributed enough new-build housing over the past decade and infrastructure improvements have not been matched.</li> <li>• Any further development would lead to destruction of the Green Belt.</li> <li>• Building on these green spaces will remove important wildlife habitats and damage the rural environment irrevocably. Improvement of the environment should be a major factor.</li> <li>• Permanent loss of agricultural land.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The village is congested and the increase in traffic congestion and pollution will have a negative impact on the village.</li> <li>• The increase in village population would put the village services under pressure.</li> <li>• There are two district wildlife sites located in the village which should be protected.</li> <li>• Bloxham has a Conservation Area with buildings which have considerable heritage sensitivity which will be negatively threatened by developments.</li> <li>• The increased risk of flooding would be escalated by developments.</li> <li>• Development would further extend the village to link to Banbury and its surrounding villages.</li> <li>• Loss of character and sense of village.</li> <li>• The increase in housing on ends of "Milton Road" would increase traffic speeding along Milton Road and increasing safety risks to the public.</li> <li>• Some of the land earmarked for development could be used to benefit villagers as village allotments or for tree planting.</li> <li>• The roads to the north and east of Banbury are better capable of handling the increased traffic from Banbury's growth than the south and west.</li> <li>• Development in the rural areas should be restricted to local needs only.</li> <li>• Neighbourhood Plans should control the growth of rural and village development.</li> <li>• Urban signage and lighting should not be sited in or around villages and the countryside.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The overall landscape and character of the area should be protected and certain special individual features in the landscapes protected.</li> <li>• Settlements should be prevented from coalescence and local design features strongly enforced.</li> <li>• Economic growth should be limited to specified urban areas.</li> <li>• Object to potential land developments over and above those over the last decade that are already having a negative impact on the village. This would include immediate surrounding developments - Milcombe, Milton etc as these residents will depend on Bloxham providing services and travel routes - which it can no longer sustain. These have been put forward as issues year after year for the last decade - the Council needs to push back and no longer accept so many planning applications.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council wishes the villages to retain their individual rural identities. Bloxham has seen a huge increase in the size of the village over the past decade.</li> <li>• Bloxham Parish Council provide the following comments: <ul style="list-style-type: none"> <li>○ suggest that it would have been better to circulate maps with aspects of the key policies maps from the existing local plan showing all currently approved sites to assess the cumulative impact of new developments.</li> <li>○ No comments on employment in the profile.</li> <li>○ It would have been helpful to show the current number of households in Bloxham. Welcomed comment relating to Ell's lane/Bloxham Grove and the Sor Brook Valley which should be extended specifically to other key green corridors/'Valued Landscapes'.</li> </ul> </li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>○ Page 4/5 - Odd not to mention Bloxham School on this list. El's Lane Nursery should be included as a facility/ employer.</li> <li>○ Bloxham has no allotments, and any new development should be required to help facilitate this.</li> <li>○ Page 6 - Wording of first bullet point of constraints needs checking, including river naming. Is it Sor Brook on both tributaries? Wording of opportunities section needs checking.</li> <li>○ If all sites were accepted, they would double Bloxham's population, but any response would need to be based on a careful assessment on each site on its merits and risks.</li> <li>○ Consider underlying principles and criteria for a good assessment.</li> <li>○ The proposals for up to 2300 further houses on sites between Bloxham and other centres would add significant strain. Will resist developments within the parish boundary or nearby which: narrows the gap between Bloxham and other communities; impacts negatively on Bloxham's current spatial 'feel' as set out in the Neighbourhood Development Plan; expands the accepted built-up boundary of Bloxham; will have a detrimental impact on infrastructure especially schools, shopping facilities and transport routes; is larger than developments since 2015 (95 houses); on a greenfield site; and, seeks development in key 'Valued Landscapes.</li> <li>○ Recommend discussions on the issue of coalescence with the relevant local councils to develop a co-ordinated approach.</li> </ul> <p>What the development industry said:</p>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Notes the merits of Bloxham as a sustainable location for growth given its range of services and facilities, connectivity to surrounding urban areas, lack of planning constraints, and its role as the district’s second largest village.</li> </ul>
<b>Bodicote</b>	8	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Development would have an unacceptable impact on the busy local community.</li> <li>• Well used walking and cycling routes/tracks will be negatively impacted by the proposed developments.</li> <li>• Concerns regarding the access to the proposed sites in Bodicote.</li> <li>• No more housing. None of these houses are for local people.</li> <li>• Counterproductive to destroy an area of countryside, wildlife and amenity when the Canalside development has not been started. This should be completed before other more damaging construction is considered. The Canalside development has many advantages: already built on; in need of regeneration; would not destroy wildlife or countryside; reduce the use of cars due to its proximity to the town centre; within walking distance of public transport; and benefit town centre businesses</li> <li>• The village is already under threat from the numerous estates and developments that have seen the identity of the village eroded considerably.</li> <li>• The village has become a ‘rat-run’ for traffic passing from the A422 to the A423 and vice versa.</li> <li>• The existing infrastructure cannot cope with the burden of all the developments.</li> <li>• The village is becoming absorbed as a suburb of Banbury.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council note that the usefulness of the profile is limited due to 2011 Census data used. Dispute the assertion under 'Housing completions and commitments' that between 2015 and 2021, 153 houses have been completed in the parish. Many hundreds of houses have been built on land that formerly belonged to the parish at the time of construction. Corrections needed to the Landscape and Visual Impact Assessment: the parish extends to the east, including the rugby club and fitness centre. It understates the amount of housing development around the parish. It is vital that the western and southern aspects of the village are preserved.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Bishop Loveday School request that all expansion of Bodicote is stopped.</li> </ul>
<b>Caversfield</b>	1	<p>One response was received in response to this settlement.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Three of the sites would edge towards making Caversfield continuous with Bicester and the fourth would represent a doubling in the size of the village.</li> <li>• These sites would be a radical change from the trend of recent years as Caversfield is a category C village.</li> </ul>
<b>Charlton on Otmoor</b>	1	<p>One response was received in response to this settlement.</p> <p>What members of the public said:</p>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The Baptist Church (listed as second place of worship) closed a few years ago and has been converted to housing.</li> <li>• It's thought a modest expansion of housing in the area would be an asset to the village, but drainage might be a challenge on the site mentioned. Local pumped sewerage system to the Sewage Works is reported by locals at the ends of the systems to be not coping very well and any new housing would bring more burden to it.</li> <li>• The profile does not mention the H5 Stagecoach bus service which runs along the "main" road 7 minutes' walk from the village but does not stop. It would make sense to have at least a request bus stop near to the village. The Charlton Services 94 bus runs an incredibly limited service.</li> </ul>
<b>Cropredy</b>	4	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Traffic and parking are an existing issue.</li> <li>• More housing would have a detrimental impact on the nearest town of Banbury; access into the town is a major problem.</li> <li>• Doctors and schools in Cropredy are at capacity.</li> <li>• Empty and derelict shops should be used in town centres to improve the area.</li> <li>• Development for large scale housing would result in greenhouse gasses.</li> <li>• Land would be better used as a reservoir, create leisure facilities to generate business or plant woodland.</li> <li>• No consideration given to existing residents.</li> <li>• Cropredy is in the process of being spoilt by overdevelopment like Banbury.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• All the land offered for development in Cropredy has suggested development densities far above required.</li> <li>• The proposed development of Cropredy is disproportionate to the current size of the village.</li> <li>• Burden of increased housing bared by all, but it needs to be no more than 10% of a villages current size and all villages need to take their share.</li> <li>• Housing needs to be mixed with at least 50% social/starter homes with limits on what can be bought for renting out.</li> </ul>
<b>Deddington</b>	15	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Any development in Deddington would cause further traffic.</li> <li>• Concerns that Deddington does not meet the minimum air quality and noise pollution targets.</li> <li>• The Deddington neighbourhood team should be consulted prior to any decisions.</li> <li>• Deddington does not have the infrastructure to support further development without investment in transport links. Deddington is a rural village without good public transport links.</li> <li>• Smaller scale developments around 5-10 acres would be more manageable.</li> <li>• Questions raised regarding how the local housing need has been established. Request evidence to show how this is determined and how the need for 13 potential development sites around Deddington has been established.</li> <li>• Concern raised over the number of new houses that need retrofitting as soon as they are built.</li> </ul>



Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Some sites are adjacent to protected Conservation Areas and Listed Buildings.</li> <li>• The current proposals intend to increase the population of the county by 43%.</li> <li>• The knock-on effect will place pressure on local services and contribute to congestion and pollution.</li> <li>• Must preserve farmland to continue to grow enough food.</li> <li>• Parking within the village and around market square is already under strain.</li> <li>• Large scale development will irreparably change the very nature of this village.</li> <li>• The developments will result in increased congestion at the Deddington Traffic Lights and the limited capacity of the school and Health Centre.</li> <li>• Footpaths and roads are narrow and inadequate, and unsuited to accommodate a modern influx of development.</li> <li>• Page 4 of the Parish Profile lists several hospitality businesses that no longer exist.</li> <li>• Consideration should be given to much smaller plots spread geographically in other quadrants of the village.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Deddington Parish Council would like to establish very clearly that Deddington should not be classified as a growth zone. The historic nature of the medieval village, the Scheduled Ancient Monument, the Conservation Area, the number of listed buildings, the surrounding landscape, all combine to make the parish better suited as a “protected area”.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Deddington is approximately 6 miles from Banbury and is well connected to Banbury as the village contains several bus stops providing regular service. The parish profile outlines that the area contains several key services such as a shop, pharmacy and a primary school. Deddington is a well functioned settlement that could fully support rural development. In line with Paragraph 79 of the NPPF, the growth of Deddington would help support the vitality of other settlements.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Deddington Development Watch suggest that the list, and map, of sites submitted are defective. Four of the five sites submitted by M&amp;G have been omitted.</li> <li>• The list needs updating as follows: Otters in Market Place is closed. May Fu 2 in New Street has closed. The Crown and Tuns in New Street is closed, the "Pie Pub" having relocated to premises in Milton.</li> <li>• According to a report on flooding and pollution in Oxfordshire by CPRE, 1 in 5 Oxfordshire towns and parishes face flooding and pollution issues. The findings in relation to Deddington are as follows: serious and frequent flooding issues and serious sewerage infrastructure issues.</li> </ul>
<b>Hempton (in Deddington Parish)</b>	4	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Hempton does not have any public transport.</li> <li>• No facilities in Hempton so car usage is high.</li> <li>• New building would create more commuters, pollution, and traffic congestion.</li> <li>• The proposed plans will obstruct countryside views.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Existing infrastructure in the village cannot cope. The village has no mains gas; poor water pressure; electricity provisions are not sufficient/reliable and there is a need for further sewage plant provision.</li> <li>• There are protected species and their environment should be given consideration.</li> <li>• No affordable houses available.</li> <li>• The pinch points in Hempton and Barford make expansion of traffic exceptionally problematic with no clear solution.</li> <li>• The village is not big enough to support such development.</li> <li>• Access onto B4031 on the west of the village would be highly dangerous and cause further traffic issues.</li> <li>• The primary school and GP surgery in Deddington are already oversubscribed, and local hospital provision is not sufficient. The Horton at Banbury is lacking funding and not able to provide several of the necessary wards.</li> </ul>
<b>Drayton</b>	5	<p>Five responses were received in response to this settlement.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection to development north of Banbury which severely affects Drayton and Hanwell.</li> <li>• The character and setting of both villages are threatened by the expansion of Banbury to the north.</li> <li>• Effective policies are needed to protect the strategic gaps and open land between Banbury and these villages and prevent further coalescence.</li> </ul> <p>What the Ward Councillor's said:</p>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Councillor Chapman recognises that a clear separation should be maintained between the village of Drayton and Banbury.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Drayton Parish Council note that the population figure is inaccurate as it is claimed no development has taken place. The old village has less than 100 dwellings and a population of just over 200. The map should show the Conservation Area boundary as this clearly shows the areas that need to be protected from development. It is expected that the gap between Banbury and the village will be protected. There is now a strong boundary between new developments adjacent to Bretch Hill and to the west of Warwick Road.</li> </ul>
<b>Hanwell</b>	70	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The character and setting are threatened by the expansion of Banbury to the north, including unacceptable impact upon the Conservation Area.</li> <li>• Policies are needed to protect the strategic gaps and open land between Banbury and villages to the north and prevent further coalescence.</li> <li>• Environmental impact on using the fields north of Banbury.</li> <li>• Development around the village will put pressure on already weak infrastructure.</li> <li>• The village has already seen a big increase in traffic both in cars and walkers. The road through Hanwell is used as a through road so the village will not cope with the increase in traffic.</li> <li>• Hanwell has little remaining scope for infill housing.</li> <li>• Light pollution from additional housing will negatively impact the observatory which contains large</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>astronomical telescopes. Light pollution is also a problem for wildlife.</p> <ul style="list-style-type: none"> <li>• Large developments will mean Hanwell will no longer be a rural village.</li> <li>• St. Peter’s Parish Church which lies in the Conservation Area may be viewed from open countryside south of the Village. These views have been preserved for centuries but there is no reference, or policy, for this to continue.</li> <li>• It was said that the boundary of Banbury was not to extend beyond Dukes Meadow Drive, but this has been ignored.</li> <li>• Understands the need for more housing, but expansion of housing is not being adequately supported with investment in local infrastructure and services.</li> <li>• The progression of the developments risk losing the community that has been created and have the potential to destroy the village.</li> <li>• The new homes would disrupt the countryside which is enjoyed.</li> <li>• The setting of the Grade 1 Church and Grade 2* Castle would be compromised.</li> <li>• Litter and constant streams of people walking from the housing estates around the village. Not to mention the significant increase in fly tipping.</li> <li>• There is an abundance of brownfield sites that can be developed.</li> <li>• Hanwell has no infrastructure or services to accommodate proposed development, including no regular bus service and schools/GP surgeries are at capacity.</li> <li>• The wood to the south of Hanwell is the site of century old fishing ponds now dry and planted with mature trees. This is full of a variety of flora and fauna that would be decimated with a larger local population.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The village is surrounded by productive farmland and valuable wildlife habitats which should be retained and enhanced.</li> <li>• Focus should be shifted to meeting existing healthcare service needs.</li> <li>• More trees should be planted not cut down.</li> <li>• Flooding will increase with lack of drainage.</li> <li>• Existing new development has resulted more of a draw on resources and utilities in terms of water, electricity and telephone.</li> <li>• Green spaces will no longer exist if the council continues on in this way.</li> <li>• Development would result in decreased air quality.</li> <li>• There are multiple other locations which should be reviewed as options which don't have the same level of impact on society and wildlife.</li> <li>• If you have to find new land for development why not look to the east of the town near Junction 11 where there are no villages nearby. There is plenty of land near recent commercial developments that could be developed for housing.</li> </ul> <p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Chapman notes that a clear separation should be maintained between the villages to the north and Banbury.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Hanwell Parish Council are strongly opposed to the encroachment of Banbury urban area on the landscape setting of the village with development north of Dukes Meadow Drive. Developments north of this area threaten the rural setting and character of the village.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>Reasons to resist further housing sites: to protect fragile and important strategic gap to prevent coalescence; impacts on climate change; high landscape value and natural capital; historic importance and sustainability; traffic and further demand on existing infrastructure.</p>
<p><b>Islip</b></p>	<p>20</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Church commissioners bid for developing all land around the village is inappropriate.</li> <li>• Development would destroy the character of the village.</li> <li>• There must be much better communication with villagers.</li> <li>• The last Village Plan supported small-scale growth for local requirements.</li> <li>• Need for another 50 houses but transport, sewage and roads must be planned.</li> <li>• The proposed sites around Islip would create a town rather than a small village.</li> <li>• It is unnecessary development in the green belt outside of the settlement boundaries.</li> <li>• The scheme has been driven by landowners and it is purely driven by money.</li> <li>• The proposals would take out of production of agricultural land.</li> <li>• Share development across the district where there are amenities.</li> <li>• The Islip sites must be limited to those with good access to the A34 and to Oxford Parkway. Transport infrastructure must be built to support development.</li> <li>• Anything likely to generate more motor traffic through the village must be ruled out.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Support the development of the village but not in an uncontrolled manner; the proposals should be significantly reduced in scope.</li> <li>• There are currently 298 houses in the village and 3000 more are proposed. This is disproportionate. The village should have a small amount of development, but this should not exceed another 200 houses. There is a former oil facility site north of the station which is ideal for this.</li> <li>• The proposal of another road around the village is concerning as this will create two busy roads running through Islip rather than reducing traffic.</li> <li>• Development should be only on brownfield sites with the focus of growth being in existing urban areas with affordable high-density housing being developed in these localities rather than ruining local village communities.</li> <li>• The fields surrounding Islip offer precious habitat for a variety of wildlife. The development would also disturb migratory species on the Otmoor reserve.</li> <li>• It appears that there has been limited assessment of potential development sites, and consideration is required to assess the impact of development of this scale.</li> <li>• East-West rail trains are not planned to stop at Islip and there is no safe cycle route between Islip and Oxford.</li> <li>• Concerns on proposal to develop land between Oxford and Bicester; this is not the correct strategy for Oxfordshire.</li> <li>• Vast new housing developments would generate significantly more water runoff and put more pressure on water supplies and sewage treatment.</li> </ul> <p>What Town and Parish Council's said:</p>



Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Islip Parish Council note that potentially adding 3,000 new houses would destroy the rural nature of Islip and put pressure on the existing facilities, natural environment and roads. The Church Commissioners show no respect for the village community, environment and character of the village, pursuing profitable development at all costs. There are other sites to be developed outside the Green Belt.</li> </ul>
<b>Kidlington</b>	13	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Maintain and protect existing village centre, possibly expanding to Exeter Close area but not using the green space behind it.</li> <li>• Kidlington would benefit from a wider range of shops.</li> <li>• An electric bus could serve the centre, include the Sainsbury's and connect to areas like Begbroke/Yarnton.</li> <li>• Disappointed at the proposals to develop on more green belt land.</li> <li>• The voices of the local residents are not being heard.</li> <li>• The council should be pushing for the redevelopment of brownfield sites.</li> <li>• The proposals will destroy Kidlington as a village and the green setting. Council should consider a green network around Kidlington to protect the countryside.</li> <li>• Proposed development threatens the village's most valuable amenity and identity.</li> <li>• Support the preservation of the community woods but concerns that public use could drive wildlife away.</li> <li>• Where feasible, routes for cyclists, through or round fields could be created. Support for the canal towpaths being developed to promote cycling. No safe cycle route to Gosford School, or from Kidlington to Woodstock/Marlborough School.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Suggestion that the land between the Moors and the Cherwell be put forward as a Local Green Space due to its richness of wildlife and recreational value. Land behind the Moors is used for walking. Lots of wildlife. Keep nature and green belt; area in the North East.</li> <li>• Support representations made by Kidlington Development Watch.</li> <li>• Objects to extent and assumptions made in the local plan; the housing need appears to be exaggerated.</li> <li>• The fields behind Webbs Way have skylark nests and must be protected. There was widespread flooding of the fields from the Cherwell towards Kidlington.</li> <li>• The location of a Travellers site on the Moors is unsuitable.</li> <li>• Enough Green Belt land has already been sacrificed in the Oxford-Kidlington gap and in the Begbroke-Yarnton-Kidlington triangle. Further Green Belt development will not only contravene a planning principle but will increase the volume of traffic and place a heavy strain on local facilities. Any figures for future growth in the OGNA should be vigorously challenged.</li> </ul> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• It is remarkable that this parish received only c100 of the 4,400 houses allocated by the Partial Review. This may explain why the Partial Review did not link the proposed new University-led development to a strong place-making and regeneration agenda for Kidlington. There is scope for a further 700 or more homes in Kidlington.</li> <li>• Kidlington is a settlement that has strategic importance; ever since being referenced in the Regional Spatial Strategy. Kidlington has received very little new housing and much of the new growth released via the Partial Review is on the other side of the railway and canal to Kidlington, and other side of the A44, with much being 'University-related' housing.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Concern raised that the emerging plan is apparently not contemplating the sustainability of Kidlington as a strategic location for housing and employment.</li> <li>• Kidlington is an area which features across the spatial options within the Oxfordshire Plan. This would likely result in the need to release land from the Green Belt. If the evidence base proposes that Kidlington is a key sustainable location for development, then the site allocation and green belt assessments must account for this.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• Stagecoach suggest that it is not appropriate for this plan to re-open the matter of green belt boundaries at a strategic scale.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Kidlington Baptist Church note that development of land north east of the moors is inappropriate due to flood risk and the loss of wildlife habitat.</li> </ul>
<b>Milcombe</b>	7	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Object to further development in and around Milcombe.</li> <li>• Village does not have the infrastructure in place for this capacity of housing, the schools and doctor's surgeries are at capacity.</li> <li>• Milcombe is a small community that will lose its identity if development continues.</li> <li>• There has been a negative impact on the landscape with the 2nd phase of Oak Farm estate which is totally out of character and has been amended.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The mains water and sewerage pipes in the main road are struggling with existing amounts, drains are blocked.</li> <li>• Land proposed in the centre of the village is a much-valued greenfield site providing a Right of Way (RoW).</li> <li>• All proposed sites in the village are on greenfield agricultural land surrounding the village; if approved would result in further drainage problems and increased traffic.</li> <li>• Concerned and disappointed to see vast areas of potential housing in a village so small without any significant infrastructure.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Milcombe Parish Council provide the following commentary: <ul style="list-style-type: none"> <li>○ note that the level of development indicated would be out of proportion to the current size of Milcombe. If development continues, Milcombe will cease to be an independent village and become a dormitory of Bloxham/ Banbury. Small organic developments are to be welcomed with a mix of private and affordable that reflect the housing needs of local people.</li> <li>○ Pleases that the ridge and furrow has been identified as an area which should be protected from development.</li> <li>○ Any new large-scale development should include provision for a primary school, secondary school, doctors surgery, dental surgery and other infrastructure especially roads.</li> <li>○ Protection of bats and swifts should be considered.</li> <li>○ Flood zones taken into account.</li> </ul> </li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>○ Section 106 funds to mitigate the impact of developments in the village.</li> <li>○ Local authorities should adopt the roads, footpaths, street lighting and open spaces on new developments. Management companies are a good idea in theory, however in practice, it is a very complicated system for residents.</li> <li>○ Questions whether any of these developments impact on the footpath network around the village or impact on the views of the Church.</li> <li>○ New developments should have adequate green space, provide electric charging points at all new properties and energy efficient heating at all new properties, residential and business.</li> <li>○ Adequate off-road parking provided.</li> <li>○ Preserve the rural character of Milcombe.</li> <li>● Milcombe Parish Council specific comments on the Parish Profile: <ul style="list-style-type: none"> <li>○ Areas of land which have planning permission but have not yet been built and those included in the current Local Plan should show on a map. This would then allow a more accurate analysis of developments.</li> <li>○ Demographic information to show the current number of households.</li> <li>○ Questions whether the parish profile be updated accordingly with the recent census results.</li> <li>○ Location of flood zones 2 &amp; 3.</li> <li>○ Many small businesses in the village have not been included.</li> </ul> </li> </ul>

Parish	No. of comments (approx.)	Comments
Milton	12	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections to further development in Milton</li> <li>• New development needs to be in the right place and infrastructure upgraded accordingly.</li> <li>• Speed limits through the village need to be addressed.</li> <li>• There is no bus service or any public transport.</li> <li>• Milton is a rural conservation village that is being threatened by continuous encroachment from both Adderbury and Bloxham.</li> <li>• Any development should be very small scale (minor infill) respecting the conservation village and its environs.</li> <li>• The increase in housing on the Adderbury and Bloxham ends of "Milton Road" is vast.</li> <li>• The roads into Banbury are congested, with traffic jams on numerous occasions.</li> <li>• There is no more capacity for more housing on the south of Banbury.</li> <li>• There has been increased traffic and noise pollution.</li> <li>• Loss of local green space.</li> <li>• The growth in the last 10 years looks set to turn the village into a small town with few facilities.</li> <li>• Neighbourhood Plans should govern the growth of rural and village development.</li> <li>• The sites proposed do not meet any of the Council's stated objectives.</li> <li>• The proposed development of the old caravan park and adjoining field should be the subject of a separate consultation with Milton as it falls within the parish boundary.</li> <li>• Urban signage and lighting should not be sited in or around villages and countryside.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Overall landscape and character of the area should be protected and certain special individual features in the landscapes given special protection.</li> <li>• Individual settlements should be protected against coalescence and local design features should be more strongly enforced.</li> <li>• Commercial and economic growth should be limited to specified urban areas.</li> <li>• Improvement of the environment should be a major factor wherever previously developed land or Greenfields are considered for development.</li> <li>• New homes should ensure the rural character of the areas is maintained and doesn't result in hedgerow removal.</li> <li>• Once woodland and farmland are destroyed, it will never be available for agriculture.</li> <li>• There are no pathways for cyclists or horse riders.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Milton Parish Council - Rural areas of Cherwell have taken 2641 houses since 2011 whereas Banbury has taken 3612. Villages operate as a single community. Roads to the north and east of Banbury are better capable of handling the increased traffic from Banbury's growth than the south and west and believe any growth in Banbury should be to Banbury's east and north. Development in the rural areas should be restricted to local needs only. Neighbourhood Plans should control the growth of rural and village development and should not be overturned by the Planning Inspectorate. Any development in Milton Parish should be very small scale respecting the conservation village and its environs. The proposed development of the old caravan park and its adjoining field should be the subject of a separate consultation with Milton villagers as it falls within the</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>parish boundary but outside the village, in open countryside. Varied views on whether additional services and connections should be provided but all agree that: road traffic should not worsen; urban road painting, signage and lighting should not be sited in or around villages and the countryside; overall landscape and character of the area should be protected and certain special individual features in the landscapes given protection; tranquillity and reduction of light pollution should be a factor in decision-making; settlements should be prevented from coalescence; commercial and economic growth should be limited to specified urban areas; and, improvement of the environment should be the major factors.</p>
<b>North Newington</b>	9	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• North Newington is a category C village.</li> <li>• There are limited facilities and services.</li> <li>• No local transport links and any access to services requires car journeys.</li> <li>• Previous growth has been managed ensuring that the character and nature of the village is protected.</li> <li>• No safe cycle routes out of the village and no paved pedestrian route out of the village.</li> <li>• Significant expansion of housing in the village would require extensive work to ensure that the area stays safe and is accessible for any disabled residents.</li> <li>• There are limitations to the water and drains in the area. Water pressure for several houses is low. There is flooding during heavy rain.</li> <li>• The road in North Newington is narrow in many places and there are issues with street parking.</li> <li>• Development will increase the traffic using these areas.</li> </ul>



Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The maintenance of existing footpaths is important and retaining the value of the quiet nature of the village.</li> <li>• Adding more houses, would only remove soil and trees that helps to absorb the water.</li> <li>• Supports the promotion of the 20mph for villages campaign.</li> <li>• Creation of more homes in rural areas could lead to adverse impact on the wellbeing of residents; a holistic net gain in wellbeing for existing and new residents should be considered.</li> <li>• Development in the village with a large number of conservation sites would be detrimental to the fabric and history of the village.</li> <li>• There are a number of public rights of way from the village which are important to maintain.</li> <li>• Preference would be for greater development within the existing urban areas and on brownfield sites.</li> <li>• The parish profile attached to the Local Plan is out of date and inaccurate. Main Street would not cope with any increase in traffic.</li> <li>• The village is used as a shortcut to the recycling centre at Shenington, to the M40 Northbound from Gaydon as well as surrounding villages.</li> <li>• North Newington residents experience constant water pressure and sewerage problems. Any significant property development would exacerbate these current problems.</li> <li>• Possible development sites are not in keeping with the size and character of the existing community.</li> <li>• If all the proposed sites were used, North Newington would double in size and the character of the village would be lost.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Building in North Newington would go against these NPPF.</li> <li>• play area is very small and appropriate for only younger children.</li> <li>• The village school is over-subscribed and the roads surrounding the school are extremely busy at times. The Nursery is only safely accessible by car.</li> <li>• Broadband connectivity is often poor and mobile phone reception is terrible.</li> <li>• Much of the land next to the housing in North Newington is defined as being within the conservation area.</li> <li>• Animal and wildlife habitats would be destroyed.</li> <li>• Expansion of Shutford would exacerbate the traffic problems that already blight North Newington.</li> <li>• Shutford Road has traffic issues.</li> </ul>
<b>Shenington with Alkerton</b>	1	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The respondent objected to further development in Shenington.</li> </ul>
<b>Shutford</b>	11	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The village's roads are in poor condition and are unable to support construction traffic or traffic generated by new developments.</li> <li>• There is no opportunity to widen the road from the junction of West St. down to the George and Dragon to ease this pressure.</li> <li>• The existing sewerage, drainage and water infrastructure will not be able to cope with further population increase.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Being a Category C village, Shutford does not have the required facilities or infrastructure to support development. The Village has very few key services with no primary schools, no shops, no GP surgery or bus services.</li> <li>• Brownfield sites should be considered before developing outside the present village boundary.</li> <li>• Access from the proposed sites to the village amenities would be via a road with no suitable lighting or footpath.</li> <li>• The geology of whole village is situated on ironstone thus making improvements to facilities both complex and costly.</li> <li>• All development should prove environmental sustainability before progressing into the Cherwell Plan and thus supporting the zero carbon national objectives.</li> <li>• The location of the village is not conducive to development except for infill where appropriate.</li> </ul>
<b>Sibford Gower and Sibford Ferris</b>	42	<p>Sibford Ferris and Sibford Gower</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• All respondents opposed any further large-scale housing development in the villages.</li> <li>• The Local Plan should seek to conserve the character of the area.</li> <li>• New developments should be concentrated in sites in and around the towns where amenities, transport and infrastructure are already in place.</li> <li>• Sibford Gower and Sibford Ferris have been incorrectly categorised as Category A. Category B classification is more appropriate.</li> <li>• Development on greenfield land is unsustainable as it encourages car-dependency.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Sibford Gower and Sibford Ferris should not have been combined into one settlement as it has increased the housing target when there is not the appropriate services and infrastructure.</li> <li>• No further development should be permitted in rural areas.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Sibford Ferris Parish Council are seeking reclassification to separate Sibford Gower and Sibford Ferris. It is felt that the current Category A village categorisation is not appropriate to the scale of facilities and employment opportunities.</li> </ul> <p><b>Sibford Gower</b></p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The Category A classification is not appropriate for the village, particularly given its proximity to an Area of Outstanding Natural Beauty.</li> <li>• The village's existing services and infrastructure will not cope with an increase in population.</li> <li>• Sibford Gower and Sibford Ferris' facilities are not within convenient reach.</li> <li>• New housing developments are overly car dependent and are contrary to the Council's emphasis on sustainability.</li> <li>• Existing roads, cycleways and footpaths, water supply, sewerage and surface water drainage will not be able to cope with further population growth.</li> <li>• Existing public transport provision is poor, which may encourage car use.</li> <li>• Brownfield development should be prioritised.</li> <li>• Development will result in the destruction of mature trees, hedgerows, loss of agricultural land.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• There are very few commercial services/employment opportunities in the village. This will result in increased traffic levels in the village, particularly along Main Street/Acre Ditch.</li> <li>• Development may threaten Sibford Gower’s status as a Dark Sky Village.</li> <li>• Increased hard surfacing as a result of development will increase local flood risk.</li> </ul> <p>What Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Councillor Hugh Pidgeon appreciates the acknowledgement of the controversy that has arisen from the grouping of Sibford Gower and Sibford Ferris together.</li> </ul> <p><b>Sibford Ferris</b></p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• All respondents objected to the proposed sites in Sibford Ferris being included.</li> <li>• Public transport provision is low quality; the existing bus service doesn’t have convenient times to allow people to travel into Banbury for work, the connections to Stratford up Avon are poor and there are no direct bus services to Chipping Norton or Oxford.</li> <li>• Roads and pavements are poor quality, deterring residents from walking or cycling.</li> <li>• The village has few employment opportunities which will result in increased commuter traffic.</li> <li>• Plans include no provision for additional infrastructure in the village to cope with population increase.</li> <li>• The proposed Sibford sites are the least suitable locations in the district in terms of landscape value, agricultural value, lack of infrastructure, distance from main roads and places of employment.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• The Parish Profile for Sibford Ferris states that Sibford Ferris and Sibford Gower should not be considered as one category A village. They are considered separate parishes entirely and even together do not come close to true category A villages.</li> <li>• The Parish Profile recommends increasing bus services in remote rural areas, to reduce the levels of unnecessary car journey and to reduce congestion.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Sibford Ferris Parish Council notes that bus services were further reduced in Oct 2021. Existing service is not convenient, and routes are limited. The road conditions are bad and so narrow that pavements cannot be provided. There is limited street lighting. Due to a lack of local facilities and services, the car is often the only option. Due to steep hills and roads full of potholes cycling is challenging. Roads are dangerous due to parked cars and lack of pavements.</li> </ul>
<b>The Bourtons (Little and Great Bourton)</b>	7	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Great Bourton sites are unsuitable as they are out of the village boundary.</li> <li>• Merging the village into Banbury will take away the very nature of village life.</li> <li>• Neither village has a shop.</li> <li>• Parking is mostly on street and the narrow lanes are used by the farming community.</li> <li>• Internet connection is very slow.</li> <li>• May soon be getting a small bus service but preferred travel to Banbury would be by car.</li> <li>• Plans will erode the countryside.</li> <li>• No infrastructure in the village.</li> </ul>

Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• Development would adversely affect the character.</li> <li>• Developments would have an unjustified and detrimental effect on wildlife.</li> <li>• The fields to the north of Chapel Lane, often have standing water. The rain water gullies often overflow.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• The Bourtons Parish Council have recognised and approved, where and when housing development is appropriate and necessary to sustain the few amenities.</li> <li>• The Bourtons have approved modest developments which is believed to add to the two communities in a positive way and did not breach village boundaries. In 2018 a development of 33 houses in Garners Field was approved, which was increased to 43 houses by the planning officer.</li> <li>• South View field has been identified for 80 houses and it was understood that the agreement to the Garners Field site would eliminate the South View field. Currently there are 7 houses under construction with permission for 3 more in Great Bourton.</li> <li>• The village has no shop, no school, no doctor's surgery, and no employers. It was surprising to see that Land Parcel 2783 has been included since if this site was developed it would risk the coalescence of the villages of Bourton and Cropredy, contrary to Cherwell's planning policy. The CDC is urged to perpetuate the categorisation of villages which has prevailed hitherto and prevent development outside the existing village boundaries. These small villages have adorned the landscape and are intrinsic to the area's character. To expand them by building several hundred more houses, would be to defile and denature the villages.</li> <li>• A Vision Statement is intended to be constructed for the Bourtons Parish which is anticipated to contain some</li> </ul>

Parish	No. of comments (approx.)	Comments
		<p>features that would normally see in a Neighbourhood Plan.</p> <ul style="list-style-type: none"> <li>• The Parish Council look forward to receiving the housing targets delegated to Cherwell for the county as a whole and a deadline for submitting their comments before the next stage of decision making.</li> </ul>
<b>Wardington</b>	12	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• All respondents expressed concern over the developments proposed.</li> <li>• The scale of development is out of proportion with the village.</li> <li>• Most respondents consider that the development will detrimentally impact the character of the village, particularly with it being in a Conservation Area.</li> <li>• The existing village services (schools, shops, public transport) are limited and are unable to cope with any further population growth.</li> <li>• The sewerage system is already under significant pressure and will not cope with further population increase.</li> <li>• The proposed developments will result in substantial increases in traffic in the village and on the A361. The A361 is already congested and will likely worsen with HS2. There is also concern that this will increase the likelihood of road accidents.</li> <li>• The village's existing roads are of poor quality and will not be able to support an increase of traffic. There is also an existing shortage of parking spaces in the village.</li> <li>• The development will exacerbate access issues, as there is no scope to increase road sizes through the village.</li> </ul>



Parish	No. of comments (approx.)	Comments
		<ul style="list-style-type: none"> <li>• New development should be constructed with sustainable building processes such as the use of solar panels.</li> <li>• Brownfield land should be prioritised for development.</li> <li>• The proposed developments will harm local wildlife habitats.</li> </ul>

#### 4.7 Comments on Site Submission

A Parish Profile was published for consultation with the Community Involvement Paper 2. This document identified all the sites that had been submitted to the Council during the first 'Call for Sites' in 2020. They were published to aid transparency and provide opportunities for site specific representations which could then inform the site selection process. The following table details the sites and the comments received. No officer response is provided here as each site has been assessed and comments incorporated into the site selection process which is documented in detail elsewhere.

