Sequential Test and Exception Test (Flooding)

October 2014

Strategic Sites

Cherwell Local Plan – Proposed Modifications

Contents

1.0 Introduction

1.1 This document considers the flood risk for potential strategic development sites at Banbury, Bicester and Upper Heyford and their wider sustainability and has informed the allocation of sites for new homes, employment and town centre uses in the Council's Local Plan.

1.2 It sets out 'sequential tests' for Banbury, Bicester and Upper Heyford and 'exception tests' for strategic sites at Banbury and Bicester and is informed by the National Planning Policy Framework (NPPF) and National Planning Practice Guidance (NPPG).

1.3 This document is linked to and is informed by the Local Plan Sustainability Appraisal (SA) for the Local Plan (October 2014 Addendum). The background work was undertaken during the 'Issues and Options' stage of the plan making process and the document has been updated to reflect changes to the Local Plan and SA. The Environment Agency have been consulted on the production of this document from the early stages of production of the Local Plan. Representations received to the proposed modifications to the Local Plan (August 2014) from the Environment Agency have been taken into account and minor changes have been made to the Local Plan and this document.

1.4 The Oxfordshire Strategic Housing Market Assessment (SHMA) requirements mean that the Local Plan will need to identify land for 22,800 homes between 2011 and 2031. This document has been updated to consider and reflect these requirements.

2.0 Methodology

2.1 The requirements in the NPPF mean that the Council is required to undertake a sequential test to inform the location of development and the allocation of sites in the Local Plan. Other information and evidence has also informed the strategy in the Local Plan such as that relating to viability. For the sequential test all the sites are assessed in this document in terms of their flood risk and sustainability.

The NPPF states:

'Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk, but where development is necessary, making it safe without increasing flood risk elsewhere.

'Local Plans should apply a sequential, risk-based approach to the location of development to avoid where possible flood risk to people and property and manage any residual risk, taking account of the impacts of climate change, by:
-applying the Sequential Test;
-if necessary, applying the Exception Test;

'The aim of the Sequential Test is to steer new development to areas with the lowest probability of flooding. Development should not be allocated or permitted if there are reasonably available sites appropriate for the proposed development in areas with a lower probability of flooding.'

'If, following application of the Sequential Test, it is not possible, consistent with wider sustainability objectives, for the development to be located in zones with a lower probability of flooding, the Exception Test can be applied if appropriate. For the Exception Test to be passed:
-it must be demonstrated that the development provides wider sustainability benefits to the community that outweigh flood risk, informed by a Strategic Flood Risk Assessment where one has been prepared;
-and a site-specific flood risk assessment must demonstrate that the development will be safe for its lifetime taking account of the vulnerability of its users, without increasing flood risk elsewhere, and, where possible, will reduce flood risk overall.'

'Both elements of the test will have to be passed for development to be allocated or permitted'.

2.2 The NPPG on Flood Risk and Coastal Change sets out guidance on the sequential, risk-based approach to the location of development. The NPPG has informed this document and the preparation of the proposed modifications to the Local Plan. It states that this general approach is designed to ensure that areas at little or no risk of flooding from any source are developed in preference to areas at higher risk. It states that the aim should be to keep development out of medium and high flood risk areas (Flood Zones 2 and 3) and other areas affected by other sources of flooding where possible.

The Sequential Test

2.3 A diagram (Diagram 2: Application of the Sequential Test for Local Plan preparation) is shown in the NPPG. The NPPG sets out the main requirements of the sequential test as follows:

"The Sequential Test ensures that a sequential approach is followed to steer new development to areas with the lowest probability of flooding. The flood zones as refined in the Strategic Flood Risk Assessment for the area provide the basis for applying the Test. The aim is to steer new development to Flood Zone 1 (areas with a low probability of river or sea flooding). Where there are no reasonably available sites in Flood Zone 1, local planning authorities in their decision making should take into account the flood risk vulnerability of land uses and consider reasonably available sites in Flood Zone 2 (areas with a medium probability of river or sea flooding), applying the Exception Test if required. Only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites in Flood Zone 3 (areas with a high probability of river or sea flooding) be considered, taking into account the flood risk vulnerability of land uses and applying the Exception Test if required.

Within each flood zone, surface water and other sources of flooding also need to be taken into account in applying the sequential approach to the location of development.

As some areas at lower flood risk may not be suitable for development for various reasons and therefore out of consideration, the Sequential Test should be applied to the whole local planning authority area to increase the possibilities of accommodating development which is not exposed to flood risk.

A local planning authority should demonstrate through evidence that it has considered a range of options in the site allocation process, using the Strategic Flood Risk Assessment to apply the Sequential Test and the Exception Test where necessary. This can be undertaken directly or, ideally, as part of the sustainability appraisal. Where other sustainability criteria outweigh flood risk issues, the

decision making process should be transparent with reasoned justifications for any decision to allocate land in areas at high flood risk in the sustainability appraisal report".

Exception Test

2.4 The Exception Test, as set out in paragraph 102 of the Framework, is a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available. The NPPG sets out the main requirements of the exception test as follows:

Essentially, the two parts to the Test require proposed development to show that it will provide wider sustainability benefits to the community that outweigh flood risk, and that it will be safe for its lifetime, without increasing flood risk elsewhere and where possible reduce flood risk overall.

Evidence of wider sustainability benefits to the community should be provided, for instance, through the sustainability appraisal. If a potential site allocation fails to score positively against the aims and objectives of the sustainability appraisal, or is not otherwise capable of demonstrating sustainability benefits, the local planning authority should consider whether the use of planning conditions and/or planning obligations could make it do so. Where this is not possible the Exception Test has not been satisfied and the allocation should not be made.

Wider safety issues need to be considered as part of the plan preparation. If infrastructure fails then people may not be able to stay in their homes. Flood warnings and evacuation issues therefore need to be considered in design and layout of planned developments. In considering an allocation in a Local Plan a level 2 Strategic Flood Risk Assessment should inform consideration of the second part of the Exception Test. Further information on making development safe from flood risk and on what is considered to be the lifetime of development is provided in the NPPG.

2.5 The Sustainability Appraisal (which covers the requirements of the SEA Directive) and Strategic Flood Risk Assessments (SFRA) for the Local Plan have informed the Sequential and Exceptions Tests. The Council's sustainability appraisal considers flood risk as one factor, (albeit an important one) amongst many in determining the location new development. The Council has therefore taken the same approach in this document.

Evidence

Flooding

2.6 The Council has completed a Level 1 SFRA for the District and Level 2 SFRA's for the sites allocated in the Local Plan where it was required. For the Level 1 SFRA, data provided has been split into five main sources of flood risk: flooding from rivers and watercourses, sewer flooding, overland flooding, groundwater flooding and flooding from man-made and artificial sources.

2.7 The predominant risk of flooding within the Cherwell is due to flooding from rivers and watercourses. Cherwell District falls within four major river catchments being: The River Thames, The River Great Ouse, The River Cherwell and The Warwickshire Avon Catchment. In order to present the best available flood information, SFRA Flood Zones were derived using a variety of existing sources of data. Flood Zones have been mapped with an allowance for climate change. Recent flood zones are also available from the Environment Agency. This information has informed the Sequential Test.

2.8 The different flood zones in the NPPG are defined in the table below:

Flood Zones
Zone 1 Low Probability Land having a less than 1 in 1,000 annual probability of river or sea flooding. (Shown as 'clear' on the Flood Map – all land outside Zones 2 and 3)
Zone 2 Medium Probability **Definition** Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. (Land shown in light blue on the Flood Map)
Zone 3a High Probability **Definition** Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. (Land shown in dark blue on the Flood Map)
Zone 3b The Functional Floodplain **Definition** This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries accordingly, in agreement with the Environment Agency. (Not separately distinguished from Zone 3a on the Flood Map)

3.0 Sequential Test Methodology

3.1 The sequential test considers, in varying detail, the whole of the District. The following tables assess the sites set out in figures 1, 2 and 3 in the Local Plan Sustainability Appraisal Non-Technical Summary (October 2014) in terms of their flood risk and wider sustainability. Through the production of the Local Plan these are the sites considered by the Council as 'options' for development and have been considered in the sustainability appraisal. Some of these are allocated in the Local Plan (modifications).

Scope

3.2 The following paragraphs explain the scope of this sequential test, explaining why particular sites have been considered for the sequential test in more detail. Further information about the site selection process is set out in the Local Plan Sustainability Appraisal.

3.3 Based on evidence, the Local Plan sets out a spatial distribution of development for the District. Banbury (45,000 people) and Bicester (30,000 people) will be the focus of growth with some limited development located in the villages. New homes are proposed to be provided at both Banbury and Bicester. Banbury is constrained and the Council considers there to be no reasonable option which would involve all or nearly all new development being located at one town. Flood risk evidence does not conflict with this approach as neither Banbury nor Bicester (and immediate surrounding land) are extensively limited in their development potential by flood risk. Flood risk is therefore not one of the main factors that determines the proposed District wide distribution of development. The production of separate sequential tests to inform the selection of the most sustainable development sites at each town was therefore considered the most reasonable and valuable approach for the Local Plan.

3.4 The Council's Strategic Housing Land Availability Assessment (2014) shows that there are limited suitable sites within the built up area of Banbury which could accommodate a strategic site (100 dwellings or more), with the exception of land at Canalside, Bolton Road and at Higham way in Banbury. The total capacity of smaller sites at Banbury and Bicester is not sufficient to meet housing needs. Some of these sites are also likely to be difficult to deliver and will not secure community facilities which larger sites will deliver. This sequential test will therefore not consider further non-strategic sites for housing or employment within the built up area of Banbury or Bicester.

3.5 Unless there are exceptional circumstances the rural areas should not accommodate strategic sites as this is considered less sustainable. A certain amount of development is expected to come forward through windfalls but the locations are not known. Development in the rural areas will therefore not be considered further for this document except at the former RAF Upper Heyford where there are considered to be sustainability benefits of some further development. Land at the former RAF upper Heyford is located in Flood Zone 1 and

development will lead to the improvement of a previously developed site but there are considered to be limits to growth in relation to sustainability effects including in relation to transport and the historic environment. The Local Plan Sustainability Appraisal and other evidence provides further information about the options for development here and the sustainability effects.

3.7 The Council's economic evidence for the Local Plan identifies a need for land to be identified for employment development in Cherwell District.

Assessment Process

3.8 The following tables show the flood risk associated with each site option. The tables show where the development of each site would not be consistent with wider sustainability objectives in order to show the reasons why some sites, despite being located in flood zone 1, are not allocated for development. This is shown by an 'x' or double 'xx' (depending upon the significance of the impact) and is informed by the matrices in the Local Plan Sustainability Appraisal. Some sites have been selected (or not) for other reasons such as deliverability or availability which are outside the scope of this report and the SA Report. This is explained further in table 7.7 of the Local Plan SA (October 2014). All sites are also in some way (but to a varying extent) consistent with wider sustainability objectives, and this information is set out in the Council's SA report.

3.9 As some sites have a higher probability of flooding, further work is required to explore their sustainability and to confirm the sites suitability for development. This is considered through the Exception Test.

4.0 Bicester Assessment

4.1 Bicester will need to accommodate 10,129 dwellings and provide for a significant amount of employment land to 2031.

Step 1 – Where are the potential strategic sites for development?

South West Bicester Phase 2 (Policy Bicester 3)
Former RAF Bicester (Policy Bicester 8)
South and West of Caversfield (BI212, 224, 225, 226)
Dymocks Farm (CV001) (BIC 7)
Land east of Chesterton (BIC 10)
Bessemer Close/Launton Road (BI19)
Stratton Audley Quarry (ST2)
Ambrosden Poultry Farm (AM013)
North West Bicester (BI200) including area to the west of the eco town
Graven Hill, MOD site together with extension of BI201 to the north/BI223 or BI211
Land north of Caversfield House (BI230)
South East Bicester (Policy Bicester 12) including sites BI227, area north of A41 east of Bicester 12
Land at Lodge Farm (CH15)
Bignell Park (BIC 11)
Land at Oxford Road (BI48)
Bicester Business Park (Bicester 4)
Bicester Gateway (Bicester 10) with extension to include sites CH11 and Facenda Chicken Farm
North East Bicester Business Park (Bicester 11) with extension, including sites BI210, to include land north of the allotments and the Skimmingdish Lane area
Land north of Gavray Drive

Step 2 – Which sites are located wholly in Flood Zone 1 (lower probability of Flooding)?

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
BI44	Southwest Bicester Phase 2 (Policy Bicester 3)			The site is mostly occupied by agricultural farmland. A small watercourse is located along the northern boundary of the site, flowing along the south side of Middleton Stoney Road. The watercourse is a minor tributary of Langford Brook and could potentially present a flood risk to the site if the channel capacity becomes exceeded resulting in bank overtopping. However, the site is shown to be located within EA Flood Zone 1, as the catchment of the minor watercourse is <3km. A neutral effect is identified.						XX											
BI5	Former RAF Bicester (Policy Bicester 8)			The site is located in Flood Zone1; however, EA mapping also indicates some localised areas susceptible to surface water flooding (intermediate level). No watercourses are located within the site boundary; however, a small ordinary watercourse borders the north eastern edge of the site.								X									
BI212	South and West of Caversfield			The site lies entirely within Flood Zone 1, with some localised areas in the east and south east of the site identified by EA mapping as being susceptible to surface water flooding.						XX			XX								
BI224	Fringford Road extended area Bicester																				
BI225	Fringford Road Bicester																				
BI226	Land Known at The Plain Caversfield																				
CV001 (BIC 7)	Dymocks Farm			The site is located in EA Flood Zone 1; however, EA mapping also indicates some localised areas susceptible to surface water flooding (intermediate level).					XX	XX											
N/A	Land east of Chesterton			The site is located entirely within EA Flood Zone 1 and there are no surface water features on the site. There are two small areas in the south east and central eastern areas of the site identified by EA mapping as being susceptible to surface water flooding.						XX		X	X								
BI19	Bessemer Close/Launton Road			The site is located entirely within Flood Zone 1 and there are no surface watercourses on or immediately surrounding the site. Therefore, the development of the site is likely to have a negligible effect against this objective.																	
ST2	Stratton Audley Quarry			Although there are some water bodies present on site, the entire site lies within Flood Zone 1. Therefore, the site is not expected to affect this objective.					XX	X		XX	XX								
AM013	Ambrosden Poultry Farm			There are no watercourses within this site, which is entirely within Flood Zone 1. Therefore, the development of the site is likely to have a negligible effect against this objective.						XX			X								

Residential development is compatible with flood zone 1 and the total capacity of the sites above in flood zone 1 allows for Bicester's housing requirements to be accommodated on these sites. However, the assessment above demonstrates that development on some sites above would conflict with a number of the sustainability objectives including in relation to effects on landscape, biodiversity, the historic environment, air quality and sustainable transport despite sites being located in flood zone 1. (move to step 3). Development of the site at south west Bicester (phase 2) has minimal negative impacts and is allocated in the Local Plan.

Step 3 – Which sites are located mostly in Flood Zone 1 but with small areas in Flood Zones 2 and 3?