Site	Comments
<b>Adderbury</b>	
LPR-A-002	<ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Proposal will disproportionately increase the local population.</li> </ul>

<p>Land to the rear of Gracewell of Adderbury, Gardner Way</p>	<ul style="list-style-type: none"> <li>• Insufficient infrastructure and amenities to cope with more development.</li> <li>• Cumulative impacts of other proposed sites would result in urbanisation.</li> <li>• Increase in traffic and air pollution; causing unacceptable impacts.</li> <li>• Loss of green space.</li> <li>• Result in destruction of the natural environment/wildlife.</li> <li>• Contravenes Adderbury Neighbourhood Plan policies.</li> <li>• Will encourage car usage.</li> <li>• Destroy rural entrance to the village.</li> <li>• Adderbury has been substantially developed since 2011 with a 21% increase when considering the approved, unbuilt proposals.</li> <li>• Unacceptably reduces the gap between neighbouring villages/towns.</li> <li>• Developments should achieve Biodiversity Net Gain.</li> <li>• The small scale of building coupled with the less sensitive location makes this one of the more acceptable sites.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Adderbury Parish Council notes that the site has outline consent for a care home extension and is within the settlement boundary of the Neighbourhood Plan. Suitable as a Rural Exception Site with potential for limited housing if suitably designed.</li> </ul>
<p>LPR-A-041</p> <p>Land to the rear of Henge Close and St Mary's Farmhouse, Hornhill Road</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Site falls outside the residential settlement boundary as set out in the Adderbury Neighbourhood Plan, contravening Policy AD1.</li> </ul>

	<ul style="list-style-type: none"> <li>• 198 completions between 2015-2021, with 40 more in outline has resulted in a fundamental change of character, particularly West Adderbury. Adderbury has been subject of substantial change since 2011 with a 21% increase in population.</li> <li>• Increase traffic on already busy/dangerous roads.</li> <li>• Increase air pollution.</li> <li>• More development will further burden already struggling infrastructure and amenities; infrastructure is already at capacity.</li> <li>• Site would be disproportionately large and exceeds what is acceptable in a village.</li> <li>• Site is unsustainable; all residents would need to use cars to access schools and healthcare facilities.</li> <li>• Development would directly abut the Conservation Area and would be detrimental to the setting of Listed buildings on Horn Road.</li> <li>• Detrimental impact on the open nature of Henge Close estate and the green space and play areas to the east.</li> <li>• Would disrupt existing green corridors and habitats; resulting in loss of biodiversity.</li> <li>• Increase run-off and flood risk at Sor Brook properties.</li> <li>• Inconceivable that Cherwell does not have a 5 year housing supply.</li> <li>• Development of green spaces is motivated by financial interests of a few and provides no benefits to local residents.</li> <li>• Development should focus on brownfield sites and give greater weighting to the biodiversity and climate crisis.</li> <li>• Would destroy the entrance to the village.</li> <li>• Development within the existing village boundary would be preferable.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Adderbury Parish Council object as the site falls outside the settlement boundary.</li> </ul>
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	<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• West Adderbury Residents Association &amp; Adderbury Residents Association strongly object. The site falls outside the residential settlement boundary as set out in the Neighbourhood Plan and contravenes Policy AD1. 198 completions between 2015-2021, with 40 more in outline has resulted in a fundamental change of character. Increase traffic on already busy/dangerous roads. Site is unsustainable; residents would need to use cars to access schools and healthcare facilities. Development would directly abut the Conservation Area and would be detrimental to the setting of Listed buildings on Horn Road. Would disrupt existing green corridors and habitats; resulting in biodiversity loss. Increase run-off and flood risk at Sor Brook.</li> </ul>
<p>LPR-A-077 Land at Croft Farm</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Potential legal agreement attached to the land which restricts development.</li> <li>• Adderbury has made a substantial contribution to the housing supply to date.</li> <li>• Proposals contradict the proposed Key Objectives (including KO1, KO5, KO8, KO9, KO13, KO16, KO23, KO28) and existing planning policies.</li> <li>• Will result in severe visual impact on rural character, particularly in the Conservation Area.</li> <li>• Poor public transport links on the outskirts of the village, resulting in more car usage.</li> <li>• Sufficient land has been allocated within the district to meet demand for the next 13 years; no further housing is required.</li> <li>• Adderbury is not a sustainable location for new development.</li> <li>• Local infrastructure is at or nearing capacity; further development would overload it.</li> <li>• Croft Lane is unsuitable for more traffic.</li> </ul>

	<ul style="list-style-type: none"> <li>• Further development would place an unnecessary strain on existing services.</li> <li>• Development would be contrary to NPPG paragraph 78 relating to rural housing.</li> <li>• Development of the site is contrary to policies ESD1, ESD10 and ESD11.</li> <li>• Further development would severely impact the character and beauty of Adderbury's natural heritage.</li> <li>• The site should remain free of substantial new build structures.</li> <li>• New development would appear incongruous and out of character with the historic character of the immediate locality.</li> <li>• Wild Oxfordshire have included this proposed development land within their North Cherwell Conservation Target Area and it should be protected. Development will erode the function and open character of the Conservation Target Area.</li> <li>• Increased traffic resulting from development will result in increased air pollution.</li> <li>• Development would be contrary to Adderbury Neighbourhood Plan policies AD1 and AD5.</li> <li>• Lack of affordability in new developments in the village.</li> <li>• Development on valuable green space and the erosion of resident's right to enjoy a quiet and safe residential environment would be a clear breach of Article 8 of the Human Rights Act.</li> <li>• Land would be better used for food production or local renewable energy systems.</li> <li>• Brownfield sites should be prioritised for development.</li> <li>• Development would have a negative impact on biodiversity, habitats and nature.</li> <li>• Recent developments have already negatively impacted the character of Adderbury.</li> <li>• Development would result in loss of well used footpath linkages and remove public access to walking routes; negatively impacting well-being and leisure interests.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Development is likely to increase flood risk, particularly around the Sor Brook.</li> <li>• Potential negative impacts arising from light pollution.</li> <li>• Development of the site would be out of proportion with the character of the village.</li> <li>• Adderbury is not a sustainable location for new growth.</li> <li>• The local infrastructure, particularly the through road, road junctions, access roads and roads adjoining the school are at or near capacity.</li> <li>• Any development would overlook both the houses and gardens of the surrounding area, leading to an invasion of privacy.</li> <li>• Cherwell has over 13 years of underutilised supply to meet future demand. Affordable housing is currently only sought on 'qualifying' sites - sites of 10 or more homes. The applicant would be non-compliance with this objective and the sites suitability as a sustainable location for development should be dismissed.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Adderbury Parish Council objects; site is within settlement boundary but has no access and that the development will detract from views of St Mary's Church and Adderbury Conservation Area.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury West End Tennis and Squash Club object to the proposals. The site is an important area for flood mitigation in the Sor Valley and throughout the village. Development of the site will exacerbate the current flooding issues. Potential flood risk increases present an exceptional risk to the longevity of the club. Development will erode the value of the existing footpath networks.</li> </ul>
LPR-A-081	What members of the public said:

Land off Banbury Road

- Objections.
- Negative impact upon wildlife, nature and biodiversity including disruption to existing green corridors and habitats.
- Scale of development is proportionate to the existing settlements.
- Adderbury has seen a 21% increase in housing since 2011 which has compromised rural tranquillity.
- Cumulative impact of developing all proposed sites will urbanise the rural area.
- Infrastructure and services (including roads, drainage, education) will not cope with further development and would be severely overloaded.
- Green space would be better used for food production or local renewable energy.
- Continued infill and ribbon development will change the nature of the rural area.
- Site falls outside the residential settlement boundary as set out in the Adderbury Neighbourhood Plan and contravenes policy AD1.
- Recent housing completions have already changed the character of the village.
- Increase in traffic usage will negatively impact the area and use of the under-pressure road systems.
- Site location is unsustainable and would increase car usage to access facilities.
- Result in the loss of access to public footpaths, walking routes and general loss of local amenity/recreational space.
- Increase flood risk potential, particularly around the Sor Brook.
- Inconceivable that Cherwell do not have a 5-year housing land supply.
- Potential for coalescence with neighbouring villages; the preservation of the gaps between villages should be protected. Contravenes policy AD5.
- Concerns of privacy and security of existing homes.

	<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Adderbury Parish Council object to the proposals as the site is outside the settlement boundary and within the Twyford gap which would lead to coalescence.</li> </ul>
<p>LPR-A-086 Land at Berry Hill Road</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Serious concerns regarding the extent of the planned/proposed growth in the area.</li> <li>• Site falls outside the residential settlement boundary as set out in the Adderbury Neighbourhood Plan and contravenes policy AD1.</li> <li>• Recent housing completions (198 plus 40 more consented) have already changed the fundamental character of the village.</li> <li>• Adderbury has seen a 21% increase in housing since 2011 which has compromised rural tranquillity.</li> <li>• Site location is unsustainable and would increase car usage to access facilities.</li> <li>• The large-scale proposal would completely change the approach to the village and double the size of Adderbury. The development is entirely inappropriate for a village the size of Adderbury.</li> <li>• Infrastructure and services (including roads, drainage, education) will not cope with further development and would be severely overloaded.</li> <li>• Result in the loss of access to public footpaths, walking routes and general loss of local amenity/recreational space.</li> <li>• Development would surround the residents of St Mary's Road, changing the character of the southern edge of West Adderbury.</li> <li>• Potential for coalescence with neighbouring villages; the preservation of the gaps between villages should be protected. Contravenes policy AD5.</li> </ul>



	<ul style="list-style-type: none"> <li>• Negative impact upon wildlife, nature and biodiversity including disruption to existing green corridors and habitats.</li> <li>• Increase flood risk potential, particularly around the Sor Brook.</li> <li>• Inconceivable that Cherwell do not have a 5-year housing land supply.</li> <li>• Development will provide no benefits to the local residents.</li> <li>• Increase in traffic usage will negatively impact the area and use of the already under-pressure road systems.</li> <li>• Housing development should focus on brownfield sites. Development of greenfield sites should not be permitted, more so during the biodiversity and climate crisis.</li> <li>• Development will increase light pollution, air pollution and noise in the village.</li> <li>• Green space would be better used for food production and/or local renewable energy systems.</li> <li>• The site has archaeological value.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Adderbury Parish Council objects to the proposals; the site is outside the settlement boundary, will adversely affect views of St Mary’s Church and Aderbury Conservation Area and would be viewed as the beginning of closing the gap to Deddington.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• West Adderbury and Adderbury Residents Association strongly object to the proposals on largely the same grounds as those noted by members of the public.</li> </ul>
<p>LPR-A-146</p> <p>Land to the North of Henge Close</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Site falls outside the residential settlement boundary as set out in the Adderbury Neighbourhood Plan and contravenes Policy AD1. Neighbourhood Plan is being ignored.</li> </ul>

	<ul style="list-style-type: none"> <li>• Approx. 198 homes have been built in the village since 2011 with a further 40 consented; resulting in a fundamental change in the character of the village.</li> <li>• The population of the village has increased by 21% since 2011 resulting in an overwhelming urbanisation of the village; further development would detract even more from the character and place a greater burden on infrastructure and amenities.</li> <li>• Residents of St Mary's Road have already suffered a changed in their rural setting.</li> <li>• Development would narrow the gap between Adderbury and neighbouring villages; contrary to Policy AD5.</li> <li>• Development would be vastly disproportionate to previous developments and would exceed what is acceptable in a village setting.</li> <li>• Infrastructure is not available for further development.</li> <li>• Village suffers from traffic problems; further development will increase problems on already dangerous roads. Will exacerbate existing parking problems at the school.</li> <li>• Site is unsustainable; will increase car usage to access key facilities/services such as education and healthcare.</li> <li>• Will result in increase in air pollution.</li> <li>• Development would directly impact the Conservation Area and be detrimental to the setting of the listed buildings on Horn Hill Rd.</li> <li>• Negative impact on the open nature of Henge Close estate and the green space and play area to the east.</li> <li>• Proposed site would disrupt existing green corridors and habitats, and result in a severe reduction in biodiversity.</li> <li>• Increase run-off and increase the flood risk to properties around the Sor Brook.</li> <li>• Inconceivable that Cherwell do not have at least a 5 year housing supply; respondents request data to justify more housing in villages.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Development motivated by financial interests of a few and do not provide benefits to the residents of the village.</li> <li>• Development should be prioritised to brownfield sites; developing on greenfield sites is unacceptable in the current biodiversity and climate emergencies.</li> <li>• Site contains popular rural public footpaths and surrounding these footpaths with housing estates will render them less safe and pleasant to use.</li> <li>• Will increase light pollution and diminish the dark sky.</li> <li>• Negative impact on the presence of fossils in the fields.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Adderbury Parish Council object to the proposals as they fall outside the settlement boundary.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• West Adderbury and Adderbury Residents associations echo the main points highlighted by members of the public.</li> </ul>
<p>LPR-A-156</p> <p>Land to the West of Banbury Road</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Negative impact on wildlife, habitats and biodiversity, including impacts on badger setts.</li> <li>• Cumulative effects with other proposed sites would have an unacceptable urbanising effect on the village.</li> <li>• Existing infrastructure, services and amenities cannot sustain the level of growth proposed. The sewerage system and school places would be particularly vulnerable.</li> <li>• The site should be allocated as green space for use by local residents for recreation and leisure or for food production and/or local renewable energy generation systems.</li> <li>• Development would increase flooding issues in various locations in the village.</li> </ul>

- Site access is unsuitable, and proposals would greatly increase traffic flows in the area.
- Small villages should be managed to ensure infill and ribbon development to ensure the character of the community.
- The site is disproportionately large in relation to the village as it stands.
- Previous housing developments have pushed out the village boundaries which have eroded the intrinsic character of the village.
- The village has taken suitable levels of new development in the past.
- Brownfield sites should be prioritised over greenfield sites.
- Unacceptable increases likely to result in relation to air, noise and light pollution.
- Site is outside of the settlement boundary and contrary to Adderbury Neighbourhood Plan Policy AD1.
- Site is unsustainable and would result in increased car usage.
- Adderbury has seen a 21% increase in housing since 2011; there is no local housing need.
- Cherwell must be able to demonstrate a 5 year housing land supply.
- Recent developments have already changed the character of the village.

What Town and Parish Council's said:

- Bloxham Parish Council submit an acceptability criteria table which concludes an objection. The proposals, together with the significant proposals to the East of Adderbury would continue the trend towards coalescence, increase congestion and have an impact on the viability of the Sor Valley as a 'Valued Landscape' and green corridor between settlements.
- Adderbury Parish Council object to the proposals; the site is outside the settlement boundary and would affect views of Sor Brook Valley and St. Mary's Church and Adderbury Conservation Area.

	<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury West End Tennis and Squash Club object as the site is an important area for flood mitigation in the Sor Valley and throughout the village. Development of the site will increase flood risk at properties and at the club, presenting a risk to the long-term existence of the club given the potential for flood damage. The site contains highly valued footpaths, and the value of these links would be eroded through development and urbanisation.</li> </ul>
<p>LPR-A-178 Land East of Adderbury</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Development will have a detrimental impact on local wildlife.</li> <li>• Local amenities cannot support further growth.</li> <li>• Existing sewage and waste infrastructure is under significant pressure.</li> <li>• The traffic system is over capacity and the proposal to introduce new roads including the road accessing the B4100 and motorway junction will increase traffic volumes and air pollution.</li> <li>• Raw sewerage is being discharged into Adderbury Lakes.</li> <li>• Removing local green space will impact existing residents' physical and mental health.</li> <li>• Greenfield land should not be developed on.</li> <li>• Loss of arable land.</li> <li>• The proposed development site is entirely unsustainable as households in these locations would need to drive to access facilities such as schools and healthcare.</li> <li>• Development will change the identity and character of the village.</li> <li>• A smaller volume of development would be more appropriate.</li> <li>• Development will result in noise, air and light pollution, reducing the quality of life for current residents.</li> </ul>

	<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Adderbury Parish Council object to the site allocation as the site is outside of the settlement boundary and would lead to coalescence.</li> </ul>
<p>LPR-A-218</p> <p>Land North of Berry Hill Road</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Most respondents objected as the site falls outside the Residential Settlement Boundary set out in the Neighbourhood Plan, and therefore contravenes Policy AD1.</li> <li>• The site contradicts the objectives of the proposed development regarding the retention of green space, addressing climate change, supporting natural wildlife and eco systems and residents' mental health and wellbeing.</li> <li>• The development is considered to be out of scale with the existing size of the village.</li> <li>• Development of the proposed sites would disrupt existing green corridors and habitats, and result in a severe reduction in biodiversity, particularly amongst pollinators.</li> <li>• The proposed development will result in increased traffic as the village has poor public transport provision and no walkable access to facilities such as shops, doctors surgeries and schools.</li> <li>• The proposed development will result in increased air, light, and noise pollution in the village.</li> <li>• The brownfield site near Twyford Mill would be a more suitable location for building as well as large brownfield sites such as Heyford Park and outlying industrial / ex MOD areas to the North of Banbury and South East of Bicester.</li> <li>• There is concern about the loss of green spaces and land that could be used for food production and/or local renewable energy systems.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Adderbury Residents Association strongly object to the scheme as the site falls outside the Residential Settlement Boundary</li> </ul>

	<p>set out in the Adderbury Neighbourhood Plan, and therefore contravenes Policy AD1.</p>
<p>LPR-A-258</p> <p>Land to the South of Milton Road</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• All respondents objected to the allocation of LPR-A-258</li> <li>• Large scale development over the past six years has changed the fundamental character of the village.</li> <li>• Development would lead to a substantial decrease in the green space between West Adderbury and Milton, increasing the risk of coalescence and impacting upon the character of both villages.</li> <li>• Adderbury suffers from traffic issues particularly along the A4260, Aynho Rd, Berry Hill Rd, Milton Rd and Horn Hill/Cross Hill/New Roads. Further development will exacerbate this.</li> <li>• The proposed development site is entirely unsustainable and households in these locations would need to drive to access facilities such as schools and healthcare.</li> <li>• Local services and infrastructure will not be able to support further development.</li> <li>• Development of the proposed sites would disrupt existing green corridors and habitats, and result in a severe reduction in biodiversity.</li> <li>• Several of the proposed sites would be vastly disproportionately large compared to previous developments in the village.</li> <li>• Development will dramatically increase run-off and inevitably increase the flood risk to properties around the Sor Brook.</li> <li>• The proposed development will not benefit existing residents.</li> <li>• Site falls outside the Residential Settlement Boundary, set out by the Adderbury Neighbourhood Plan, and so contravenes Policy AD1 of the Neighbourhood Plan.</li> </ul> <p>What Town/Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council object to the site as together with the proposals to the East of Adderbury would continue the trend</li> </ul>

	<p>towards coalescence, increase congestion and have an impact on the viability of the Sor Valley as a 'Valued Landscape' and green corridor between settlements.</p>
<b>Ambrosden</b>	
<p>LPR-A-010</p> <p>Land north of Ploughley Road</p>	<p>One response was received in response to this site promotion.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Ambrosden is a large village with a good range of local services and facilities including a primary school.</li> <li>• The development of the site would strengthen the community and support existing local services; provide for further improvements at Five Acres Primary School; contribute towards improvements to the public realm within the village; enhance bus routes and cycleways to Bicester; create a new high-quality green edge and entrance to the village; and provide for new recreation/community facilities.</li> </ul>
<p>LPR-A-143</p> <p>Land North of Merton Road &amp; Site Submission LPR-A-143 Land South of Park Farm Close</p>	<p>Two responses were received in response to this site promotion.</p> <p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Miller notes that cumulatively, these proposals would remove any sense of Green Belt around the south-eastern perimeter of Bicester and would envelope the three villages in a way that would damage their historic and social character.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO submits concerns regarding the proposals. The site is immediately to the East of St David's Barracks and north of the MOD owned railway line. There is a need to ensure that any such proposals do not impact adversely on existing MOD operations or capabilities.</li> </ul>



<p>LPR-A-095</p> <p>Ambrosden Poultry Farm, Land East of Graven Hill</p>	<p>Two responses were received in response to this site promotion.</p> <p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Calum Miller notes that together (with other sites proposed), these proposals would remove any sense of a Green Belt around the south-eastern perimeter of Bicester and would envelope these three villages in a way that would damage their historic and social character.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO note concerns for the proposals and that the site is immediately to the east of St David's Barracks. There is a need to ensure that any such proposals do not impact adversely on existing MOD operations or capabilities.</li> </ul>
<b>Arcott</b>	
<p>LPR-A-011</p> <p>Arcott Motoparc, Murcott Road</p>	<p>One response was received in response to this site promotion.</p> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO note that the site is immediately to the South of MOD owned land at Arcott. There is a need to ensure that any such proposals do not impact adversely on existing MOD operations or capabilities. Very concerned by these proposals and would wish to work with the Planning Authority in respect of those sites.</li> </ul>
<p>LPR-A-029</p> <p>Sites H&amp; G, South of Palmer Avenue</p>	<p>One response was received in response to this site promotion.</p> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust note that the site is adjacent to AW - Gravenhill Wood, ASNW, SP58772039, 18.42 Ha.</li> </ul>

<p>LPR-A-103</p> <p>Land at Arccott Hill Farm, Land off Patrick Haugh Road, Land South of Arccott Hill Farm, and Land to the East of Arccott Hill Farm</p>	<p>Two responses were received in response to this site promotion.</p> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO note concerns regarding the proposals. The three parcels are immediately to the north and west of St George’s Barrack. There is a need to ensure that any such proposals do not impact adversely on existing MOD operations or capabilities. MOD was consulted previously about proposals for development at St George’s Barracks in 2015; that consultation identified that the proposal if developed, could impact on nationally significant and unique training resources at MOD Bicester. Significant issues arising including overlooking, noise and vibration impact, noise impact, adjacency, economic and military use impact and drainage.</li> <li>• The Woodland Trust note that the site is adjacent to: Arccott Wood ASNW, SP61721693, 8.85 Ha</li> </ul>
<b>Banbury</b>	
<p>LPR-A-007</p> <p>Canalside, Poundland 1-6 Malthouse Walk, PR Alcock and Sons Ltd, Castle Street, and 3 West Bar Street</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society support existing travellers sites however oppose the travellers sites proposed at Poundland 1-6 Malthouse Walk, PR Alcock and Sons Ltd, Castle Street and 3 West Bar Street as they are considered to be inappropriate locations.</li> </ul>
<p>LPR-A-027</p> <p>Land off Bloxham Road, Banbury</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objection.</li> </ul>