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
BI200	Northwest Bicester (Policy Bicester 1)			The River Bure and three un-named tributary watercourses have been identified within the allocated site. Only the River Bure itself is represented by EA Flood Zones 2 and 3. However, the majority of the allocated site and all of the proposed extension area lie in Flood Zone 1 and therefore is at low flood risk.						XX		X									
N/A	Area to the west of Northwest Bicester Eco-town between B4030 to the south, M40 to the south west, Middleton Road to the north west and railway line to the north																				
BI201	Graven Hill, MOD site (Policy Bicester 2)			The majority of the site is located within Flood Zone 1. However, approximately five small watercourse tributaries of Langford Brook run through the north western part of the site. Due to the presence of these tributaries and their close hydrological connectivity to Langford Brook, the EA has recommended that detailed modelling be undertaken of these ordinary watercourses as part of a site specific Level 3 FRA to define the flood outlines for Flood Zone 2 3, plus an allowance for climate change. EA mapping shows that the risk of flooding from surface water runoff from land is greater in the north western area of the site, with areas of 'less' and 'intermediate' susceptibility. Site BI223 within BI211 avoids the area of significant flood risk, i.e. the areas of the site within Flood Zones 2 and 3. If this part of the site was to be developed, and not the area within BI211 in Flood Zones 2 and 3, then the extension to the Graven Hill MOD site would score more positively against this objective.								X				X				
BI211	Land South of the A41 and north of Graven Hill																				
BI223	Langford Park Farm, London Road, Bicester																				

BI230	Land north of Caversfield House, Bicester		X	A medium-sized watercourse which is within EA Flood Zones 2 and 3 flows through the centre of the site. However, the area of flood risk represents less than 10% of the total area of the site.						XX											
BI2	South East Bicester (Policy Bicester 12)		X	EA Flood Zones 2 and 3 cover an area of approximately 17 ha in the north east corner of the site. The remainder of the site is currently shown to be located within Flood Zone 1. OS 1:25,000 scale mapping illustrates a small un-named ordinary watercourse flowing in a south westerly direction through the site. This watercourse is fed by two groundwater fed ponds immediately south of Middle Wretchwick Farm and appears to sink after approximately 250m in length. EA mapping indicates areas susceptible to surface water flooding in the vicinity of this watercourse, covering much of the north eastern part of the site. The site is given a minor negative impact against the achievement of this objective.						XX		XX	X									
BI227	South East Bicester																				
N/A	Area north of A41 east of Bicester 12																				
CH15	Land at Lodge Farm		X	There is a watercourse in the north eastern part of this site, which is within an area of Flood Zone 3. Therefore, the development of the site is likely to have a minor negative effect against this objective.					X	XX	X		X	X							
BIC 11	Bignell Park		X	The majority of the site is located in EA Flood Zone 1; however, the Gagle Brook flows through the site from west to east and land either side of it lies in Flood Zones 2 and 3. The Gagle Brook has been dammed in places to form several small lakes.					X	XX	X	XX	XX	X							
BI48	Land at Oxford Road		X	Only the southern boundary of the site is within Flood Zones 2 and 3, the rest of the site is within Flood Zone 1. A small watercourse is located along the length of the southern boundary, within Flood Zones 2 and 3. However, the area of flood risk represents less than 5% of the total area of the site.					X	X	X		X	X							
There are parts of these sites above that are not in flood zone 1 but generally residential development could be accommodated in flood zone 1 areas on these sites. However, the assessment demonstrates that development on some sites would conflict with a number of sustainability objectives including in relation to effects on landscape, biodiversity and the historic environment. (move to step 4). The assessment of sites at North West Bicester and Graven Hill show minimal negative impacts and are allocated in Local Plan. Development of land at South East Bicester is sustainable, scoring positively against a number of sustainability objectives but contains areas of flood risk and therefore an exception test is required. This is set out in the table below. The Council's Level 2 SFRA for the site addresses the second part of the exception test.																					

	South East Bicester (Policy Bicester 12)
SA Objective	**Sustainability**
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	The site has capacity to contribute a significant number of homes, which will make a significant contribution to the objectively assessed need.
To improve the health and well-being of the population & reduce inequalities in health	The site lies largely within Ambrosden and Chesterton ward, which has existing deficiencies in children's playspace and tennis court provision and partially within Launton ward, which has existing deficiencies in natural/semi-natural greenspace, amenity open space, children's playspace and allotment provision. National Cycle Route 51 meets the combined site boundary north of Langford village then turns northward along the western boundary of the site. There is a Medium capacity for formal and informal recreation associated with the Deserted Medieval Village of Wretchwick, with wider potential to open up the area to the wider public to create a local resource. There is the potential to improve health and well-being of the population by retaining the footpaths on the site and extending the cycle network.
To reduce poverty and social exclusion	The site has capacity for residential, employment and recreational developments. Provision of new housing and employment on the site, including new community centres, local education, sport and open space facilities, would have the potential to reduce poverty and social exclusion within and in the immediate vicinity of the site.
To improve accessibility to all services and facilities	The site is located approximately 1 km south-east of Bicester town centre and Bicester Town rail station. The site is in close proximity to existing residential, employment and services in the north east and east of the town. Development of the site would improve its accessibility to existing services and facilities but should also ensure good provision of new services and facilities, including local centres, primary and secondary schools, sports facilities, formal and informal open spaces and play areas.
To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District.	The site is large scale and would be able to accommodate commercial and employment land, as well as new community facilities and local services, all of which will generate long term employment opportunities in the area. In addition, the construction of the site will create a significant number of jobs in the short to medium term. Perimeter and other major access roads as well as distributor roads will be constructed ensuring that the sites new mixed uses will be integrated and well connected to existing residential, retail and employment areas.
To sustain and develop economic growth and innovation, a educated/skilled workforce and support the long term competitiveness of the District.	The site is large scale and would be able to accommodate commercial and employment land, as well as new community facilities and local services, all of which will generate long term employment and training opportunities in the area. Primary and secondary schools are likely to be constructed.

Step 4 - Which are the sites where a significant proportion of the site is located in Flood Zones 2 and/or 3?

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
BI46	Bicester Business Park (Land to the East of the A41 - Oxford Road) (Policy Bicester 4)		X	Langford Brook, an upstream reach of the River Ray, flows along the south eastern boundary of the site and two un-named watercourses flow southwards through the eastern area of the site into Langford Brook. The EA's Flood Map presents Flood Zones 2 and 3 associated with Langford Brook covering the entire south eastern area of the site. The remainder of the site is shown to be located within Flood Zone 1. EA and CDC HFMs illustrate no historical incidents of fluvial flooding have been recorded at the site. A raised flood defence is located alongside the railway embankment which forms the eastern site boundary.						X							X				
N/A	West extension of Bicester Gateway (Bicester 10) (includes site CH11 and Facenda Chicken Farm)		X	The eastern half of the Bicester 10 site is within flood zones 2 and 3, while the eastern half of the Facenda Chicken Farm is also in flood zone 2 and has a small area within in flood zone 3. The extension area to the west of Bicester 10 (site CH11) is not within flood zones 2 or 3. There is also a watercourse which runs through the west edge of the extended boundary of the site which may present a flood risk. No historical incidents of surface water flooding have been reported in this area.	X					X		X					X				
BI210	Extension to North East Bicester Business Park (Bicester 11) (BI210) - East of Bicester		X	Langford Brook, an upstream reach of the River Ray containing both Flood Zones 2 and 3 runs through the centre of the site through the lower third of site Bicester 11 and the upper half of the Skimmingdish Lane Area. The EA's uFMfSW map illustrates that an area covering around 5% of Bicester 11, in the southern corner, is at a high risk of flooding and a further area of between 10% and 15% of the site which is at a low risk of flooding. The Langford Brook has been modelled by the Environment Agency and the flood plain represents an absolute obstruction to development unless compensation scheme can be delivered. The rest of the site is located within Flood Zone 1.						XX		X	XX				X				
N/A	Extended North East Bicester Business Park																				
BI31	Land North of Gavray Drive Bicester		X	There is a watercourse flowing through the centre of the site, and land either side of the watercourse lies within EA Flood Zones 2 and 3. The uFMfSW maps illustrate that a small area of the site is at a high risk of flooding and this area is surrounded by a further area at low risk of flooding.				X		X		XX										
Land at Gavray Drive scores positively against a number of sustainability objectives and is allocated in the Local Plan, however there are areas of flood risk and therefore an exception test is required. This is set out in the table below. The Council's Level 2 SFRA for the site covers the second part of the exception test. Information in the above assessment regarding flood risk suggests that that land at Bicester Gateway and land at North East Bicester would best accommodate employment uses as a less vulnerable use. For the plan making process an 'Exception Test' is not required for employment development located in flood zone 2 and 3a (employment development should not be permitted in flood zone 3b). However, the following table further sets out the positive sustainability effects of development at Bicester Gateway and at North East Bicester to show why the sites are allocated despite the risk of flooding identified. The Council's Level 2 SFRA for the site addresses the second part of the exception test.																					

Land at Gavray Drive (Policy Bicester 13)	
SA Objective	**Sustainability**
To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home.	The site has capacity to contribute a moderate number of homes to the objectively assessed need.
To improve the health and well-being of the population & reduce inequalities in health.	The site lies within Bicester South ward. Bicester has an existing deficiency in children's playspace, tennis court and golf courses provision and allotments and in amenity greenspace. The site is currently undeveloped, with a railway line forming the northern and western site boundaries, with an industrial estate further north, and two areas of existing housing development located to the south. The A4421 forms the eastern site boundary, with open ground beyond. In the north, there is a medium capacity for formal recreation. The flat topography would require limited grading works and the area is easily accessible from nearby residential areas. There is a public footpath crossing the western part of the site, and National Cycle Route 51 is located on the southern site boundary. The existing footpaths in the south of the area could be developed and enhanced to ensure the protection of the ecological value within the site and therefore a Medium capacity for informal recreation exists. There is the potential to improve health and well-being of the population through the development of the site.
To reduce poverty and social exclusion.	There is some capacity for residential, employment and recreational development on different parts of the site. Provision of new housing or employment on the site would have the potential to reduce poverty and social exclusion.
To improve accessibility to all services and facilities.	The site lies approximately 700 m east of Bicester town centre and close to existing employment areas (industrial estate), residential development and services and facilities in the eastern area of the town. It is located approximately 800 m north east of Bicester train station. In addition, some facilities and services are likely to be provided within the boundary of the new development.
To reduce air pollution including reducing greenhouse gas emissions and ensure the district is ready for its impacts	The site is located in close proximity to existing, residential, employment, services and facilities in the eastern part of town. The site has good permeability with the surrounding area, by road and footpath. Therefore, there would be high potential to promote sustainable transport from the site. There are no known air quality issues in the area.
To protect, enhance and make accessible for enjoyment, the district's countryside and historic environment.	Natural England National Character Area 108: Upper Thames Clay Vales. At a county level, the site lies within an urban area, which is not covered by the OWLS study. At a local level, CDLA identifies the site as being located within the Otmoor Lowlands landscape character area. The combined Landscape Sensitivity and Visual Sensitivity of the site is Medium. There is a Medium capacity for residential development in the north of the area but a low capacity in south due to the ecological value; the delineating boundary on site of the two areas is the watercourse passing through the site. There is a Medium to Low capacity for employment development. The north west of the site could potentially accommodate some employment development if sensitivity designed. A public footpath crosses the site. No cultural heritage assets are located within or adjacent to the site. An NMR Monument is located approximately 150 m west of the site on the opposite side of the rail lines. The development of this site would help minimise development of green field sites on areas of biodiversity sensitivity.
To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car/ lorry	The site is located close to existing employment areas and sustainable transport measures could be encouraged, designed to reduce car use. The site has good permeability through existing residential areas (to the town centre). The site's location and range of uses in the area could potentially help reduce the distance to travel to work and enable sustainable transport modes such as walking, cycling and public transport.
To ensure high and stable levels of employment so everyone can benefit from the economic growth of the district.	The site is large enough to accommodate some commercial and employment land, new community facilities and local services, all of which will generate long term employment opportunities in the area. In addition, the construction of the site will create a significant number of jobs in the short to medium term. Distributor roads will be constructed ensuring that the sites new mixed uses will be integrated and well connected to existing residential, retail and employment areas.
To sustain and develop economic growth and innovation, an educated/ skilled workforce and support the long	The site is large enough to accommodate commercial and employment land, new community facilities and local services, all of which will generate long term employment and training opportunities in the area.

term competitiveness of the District	

	Bicester Gateway (Policy Bicester 10)	North East Bicester (Policy Bicester 11)
SA Objective	**Sustainability**	**Sustainability**
To improve the health and well-being of the population & reduce inequalities in health	No positive effects recorded	The site has the potential for improving access for walkers to the countryside through connection to a public footpath located on the south eastern site boundary and the network of paths located to the north of the site.
To reduce poverty and social exclusion	No positive effects recorded	No positive effects recorded
To improve accessibility to all services and facilities	The site is located approximately 1.5km from Bicester town centre and 1km from Bicester Village, and some 200 metres from South West Bicester Phase 1 (residential development plus services and facilities) which is currently under construction. It is some 500 metres from Bicester 4 – Bicester Business Park which has planning permission for offices and a hotel. The site is currently accessible by means of National Cycle Route 51. Development of the site for employment uses could improve accessibility to employment for existing residents, and some of the employment uses may include community services and facilities.	The site is located approximately 2 km north west of Bicester town centre and in close proximity to existing employment and services in the north east area of Bicester. Development of the site for employment uses could improve accessibility to employment for existing residents, and some of the employment uses may include community services and facilities.
To reduce air pollution including reducing greenhouse gas emissions and ensure the District is ready for its impacts.	The site is located within 1.5-2 km of Bicester town centre. There is currently no designated Air Quality Management Area in Bicester. The site is currently accessible by means of National Cycle Route 51. There is potential for good connectivity given the site's location and range of existing, under construction and proposed uses nearby, which would limit the need to travel.	The site is located within 2 km of Bicester town centre. It is adjacent to the north eastern boundary of Bicester and in close proximity to existing employment, services and facilities in this part of the town. There is no Air Quality Management Area in Bicester. There is potential for good connectivity and use of sustainable transport modes given the site's location and range of uses nearby as well as existing public rights of way and the nearby National Cycle Route;
To conserve and enhance and create resources for the district's biodiversity	No positive effects recorded	The site has potential for the enhancement, restoration or creation of wildlife corridors and contribution to the creation of a green infrastructure network for Bicester.
To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car / lorry	The site is located some 1.5 - 2 km from Bicester town centre. It is close to the A41 and the National Cycle Route 51 is located near the western site boundary. It is likely that traffic generated would be accommodated by the local road network. The site is located next to existing commercial and employment development and in close proximity to residential development services and facilities under construction at South West Bicester Phase 1. This could potentially reduce travelling distances and enabling sustainable transport modes such as walking, cycling and public transport.	The western boundary of the site runs along the A4421 and existing residential and employment development is located to the west of the site. It is likely that any increase in traffic would be accommodated by the local road network. The site's location near existing employment, residential development and services could potentially reduce the distance to travel to work and enabling sustainable transport modes such as walking, cycling and public transport.
To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District.	The site is proposed for commercial and industrial development all of which will generate long term employment opportunities in the area. In addition, the construction of the site will create jobs in the short to medium term.	The site is large and proposed for commercial and industrial development, which will generate long term employment opportunities in the area. In addition, the construction of the site will create a significant number of jobs in the short to medium term. Perimeter and other major access roads as well as distributor roads will be constructed ensuring that the sites new mixed uses will be integrated and well connected to existing residential, retail and employment areas.
To sustain and develop economic growth and innovation, a educated/skilled workforce and support the long term competitiveness of the District.	The site is proposed for commercial and industrial development which will generate long term employment and training opportunities in the area.	The site is large and proposed for commercial and industrial development, which will generate long term employment and training opportunities in the area.

5.0 Banbury

5.1 As set out above, the draft Local Plan sets out that Banbury will need to accommodate 7,319 dwellings and provide employment land to 2031.

Step 1 - Where are the potential strategic sites for development?