	<ul style="list-style-type: none"> <li>• Exceeds the Bloxham Neighbourhood Plan housing numbers.</li> <li>• Potential merging of Banbury and Bloxham.</li> <li>• Infrastructure cannot cope with more development (electrical, drainage systems, broadband, schools, roads/junctions).</li> <li>• Impact property values, views of existing properties, including invasion of privacy.</li> <li>• Brings no benefits to the local community.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society have no objection to the site.</li> </ul>
<p>LPR-A-034</p> <p>Land North East of Junction 11 M40, East of A361, Banbury</p>	<p>27 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Negative impact on the countryside.</li> <li>• Increase noise and lighting from alarms and machinery.</li> <li>• Increase traffic and place more pressure on M40 Junction 11 roundabout and unacceptable increase on traffic on A361.</li> <li>• Increase potential flooding.</li> <li>• Increase air pollution.</li> <li>• Loss of natural habitat including important hedgerows.</li> <li>• Warehouses have towns' character and will destroy the rural character.</li> <li>• Development of brownfield sites over greenfield should be prioritised.</li> <li>• The M40 creates a natural barrier to development.</li> <li>• Insufficient mains connections.</li> <li>• No need for further warehousing; many existing are vacant.</li> </ul>

	<ul style="list-style-type: none"> <li>Proposals would negatively impact Nethercote Lane and other walking routes.</li> </ul> <p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>Councillor Banfield notes that development should be directed to brownfield land. Current infrastructure capacity is insufficient at the M40. Proposals do not represent sustainable development and will impact natural wildlife. Potential flooding issues.</li> <li>Councillor Beere notes that Nethercote must remain as Green Belt and urban growth should be directed to the east of Banbury. Further development west of the motorway will increase traffic pollution. Biodiversity should be prioritised. The development proposals are contrary to key objectives and the sites east of the town should be rejected to protect the landscape setting.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Banbury Civic Society oppose further development east of the M40.</li> </ul>
<p>LPR-A-047</p> <p>Land at Hardwick Farm, West of Southam Road, Banbury</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Strong objections</li> <li>an encroachment of Banbury's urban area on to the landscape and setting of Hanwell village.</li> <li>Pretty, historic Hanwell will be lost and swallowed up with new housing developments on the north of Banbury</li> <li>Hanwell needs conserving and protecting, it is an asset to the Cherwell District for its historical listed buildings, character, history and its new role in fighting climate change with the submission of a new forest to be planted between Banbury and the village</li> </ul> <p>What the Parish Council said:</p> <p>Hanwell PC</p>

	<ul style="list-style-type: none"> <li>• Object to any development on this site.</li> <li>• Breaches previous agreement from CDC regarding boundaries at Dukes Meadow Drive and the tree line forming the boundary of existing developments.</li> <li>• Direct breach of Councils commitments to protect the rural setting of the CA.</li> <li>• Development would adversely impact the CA of the village and destroy the semi-rural setting.</li> <li>• CDC should not be considering sites north of Banbury. Site has not shown to be sustainable.</li> <li>• Site is unacceptable on a number of key planning and conservation grounds.</li> <li>• Development of the site will seriously erode and completely destroy the "strategic" physical gap in open countryside.</li> <li>• Insufficient consideration has previously been given to the fundamental effects of the erosion on the overall rural setting and character of the small conservation village.</li> <li>• Assessing the narrowing of the gap in purely visual impact terms misses the point; the greatest impact is on the rural character of the area.</li> <li>• Impact on Hanwell CA - 2007 CA appraisal clearly sets out why development should be rejected.</li> <li>• Development to the south of Hanwell will effectively join the CA with Banbury which is unsympathetic to the rural setting and destroys the semi-rural nature of the CA;</li> <li>• Hanwell must be protected from this as stated in the 2007 CA Appraisal.</li> <li>• Developing Hanwell up to Banbury is not retaining significant open spaces and field systems around the village/CA.</li> <li>• Development of this scale will have a harmful impact on the overall quality of the landscape in the open countryside north of Dukes Meadow Drive; it does not protect or enhance it.</li> <li>• It is vital to protect Hanwell village and its rural setting from urbanising development.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Unclear how the various green buffers will be achieved and there appears to be no provision for wider landscape mitigation or protection.</li> <li>• Further development will seriously impact light pollution and the publicly funded community observatory.</li> <li>• Development has caused the loss of best quality farmland; Hanwell has been studied to review soil fertility and crop suitability which shows importance of the quality of farmland surrounding Hanwell.</li> <li>• The site is relatively remote from key facilities and will encourage more car usage which will impact transport infrastructure.</li> <li>• Against undesirable piecemeal development. additional housing will put additional strain on existing infrastructure, particularly through the village and the village already suffers from serious problems from heavy traffic usage.</li> </ul> <p>What the Ward Councillor’s said:</p> <p>Cllr Reynolds - Villages of Hanwell and Drayton concerned that the creep of housing from Banbury should not be encouraged and clear areas maintained between the villages and town.</p>
<p>LPR-A-107</p> <p>Land at Saltway Farm, Broughton Road, Banbury</p>	<p>34 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Site extends outside the built area of the village.</li> <li>• The site frames the wider Cotswolds AONB and is on land referred to as “the ironstone downlands”.</li> <li>• Proposals would result in an increase of approx. 130% in population.</li> <li>• Existing roads infrastructure, services, facilities unable to absorb the substantial increase in population.</li> </ul>

	<ul style="list-style-type: none"> <li>• Existing roads accessing the site have no pavements; unsafe access for pedestrians and are in a poor state of repair. Existing traffic is already a problem and would be exacerbated.</li> <li>• Would result in an unacceptable increase in light pollution; destroying the dark sky environment.</li> <li>• Brownfield sites should be prioritised over greenfield sites; site is good quality agricultural land and development should be directed to brownfield sites in towns.</li> <li>• Potential flood risk from surface water drainage.</li> <li>• Development would significantly change the character of the village.</li> <li>• Contravenes current policy strategy to limit growth in rural areas and direct it to larger more sustainable villages. Not aligning to Key Objectives KO15 and KO16.</li> <li>• Will result in an increase in car journeys to access core services and facilities; increase in air pollution.</li> <li>• Development should be directed to more sustainable villages and towns; location is not sustainable.</li> <li>• No need for further housing at the scale proposed.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Sibford Gower Parish Council believes the proposals to be totally inappropriate and echoes the points raised by members of the public in relation to its location outside the AONB, unacceptable increase in scale/population, contravenes existing rural development policy, access issues, impact on existing services and infrastructure, impact on light pollution, flood risk, loss of agricultural land, impact on wildlife/habitats, and negative impacts on the visual qualities of the wider landscape.</li> </ul> <p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Councillor Pidgeon objects to the proposals and suggests that the Council need to re-examine the sites and the impact they will have on the rural settlement.</li> </ul>
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	<p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as the site is on open countryside.</li> </ul>
<p>LPR-A-116</p> <p>Wykham Park Farm, Wykham Lane, Banbury</p>	<p>Eight responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Negative impact on local wildlife, habitats, and biodiversity.</li> <li>• Focus should be on preserving green spaces and enhancing our natural capital assets.</li> <li>• Likely to change the character of the rural area though the reduction of green space between the towns and villages.</li> <li>• Contrary to the Key objectives in the consultation paper.</li> <li>•</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table which concludes a strong objection. Proposals would further undermine the dwindling space between Banbury and Bloxham significantly continuing the trend towards coalescence, increase congestion and have an impact on the viability of the Sor Valley as a 'Valued Landscape' and green corridor between settlements. Map for Banbury fails to show those developments under construction.</li> <li>• Bodicote Parish Council note that the approach along Wykham Lane would be stripped of its rural nature and would negatively impact the villages historic past in addition to leading to loss of natural habitat. Development would result in years of disruption in terms of noise, traffic and construction.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Tudor Hall School strongly objects. Development will erode the green corridor between Banbury, Bodicote and Bloxham and would result in the loss of agricultural land and habitats. May</li> </ul>



	<p>adversely affect the business of the School and is contrary to Key Objectives 5, 14, 15 and 23.</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as Wykham Lane should be kept rural.</li> </ul>
<p>LPR-A-129</p> <p>Land at Bretch Hill, Balmoral Avenue and Land north of Broughton Road, Banbury,</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Brownfield sites should be targeted for housing. Ribbon development such as that along Broughton Road must not be allowed. Public transport is minimal and unlikely to improve.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society raise no objection</li> </ul>
<p>LPR-A-141</p> <p>Land at Waterworks Lane, Banbury</p>	<p>One response was received in response to this site promotion.</p> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society oppose the proposals; it is unsuitable for any development except perhaps water sports.</li> </ul>
<p>LPR-A-149</p> <p>Banbury Oil Depot, Tramway Road, Banbury</p>	<p>One response was received in response to this site promotion.</p> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society support the proposals.</li> </ul>
<p>LPR-A-150</p> <p>Former Lagoon at Banbury Sewage Treatment Works</p>	<p>Six responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Proposals will be disproportionate to the existing village.</li> </ul>

	<ul style="list-style-type: none"> <li>• Inadequate infrastructure provision and amenities/facilities to support current and/or new development.</li> <li>• Roads are inadequate to cope with current and proposed traffic.</li> <li>• Access to the site via The Lane is unsuitable; will result in road safety issues.</li> <li>• Education provision is insufficient.</li> <li>• Increase traffic generation, more reliance on car usage and increase air pollution.</li> <li>• Vacant buildings in Banbury and Bicester should be renovated for new homes.</li> <li>• Result in destruction of wildlife habitats.</li> <li>• Increase in light pollution and waste.</li> <li>• Village has seen more development over the last 10 years than the previous 60 years.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council await further detail before commenting.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society oppose development as the site is woodland and providing biodiversity net gain will be impossible.</li> </ul>
<p>LPR-A-150</p> <p>Land at Bretch Hill Reservoir, Bretch Hill, Banbury</p>	<p>Six responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Proposals will be disproportionate to the existing village.</li> <li>• Inadequate infrastructure provision and amenities/facilities to support current and/or new development.</li> </ul>

	<ul style="list-style-type: none"> <li>• Roads are inadequate to cope with current and proposed traffic.</li> <li>• Access to the site via The Lane is unsuitable; will result in road safety issues.</li> <li>• Education provision is insufficient.</li> <li>• Increase traffic generation, more reliance on car usage and increase air pollution.</li> <li>• Vacant buildings in Banbury and Bicester should be renovated for new homes.</li> <li>• Result in destruction of wildlife habitats.</li> <li>• Increase in light pollution and waste.</li> <li>• Village has seen more development over the last 10 years than the previous 60 years.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council await further detail before commenting.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society have no objection to development of the site.</li> </ul>
<p>LPR-A-152</p> <p>Withycombe Farm, Bretch Hill and Land at Canal Lane, Banbury</p>	<p>40 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Development would reduce the gap between the Conservation Area and Banbury and remove the natural visual border to the existing development.</li> <li>• Many residents note that they were led to believe by the Local Authority that there would be no further development north of Dukes Meadow Drive.</li> </ul>

	<ul style="list-style-type: none"> <li>• Further development would destroy the character, setting and identity of the village of Hanwell.</li> <li>• Development would not protect or enhance the distinctive natural and built environment, devaluing the historical, environmental, and cultural significance.</li> <li>• Development would result in coalescence which is unacceptable.</li> <li>• Would be inconsistent with Key Objectives KO5, KO9, KO15, KO23 and KO25.</li> <li>• There is potential for negative impacts on the functionality of the public observatory in the grounds of the castle due to increased light pollution.</li> <li>• There is potential for increased flooding issues.</li> <li>• Village experiences traffic issues which will be exacerbated. Existing streets are narrow with no pavements.</li> <li>• There is potential for negative impacts on wildlife, habitats and biodiversity; the council have a duty to protect our local and natural habitat and biodiversity, particularly during the ecological and environmental crisis.</li> <li>• Brownfield and town centre sites would be more suitable for housing. Developing on greenfield sites is not environmentally sound and does not help meet the challenge of climate change.</li> <li>• Development will be a blight on the landscape.</li> <li>• The site should be planted for forestry to offset emissions from Banbury, the M40 and Hennef Way.</li> <li>• The council should not consider any sites north of Banbury; a significant proportion of Banbury's housing since 2011 has been located to the north of the town.</li> <li>• There are insufficient amenities to accommodate further development in this area.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Hanwell Parish Council strongly object. The proposals would adversely impact the Conservation Area of the village and</li> </ul>
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	<p>destroy the semi-rural setting. The site would reduce the gap between Banbury and the Conservation Area with no natural gap to screen from development. Development breaches clear defensible urban boundaries which will seriously erode the rural setting. The 2007 CA appraisal sets out why development should be rejected here. Further development will seriously impact light pollution and the functioning of the publicly funded observatory. Hanwell has quality agricultural land. The remote location would result in increased car usage. Further development will put additional strain on existing infrastructure, including the road network given the likely traffic congestion.</p> <ul style="list-style-type: none"> <li>• Drayton Parish Council object as the development would extend Banbury away from shopping and employment areas which is unsustainable. The development would be obtrusive in the open countryside and would bring housing closer to Hanwell which would be detrimental to the character of the village. The Conservation Area would be affected as would the functioning of the observatory due to increased light pollution.</li> </ul> <p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Councillor Webb notes that the development will extend Banbury into the open countryside and potentially result in a merging with Drayton which would result in loss of character. There have been no improvements to key infrastructure to accommodate development. There are existing traffic issues.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object due to the site being in the open countryside. Eastern parts of the site are in the flood plain and development will impact the setting of a listed building.</li> </ul>
<p>LPR-A-154</p> <p>Hanwell Rise, Land at Hardwick Hill, Southam Road, Banbury</p>	<p>17 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Most representations were objections, although two respondents raised no objections as the site would allow some</li> </ul>

	<p>expansion north of Banbury without encroaching upon local villages.</p> <ul style="list-style-type: none"> <li>• Sense of community will be lost through urbanisation.</li> <li>• Negative impact on landscape and views in the countryside location.</li> <li>• Increase traffic on rural roads also increasing air pollution.</li> <li>• Would result in the felling of trees which are important for habitat and have negative impacts for climate change.</li> <li>• Would increase the pressure on existing infrastructure including education and healthcare.</li> <li>• Development would result in coalescence.</li> <li>• Site should be planted for forestry to offset emissions from Banbury, the M40 and Hennef Way.</li> <li>• Many residents were led to believe that there would be no further development north of Dukes Meadow Drive.</li> <li>• Further development would destroy the character, setting and identity of the village.</li> <li>• Development would not protect or enhance the distinctive natural and built environment, devaluing the historical, environmental, and cultural significance.</li> <li>• The council should not consider sites north of Banbury; a significant proportion of Banbury's housing since 2011 has been located to the north of the town.</li> <li>• The development would be contrary to key objectives, including KO23 and KO25 and would go against the recommendations of the 2007 Conservation Area Appraisal.</li> <li>• Further development would destroy the character, setting and identity of the village.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Hanwell Parish Council object. Development would breach the Dukes Meadow Drive boundary. The proposals would adversely impact the Conservation Area and destroy the semi-rural setting. The site would reduce the gap to the Conservation Area with no natural gap remaining to screen the</li> </ul>
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	<p>visual effects of development and will erode the rural setting. The 2007 Conservation Area appraisal sets out why development should be rejected here. Further development will result in additional light pollution and impact upon the observatory. Hanwell has quality agricultural land. The remote location of the site would result in increased car usage. Further development will put additional strain on existing infrastructure, including the road network given the potential for traffic congestion.</p> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as the site is located in the open countryside. Its development will adversely affect the view looking north from South Bar and looking to fields to the north of Banbury.</li> </ul>
<p>LPR-A-159</p> <p>Milestone Farm, Broughton Road, Banbury</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• Brownfield sites should be targeted for housing.</li> <li>• Ribbon development such as that along Broughton Road must not be allowed.</li> <li>• Public transport is minimal in the area and unlikely to improve.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council await further details before commenting.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as the site is the open countryside.</li> </ul>

<p>LPR-A-166</p> <p>Crouch Hill Farm, Broughton Road, Banbury</p>	<p>Four responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• Brownfield sites should be targeted for housing.</li> <li>• Ribbon development such as that along Broughton Road must not be allowed.</li> <li>• Public transport is minimal and unlikely to improve.</li> <li>• Development will draw more traffic in to the town centre and exacerbate congestion and poor air quality. Further development would increase road traffic dangers.</li> <li>• Development to the west will begin the creep towards Broughton.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bodicote Parish Council await further detail before commenting.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as the site is in the open countryside.</li> </ul>
<p>LPR-A-168</p> <p>Land to the East of the A361 and North of the A422, East of Junction 11 M40, Banbury</p>	<p>20 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Landowner confirms that the site is not for sale nor being promoted by him for development. Landowner has had no contact with the site promoters.</li> <li>• Development would result in significant negative impact on the countryside.</li> </ul>



	<ul style="list-style-type: none"> <li>• Increase in noise levels from alarms and machinery.</li> <li>• Increase in traffic and more pressure resulting on the M40 Junction 11 roundabout and other key road infrastructure which is already under strain. Development will also increase air pollution.</li> <li>• Loss of key habitat areas.</li> <li>• Increase in flooding.</li> <li>• Further warehouses on the outskirts of the town are totally out of character and not in keeping with the appearance of the area.</li> <li>• Development should be focused to brownfield sites.</li> <li>• Negative impact upon wildlife, habitats, and biodiversity.</li> <li>• The proposal does not represent sustainable development as it fails to meet environmental objectives which include improving biodiversity and enhancing the natural environment.</li> <li>• Potential that the land is contaminated from previous Shell pipelines.</li> <li>• Existing warehouses are surplus to demand, no local need for more warehousing.</li> <li>• Concerns that the use of Nethercote Lane and other safe walking routes could be compromised due to the development.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Banbury Town Council does not agree with development at Nethercote east of the M40. This is harmful to the small settlement and the landscape setting of Banbury.</li> </ul> <p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Councillor Banfield notes that development should be directed to previously developed land and not greenfield. Current infrastructure capacity is insufficient at the M40 roundabout and the development would have an unacceptable impact on local roads. There are existing issues at J11 of the M40;</li> </ul>
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	<p>proposals would result in more traffic. The proposal fails to meet environmental objectives which include improving biodiversity and enhancing the natural environment. The allocation of this site would fail to respect the character of the countryside and the history of Banbury. Potential flooding issues as result of removal of permeable surfaces. Large scale commercial development does not consider existing residents and would bring unreasonable disturbances. Potential that there may be oil pipes running on the line.</p> <ul style="list-style-type: none"> <li>• Councillor Beere notes that Nethercote needs to remain part of the Green Belt buffer. The development of the motorway has already created a boundary for growth to the east of Banbury. Extension of housing and commercial uses on this side of the motorway will increase traffic pollution. The proposals contradict key objectives KO9, KO25 and KO26. Environmental, ecological, biodiversity and social infrastructure need to come first. All sites proposed east of the town should be rejected and development limited to protect landscape setting.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as no development should be delivered to the east of the M40.</li> </ul>
<p>LPR-A-170</p> <p>Land between Calthorpe Street and Marlborough Road, Banbury</p>	<p>One response was received in response to this site promotion.</p> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society support the proposals.</li> </ul>
<p>LPR-A-182</p> <p>Land South of Broughton Road and West of Friswell Road, Banbury</p>	<p>Three responses were received in relation to the site allocation:</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Both members of the public objected to the scheme.</li> <li>• Brownfield land should be prioritised for housing development.</li> </ul>