Land South of Salt Way (BA66, BA362, BA368, BA369, BA370)
Land North of Duke's Meadow Drive (BA312, BA367)
Land at Crouch Farm, West of Bloxham Road (BA308, BA366)
Land at Crouch Hill (BA69, BA365 & BA378)
Land at Drayton Lodge Farm (BA361)
Land North of Hanwell Fields (Banbury 5)
Bankside Extension, Oxford Road and relocation of Banbury United Football Club (Banbury 4 and Banbury 12)
West of Bretch Hill (BA98)
Land at Thornbury Rise/Dover Avenue (BA343, BA371)
Milestone Farm, North of Broughton Road (BA87, BA377)
Land to the North of Broughton Road (BA360)
Land South of Bodicote (BO22)
Area near Junction 11
Land east of the M40
Southam Road (residential and retail/commercial scenario)
Bolton Road (Banbury 8)
Bretch Hill Regeneration Area (Banbury 10)
Land West of Southam Road (part of Banbury 2) and extension to north (BA311, BA359)
Land West of Southam Road (intensification of part of Banbury 2) (BA310)
Ex Hella Manufacturing site, Noral Way
Land West of the M40 (Banbury 6)
Extension to Banbury 6 (triangular parcel between the railway to the south)
Canalside (Banbury 1)
Land at Higham Way (BA317)
Land adjacent to Power Park Ltd

Step 2 - Which sites are located wholly in Flood Zone 1 (low probability of Flooding)?

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
BA66	Land South of Salt Way			The site is located entirely within Flood Zone 1. There is one small surface watercourse on the southern site boundary, to the north of Wykham Farm, which originates on the site and flows west to east into a pond outside of the site. EA mapping shows that the risk of flooding from surface water runoff from land is greater in the central area of the site, with areas of 'less' and 'intermediate' susceptibility shown following field boundaries running north-south. Therefore there is likely to be a negligible effect against this objective.						xx		x	xx								
BA362	South of Salt Way, Banbury																				
BA370	Land at White Post Road, Banbury																				
BA368	Land at Wykham Park Farm, East of Bloxham Road, Banbury																				
BA369	Land at Wykham Park Farm, North of Wykham Lane, Banbury																				
BA312	Land North of Duke's Meadow Drive			The majority of the site lies within Flood Zone 1, with only a small area in the east of the site within Flood Zones 2 and 3, associated with the watercourse which forms the eastern site boundary. EA mapping shows that very little of the site is at risk of flooding from surface water runoff, with isolated areas in the south east, north west and central northern parts of the site shown as areas of 'less' and 'moderate' susceptibility. The background OS mapping (1:25,000 scale) shows two natural springs on the site, in the north western area and in the central northern area of the site, with a watercourse flowing northward out of the site.						XX		X	XX								
BA367	Land north of Dukes Meadow Drive																				
BA308	Land at Crouch Farm, West of Bloxham Road			The site is located entirely within Flood Zone 1 and there are no surface watercourses on or immediately surrounding the site. EA mapping shows that there are small areas at risk of flooding from surface water runoff west and north of Crouch Farm and in the southern area of the site, shown as areas of 'less' susceptibility.						XX		X	XX								
BA366	Land West of Bloxham Road																				
BA69	Land at Crouch Hill			The site is located entirely within Flood Zone 1 and there are no surface watercourses on or immediately surrounding the site. A small pond is located on the north side of Crouch Hill. EA mapping shows that the risk of flooding from surface water runoff from land is greater in the northern area of the site, with areas of 'less' and 'intermediate' susceptibility.						XX		X	XX								

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
BA365 BA378																					
BA361	Land at Drayton Lodge Farm			The site is located entirely within Flood Zone 1 and there are no watercourses on or immediately surrounding the site. Therefore, the development of the site is likely to have a negligible effect against this objective.						XX			X								
BA356	Land North of Hanwell Fields (Policy Banbury 5)			The site is located entirely within EA Flood Zone 1 and there are no surface watercourses within the sit boundary. There are also no areas susceptible to surface water flooding within the site.						XX			X								
BA341	Bankside extension, Oxford Road, Bodicote (Policies Banbury 4 & 12)			The site lies entirely within EA Flood Zone 1 and there are no surface watercourses located on the site. The EA's updated Flood Map for Surface Water shows that the risk of flooding from surface water runoff from land is very low. EA and CDC Historical Flood Maps illustrate no historical incidents of surface water flooding have been reported at the site. The EA's Areas Susceptible to Groundwater Flooding maps illustrate that one third of the site is susceptible to groundwater emergence.						XX											
BA373	Land south of Bankside Option 1, Bodicote (Policies Banbury 4 & 12)																				
BA374	Land south of Bankside Option 2, Bodicote (Policies Banbury 4 & 12)																				
BA98	West of Bretch Hill (Policy Banbury 3)			The site lies entirely within EA Flood Zone 1 and EA data shows only very small isolated areas susceptible to surface water flooding, shows as areas of 'less' susceptibility.						XX			X								
BA343	Land west Thornbury Rise, allotment gardens & Dover Ave			The site is located entirely within Flood Zone 1 and there are no watercourses on or immediately surrounding the site. Therefore, the development of the site is likely to have a negligible effect against this objective.						XX			X								
BA371	Land adjoining Dover Avenue and Thornbury Drive, Banbury																				
BA87	Milestone Farm, North of Broughton Road			The site is located entirely within Flood Zone 1 and there are no surface watercourses on or immediately surrounding the site. EA mapping shows that there is some risk of flooding from surface water runoff on the site. Therefore, the development of the site is likely to have a negligible effect against this objective.						XX			XX								
BA377	Land at Milestone Farm																				
BA360	Land to the North of Broughton Road Banbury			The site is located entirely within Flood Zone 1 and there are no watercourses on or immediately surrounding the site. Therefore, the development of the site is likely to have a negligible effect against this objective.						XX			XX								
BO22	Land south of Bodicote			The site lies entirely within EA Flood Zone 1 and there are no surface watercourses located on the site. Therefore, development of the site is likely to have a negligible against this objective.						XX											

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
N/A	Area near Junction 11		X	The entire site lies within Flood Zone 1. The background OS mapping shows some small water bodies within the site; however there are no watercourses flowing through the site. The EA's uFMfSW maps illustrate that the south western corner of the site is at high risk of surface water flooding. Therefore, the development of the site is likely to have a minor negative effect against this objective.					X	XX			X?								
N/A	Southam Road – residential use			The entire site sits within Flood Zone 1. The River Cherwell and Oxford Canal are located to the east of the site. The site is brownfield and predominantly hard standing. Therefore the site is likely to have a negligible effect against this objective.				X													
N/A	Southam Road – retail and commercial use			The entire site sits within Flood Zone 1. The River Cherwell and Oxford Canal are located to the east of the site. The site is brownfield and predominantly hard standing. Therefore the site is likely to have a negligible effect against this objective.				X													
	Bolton Road (BA371) (Policy Banbury 8)			The site is located entirely within EA Flood Zone 1 and there are no surface watercourses located within or near to the site. There are no areas on the site as susceptible to surface water flooding.									X								
	Bretch Hill Regeneration Area (Policy Banbury 10)			There are no surface water courses located within the development area and the site lies within EA Flood Zone 1. EA mapping indicates some linear areas susceptible to surface water flooding, shown as areas of 'less' and 'intermediate' susceptibility running from east to west through the middle of the site, and redevelopment may provide the opportunity to reduce these areas.																	
Residential development is compatible with flood zone 1 and the total capacity of the sites in flood zone 1 allows for Banbury's housing requirements to be accommodated on these sites. However, the assessments demonstrate that development on some sites or on parts of sites would conflict with a number of sustainability objectives particularly in relation to the effects on landscape. (move to step 3). Sites at Southam Road, Drayton Lodge Farm, West of Bretch Hill, Salt Way, Bankside, north of Hanwell fields and at Bolton Road are allocated in the Local Plan for residential development . Land at junction 11 of the M40 is allocated for employment development. These allocated sites are all located in flood zone 1.																				

Step 3 - Which Sites are located in mostly Flood Zone 1 but with small areas in Flood Zones 2 and/or 3?

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
BA311	Land West of Southam Road			One unnamed watercourse forms the western site boundary, falling within EA Flood Zones 2 and 3. The vast majority of the site lies within Flood Zone 1, with the only exception of an area on the western site boundary. Therefore, no impact is predicted.				X		XX			XX								
BA359	Land adjacent Hardwick Hill House and North of Hardwick Cemetery, Southam Road																				
BA310	Western portion of Banbury 2: Hardwick Farm		X	The Oxford Canal is located less than 500m from the southern border of the site and one unnamed watercourse forms the western site boundary. Both of these watercourses are represented by EA Flood Zones 2 and 3. The vast majority of the site lies within Flood Zone 1, with the only exception of an area on the western site boundary. Intensification of residential development within this western half of the site (an increase of 120 dwellings) could result in increased flood risk, with minor negative effects against this objective.				X		XX			XX								
BA363	Ex Hella Manufacturing Site, Noral Way, Banbury		X	Approximately 25% of the site is within Flood Zones 2 and 3; however the significant areas of flood risk are confined to the western and southern areas of the site meaning that some development might be able to be accommodated in the central, northern and eastern areas of the site, which are within Flood Zone 1. The southern boundary of the site is adjacent to the Oxford Canal, which is within Flood Zones 2 and 3.						X											
N/A	Land East of the M40			The site lies almost entirely within Flood Zone 1, with a small area of Flood Zone 2 (about 3%) located in the north west corner associated with the River Cherwell. EA mapping shows that a number of small areas of the site are susceptible to surface water flooding. This includes an area of high risk at the northern tip of the site and an area of high risk at the southern tip of the site. There is also an area of high risk towards the centre of the site and these three areas are connected by corridors of medium and low risk. As the area is primarily greenfield, any development within the area will increase surface water runoff (unless attenuated). Significant increases in hard standing associated with the site's new employment use could have an adverse effect on this objective; however, the overall effect will depend on implementation.					X	XX						X				
There are parts of these sites in the table above that are not in flood zone 1 but generally residential development could be accommodated in areas in flood zone 1 on these sites. However, the assessment demonstrates that development on some sites would conflict with a number of sustainability objectives including in relation to effects on landscape, transport and accessibility. (move to step 4). Land east of the M40 at junction 11 is allocated for employment development. A very small area of land at the north of the site is located in flood zone 3 and therefore an exception test is provided below showing the positive sustainability effects of development. The second part of the exception test is addressed by the Council's level 2 SFRA.																					

	Land north east of junction 11 (Policy Banbury 15)
SA Objective	**Sustainability**
To conserve and enhance and create resources for the District's biodiversity	There are no national or local designations on the site. However, an area designated as an Ecologically Important Landscape is located immediately north west of the site[158] which now has planning permission for development into a Country Park (Policy Banbury 14). There are areas of BAP priority habitat to the north of the site and to the west, comprising planting alongside the M40. The site possesses a low diversity of habitats and is simple in its composition both to the east and west of the M40 with a medium sensitivity to development. Development to the west of the M40 and bounded by the A361 is considered minor positive due to its contribution to reduce development pressure on sites of higher ecological sensitivity. There are no designated sites on or immediately surrounding the site. There is an area of BAP priority habitat (lowland mixed deciduous woodland) located in the north east corner of the site but this covers less than 15% of the site's total area. The site is greenfield; therefore any development on the site could have a negative impact on biodiversity, although no important habitats are located on the site. The area comprises a medium scale landscape with large fields divided by mature hedgerows and hedgerow trees with medium ecological sensitivity. A minor positive is identified due to its contribution to reduce development pressure on sites of higher ecological sensitivity.
To protect, enhance and make accessible for enjoyment, the Districts countryside and historic environment	The site is located within Natural England National Character Area 95: Northamptonshire Uplands. At a County level, the Oxfordshire Wildlife and Landscape Study identifies the site comprising two Landscape Types as Clay Vale and Upstanding Village Farmlands. At a local level, the Cherwell District Landscape Assessment identifies the site as being located within the Upper Cherwell Basin landscape character area. The site has high to low landscape sensitivity due to the proximity of the M40 and A361, and industrial development to the west of the motorway. The site has medium to high visual sensitivity. The site is assessed as having low capacity for residential development as this land use would not be in keeping with the existing agricultural land use. Development of residential properties to the east of the M40 would significantly alter the perception of the massing of the town. There is medium capacity for commercial or industrial units on the southern area to the east of the M40 up to the boundary with the A361. It would however be beneficial in landscape and visual terms if this was prevented from encroaching on the valley sides. There are no cultural heritage features located on or immediately surrounding the site. Development of this smaller site would reduce pressure for building on sites of greater landscape and visual sensitivity.
To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District	The site has been proposed for employment uses and is recognised as having a medium capacity to accommodate industrial and/or commercial development with good potential access routes to the M40 and Banbury. Therefore, the site is a good candidate for new employment land in the site, with minor positive effects on this objective. The site is recognised as having a medium capacity to accommodate industrial and/or commercial development. As the site is proposed for commercial and industrial development, long term employment opportunities in the area would be generated. In addition, the construction of the site will create a significant number of jobs in the short to medium term. Perimeter and other major access roads as well as distributor roads will be constructed ensuring that the site's new uses will be integrated and well connected to existing residential, retail and employment areas.
To sustain and develop economic growth and innovation, a educated/skilled workforce and support the long term competitiveness of the District	The site has been proposed for employment uses and is recognised as having a medium capacity to accommodate industrial and/or commercial development[165] with good potential access routes to the M40 and Banbury. Therefore the site is a good candidate for new employment land in the site with potential to include training facilities, with minor positive effects on this objective. The site is recognised as having a medium capacity to accommodate industrial and/or commercial development, and it is proposed for commercial and industrial development which will generate long term employment and training opportunities in the area.

Step 4 - Which are the sites where a significant proportion of the site is located in Flood Zones 2 and/or 3?

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
BA300	Canalside (Policy Banbury 1)			The River Cherwell and Oxford Canal have been identified within the site. The majority of the site lies in Flood Zones 2 and 3.1 However, in 2012, the EA completed the Banbury Alleviation Scheme and the Canalside SFRA level 2 (2013) confirms that with the implementation of the alleviation scheme and other measures, the site can be safely redeveloped without increasing flood risk elsewhere.																
BA317	Land at Higham Way			Almost the entire site sits within Flood Zones 2 and 3.82 However, in 2012, the EA completed the Banbury Alleviation Scheme and the Canalside SFRA Level 2 confirms that with the implementation of the alleviation scheme and other measures the site should be able to be safely redeveloped without increasing flood risk elsewhere.				X												
BA307	Land West of the M40 Extension and South of Overthorpe Road (includes part of Policy Banbury 6)		X	The northern half of the site is located within EA Flood Zone 1. However, the River Cherwell and Oxford Canal are located directly to the south of the site meaning that the southern half of the site lies entirely within Flood Zones 2 and 3. There are also several drainage ditches located within the site, and EA mapping indicates that much of the site is susceptible to surface water flooding and groundwater flooding. However, in 2012 the EA completed the Banbury Alleviation Scheme, and the Canalside SFRA level 2 (2013) confirms that with the implementation of the alleviation scheme and other measures, the site can be safely redeveloped without increasing flood risk elsewhere. An extension of this alleviation scheme eastwards along the River Cherwell and Oxford Canal would reduce the flood risk in the southern half of the site.						X						X				
N/A	Land West of M40 extension - Triangular parcel between the M40 to the east and railway line to the south																				
	Land adjacent to Power Park Ltd		X	The entire site is within Flood Zone 3 of the River Cherwell and Oxford Canal. Therefore, without significant mitigation measures, the site is likely to have a significant negative effect against this objective. However, in 2012 the EA completed the Banbury Alleviation Scheme and the Canalside SFRA level 2 (2013) confirms that with the implementation of the alleviation scheme and other measures, the site can be safely redeveloped without increasing flood risk elsewhere. An extension of this alleviation scheme eastwards along the River Cherwell and Oxford Canal would reduce the flood risk in the site. Furthermore, the proposed use for the site, i.e. railway infrastructure, is considered to have considerably more limited vulnerability to flooding compared to other more common land uses such as residential dwellings and employment land.										X						
The development of Canalside and land at Higham Way would lead to limited conflicts with sustainability objectives, however as the sites remain mainly in flood zones 2 and 3 on the EA map (despite being defended) an exception test is required and is set out below. The development of land adjacent to Power Park would have negative effects and would not provide significant wider sustainability benefits. Land west of the M40 (including the extension of land) is allocated in the Local Plan for employment uses. This site was assessed through an exception test assessment for the Submission Local Plan in January 2014. The assessment has been updated below to reflect the extension proposed.																				