	<ul style="list-style-type: none"> <li>• The site is not suitable as it will draw more traffic into the town centre and will exacerbate traffic congestion and poor air quality.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object to the site allocation.</li> </ul>
<p>LPR-A-185</p> <p>Land at Wykham Park Farm, Wykham Lane and Land South of the A422 at Nethercote, Banbury</p>	<p>Approximately 26 responses were received in relation to this site allocation:</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Most respondents objected to the allocation.</li> <li>• Development will increase traffic and pressurise the M40 J11 roundabout.</li> <li>• The site will erode the rural green corridor between Banbury, Bodicote and Bloxham, which has been significantly reduced with the urban expansion south of the Saltway.</li> <li>• Development on this site would see a reduction in local wildlife and habitats.</li> <li>• Land is likely contaminated from oil pipes which used to run alongside the M40.</li> <li>• Concerns that the proposed development would impact the safe use of Nethercote Lane and other walking routes.</li> <li>• Development of the site will likely increase flood risk.</li> <li>• Many Public Rights of Way would be affected.</li> <li>• Concerns that development would increase local air, noise, and light pollution.</li> <li>• Banbury’s local economy will be detrimentally impacted, as it is believed that it will cease to be an attractive destination if development goes ahead.</li> <li>• The development contradicts the ‘key objectives’ of the Consultation Paper with regards to developing a sustainable rural economy.</li> </ul>

	<p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council object to the site allocation as the proposals would further undermine the dwindling space between Banbury and Bloxham significantly continuing the trend towards coalescence, increase congestion and have an impact on the viability of the Sor Valley as a ‘Valued Landscape’ and green corridor between settlements.</li> <li>• Bodicote Parish Council note that that the development would present a significant threat to Banbury remaining an individual entity.</li> <li>• Banbury Town Council object as it is believed that development would have a hugely negative impact on the countryside and the environment with increased traffic, noise, destruction of natural habitation and increased flooding risks.</li> </ul> <p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Cllr Banfield states that development should be directed to previously developed land and not greenfield. The current infrastructure capacity is insufficient at the M40 roundabout and development would have an unacceptable impact on local roads. Development fails to meet environmental objectives which include improving biodiversity and enhancing the natural environment.</li> <li>• Cllr Beere notes that there are contradictions in the policy and this is evident in the Local Plan Review Paper 2021 with the choice of site allocations.</li> </ul>
<p>LPR-A-198</p> <p>The Bowling Green, Overthorpe Road, Banbury</p>	<p>Three responses were received in response to this site promotion:</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• All respondents object to the site allocation.</li> <li>• Development on the site was considered to have a detrimental impact on the natural environment and biodiversity.</li> <li>• Respondents noted that development was likely to increase levels of noise, air and light pollution on nearby residential</li> </ul>

	<p>properties, as well as creating a flood risk in a low-lying area with already high level of surface water flooding.</p> <ul style="list-style-type: none"> <li>• Increased traffic would worsen the quality of life for existing residents.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as they do not want development east of the M40.</li> </ul>
<p>LPR-A-203</p> <p>S. Grundon Services Ltd and Cemex UK, Land off Higham Way, Merton Street, Banbury</p>	<p>One response was received in relation to this settlement:</p> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society support the allocation of LPR-A-203.</li> </ul>
<p>LPR-A-205</p> <p>Land off Dukes Meadow Drive, Banbury</p>	<p>18 responses were received in relation to this site promotion:</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Development on this site would allow some expansion to the north of Banbury without encroaching upon local villages.</li> <li>• This site allocation erodes Hanwell's status as a village.</li> <li>• The development would damage local biodiversity.</li> <li>• Development north of Banbury is resulting in the coalescence of Hanwell with the town.</li> <li>• Development should be directed to the east of Banbury.</li> <li>• The proposed development will result in increased traffic, which will pose safety threats to local villagers.</li> <li>• The Council have a duty to protect local natural habitats and biodiversity in the context of the climate and ecological crisis.</li> </ul> <p>What the town/parish councils said:</p>

	<ul style="list-style-type: none"> <li>This site breaches the Dukes Meadow Drive boundary and the tree line forming the boundary of existing developments and erodes Hanwell's status as a village.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>The Woodland Trust note the presence of a notable tree ID: 220814 Common Ash.</li> </ul>
<b>Begbroke</b>	
<p>LPR-A-008</p> <p>Land on the east side of Woodstock Road East</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Object to the absence of green areas in Begbroke. Site LPR-A-008 contributes to this.</li> </ul>
<p>LPR-A-063</p> <p>Land between Woodstock Road, Langford Lane and Begbroke Lane</p>	<p>Four responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Objects.</li> <li>Site is unviable for development in relation to the comments regarding Begbroke partial review where it was identified that the site provides an important separation between the villages to maintain identity and character.</li> <li>Site would be ideal for a community led rewilding site including woodland and hedgerow development.</li> <li>Removal of green space is concerning.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>Woodstock Town Council object to the site. The allocation would constrain Woodstock severely, without any degree of benefits from Council Tax revenue, local eligibility for affordable housing, etc. The site lies beyond Begbroke and Yarnton and is not part of Woodstock as it lies outside the</li> </ul>

	<p>Woodstock boundary and outside of West Oxfordshire. Proposals do not align with NPPF concept of a sustainable community. Potential for negative impacts on the World Heritage Site, including disruption from construction, particularly on the Roman Villa. Would require substantial infrastructure improvements. Impacts on road network. Issues with primary school capacity and GP surgeries. Will result in the coalescence of Bladon and Woodstock.</p> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• ICOMOS-UK objects. Site forms part of the setting of Blenheim Palace World Heritage Site and is the only part of the historic open setting of Blenheim Park to survive on its south-eastern side. It sits at the entrance to Woodstock for those approaching on the main route from Oxford, allowing them to appreciate the contrast between enclosed park and open country which is important to an understanding of the social and cultural significance of the WHS.</li> </ul>
<p>LPR-A-181 Land east of the A44</p>	<p>Four responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• the absence of green areas in the plans for Begbroke is alarming.</li> </ul>
<p>LPR-A-191 Begbroke Science Park</p>	<p>One response was received in relation to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The respondent expressed concern at the absence of green space in the plans for Begbroke.</li> </ul>
<p><b>Bicester</b></p>	
<p>LPR-A-122 Bicester Village</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p>

	<ul style="list-style-type: none"> <li>• Strong objection.</li> <li>• Pitches should be retained as Local Green Spaces.</li> <li>• Site has been used by generations of residents for a variety of uses and it is well located to allow ease of access for residents. Other spaces with less open space value which could be used for development.</li> <li>• The site should not be developed.</li> </ul>
<p>LPR-A-123</p> <p>Land at Gavray Drive, Bicester</p>	<p>One response was received in response to this site promotion.</p> <p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Miller's major concerns are to protect the current Local Wildlife Site and to ensure that it is well managed in the future. Any development should also take full account of a precautionary approach to flood risk.</li> </ul>
<p>LPR-A-125</p> <p>Gavray Meadows Local Wildlife Site, Gavray Drive, Bicester</p>	<p>13 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong support for the designation of Gavray Meadows as a Local Green Space.</li> <li>• The site is home to a variety of wildlife including rare species of butterflies and newts.</li> <li>• The site contains a variety of small ancient meadows bounded by hedgerows dating back to medieval times.</li> <li>• The site is part of the Upper River Ray Conservation Target Area which is protected as an area where action to improve biodiversity should be focused.</li> <li>• The site is well used for educational and recreational purposes and should be retained for such uses; nature should be safeguarded.</li> <li>• The site provides a valuable green buffer and nature corridor for wildlife.</li> </ul>



	<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Miller's major concerns are to protect the current Local Wildlife Site and to ensure it is well managed in future and to ensure that any development takes full account of a precautionary approach to flood risk.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Save Gavray Meadows note that the submitted proposal for Gavray Meadows is out of date. The stakeholders have agreed in principle to L and Q Estates proposal that a narrow strip of land with houses can be allowed along Gavray Drive at its east end, in order to progress the conservation of the Local Wildlife Site 52W01. To the north of the (Grade 2 Listed) Old Langford Farmhouse there is a flood compensation scheme which is a valuable asset for attracting birds (waders) on migration. Its surrounds need protection so that birds continue to stop off there.</li> </ul>
<p>LPR-A-204</p> <p>Langford Community Orchard, off Dunlin Court, Bicester</p>	<p>12 responses were received in relation to this site promotion:</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Most respondents strongly supported the designation of the community orchard.</li> <li>• The site serves as a valuable local community hub, supported by volunteers.</li> <li>• The site has provided vital recreation spaces during the pandemic.</li> <li>• Designating sites such as this will support Cherwell District Council with its objectives of shaping healthy places and addressing climate change.</li> <li>• The site is a wildlife haven, with a wide variety of trees and shrubs.</li> </ul>
<p><b>Blackthorn</b></p>	

<p>LPR-A-185</p> <p>Land off Blackthorn Road, Ambrosden – Parcel 1 &amp; Parcel 2</p>	<p>One response was received in response to this site.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Update to HELAA406 &amp; HELAA407.</li> <li>• Although the two sites fall within the area of Blackthorn Parish, they physically adjoin the settlement of Ambrosden and benefit from the array of services and facilities highlighted by the Ambrosden Parish Profile including a shop, public house, primary school, church, post office, surgery, recreational facilities, and bus services.</li> <li>• Ambrosden is a large rural settlement which can accommodate proportionate growth.</li> <li>• The sites are suitable, available and are developable for residential development - parcel 1 available for development immediately for upto 70 homes and parcel 2 available as part of a phased approach following the adjacent field for up to 70 homes.</li> <li>• The site would meet the criteria of a 20-minute neighbourhood and would represent a well located, designed and sustainable development at Ambrosden.</li> </ul>
<p>LPR-A-208</p> <p>Land at South East Bicester</p>	<p>One response was received in response to this site.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Update to HELAA422. Representation supported by a vision document, details of Countryside as a master developer, technical review of the Oxfordshire Growth Needs Assessment and Path Finder Report.</li> <li>• Proposed residential site for 800 units.</li> <li>• The Site is considered to be located within a sustainable location close to existing and future employment uses and could be supported by the provision of a Mobility Hub. The Mobility Hub will act as a community hub through the inclusion of co-working space, cafés, bike repair, lockers and other facilities.</li> </ul>

	<ul style="list-style-type: none"> <li>• The proposed new housing across the site will benefit from the growing local employment opportunities which will allow new residents to work within the economic hub, with the proximity and connections between the employment locations providing the opportunity to reduce the need to travel via private vehicle, and as a result create a sustainable location where people can work and live.</li> <li>• The site will include numerous ecological and biodiversity enhancements across the whole site, contributing towards environmental and biodiversity net gain.</li> <li>• The vision and the masterplan for the site has been influenced by the 20-minute neighbourhood concept.</li> <li>• All the proposed dwellings at the site will be connected to BT open reach fibre, with Fibre to the Premises (FTP) as standard.</li> <li>• The site makes provision for an onsite car-club as part of the wider transport strategy to minimise car dependency.</li> <li>• There would be merit in exploring the potential for micro-consolidation centres across the district.</li> <li>• The emerging masterplan for the site is designed to ensure effective sustainable transport links are provided to the centre of Bicester. Regarding access to Oxford, this will become increasingly important given the emerging Connecting Oxford strategy is expected to further restrict the ability of carborne trips into Oxford.</li> <li>• The site provides an opportunity for a natural continuation of sustainable growth and will form a new gateway into Bicester, completing the south-eastern extent of the town.</li> <li>• The site is located on the A41 which provides the opportunity for new and improved sustainable links to Bicester and its train stations. The site is ideally located to connect and extend existing green corridors, including those proposed at Wretchwick Green.</li> <li>• Retention of the existing local wildlife site and new parkland on the site.</li> </ul>
<b>Bloxham</b>	
LPR-A-049	Five responses were received in response to this site promotion.

<p>Land at Tadmarton Road</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• The site is rich in natural qualities in terms wildlife, biodiversity and habitats.</li> <li>• The site is at risk of flooding.</li> <li>• Development of the site would increase in air pollution.</li> <li>• Increase and negative impact on traffic and car parking.</li> <li>• Negative impact upon existing walking routes and views.</li> <li>• Loss of mental health benefits.</li> <li>• Consideration should be given to the provision of Native trees (UK grown) on at least 30% of the site that borders the Slade Nature Reserve.</li> <li>• Site would sit outside the 20-minute neighbourhood idea.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council object and provide an acceptability criteria table.</li> </ul>
<p>LPR-A-052 Land at Tadmarton Road</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• At least 30% of the site, that borders the Primary School and houses, should be allocated to the planting of native UK grown trees.</li> <li>• The requirement for pumping stations and electric vehicle charging will place a burden on an existing fragile supply.</li> <li>• Will result in a loss of a valuable habitat in the hedgerows.</li> <li>• Negative impact on current infrastructure and services.</li> </ul>

	<p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council strongly object and submit an acceptability criteria table.</li> </ul>
<p>LPR-A-070 Land South of Ells Lane</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Junction with A361 is compromised and not suitable for further development.</li> <li>• The England Trees Action Plan should be considered.</li> <li>• Will place a burden on existing infrastructure.</li> <li>• Loss of important hedgerows and habitat/wildlife.</li> <li>• Gross intrusion into the Green Belt.</li> <li>• Definition of the village boundary will be ruined.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table and conclude that they object to the site; significant issues at Ells Lane junction.</li> </ul>
<p>LPR-A-075 Land east of South Newington Road, Bloxham</p>	<p>One response was received in relation to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Access to this site appears to be from the A361 at a known accident hotspot.</li> <li>• The England Tree Action Plan should be considered.</li> <li>• The issue of wastewater removal at present means most new development sites have required “pumping stations”.</li> <li>• Increased need for Electric vehicle charging points could place a burden on the present fragile supply.</li> </ul>

	<ul style="list-style-type: none"> <li>• Impact on the connecting roads and current infrastructure provision.</li> <li>• Retention of existing hedgerows.</li> </ul>
<p>LPR-A-094</p> <p>Land at South Newington Road</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Close proximity to The Slade Nature Reserve; consideration should be given to at least 30% of the area adjacent to the Slade being allocated to native UK grown established trees. The England Tree Action Plan should be considered.</li> <li>• Will result in additional pressure on existing infrastructure (wastewater and electricity).</li> <li>• Consideration should be given to the impact on the connecting roads and current infrastructure provision.</li> <li>• Retention of existing hedgerows, that provide both feeding and shelter habitat that is not easily replicated once removed.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table and conclude that they strongly object to the proposals.</li> </ul>
<p>LPR-A-100</p> <p>Land north and south of Milton Road</p>	<p>Five responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strongly object.</li> <li>• Proposals will directly negatively impact the character of the village.</li> <li>• Negative impact on wildlife, including hedgerow habitats.</li> <li>• Negative impact on church views.</li> <li>• Disruption to ancient pathways/Public Rights of Way; need to preserve these for positive mental wellbeing of residents.</li> </ul>

	<ul style="list-style-type: none"> <li>• The England Tree Action Plan should be considered.</li> <li>• Will place a burden on waste and electricity systems.</li> <li>• Negative impact on road systems and existing infrastructure.</li> <li>• Gross intrusion on the Green Belt and will ruin the definition of village boundaries.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table and conclude that they have strong objections to this site.</li> </ul>
<p>LPR-A-115</p> <p>Orchard House, Barford Road</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Object.</li> <li>• The site is contrary to Neighbourhood Plan Policies BL2, BL9 and BL11a.</li> <li>• The England Tree Action Plan should be considered.</li> <li>• Negative impact on wastewater and electricity supplies, placing a burden on supply.</li> <li>• Impact on connecting roads and infrastructure/services should be considered.</li> <li>• Negative impact on habitats, biodiversity, etc.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table and conclude that the proposals are counter to Neighbourhood Plan Policy BL2 (upper limit of 5).</li> </ul>
<p>LPR-A-151</p> <p>Land North of Bloxham</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p>

	<ul style="list-style-type: none"> <li>• Objections.</li> <li>• Proposals will add to an existing compromised junction.</li> <li>• The England Tree Action Plan should be considered.</li> <li>• Negative impact on wastewater and electricity supplies, placing a burden on supply.</li> <li>• Impacts on infrastructure such as GPs, dentists, education need to be considered.</li> <li>• Would result in the removal of hedgerows which provide habitat.</li> <li>• Gross intrusion into the Green Belt and ruining the definition of village boundaries.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submits an acceptability criteria table and conclude that they strongly object.</li> </ul>
<b>Bodicote</b>	
<p>LPR-A-091</p> <p>Land South of Wards Crescent</p>	<p>72 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Existing roads and infrastructure will not cope with further development.</li> <li>• Existing schools are oversubscribed and cannot accommodate further development.</li> <li>• Will increase traffic congestion and air pollution. Roads are not suitable for construction traffic.</li> <li>• No natural access point: the creation of access would be highly disruptive and there are no options to enhance the existing roads.</li> <li>• Village has insufficient green spaces; further loss is unacceptable.</li> </ul>



	<ul style="list-style-type: none"> <li>• Negative impact on the natural environment, biodiversity and wildlife.</li> <li>• The open nature of the south boundary of the village should be preserved to maintain the characteristics of the landscape.</li> <li>• Bodicote is already overdeveloped resulting in the loss of the village character; further development is not supported.</li> <li>• No local need for further housing – the village has already taken a fair share.</li> <li>• Would result in the loss of well used footpath link to Adderbury and beyond and well used open space used for recreational use resulting in decline of general wellbeing.</li> <li>• Potential for coalescence is unacceptable and would cause irreversible harm.</li> <li>• Proposed development is contrary to the NPPF and adopted local plan with regards to transport, access, sustainable development and enjoyment of the countryside.</li> <li>• Proposals do not represent sensitive infilling development; much larger scale compared to existing village.</li> <li>• Would result in serious implications for the historic fabric of the village.</li> <li>• Greenfield development is unwelcome.</li> <li>• No consideration has been given to the local communities when putting forward these proposals.</li> <li>• Tree planting on the site is poorly enacted; likely will result in the trees being removed due to poor species choice.</li> <li>• Site does not offer a sustainable option for development.</li> <li>• Potential for flood risk due to proximity to the flood plain of Sor Brook.</li> <li>• Proposals would bring no benefit to the existing village.</li> <li>• Negative impact on property prices and views.</li> <li>• Maps of the village provided in the local plan review documentation provide an inaccurate picture of the consented developments in the village.</li> </ul>
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	<ul style="list-style-type: none"> <li>• The site should be used for woodland planting or renewable energy generation.</li> <li>• Proposals would conflict with the Landscape and Visual Impact Assessment Village Analysis 2016.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table and conclude that they object to the proposals. These three proposals, together with the significant proposals to the East of Adderbury would continue the trend towards coalescence, increasing congestion and having an impact on the viability of the Sor Valley as a ‘Valued Landscape’ and green corridor between settlements.</li> <li>• Bodicote Parish Council object to the proposals. The rural land to the south and west of the village should be protected and kept free of development; the land is integral to the identity of the village and should be designated as valued landscape. The village has increased by nearly 60% over the last several years and has taken its fair share of new housing. Wish for the parish to co-exist in harmony with the town.</li> </ul>
<b>Caversfield</b>	
LPR-A-003 South Lodge	<p>One response was received in response to this site promotion.</p> <p>What this representation said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• Would further contribute to the merging with Bicester.</li> <li>• Important to consider a strategy rather than respond to speculative development proposals.</li> </ul>
LPR-A-039 Land known as The Plain	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> </ul>

	<ul style="list-style-type: none"> <li>• Would result in coalescence with Bicester and Elmsbrook.</li> <li>• Would remove the rural corridor between Fringford Road and Banbury Road.</li> </ul>
<p>LPR-A-144</p> <p>Land at South Lodge</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• Would further contribute to the merging of Bicester; it is important to decide strategy rather than respond to speculative development proposals.</li> </ul>
<p>LPR-A-147</p> <p>Land at Dymock's Farm</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• Development would radically alter the village, perhaps doubling it. Unless motor access was restricted to Buckingham Rd it could easily damage the relatively quiet and popular route for walkers and cyclists from Bicester out into the country along Fringford Rd.</li> <li>• Such a large plan should not be considered further until there has been a disinterested review of the future of the village, which is currently category C.</li> </ul> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Savills OBO Vistry promote the site for residential development and the representation is supported by a letter from Stagecoach (which supports the opportunities to consolidate and improve local bus services and connections) and a vision statement (setting out the baseline evaluation work and proposals).</li> </ul>