	Land west of the M40 Banbury (Policy Banbury 6)
SA Objective	**Sustainability**
To improve accessibility to all services and facilities	The site is easily accessible from the M40, and also lies within 500 m of the railway station. It is located within 500 m of a primary school, in Grimsbury, and lies adjacent to existing employment areas. It is located approximately 1 km from Banbury town centre. Development of the site for employment uses could improve accessibility to employment for existing residents, and some of the employment uses may include community services and facilities.
To reduce air pollution including reducing greenhouse gas emissions and ensure the District is ready for its impacts	The site is located directly adjacent to the M40 a source of significant air pollution. However, sustainable transport options could be encourage due to the sites reasonably close proximity to the town centre and railway station. Furthermore, the site also has good access to public rights of way. A bus service could be provided around the development.
To conserve and enhance and create resources for the District's biodiversity	There are no statutory biodiversity designations within the site. Two areas of BAP priority habitat sit within the site, within the northern half and extending along the dismantled railway line. The site area comprises a simple landscape with little in terms of landscape or ecological features. The remains of removed buildings offer some value in ecological terms and the land is included within the River Cherwell Ecologically Important Landscape. The natural regeneration of vegetation within the site is dominated by pioneer species and currently appears to have limited diversity. The sensitivity of natural factors is therefore considered to be Medium to Low. Development may provide the opportunity to enhance the areas of BAP priority habitat immediately south of the site along the waterways.
To protect, enhance and make accessible for enjoyment, the Districts countryside and historic environment	The site is located within Natural England National Character Area 95 Northamptonshire Uplands. At a county level, OWLS identifies the site as being within the Urban and Clay ValeLandscape Type. At a local level, the Cherwell District Landscape Assessment identifies the site as being located within the Cherwell Valley character area. The combined Landscape Sensitivity of the site is Medium to Low. Although there is a high capacity to development in general, the site would not lend itself to residential development due to external influences such as the railway line and inaccessibility created by the railway line and River Cherwell – thus there is a Medium to Low capacity for residential development. However, there is a High capacity for industrial and commercial development which can tie in with the surrounding industrial estates and make use of the existing infrastructure . Public footpaths run along the eastern and western boundaries of the site and a footpath crosses the southern portion of the site. A scheduled ancient monument is located to the east, separated from the site by the M40, and Grimsbury Conservation Area is also located approximately 250 m north west of the site.
To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car / lorry	Due to the location of the site approximately 1.5 km from Banbury town centre and close to existing employment areas, sustainable transport methods should be encouraged. Sustainable travel patterns are likely to increase due to access to high quality pedestrian infrastructure that is in place.
To ensure high and stable levels of employment so everyone can benefit from the economic growth of the District	The site is recognised as having a high capacity to accommodate light industrial development151 with good access routes and an industrial site to the west of the site. Therefore the site is a good candidate for new employment land and with the extended area could make a contribution to employment land within the district.
To sustain and develop economic growth and innovation, a educated/skilled workforce and support the long term competitiveness of the District	As above, the site is recognised as having a high capacity to accommodate light industrial development with good access routes and an industrial site to the west of the site. Therefore the site is a good candidate for new employment land with potential to include training facilities.

Banbury Canalside and Land at Higham Way

5.2 The following paragraphs provide background information about Banbury Canalside and land at Higham Way and set out how the requirements of the exception test have been met.

5.3 The SFRA for Canalside and for land at Higham Way sets how the flood risk for Canalside and at Higham Way has been assessed, taking the Flood Alleviation Scheme (FAS) into account. The SFRA's show that it will be safe to redevelop the sites for residential use if measures are put in place.

5.4 The Council has produced a draft SPD and work has been produced for the Banbury Masterplan for Banbury Canalside. The design of development on the site will be influenced by the measures proposed in food risk assessments for Canalside. Following future consultation on the Banbury Masterplan with the EA the Council will set out how it has considered the SFRA in the adopted Masterplan and/or SPD. A further site specific FRA will however also be required in conjunction with any planning application for the site.

Canalside

5.5 The Canalside site is 26ha of land between Banbury town centre and the railway station. It is located on previously developed land to the east and close to Banbury town centre near to services and facilities. The bus station is located very close to the site.

5.6 Site Characteristics/Issues include:

- The river Cherwell and Oxford Canal run through the centre of the site.
- Largely in industrial use; mostly low quality, some parts are vacant or poorly occupied and are used for low value and/or temporary use.
- Other uses include the railway station, operational railway land, oil storage, football club, office accommodation, petrol stations, sewage pumping station, residential, a caravan site, a day nursery, a play centre and a small number of retail units.
- Contamination from past industrial use.
- No statutory or non-statutory designated sites of ecological value within the site.
- Two listed structures on the site and a number of 19th century canal wharf related buildings.

- There are public rights of way throughout the site but access and permeability are limited.

5.7 The site is considered to be the most sustainable strategic development site in the District particularly in terms of its accessibility to services and facilities and the opportunity it provides for the re-use of previously developed land.

5.8 In recent years there have been a number of flood events in Banbury. In order to address this, a Flood Alleviation Scheme (FAS) has been constructed by the Environment Agency and supported by the Council. This will mean more of Banbury is defended against flooding. The Canalside site is only viable in terms of flood risk as a development site for the Local Plan due to the implementation of the FAS.

5.9 Some of the Canalside site is located in flood zone 3b. The Flood Alleviation Scheme currently will not change this EA map classification. However, the Environment Agency has agreed that the FAS can be taken into account in the consideration of flood risk and that effectively the Council can consider parts of the site no longer in flood zone 3b. Modelling in the SFRA shows that the FAS has the effect of reducing the flood risk on the site.

Higham Way

5.10 This site is a former waste management facility and concrete batching plant and is located to south east of Banbury town centre. The site is bounded by residential to the north east, railway lines to the west, Town Council allotments and grazing land to the south, a number of commercial/industrial sites to the south west, and grassed amenity land to the south east. A replacement waste management site for Grundons has been approved nearby. The Cemex site had been cleared and is surplus to requirements. The access road (Higham Way) is in the process of being adopted and the site was marketed for a mixed use development in 2013.

5.11 The site is within Flood Zone 2 and 3. A Flood Alleviation Scheme (FAS) to the north of Banbury was completed in 2012 and a large part of the site falls within the defended area.

5.12 In principle the site offers a suitable location for development, and would contribute to the creation of sustainable and mixed communities. The site is close to the town centre and railway stations and in need of bringing back into effective use. However, there are current physical constraints that need to be overcome before development can be progressed. These include addressing the potential for land contamination from the previous use, and noise mitigation measures to reduce noise impact from the railway for future residents.

5.13 The following table sets out how the re-development of Banbury Canalside and Higham Way would provide wider sustainability benefits for Banbury and the District. These proposals will also help address the issues at Canalside described above.