<b>Charlton on Otmoor</b>	
<p>LPR-A-165</p> <p>Land at Mill Lane (small) &amp; (large) <i>[Two site parcels]</i></p>	<p>One response was received in response to this site promotion.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Support the development. The site is ideally placed to provide housing to support the existing services and facilities in the village and ensure the viability of the village. Sites can assist with the provision of a wider mix of dwelling types and make an important contribution to meeting the housing requirement. The site can be built-out relatively quickly and assist with maintaining a 5 year housing land supply. Access would be taken from Mill Lane with a footpath on both sides of Mill Lane. There will be economic benefits through the construction jobs created and from owner/occupiers using the services and facilities within the village and the wider area. Social benefits will be achieved through the provision of market and affordable housing resulting in a suitable mix of housing. Environmental benefits will be achieved by strengthening the hedgerow and trees on the boundary of the site and delivering development to secure biodiversity net gain.</li> </ul>
<b>Chesterton</b>	
<p>LPR-A-046</p> <p>Land to the North and East of Little Chesterton</p>	<p>One response was received in response to this site promotion.</p> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Chesterton Parish Council objects to the site. If this site and others are developed, they would swamp the hamlet of Little Chesterton.</li> </ul>
<p>LPR-A-113</p> <p>Land off A4095</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> </ul>

	<ul style="list-style-type: none"> <li>• Development would result in the linking of Chesterton and Kingsmere and result in the loss of the buffer between the village and Bicester. This would also result in the loss of resident's wellbeing.</li> <li>• Site should remain as agricultural use or recreational space.</li> <li>• Potential for increase of flooding issues.</li> </ul>
LPR-A-118 Land South of Green Lane	<p>One response was received in response to this site promotion.</p> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Chesterton Parish Council objects. The site would have an indirect effect on the cumulative effects on Little Chesterton. Permission must not be given to LPR-A-118 proposal on material considerations, including transport links, and the Parish Council would wish to expand the playing field provision on a section of this land.</li> </ul>
LPR-A-173 Land at Junction 9 M40 (Wendlebury/Chesterton)	<p>Two responses were received in response to this site promotion.</p> <p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Chesterton Parish Council object to the development. Cumulatively, if the sites proposed come into fruition, they would swamp the hamlet of Little Chesterton.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust note that the site contains unnamed Ancient Semi-Natural Woodland (ASNW), SP55251957, which covers an area of 0.44 Ha.</li> </ul>
<b>Cropredy</b>	
LPR-A-155 Land to the North of Cropredy and South	<p>Two responses were received in response to this site.</p> <p>What members of the public said:</p>

<p>Cropredy Marina, and Land West of Station Road</p>	<ul style="list-style-type: none"> <li>• Propose that the site is considered for wilding with an area for woodland, and area for wetland (water/marsh) for natural flooding or allocate the site as a Local Green Space.</li> <li>• Residential development on this site would impact the households that directly border this site, as well as a devastating impact on natural tranquillity, biodiversity and ecological resilience and light pollution.</li> <li>• This site is on the edge of the village, between residential properties and a canal-side marina. The site is bordered on one side by the canal, one side by roads, and the other side by residential properties. It is easily accessible by the residents of Cropredy by foot. The site has always served as a natural boundary to Cropredy. Preserved as a green area this site would become a part of the village's heritage.</li> <li>• Using this site for woodland and wetland green space, would allow the landowner to use it as a carbon offset scheme.</li> <li>• Cropredy Climate Change Group are trying to find a site for a community wood. Will be bringing this site to the attention of Cropredy Parish Council in December's council meeting.</li> <li>• The site is ancient farmland that still had ridge and furrows until the 1970's. It is an area of outstanding natural beauty with spectacular views to the north of Cropredy.</li> <li>• Would provide a wonderful amenity if it was designated as a green space and developed as a village common for the benefit of the villagers both now and for future generations.</li> <li>• It would be a good gesture from the landowner to donate the site to the village as common land in perpetuity.</li> </ul>
<p><b>Deddington</b></p>	
<p>LPR-A-009 Land East of Oxford Road</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Object. Site is on a dangerous stretch of road, sets a precedent to breach the village boundary and greenfield sites should be maintained as such.</li> </ul>

<p>LPR-A-056</p> <p>Land off Banbury Road</p>	<p>Four responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• Greenfield land should not be built upon.</li> <li>• Development is beyond the Parish boundary.</li> <li>• Site is distant from the village centre and separated from main amenities by an 'A' road.</li> <li>• Views to the north of Deddington will be negatively impacted.</li> <li>• Walking routes would be negatively impacted.</li> <li>• Result in the loss of habitat and wildlife.</li> <li>• Site is too large for the village.</li> <li>• Negative impact on medical services, education, and road users.</li> </ul>
<p>LPR-A-074</p> <p>Land East of A4260 Deddington</p>	<p>One response was received in response to this site promotion.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Villages such as Deddington offer a wide range of shops, services, and education, all within a 20-minute walk or cycle ride of residential. The site lies within a 5-minute cycle ride of facilities in Deddington.</li> </ul>
<p>LPR-A-104</p> <p>Land at Manor Barn, Manor Barn, Chapel Close</p>	<p>Eight responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• No existing access: no room to accommodate safe access.</li> <li>• Negatively impact an existent popular bridal way.</li> </ul>

	<ul style="list-style-type: none"> <li>• Potential flood risk impacts; including flooding from the sewerage water plant.</li> <li>• Negative impact on wildlife, habitats, biodiversity.</li> <li>• Significant increase in light pollution.</li> <li>• Village has no existing amenities to support current community nor any further new development. Would result in an unacceptable increase on existing health and education facilities (in neighbouring villages).</li> <li>• Limited/no existing infrastructure to accommodate access to surrounding communities, therefore greater car usage required.</li> <li>• Development would further exacerbate traffic/road problems.</li> <li>• Proposals would double the size of the village and are out of proportion.</li> <li>• Loss of local access to green space and access routes is unacceptable.</li> <li>• Other sites along Clifton Road are more suitable.</li> <li>• The site is unsuitable for development.</li> </ul>
<p>LPR-A-148</p> <p>Land off Duns Tew Road, Hempton</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• The village cannot support further development given the issue of access to services or amenities from the site. There are presently no public transport links to the site.</li> <li>• Road, mains gas, water and electricity infrastructure serving the site are not suitable to accommodate additional development and resultant traffic.</li> <li>• Education and healthcare facilities in the area are oversubscribed at present.</li> <li>• New development should be directed to more sustainable locations, close to services and facilities.</li> </ul>



	<ul style="list-style-type: none"> <li>• The site contains a well-used public footpath.</li> <li>• Loss in value of properties may result due to loss of rural views.</li> <li>• New development is likely to result in increased pressures on drainage.</li> </ul>
<b>Drayton</b>	
<p>LPR-A-152</p> <p>Land North of Drayton Lodge Farm</p>	<p>40 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• Development would reduce the gap between the Conservation Area and Banbury and remove the natural visual border to the existing development.</li> <li>• Many residents note that they were led to believe that there would be no further development north of Dukes Meadow Drive.</li> <li>• Further development will destroy the character, setting and identity of Hanwell.</li> <li>• Development will not protect or enhance the distinctive natural and built environment, devaluing the historical, environmental, and cultural significance.</li> <li>• Development will result in coalescence which is unacceptable.</li> <li>• Would be inconsistent with Key Objectives KO5, KO9, KO15, KO23 and KO25.</li> <li>• There is potential for negative impacts on the functionality of the public observatory in the grounds of the Castle due to increased light pollution.</li> <li>• There is potential for increased flooding issues.</li> <li>• Village experiences traffic issues which will be exacerbated. Existing streets are narrow with no pavements.</li> <li>• There is potential for negative impacts on wildlife, habitats, and biodiversity; the council have a duty to protect our local</li> </ul>

and natural habitat and biodiversity, particularly during the ecological and environmental crisis.

- Brownfield and town centre sites would be more suitable for housing. Developing on greenfield sites is not environmentally sound and does not help meet the challenge of climate change.
- Development will be a blight on the landscape.
- The site should be planted for forestry to offset the emissions from Banbury, M40 and Hennef Way.
- The council should not consider any sites north of Banbury. A significant proportion of Banbury's housing since 2011 has been located to the north of the town.
- There are insufficient amenities to accommodate further development in this area.

What Town and Parish Council's said:

- Hanwell Parish Council strongly object. The proposals would adversely impact the Conservation Area of the village and destroy the semi-rural setting. The site would reduce the gap between Banbury and the Conservation Area with no natural gap to screen from development. Development breaches clear defensible urban boundaries which will seriously erode the rural setting. Further development will seriously impact light pollution and the functioning of the publicly funded observatory. Hanwell has quality agricultural land of importance for the surrounding area. The remote location would result in increased car usage. Further development will put additional strain on existing infrastructure, including the road network.
- Drayton Parish Council object as the development would extend Banbury away from shopping and employment areas which is unsustainable. The development would be obtrusive in the open countryside and would bring housing closer to Hanwell which would be detrimental to the character of the village. The Conservation Area would be affected as would the functioning of the observatory due to increased light pollution.

	<p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Webb notes that the development will extend Banbury into the open countryside and potentially result in a merging with Drayton which would result in loss of character. There have been no improvements to key infrastructure to accommodate development. There are existing traffic issues.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society oppose the site due to the site being in the open countryside. Eastern parts of the site are in the flood plain. The development will also impact the setting of a listed building.</li> </ul>
<b>Fritwell</b>	
LPR-A-101 Land North of Forge Place	<p>One response was received in response to this site promotion.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Promotion of site for delivery of 15 residential units by developer. The site could come forward with a high-quality design that responds to the local context and supports the village in economic terms and provide affordable housing. Lagan Homes has been investigating the potential design (minimising and mitigating heritage impacts) and the quantum in more detail.</li> </ul>
<b>Gosford &amp; Water Eaton</b>	
LPR-A-222 Freize Farm, North Oxford	<p>One response was received in response to this site.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• A low-to-net zero science and innovation facility at the site would be a means to develop a new approach to sustainable employment growth.</li> <li>• There are a range of existing sustainable transport and active travel links to the site. Cycle, footpath, road, bus and rail routes all pass in close proximity. A science and technology park in this location would make use of existing networks</li> </ul>

	<p>whilst being of a sufficient scale to warrant the development of new transport connections. Existing sustainable transport links include the site's proximity to Oxford Parkway Station and strategic bus routes along the A44 and A2460 corridors. The site is well located in terms of transferring all modes of transport between the A44, A4260 and A34 corridors, bypassing the Pear Tree Interchange.</p> <ul style="list-style-type: none"> <li>• The site's proximity to academic and residential communities, particularly because of the surrounding housing allocations in the Partial Review, will allow the site to function as high-value employment collocated with new homes.</li> <li>• Active travel could be enhanced by connecting the site to the planned cycle route north of Oxford and through connectivity with the Oxford Canal. This could involve creating new foot and cycle path connections to Oxford Parkway, the new development sites in Cherwell to the east, the Northern Gateway development, and existing services within Oxford to the south.</li> <li>• Whilst Frieze Farm is located within the Green Belt, it has already been allocated for substantial change from farmland to a replacement Golf Facility as Site PR6c in the Partial Review. If local golfing need can be met through alternative means, the land at Frieze Farm presents a significant opportunity.</li> </ul>
<p>LPR-A-237 Outskirts of Kidlington</p>	<p>One response was received in response to this site.</p> <ul style="list-style-type: none"> <li>• Strongly support the proposal as Local Green Space.</li> </ul>
<p><b>Heyford Park</b></p>	
<p>LPR-A-138 Heyford Park and OS Parcels</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Potential impact on existing infrastructure. Proximity of the site to electricity poles is a concern.</li> <li>• Development would result in loss of privacy.</li> </ul>

	<ul style="list-style-type: none"> <li>• Negative impact on neighbouring residents is likely due to construction activities.</li> <li>• Development may drive families away from the area.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust note that the site is adjacent to Kennel Copse Ancient Semi-Natural Woodland (ASNW), SP52552740, 1.43 ha is located at its north eastern corner.</li> </ul>
<b>Hook Norton</b>	
<p>LPR-A-120</p> <p>Land at The Bourne</p>	<p>One response was received in response to this site.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The site is promoted for residential use. Accompanied by a concept framework.</li> <li>• Land is in single ownership. 4.9ha could deliver up to 85 units with provision of affordable housing.</li> <li>• Building heights will range from 2 - 2.5 storeys. Details of materials, planting, etc subject to planning application.</li> <li>• Site is less than 500m from the village centre, and 800m/10 min walk from a wide range of facilities including primary school, shop, post office, general store, GP, dentist, vets, library, village hall, sports clubs and 4 pubs. Hook Norton is a sustainable settlement capable of supporting additional residential development.</li> <li>• Development of the site would be respectful and responsive to its context and the need to protect the special character of the surroundings.</li> <li>• Suite of technical studies undertaken to inform the proposed development. Site is in flood zone 1. The likely route of run-off – deemed most likely to be via the eastern site boundary into the River Bourne, via Watery Lane. Flood risk and drainage are not considered to represent a constraint to development.</li> <li>• There do not appear to be any in principle landscape and visual constraints to the development of the site, with effects</li> </ul>

	<p>on visual amenity and landscape character considered to be manageable. Due to the undulating nature of land surrounding Hook Norton, longer distance views are available, particularly from the south-west. However, the site is seen with a number of visual detractors and within the context of Hook Norton. Potential for adverse effects can be moderated by retention of distinctive landscape features, establishment of new boundary hedgerows to enhance the landscape structure and integration of sound principles underpinning a site-wide Green Infrastructure approach.</p> <ul style="list-style-type: none"> <li>• Designated sites are not considered likely to pose a constraint given their distances and spatial separation from the site.</li> <li>• Given the small size of the site and its generally limited biodiversity value, appropriate habitat retention, enhancement and creation measures could be sufficiently incorporated within any proposed development. The hedgerow network and trees supported therein should be retained as far as possible within any future design for the site and enhanced through gap planting and appropriate long-term management. Habitat creation measures should be incorporated, including the provision of areas of public open space and sustainable drainage features.</li> <li>• There are no designated heritage assets within the boundary of the site, and no in principle constraints to its allocation and development identified. Hook Norton Conservation Area and associated listed buildings will require further assessment; the site has an overall low potential to contain significant archaeological remains.</li> <li>• Four individual trees, seven groups of trees and twelve hedgerows totalling 23 items present within the site. Of these 23 items, 18 have been identified as of moderate quality (category B) and five of low quality (category C). Of these, three mature oak trees of moderate quality (category B) located along the northern boundary of the north westerly field comprise the most pertinent arboriculture features across the site. The site contains very few arboriculture items, none of which are of high arboriculture value. No TPO's within the site nor does the site fall within a designated conservation area. The tree stock is not considered to pose an in principle constraint to any future development.</li> </ul>
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	<ul style="list-style-type: none"> <li>The existing site access point was considered in consultation with Oxfordshire County Council and deemed to be a suitable location, which would maximise pedestrian accessibility. It is recommended to upgrade the existing access point to accommodate visibility splays. The site would include permeable and legible pedestrian and cycle routes, linking through to the village and the surrounding countryside. The site would promote healthy communities and would boost the local economy.</li> </ul>
<b>Hornton</b>	
LPR-A-007 Varneys Garage, Quarry Road	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Objection.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>Banbury Civic Society support existing travellers sites however oppose the new travellers sites proposed at Poundland 1-6 Malthouse Walk, PR Alcock and Sons Ltd, Castle Street and 3 West Bar Street as they are considered to be inappropriate locations.</li> </ul>
<b>Islip</b>	
LPR-A-064 Rozerneil (Paddock), Kidlington Road	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Objects.</li> <li>The number of houses proposed will change the village and result in urban sprawl.</li> <li>Increase traffic and air pollution.</li> <li>A proposed bypass would have to cross land that floods regularly and the railway line. A bypass to the east would be a</li> </ul>

	<p>better option but would not necessarily stop traffic going through the village.</p> <ul style="list-style-type: none"> <li>• Impact on traffic movements in the village.</li> <li>• The oil dump site would be more suitable for development.</li> <li>• Proposals would destroy Islip as a village and decrease the quality of life.</li> </ul>
<p>LPR-A-124 Ambergate Barn, Wheatley Road</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• 3,000 new homes delivered at the site would swamp the village and result in urban sprawl.</li> <li>• The development would result in an increased level of traffic and air pollution.</li> <li>• A bypass from the east would be a more considered option, albeit this would increase traffic and not necessarily stop traffic going through the village.</li> <li>• The development would result in a loss of Green Belt land.</li> <li>• Brownfield sites in the village (most notably associated with the oil dump) are considered more suitable for development.</li> <li>• Development would adversely affect the quality of life in the village.</li> </ul>
<p>LPR-A-221 Former Oil Storage Depot, Bletchingdon Road</p>	<p>Four responses were received in relation to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The proposed 3000 houses at the site will overwhelm the village and will result in a significant traffic increase.</li> <li>• The Oil Dump site is a more appropriate brownfield site in the village than the proposed site allocation.</li> </ul>



	<ul style="list-style-type: none"> <li>• The development is sensible and proportionate to the scale of the local community.</li> <li>• The site is at risk of flooding.</li> </ul> <p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Councillor Miller supports development on this site which is a former aviation fuel depot with considerable concrete installations that would need to be removed to permit development.</li> </ul>
<p>LPR-A-223</p> <p>SITES 1 – 7 Land off Mill Street/Mill Lane</p>	<p>Eleven responses were received in response to this site allocation:</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The 3,000 homes that are proposed on the site will result in significant traffic increase in the village.</li> <li>• The land is in the Green Belt and should be protected from development.</li> <li>• The brownfield oil dump site is a more appropriate site for development within the village and could cater for employment and residential uses.</li> <li>• The scale of the proposed development is out of keeping with the village.</li> <li>• Development on the site will substantially increase flood risk.</li> <li>• Local infrastructure will be unable to cope with an increased population.</li> <li>• Development at the site will have a detrimental impact on local wildlife populations, such as badgers, otters and owls.</li> <li>• There is concern that the development will devalue surrounding property prices.</li> </ul>
<p><b>Kidlington</b></p>	
<p>LPR-A-007</p>	<p>Two responses were received in response to this site promotion.</p>

<p>Former Builders Yard, The Moors</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society support existing travellers sites however oppose the new travellers sites proposed at Poundland 1-6 Malthouse Walk, PR Alcock and Sons Ltd, Castle Street and 3 West Bar Street as they are considered to be inappropriate locations.</li> </ul>
<p>LPR-A-008</p> <p>Land on the East Side of Woodstock Road East</p>	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Object to the absence of green areas in Begbroke. Site LPR-A-008 contributes to this.</li> </ul>
<p>LPR-A-024</p> <p>Land North of The Moors and East of Banbury Road</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Site should be allocated as green space.</li> <li>• Well used by local residents for leisure purposes.</li> <li>• Good agricultural land should be retained.</li> <li>• Development of the site would result in loss of footpath connectivity.</li> <li>• Would result in increased traffic with detrimental effects on the environment and local residents.</li> <li>• Green belt land should be protected.</li> </ul>
<p>LPR-A-063</p> <p>Land between Woodstock Road, Langford Lane and Begbroke Lane</p>	<p>Four responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objects.</li> </ul>

	<ul style="list-style-type: none"> <li>• Site is unviable for development in relation to the comments regarding Begbroke partial review where it was identified that the site provides an important separation between the villages to maintain identity and character.</li> <li>• Site would be ideal for a community led rewilding site including woodland and hedgerow development.</li> <li>• Removal of green space is concerning.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Woodstock Town Council object to the site. The allocation would constrain Woodstock severely, without any degree of benefits from Council tax revenue, local eligibility for affordable housing, etc. The site lies beyond Begboke and Yaunton and is not part of Woodstock as it lies outside the Woodstock boundary and outside of West Oxfordshire. Proposals do not align with NPPF concept of a sustainable community. Potential for negative impacts on the World Heritage Site, including disruption from construction, particularly on the Roman Villa. Would require substantial infrastructure improvements. Impacts on road network. Issues with primary school capacity and GP surgeries. Will result in the coalescence of Bladon and Woodstock.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• ICOMOS-UK objects. Site forms part of the setting of Blenheim Palace World Heritage Site and is now the only part of the historic open setting of Blenheim Park to survive on its south-eastern side. It sits at the entrance to Woodstock for those approaching on the main route from Oxford, allowing them to appreciate the contrast between enclosed park and open country which is important to an understanding of the social and cultural significance of the WHS.</li> </ul>
<p>LPR-A-184</p> <p>London Oxford Airport, Langford Lane, Kidlington</p>	<p>One response was received in response to this site.</p>

	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• This sounds to me like a large expansion of the airport - which seems to run entirely contrary to policies about sustainability and low carbon.</li> </ul>
<p>LPR-A-224 Land North of The Moors</p>	<p>Two responses was received in response to this site.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Object.</li> <li>• the site is Green Belt land which is used widely for recreation.</li> <li>• Concerns that development will detrimentally impact local nature and wildlife in The Moors.</li> <li>• Fields behind the site are highly vulnerable to flooding.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Representation includes a vision statement to support the promotion of the site for residential development.</li> <li>• The site is within the Green Belt.</li> <li>• The site does not fall within an AONB, flood zone, designated heritage asset, SSSI or have any ecological interest.</li> <li>• The site is within a short walk of Banbury Road and Station Road and Langford Lane Employment Areas. The 'village' centre is within a 10-minute walk.</li> <li>• Pretty much the whole of Kidlington is within the 2km isochrone; i.e. constituting a '20 minute neighbourhood'.</li> <li>• Two points of vehicular access and one additional footway access proposed.</li> <li>• Development could support office space, community facilities or residential.</li> <li>• No major off-site infrastructure required to open up or deal with the transportation needs and capacity of this site; the site could be delivered, in effect, immediately.</li> <li>• Development would help deliver the regeneration of the 'village' centre.</li> </ul>

LPR-A-237 Outskirts of Kidlington	One response was received in response to this site. <ul style="list-style-type: none"> <li>I would strongly support the proposal as Local Green Space.</li> </ul>
<b>Kirtlington</b>	
LPR-A-043 Land East of Heyford Road	One response was received in response to this site promotion. <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>Kirtlington Parish Council note that there have been previous refused planning applications for the site.</li> </ul>
LPR-A-261 Corner Farm, Station Road	One response was received in relation to this site promotion. <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>Kirtlington Parish Council note that both sites have been the subject of previous planning applications. The applications at Corner Farm (14/01531/OUT and 14/02139/OUT) were both dismissed at appeal, and the Parish Council welcomed those decisions. The application at the site east of Heyford Road (17/01688/OUT) was supported by the Parish Council as the most appropriate but was refused by the Local Planning Authority.</li> </ul>
<b>Launton</b>	
LPR-A-012 Land off the Green, Station Road	One response was received in response to this site promotion. <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Object.</li> <li>Land is covered by a covenant from 1989 between the owner and the Council which retains the land for agricultural use. Copy of the registered document is available on request.</li> </ul>

<p>LPR-A-017</p> <p>Charbridge Lane</p>	<p>One response was received in response to this site promotion.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• The southern parcel of land is unsuitable for built development due to its high nature conservation importance as part of the Gavray Meadows Local Wildlife Site and its inclusion within the River Ray Conservation Target Area.</li> <li>• The site lends itself very well to the delivery of biodiversity enhancements required because of development elsewhere.</li> <li>• Securing the future of this part of the Local Wildlife Site would enable it to continue to form an essential part of the green infrastructure corridor of high wildlife and potential amenity value that runs along the southern side of the railway, extending eastwards from Bicester to connect with high value nature conservation sites and BBOWT reserves in the Upper Ray catchment.</li> </ul>
<p>LPR-A-071</p> <p>Land East of Charbridge Lane, South of Railway</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• The site will block a natural wildlife pathway from Gavray Meadows.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• CPRE Oxfordshire strongly object. Land is the portion of Gavray Meadows LWS that lies east of the A4421 ring road and is included in the River Ray Conservation Target Area. It must be protected to preserve this function when Wretchwick Green (Bicester 12) is built out, thus reducing the green space east of the A4421.</li> <li>• Save Gavray Meadows note that the site is part of the LWS. It has a major footpath to Launton going through it, which is</li> </ul>

	used regularly by locals. It is the wildlife corridor for Gavray Meadows into the CTA and must allow free passage of wildlife.
LPR-A-085  Land north-east of Skimmingdish Lane / Bicester Road & Land North of Launton	One response was received in response to this site promotion.  What national / statutory organisations said: <ul style="list-style-type: none"> <li>The Woodland Trust note that the site is adjacent to: Longlands Spinney ASNW SP60702444 0.38 Ha. Site Contains Veteran tree: 191405 pedunculate oak and Notable trees: 191399, 191400, 191401, 1919402, 191403, 191404, 191408, 191409, 191411 All pedunculate oak.</li> </ul>
LPR-A-112  Land East of Bicester Road and North of Yew Tree Close	One response was received in response to this site promotion.  What national / statutory organisations said: <ul style="list-style-type: none"> <li>The Woodland Trust note that the site contains veteran tree: 191405 pedunculate oak and Notable trees: 191399, 191400, 191401, 1919402, 191403, 191404, 191408, 191409, 191411 All pedunculate oak.</li> </ul>
LPR-A-121  Land North of Station Road	One response was received in response to this site.  What the development industry said: <ul style="list-style-type: none"> <li>Richborough Estates controls the site on the north eastern side of Launton, a suitable and deliverable site for residential-led development in a sustainable location to the east of Bicester. They envisage residential development at this site as a logical expansion of the village given its strategically advantageous location.</li> <li>Several technical reports and a masterplan are being prepared to support a planning application.</li> </ul>
<b>Merton</b>	

<p>LPR-A-160</p> <p>Between the M40 / A41 and Graven Hill, South of Bicester</p>	<p>One response was received in response to this site promotion.</p> <p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Calum Miller notes that together, with other proposals, this site would remove any sense of a Green Belt around the south-eastern perimeter of Bicester and would envelop these three villages in a way that would damage their historic and social character.</li> </ul>
<p><b>Milcombe</b></p>	
<p>LPR-A-119</p> <p>Land at North Manor Farm</p>	<p>Six responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• The quality of life of existing residents must be considered; the quality of life for those within the village will be adversely affected if further development occurs.</li> <li>• Recent developments have negatively impacted upon the landscape which has resulted in development that is out of character with the village.</li> <li>• Water mains and sewerage struggle with existing capacity.</li> <li>• Negative impact on health care and education if further development occurs.</li> <li>• Development could result in additional flooding issues.</li> <li>• Existing problems with access, parking and traffic congestion will be made worse by the delivery of additional development, which is also likely to result in air pollution.</li> <li>• Negative impacts on wildlife, habitats and biodiversity are likely through additional development.</li> <li>• 4ha of the 5ha site are 'ridge and furrow' as designated by Oxfordshire Historic Environment Record; a heritage asset and is not appropriate for development.</li> <li>• The site contains existing public footpaths.</li> </ul>



	<ul style="list-style-type: none"> <li>• Development would have a significant impact on the setting of Listed Buildings as there is some intervisibility between the site and Farnell Fields, Grade II Listed Property.</li> <li>• The site is a well-used green open space.</li> <li>• Brownfield sites in Banbury should be prioritised for development. Wildlife interactions are lower at these locations.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Milcombe Parish Council object. Location is not suitable for development; however, it is acknowledged that development would strengthen Milcombe as a viable community. The site would have a detrimental impact on infrastructure, particularly relating to traffic. The site is out of proportion with recent developments, does not avoid key green areas, is not located on brownfield land and is prone to flooding.</li> </ul>
<p>LPR-A-137</p> <p>Land off Bloxham Road</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Site contains a variety of wildlife including prime hunting grounds for kestrels and buzzards; loss of land will result in loss of wildlife in the area.</li> <li>• Brownfield sites in Banbury should be prioritised where interactions with wildlife is less.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table which concludes a strong objection. These three proposals are a step change and start a new trend towards coalescence between Bloxham and Milcombe. Taken together, and given Milcombe's comparatively smaller range of facilities, they could lead to over 500 new households seeing Bloxham as a natural 'centre' and the most direct route to Banbury and the main roads north and south, worsening an already challenging situation.</li> </ul>

	<ul style="list-style-type: none"> <li>• Milcombe Parish Council objects as the location is not suitable for development, however it is acknowledged that development would strengthen Milcombe as a viable community. The site would have a detrimental impact on infrastructure, narrow the gap between parishes, is not in proportion with recent developments, is not on brownfield land and does not avoid key green areas.</li> </ul>
<p>LPR-A-158 Hollies Farm, New Road</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• The site is a prime hunting ground for kestrels, red kites and buzzards.</li> <li>• Development should be directed to brownfield sites in Banbury where there is less interaction with wildlife.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Bloxham Parish Council submit an acceptability criteria table and concludes that they strongly object to the proposals. Cumulatively the proposals are a step change in the existing development pattern and would result in increased coalescence between Bloxham and Milcombe. Taken together, and given Milcombe's comparatively smaller range of facilities, they could lead to over 500 new households seeing Bloxham as a natural 'centre' and the most direct route to Banbury. This is likely to result in increased levels of traffic on the main roads north and south, worsening an already challenging situation.</li> <li>• Milcombe Parish Council object as development in this location is not suitable. They do, however, acknowledge that development would strengthen Milcombe as a viable community. The site will have a detrimental impact on infrastructure (especially traffic); would narrow the gap between parishes; is not located on brownfield land; and does not avoid key green areas.</li> </ul>

<p>LPR-A-206</p> <p>Land and Buildings at 12 Heath Close</p>	<p>Two responses were received in relation to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Development would displace species such as reed buntings, linnets, yellowhammers and dunnock in local hedgerows.</li> <li>• Brownfield sites in Banbury would have less impact on wildlife.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Milcombe Parish Council express concern over the development of site due to the potential impacts it would have on existing infrastructure, especially traffic and the fact that the site is out of scale with recent development in the area and not on brownfield land. However, they note that development will strengthen Milcombe as a viable community.</li> </ul>
<p>LPR-A-231</p> <p>Land at Fern Hill Farm</p>	<p>Four responses were received in relation to the site allocation.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The site regularly floods, further development would result in increased flood risk at neighbouring properties.</li> <li>• Although one respondent felt that this allocation is not suitable, they felt development would strengthen Milcombe generally as a viable community.</li> <li>• Hedgerows containing valuable species such as reed buntings, linnets, yellowhammers, dunnocks will be displaced with developments.</li> <li>• Brownfield land should be prioritised for development.</li> <li>• Development will have a detrimental impact on the existing infrastructure and services.</li> </ul> <p>What Town and Parish Council's said:</p>

	<ul style="list-style-type: none"> <li>Bloxham Parish Council note that the proposals will result in coalescence between Bloxham and Milcombe.</li> </ul>
<p>LPR-A-158</p> <p>Hollies Farm, New Road</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>Objection.</li> <li>The site is a prime hunting ground for kestrels, red kites and buzzards.</li> <li>Development should be directed to brownfield sites in Banbury where there is less interaction with wildlife.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>Bloxham Parish Council submit an acceptability criteria table and concludes that they strongly object to the proposals. Cumulatively the proposals are a step change in the existing development pattern and would result in increased coalescence between Bloxham and Milcombe. Taken together, and given Milcombe's comparatively smaller range of facilities, they could lead to over 500 new households seeing Bloxham as a natural 'centre' and the most direct route to Banbury. This is likely to result in increased levels of traffic on the main roads north and south, worsening an already challenging situation.</li> <li>Milcombe Parish Council object as development in this location is not suitable. They do, however, acknowledge that development would strengthen Milcombe as a viable community. The site will have a detrimental impact on infrastructure (especially traffic); would narrow the gap between parishes; is not located on brownfield land; and does not avoid key green areas.</li> </ul>
<b>Milton</b>	
<p>LPR-A-067</p> <p>Newland Caravan Site, Milton Road</p>	<p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>Bloxham Parish Council submits an acceptability criteria table and concludes that the site is potentially acceptable.</li> </ul>

<b>North Newington</b>	
LPR-A-135 Land North of Shutford Road	<p>Eight responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Mix of objections and support for the site.</li> <li>• Some respondents note that development is within the village footprint and may be considered infill depending on the scale and form of development proposed; infrastructure capacity/resilience is an important consideration.</li> <li>• Others note that the proposals directly conflict with the terms of a category C village; the existing road infrastructure cannot support additional traffic and cannot be upgraded due to existing constraints; development will negatively impact the historic fabric of the village and have a negative impact on wildlife, habitats, and biodiversity.</li> <li>• Existing public transport links are poor and no cycle routes or continuous footways to Banbury.</li> <li>• Existing amenities and services are limited, and school is at capacity; cannot cope with additional requirements.</li> <li>• Proposals would need to be supported by infrastructure capacity checks.</li> </ul>
<b>Shenington with Alkerton</b>	
LPR-A-229 Land off Stocking Lane	<p>One response was received in response to this site.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Site Promotion document; Transport Strategy; and, Landscape and Visual Briefing Note submitted.</li> <li>• It is proposed to develop approximately 54% of the site (1.5ha) for between 45-60 dwellings, to be accessed from Rattlecombe Road. This would result in a net density ranging from 30 to 40 dwellings per hectare.</li> </ul>

	<ul style="list-style-type: none"> <li>• The Site is deliverable, available, offers a suitable location for development, and is achievable and will be delivered within five years. Shenington offers a good level of services and facilities relative to its size, including Shenington Primary School, Fenny Compton Doctors Surgery, Public House, Village Hall, Holy Trinity Church and St Michael &amp; All Angels Church.</li> <li>• In terms of public transport, there are two-way bus stops located in the centre of the village, north east of the junction with Stocking Lane and Rattlecombe Road, approximately 170m from the proposed access on Rattlecombe Road. These bus stops are served by the number 7 bus between Stratford upon Avon and Banbury.</li> <li>• The development of the Site would facilitate the reinstatement of a length of ironstone walling (approximately 30m) to the south-eastern site boundary, adjacent to Rattlecombe Road. Much of this wall has deteriorated over the years, with only a small section (approximately 20m) closest to the heart of the village remaining. The development would reinstate the wall along the full length of the Rattlecombe Road frontage, save for a small section required in order to achieve vehicular and pedestrian access to the site.</li> <li>• It is proposed that the development will be served by a 5.5m wide vehicular access point, comprising a standard priority T-junction from Rattlecombe Lane (approximately 30m south of the Level junction). A junction radius of 6m is proposed. Visibility splays are proposed with consideration to the existing gradients and constraints and designed in accordance with the combined 85th percentile speed readings.</li> <li>• The site itself is not subject to any specific landscape and visual designations, Cotswolds Area of Outstanding Natural Beauty is located 1km to the north-west and Upton House Grade II* registered park and garden is located 1.8km to the north. Other designations that have some potential influence on the site include a scheduled monument (an area of ridge and furrow) 150m to the north-east and to the south and east, Shenington with Alkerton Conservation Area lies adjacent to the site.</li> </ul>
<b>Shutford</b>	

LPR-A-171

Land to the North of Epwell Road

What members of the public said:

- Objection.
- Site is thought to be unsustainable.
- Proposals would almost double the size of the population; an unsustainable increase.
- Village infrastructure is insufficient to accommodate development of this scale.
- Access road and road infrastructure is insufficient to meet the demands of construction traffic and increase in congestion.
- Increased issues relating to drainage may with development pressures.
- New development may increase flood risk within the village.
- No education facilities within the village or within safe walking distance; resulting in increase in car usage and potential burden on school capacities.
- No bus service, footpaths or cycleways out of the village, increasing reliance on car usage.
- High levels of radon gas in the area; would need to be addressed to safeguard new residents.
- Increase in population will negatively impact broadband speeds.
- Village lacks a piped gas supply; potential need for expensive bottled gas.
- Presence of iron stone may create problems with construction.
- Amenities and services are severely restricted in the village and unable to accommodate further development.
- Previous application proposals for development on the site have been refused.

What the development industry said:

- Update to HELAA202. 3ha site being promoted for residential development.

- Within 4km of the village are several surrounding villages (including Shutford, North Newington, Swalcliffe, Balscote, Sibford Gower/Ferris, Tadmarton, Shenington and Wroxton) which together provide a level of local services that an individual village of 500 residents could not sustain.
- Whilst Shutford is a category C village, it is part of a close network of small villages reliant upon each other for shared services and amenities.
- Sustainable locations should be looked at in terms of the social aspect in equal weighting. Reducing reliance on the private car is relative to sustaining local services and communities and to keep journeys as short and local as possible - by encouraging modest growth amongst these villages it ensures that the shared services can be sustained and prevents further longer journeys to the main centres.
- The site could come forward with a suitable commitment to sustainability (electric charging points, bike parking etc.).
- A greater reliance on home working must be considered in the Local Plan which will reduce the need to travel.
- The site is suitable, available and developable for residential development with the delivery of up to 20 units.

What the Parish Council said:

- Shutford PC - The parish held a meeting so residents could discuss the sites. It was unanimously concluded that whilst there is no objection to development, the identified sites do not reflect the lack of infrastructure or facilities that support the village. The sites are entirely inappropriate for development. There is restricted infrastructure in terms of road access, water, drainage or sewage. The stone which the village is built on has made even small development difficult, whilst lack of access led to the decision to deny permission for further quarrying. The road network could not cope with increased traffic from further homes. There is little street lighting in the village and none on the approach roads. Even if all this could be overcome, any development should respect the green belt and environmental issues and consider brown field sites before encroaching outside the present village boundary.



<b>Sibford Gower</b>	
<p>LPR-A-107</p> <p>Land at Mawles Farm, Pound Lane, and Land South of Mawles Farm, Pound Lane</p>	<p>35 responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• Site extends outside the built area of the village.</li> <li>• The site frames the wider Cotswolds AONB and is on land referred to as “the ironstone downlands”.</li> <li>• Proposals would result in an increase of approx. 130% in population.</li> <li>• Existing roads infrastructure, services, facilities unable to absorb the substantial increase in population.</li> <li>• Existing roads accessing the site have no pavements; unsafe access for pedestrians and are in a poor state of repair. Existing traffic is already a problem and would be exacerbated.</li> <li>• Would result in an unacceptable increase in light pollution, destroying the dark sky.</li> <li>• Brownfield sites should be prioritised over greenfield sites; site is good quality agricultural land and development should be directed to brownfield sites in towns.</li> <li>• Potential flood risk from surface water drainage.</li> <li>• Development would significantly change the character of the village.</li> <li>• Will result in an increase in car journeys to access core services and facilities; increase in air pollution.</li> <li>• Development should be directed to more sustainable villages and towns; location is not sustainable.</li> <li>• Plenty of brownfield sites nearby.</li> <li>• No need for further housing at the scale proposed.</li> </ul> <p>What Town and Parish Council’s said:</p>

	<ul style="list-style-type: none"> <li>• Sibford Gower Parish Council believes the proposals to be totally inappropriate and echoes the points raised by members of the public in relation to its location outside the AONB, unacceptable increase in scale/population, contravenes existing rural development policy, access issues, impact on existing services and infrastructure, impact on light pollution, flood risk, loss of agricultural land, impact on wildlife/habitats. The parish council also notes the negative impact the development will have upon the visual qualities of the wider landscape.</li> <li>• Bodicote Parish Council await further detail before commenting.</li> </ul> <p>What the Ward Councillor’s said:</p> <ul style="list-style-type: none"> <li>• Councillor Hugh Pidgeon objects to the proposals and suggests that the Council need to re-examine the sites and the impact they will have on the rural settlement.</li> </ul> <p>What the Local organisations/interest groups said:</p> <ul style="list-style-type: none"> <li>• Banbury Civic Society object as the site is on open countryside.</li> </ul>
<b>Sibford Ferris</b>	
<p>LPR-A-045</p> <p>Land to the West of Hook Norton Road</p>	<p>Eight responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objections.</li> <li>• No local need for further housing.</li> <li>• Narrow roads are unsuitable and unsafe for existing and further development.</li> <li>• Lack of pavements mean safe walking opportunities are limited.</li> <li>• Increase level of traffic and pollution.</li> <li>• Poor public transport will see an increase in car usage.</li> </ul>

	<ul style="list-style-type: none"> <li>• Located on good agricultural land which should be preserved to protect the environment, biodiversity and wildlife.</li> <li>• Infrastructure (water, electricity and sewerage) already at limit and will be overwhelmed.</li> <li>• Future housing should be distributed to more sustainable locations with suitable public transport, facilities, services and employment.</li> <li>• Future development undermines the theme of the Oxfordshire Plan 2050.</li> <li>• Brownfield sites should be prioritised.</li> <li>• Site is out of proportion with the existing village.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Sibford Ferris Parish Council consider the site to be unnecessary, disproportionate, undesirable and unsustainable. Proposal would undermine the Local Plan Part 1 housing strategy to locate new housing to sustainable locations and Oxfordshire Plan 2050 policies. Land should be protected and retained for agricultural use. The historic character of the area should be protected. Will result in a negative impact on rural character and appearance. Existing infrastructure (including sewerage, water and power) is limited and has limited potential for expansion.</li> </ul>
<p>LPR-A-068</p> <p>Land at Folly Farm</p>	<p>Ten responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• There is no local need for further housing.</li> <li>• Road infrastructure is not suitable for further development.</li> <li>• The village facilities are limited and most facilities are located in neighbouring parishes; location is not sustainable.</li> <li>• Poor public transport options.</li> </ul>

	<ul style="list-style-type: none"> <li>• Site sits outside the existing limits of the village on good quality agricultural land.</li> <li>• Site access would be dangerous.</li> <li>• Negative impact on air quality.</li> <li>• Site is disproportionate to the village.</li> <li>• Site is unnecessary, undesirable and unsustainable.</li> <li>• Would undermine the strategy which seeks to distribute new housing to the most sustainable locations and undermines the Oxfordshire Plan 2050 themes.</li> <li>• Would increase the reliance on car usage.</li> <li>• Would result in negative visual impact on the rural character of the village.</li> <li>• Developments should be directed to brownfield sites before greenfield.</li> <li>• Site is used as a popular bridal walkway.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Swalcliffe Parish Council strongly oppose the development of the site. The site runs counter to the current local plan strategy to limit growth in rural areas. The development would destroy prime agricultural land and would unbalance Sibford Ferris and Swalcliffe. Existing infrastructure would not support the expansion and would destroy the rural character.</li> </ul>
<p>LPR-A-139</p> <p>Land East of Woodway Road</p>	<p>Seven responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Strong objections.</li> <li>• No local need for further housing; site should be designated as green space.</li> <li>• Existing roads infrastructure is narrow and single tracked in many places; may cause problems with larger volumes of</li> </ul>

	<p>traffic using the roads and safety concerns re lack of pavements (and lack of opportunity to create pavements).</p> <ul style="list-style-type: none"> <li>• Limited bus services and unsafe walking routes resulting in more car usage.</li> <li>• Increase in air pollution from increased traffic.</li> <li>• Existing infrastructure (water, sewerage, electricity) would be overwhelmed with further development.</li> <li>• Amenities and services are limited in the village (only one local shop).</li> <li>• Loss of good quality agricultural land.</li> <li>• Brownfield sites should be progressed over greenfield sites.</li> <li>• Development proposed is unnecessary, disproportionate, undesirable and unsustainable.</li> </ul> <p>What Town and Parish Council's said:</p> <ul style="list-style-type: none"> <li>• Sibford Ferris Parish Council propose that the site is allocated as green space. Development of the site is considered to be unnecessary, disproportionate, undesirable and unsustainable. Site is on excellent agricultural land with far reaching views close to the AONB. Site should be protected and preserved for agricultural use and to protect its historic sensitivity. Development would result in a negative visual impact upon the rural character and cause unacceptable harm to the character and appearance of the area, rural countryside, village setting and would fail to reinforce rural distinctiveness.</li> </ul>
<p><b>South Newington</b></p>	
<p>LPR-A-025 Land at The Close, Wigginton Road</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Obvious example of land which is unsuitable for development.</li> <li>• Wrong side of the A road to the village and would create a fragmented area of housing disconnected to the village.</li> </ul>

<b>Stoke Lyne</b>	
<p>LPR-A-095</p> <p>Land at Junction 10 M40, East and West of A34</p>	<p>Two responses were received in response to this site promotion.</p> <p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Calum Miller notes that together (with other sites proposed), these proposals would remove any sense of Green Belt around the south-eastern perimeter of Bicester and would envelope these three villages in a way that would damage their historic and social character.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO note concerns for the proposals and that the site is immediately to the East of St David's Barracks. There is a need to ensure that any such proposals do not impact adversely on existing MOD operations or capabilities.</li> </ul>
<p>LPR-A-173</p> <p>Land north-east of Junction 10 M40</p>	<p>Two responses were received in response to this site promotion.</p> <p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Chesterton Parish Council object to the development. Cumulatively, if the sites proposed come into fruition, they would swamp the hamlet of Little Chesterton.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust note that the site contains unnamed Ancient Semi-Natural Woodland (ASNW), SP55251957, which covers an area of 0.44 Ha.</li> </ul>
<b>The Bourtons (Great &amp; Little)</b>	
<p>LPR-A-044</p>	<p>Four responses were received in response to this site promotion.</p> <p>What members of the public said:</p>

<p>Land parcel 2783 between Great Bourton and Cropredy</p>	<ul style="list-style-type: none"> <li>• Objection.</li> <li>• Site is unsuitable for development.</li> <li>• Flooding issues.</li> <li>• Traffic congestion.</li> <li>• Damage to wildlife and habitats.</li> <li>• At odds with proposals to address climate change.</li> <li>• Harm visual amenity of the Cherwell Valley.</li> <li>• If housing development is to proceed, facilities in the villages should be improved. Improvements could include healthcare facilities, shops and post office, children’s play facilities, sports facilities, education, offices/small workshops.</li> <li>• House design should be varied with densities which match existing village.</li> <li>• New developments should have their own names to allow existing villages to retain their identities.</li> </ul> <p>What Town and Parish Council’s said:</p> <ul style="list-style-type: none"> <li>• Cropredy Parish Council note that any appraisal of potential development of this site should take account the consequential risk of coalescence of the villages of Bourton and Cropredy, contrary to Cherwell’s planning policy.</li> </ul>
<p>LPR-A-088 Land off School Lane</p>	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• If developments proceed, they should provide improvements to facilities in the villages; improvements could include health centre or cottage hospital as an extension to the existing facilities at Cropredy; a variety of shops/post office; recreation grounds; sports facilities; new schools; office space and small workshops.</li> <li>• The design of new houses should be varied and of the same standard and density as existing villages.</li> </ul>

	<ul style="list-style-type: none"> <li>• New developments should have their own name so to allow existing villages to retain their identities.</li> <li>• Proposals would be disproportionate to the size of the existing village.</li> <li>• Village has no services or facilities to cater for further development.</li> <li>• Increase in traffic, emissions and damage to existing roads.</li> <li>• Lead to coalescence between Great Bourton and Little Bourton.</li> <li>• Result in the reduction of local amenities in terms of walking and cycling.</li> <li>• Negative impact on the rural nature of the village.</li> </ul>
<p>LPR-A-090</p> <p>Land off South View</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• If developments proceed, they should provide improvements to facilities in the villages; improvements could include health centre or cottage hospital as an extension to the existing facilities at Cropredy; a variety of shops/post office; recreation grounds; sports facilities; new schools; office space and small workshops.</li> <li>• The design of new houses should be varied and of the same standard and density as existing villages.</li> <li>• New developments should have their own name so to allow existing villages to retain their identities.</li> <li>• Proposals would be disproportionate to the size of the existing village.</li> <li>• Village has no services or facilities to cater for further development.</li> <li>• Increase in traffic, emissions and damage to existing roads.</li> <li>• Lead to coalescence between Great Bourton and Little Bourton.</li> </ul>



	<ul style="list-style-type: none"> <li>• Result in the reduction of local amenities in terms of walking and cycling.</li> <li>• Negative impact on the rural nature of the village.</li> <li>• Potential for flooding issues.</li> </ul>
<p>LPR-A-114</p> <p>Land South of Crow Lane</p>	<p>Three responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection</li> <li>• Consideration should be given to the improvement of existing facilities including improvements to health care provision, availability of shops/post office, play facilities for children, recreational facilities, education provision, office or small workshop space.</li> <li>• The design of new housing should be varied and to the same standard and density as existing village.</li> <li>• New developments should have their own names to allow existing villages to retain their identities.</li> <li>• Existing village does not have the amenities and services to support new housing of this scale.</li> <li>• Would result in increased car usage which is unsustainable and would increase air pollution.</li> <li>• Existing road infrastructure in the area is unsuitable for further development.</li> <li>• Result in negative impact on visual amenity and damage to tourist industry.</li> <li>• Development is disproportionate to the size of the existing village.</li> <li>• Development would threaten the separation between Great Bourton and Little Bourton.</li> </ul>
<p>LPR-A-133</p> <p>Land West of Foxden Way</p>	<p>Three responses were received in response to this site promotion.</p>

	<p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• The village does not have the amenities/services to support the large scale expansion proposed.</li> <li>• Will result in greater car usage.</li> <li>• Access roads are unsuitable for a large increase in traffic and will lead to an increase in emissions.</li> <li>• Negative impact on visual amenity, tourist industry and recreational walkers.</li> <li>• Trees on the site are protected.</li> <li>• Proposals are disproportionate to the size of the village.</li> <li>• Gap between villages will be reduced in addition to the reduction in the amenity value of recreational walking and cycling routes.</li> <li>• Negatively impact the rural nature of the village environment.</li> <li>• If development is to proceed, there should be consideration given to the improvement of facilities in the village, including health care, education, shops/post office, children’s recreational space, sports and leisure facilities, office and workshop space.</li> <li>• Design of new housing should be varied and be the same standard and density as the existing village.</li> <li>• New developments should have their own name to allow existing villages to retain their identity.</li> </ul>
<p>LPR-A-134 Land North of Chapel Lane</p>	<p>One response was received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Objection.</li> <li>• Site will result in a greater danger to children walking to and from the play area which is located opposite the site entrance.</li> <li>• Only green space in the village.</li> </ul>

	<ul style="list-style-type: none"> <li>• No shops or schools in the village; likely to increase car usage and traffic.</li> <li>• Risk to residents as the main lane in the village.</li> <li>• Disruption that will be caused will not be in the best interest of the village.</li> <li>• Wildlife, trees and hedges on and surrounding the site are important.</li> </ul>
<b>Upper Heyford</b>	
LPR-A-138 Heyford Park and OS Parcels (Upper Heyford)	<p>Two responses were received in response to this site promotion.</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• Potential impact on existing infrastructure. Proximity of the site to electricity poles is a concern.</li> <li>• Development would result in loss of privacy.</li> <li>• Negative impact on neighbouring residents is likely due to construction activities.</li> <li>• Development may drive families away from the area.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• The Woodland Trust note that the site is adjacent to Kennel Copse Ancient Semi-Natural Woodland (ASNW), SP52552740, 1.43 ha is located at its north eastern corner.</li> </ul>
<b>Wardington</b>	
LPR-A-175 Land adjoining Judges, Wardington and Land off The Greensward	<p>One response was received in response to this site.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>• Update to HELAA400 and HELAA401. Promoting the development of the site.</li> <li>• Highlights that the landholding is submitted in its entirety, however it is within the remit of the Local Planning Authority</li> </ul>

	<p>to determine whether all or part of the land is suitable for development. Any development of the land would be 'small scale' and proportionate for a village the size of Wardington.</p> <ul style="list-style-type: none"> <li>• Welcome the consideration of the land for market housing and/or low cost market housing, starter homes, self-build plots. The design of this housing would meet the local vernacular and the land has the potential to deliver publicly accessible open space and/or sports facilities for the local community.</li> </ul>
<b>Wendlebury</b>	
<p>LPR-A-095</p> <p>Land south of A41 / North of Oxford Road</p>	<p>Two responses were received in response to this site promotion.</p> <p>What the Ward Councillor's said:</p> <ul style="list-style-type: none"> <li>• Councillor Calum Miller notes that together (with other sites proposed), these proposals would remove any sense of Green Belt around the south-eastern perimeter of Bicester and would envelope these three villages in a way that would damage their historic and social character.</li> </ul> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>• MOD-DIO note concerns for the proposals and that the site is immediately to the east of St David's Barracks Bicester. There is a need to ensure that any such proposals do not impact adversely on existing MOD operations or capabilities.</li> </ul>
<p>LPR-A-173</p> <p>Land at Junction 9 M40, Chesterton</p>	<p>Two responses were received in response to this site promotion.</p> <p>What Town and Parish Councils said:</p> <ul style="list-style-type: none"> <li>• Chesterton Parish Council object to the development. Cumulatively, if the sites proposed come into fruition, they would swamp the hamlet of Little Chesterton.</li> </ul> <p>What national / statutory organisations said:</p>

	<ul style="list-style-type: none"> <li>The Woodland Trust note that the site contains unnamed Ancient Semi-Natural Woodland (ASNW), SP55251957, which covers an area of 0.44 Ha.</li> </ul>
<b>Weston-on-the-Green</b>	
LPR-A-060 Oddington Grange Farm	<p>Two responses were received in response to this site promotion.</p> <p>What national / statutory organisations said:</p> <ul style="list-style-type: none"> <li>The Woodland Trust notes that the site is located adjacent (north of site) to Weston Wood, ASNW, SP54451771, 19.06 Ha and forms two sides of border of Oddington Wood, ASNW, SP55001690, 0.66 Ha.</li> </ul>
LPR-A-164 Land to the West of the M40 and North of the A34	<p>One response was received in response to this site.</p> <p>What the development industry said:</p> <ul style="list-style-type: none"> <li>The site is located immediately adjacent Junction 9 of the M40, on the A34 corridor and presents a logical site for strategic employment led mixed-use scheme. Employment development in this location can be delivered to reflect key employment drivers in the Oxford-Cambridge arc.</li> <li>The delivery of employment in this location will support the authorities aims of reducing the level of residents who currently commute out of the district to work. It will help ensure the economic aims set out in the joint declaration between the Government and constitute authorities of the Oxford-Cambridge Arc.</li> <li>Development in this location could support and compliment the delivery of Catalyst at Bicester south.</li> <li>The site is considered to have excellent connectivity, with Bicester, Oxford and the strategic highway network.</li> <li>The site has the potential to deliver housing and is optimally located to meet the local housing needs of Cherwell. The site is outside of the Green Belt, save for a small parcel to the south east.</li> </ul>

	<ul style="list-style-type: none"> <li>• The site is outside the AoNB.</li> <li>• The site is predominantly within Flood Zone 1, with a small area within Flood Zone 2, but this area will be excluded from development proposals.</li> <li>• The proposed site is not currently served by public transport, however, the strategic nature of the proposal provides opportunities to deliver new public transport services and improved and sustainable links into Bicester and Oxford. New services and facilities would be delivered through the proposal. There are several services and facilities in Weston-on-the-Green, and significant employment opportunities would serve the development until new facilities are delivered on site.</li> <li>• Vehicular access to the site would be taken from the A34. The public right of way which runs through the site will be incorporated into design proposals. There is an opportunity to deliver new footpaths to create an enhanced network.</li> <li>• Consider that the A43 and the B430 form more logical, defensible boundaries to the Green Belt in this location.</li> <li>• There are no known constraints that would prevent delivery. The site is being actively promoted by the landowners and there are no land ownership issues which would prevent early delivery. The site is achievable. The site is fully viable, even having regard for policy contributions, on site community facilities and associated infrastructure. There is strong market interest in the site, and as such it is considered quick disposal and start on site will be possible.</li> </ul>
<b>Yarnton</b>	
LPR-A-096  14-16 Woodstock Road	One response was received in response to this site.  What the development industry said: <ul style="list-style-type: none"> <li>• Site promoted for housing and/or housing and healthcare (includes older people housing). The site total 2.5ha.</li> <li>• The site remains available and deliverable for development.</li> </ul>

	<ul style="list-style-type: none"> <li>• The site adjoins allocation PR8 within the Local Plan which allocates land for 1,950 dwellings, secondary school, primary school, local centre and sports facilities.</li> <li>• Land adjoining the site to the north will change dramatically in nature, and the site will be bound by built form on all sides wrapping around the site.</li> <li>• The site falls within Policy PR3a of the Local Plan which has removed the site from the Green Belt and has safeguarded the site for future development.</li> <li>• The suggestion that all development options in the area should be discounted due to the area’s Green Belt designation is erroneous.</li> <li>• Whilst the area is subject to change through new development allocations, this highlights the areas inherent locational and sustainability advantages and the opportunity to integrate further new development into new communities.</li> <li>• The suggestion that further development allocations in the area are not appropriate due to existing allocations is also erroneous.</li> <li>• The area is highly sustainable in transport terms and further development can integrate with existing and planned communities and be accessible to employment and retail offers using active travel and public transport.</li> <li>• The site does not form part of a settlement gap and will be bounded on all sides by built development presenting a logical extension.</li> </ul>
<p>LPR-A-181</p> <p>Land East of the A44, Begbroke</p>	<p>Two responses were received in relation to the site allocation:</p> <p>What members of the public said:</p> <ul style="list-style-type: none"> <li>• The site allocation will erode the agricultural landscape between Begbroke, Kidlington and Yarnton.</li> <li>• There is a notable absence of green space in the approach to planning for Begbroke.</li> </ul>

LPR-A-237

Outskirts of Kidlington

Two responses were received in relation to this allocation.

What members of the public said:

- The respondent supports the site allocation.

What the development industry said:

- The areas of open space identified in the Parish Council's Linear Park plan covers most of the PR7a allocation. Having identified the exceptional circumstances, to remove the site from Green Belt and having allocated the site for residential, it would be perverse to now identify the site as LGS. From the representors perspective the Linear Park proposal is an aspiration they are willing to assist in the delivery of.
- The large area of open space indicated on the Parish Council's plan would need to be delivered further south on the site (area within the Green Belt) to reflect the Partial Review allocation as to where built form on the site will be. However, the open space and footpath links providing off-site connectivity, are both provisions which the sites promoters are willing to provide as part of their planning application. If the zone proposed by the Parish for open space were to be transposed into this area, it would prevent the adopted Partial Review policy from being able to deliver needed housing, as it would sit squarely over much of the area shaded pink, which the plan confirms is for residential. That land was released from Green Belt, because the Council demonstrated that there were 'exceptional circumstances' of sufficient weight to justify its allocation. Those needs and the exceptional circumstances, have not changed since the Plan's adoption.
- It remains vital, that the allocated site is capable of development. Representors are very willing to work with Kidlington Parish Council to enable the delivery of that part of the 'Linear Park'.



## 5. Next Steps

All the feedback we have received during the Community Involvement Paper 2 consultation will be carefully considered and used to help inform the next stage of the Local Plan process.

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