	Banbury Canalside (Policy Banbury 1)	**Land at Higham Way (Policy Banbury 19)**
SA Objective	**Sustainability**	**Sustainability**
To ensure everyone has the opportunity to live in a decent, sustainably constructed and affordable home	Despite a reduction in the overall number of homes proposed to be supported on this site (a reduction of 250 homes down to 700), it will still make a significant contribution to the objectively assessed need. This site offers a unique opportunity for innovative design solutions to achieve this.	The site has capacity to contribute a moderate number of homes, which would make a contribution to the objectively assessed need.
To improve the health and well-being of the population & reduce inequalities in health	The majority of the site lies within Banbury Grimsbury and Castle ward. Grimsbury and Castle has an existing deficiency in children's playspace, tennis courts and allotments and in natural/semi-natural and amenity greenspace. The 2013 LSCA indicates the site has a low capacity for recreational development due to the urban site context but a medium capacity for development associated with the recreational route of the Oxford Canal and the River Cherwell as it passes through the town centre which has	The site lies within Banbury Grimsbury and Castle ward. Grimsbury and Castle has an existing deficiency in children's playspace, tennis courts and allotments and in natural/semi-natural and amenity greenspace. The site does not contain any formal open spaces, although the Cattle Market Sports Pitches are adjacent to the site. If some amenity space and/or a Local Area of Play were to be provided as part of the housing development (in line with Council policy), then there is some potential to improve the health and well-being of the population and the redevelopment

	the potential to be enhanced as a linear park. There is the potential to improve health and well-being of the population through the development of the site. It is not proposed to provide health care services within Canalside as there are many GP surgeries and other primary care facilities close to the site. There will be provision of public open space, primarily in the form of a new linear park along the River Cherwell and the retention and improvement of the canal towpath. Lower than average car ownership and/or usage due to the sites town centre location will result in significantly higher numbers of journeys to work, leisure and retail trips being undertaken on foot or bike or by public transport.	of the site for housing is likely to result in a minor positive effect against this objective.
To reduce poverty and social exclusion	The site has high capacity for employment development and a medium-low capacity for residential development. Provision of new employment development on the site would have the potential to reduce poverty and social exclusion and redevelopment of this site would contribute to area regeneration. There will be provision of affordable housing, public open space, leisure facilities and other community facilities, which will have the effect of helping to reduce poverty and social exclusion. The site is located very near to one of the most deprived parts of the District (Grimsbury). The land uses proposed above and the design principle proposed will help improve this area of Banbury.	Provision of new housing development on the site would have the potential to reduce poverty and social exclusion contributing to the overall regeneration of the area. Therefore a minor positive effect is recognised against this objective. .

To reduce crime and disorder and the fear of crime	The site is comprised of previously developed land, including the Banbury Railway Station, The Tramway Industrial Estate, Banbury United FC and is an area of light industry/manufacturing. The regeneration of this site and the creation of better designed facilities would help improve the satisfaction of people with their neighbourhoods and would have a positive impact in relation to reducing crime and the fear of crime. The site is comprised of previously developed land and is an area of light industry/manufacturing. The regeneration of this site and the creation of masterplanned community complete with connections to neighbouring local amenities and employment land would help improve the satisfaction of people with their neighbourhoods and would have a minor positive impact in relation to reducing crime and the fear of crime. The draft SPD makes clear that high quality design solutions will be required, which will help to design out crime.	The site is comprised of previously developed land and is an area of light industry/manufacturing. The regeneration of this site and the creation of better designed facilities would help improve the satisfaction of people with their neighbourhoods and would have a positive impact in relation to reducing crime and the fear of crime.
To create and sustain vibrant communities and engage cultural activity across all sections of the Cherwell community	There will be a masterplan for the whole site in order to help deliver a comprehensive scheme. There will be a significant change of use of Canalside from primarily industrial to residential. The draft SPD anticipates a new sustainable community being created with a strong sense of place derived from new land uses blended with existing environmental assets and parts of the site's historical legacy. There will be a mix of commercial uses on the northern part of the site including the creation of a new canal basin that can provide a focus for canal-based and other cultural	No positive effects recorded

	events in the town. The SPD sets out that proposals can make a significant improvement to the appearance of the eastern edge of the town centre and to existing environmental and heritage assets on the site.	
To improve accessibility to all services and facilities	The site lies immediately adjacent to Banbury town centre with a small area of the north eastern part of the site falling within the town centre. The site is in close proximity to existing commercial and employment development in the town centre and eastern part of the town. The railway station is located on the eastern site boundary. Canalside is therefore in a highly accessible location. There are two recycling points located within the site boundary, and Banbury FC is located in the southern area of the site. Redevelopment should help improve connectivity within the town centre, enhance the Canalside and riverside and provide a range of new facilities and services. The Canalside site is in a highly sustainable location for major development, given its proximity to the town centre, bus station and railway station. The SPD anticipates that a high proportion of future households at Canalside will be attracted to live there for these specific benefits.	The site lies adjacent to Banbury town centre on the other side of the railway line and is therefore in close proximity to a range of existing local services and facilities, including a school, allotment and sports ground. In addition, many existing commercial and employment developments are close by. The railway station is located on the western site boundary. The site is therefore in a highly accessible location. Due to its size, the site is unlikely to be able to provide new services and facilities in addition to housing, apart from amenity space and a Local Area of Play. Due to its location however, development for housing should have a positive effect against this objective, improving connectivity with the town centre to the west, enhancing the canalside and riverside.
To improve efficiency in land use through the re-use of previously developed land and existing buildings,	The site comprises developed land; therefore, any development of the site would meet the objectives of re-using previously development land and would have the potential for re-use of buildings. Development of the site would also provide the opportunity to contribute to urban renewal.	The site comprises previously developed land; therefore, any development of the site would meet the objectives of re-using previously developed land and would have the potential for re-use of buildings. Development of the site would also provide the opportunity to contribute to urban renewal, and may help to remediate potentially contaminated land.

including the re-use of materials from buildings, and encouraging urban renaissance	This site is unique as a strategic development site, allowing for the re-development of previously developed land in a town centre location. The SPD proposes the re-use of historically significant buildings and makes use of and enhances the existing canal and river corridors, nearby open space, roads and other infrastructure. Proposals in the SPD will remove existing poor quality buildings replacing these with well designed innovative homes and other land uses to help improve the town centre and nearby neighbourhoods.	
To reduce air pollution including reducing greenhouse gas emissions and ensure the District is ready for its impacts	Redevelopment of the site would promote walking and cycling and reduce the need to travel, as the site is located adjacent to the existing town centre with the small north eastern edge of the site falling with the town centre. In addition, Banbury railway station is located on the eastern site boundary. There is potential for good connectivity given the site's location and range of existing, uses nearby, which would limit the need to travel. Canalside is located in an edge of town centre location close to the railway station. The SPD proposes a new bus route through the site, reduced parking standards and pedestrian and cycle routes. All of these will contribute towards reducing the need to travel by private car, reducing air pollution from this source. The SPD sets out how development proposals will have to consider how to reduce energy demand by applying passive design principles and energy efficiency measures. Development proposals consider how to deploy suitable efficient supply technologies to achieve best practice and efficient use of fuels where applicable, for example by using waste heat	Redevelopment of the site would promote walking and cycling and reduce the need to travel, as the site is located close to the existing town centre. In addition, Banbury railway station is located on the western site boundary. There is potential for good connectivity given the site's location and range of existing uses nearby, which would limit the need to travel.

	from power generation via a decentralised energy approach. This will reduce demand from centralised sources most of which contribute to air pollution. Banbury Canalside has greater potential than other potential Strategic Sites to extend any proposed community energy network to the existing stock due to its proximity to the town centre which forms the densest part of Banbury.	
To conserve and enhance and create resources for the District's biodiversity	An Ecologically Important Landscape covers the southern area of the site, extending further south.5 However, there are no BAP Priority Habitats located on the site. Generally, the ecological sensitivity of the site has been deemed to be low. Development of this site would reduce the pressure of green field development and development on sites of greater landscape and visual sensitivity. Also, there is the potential for ecological enhancement, in connection with the Canal and River Cherwell, which flow through the centre of the site. There are no statutory or non-statutory designated sites of ecological value within the site or the immediate wider area. Development of the Canalside area provides a unique opportunity to enhance the biodiversity and ecological value of the site through improvements to the River Cherwell and The Oxford Canal corridors.	There are no ecological designations or BAP Priority Habitats located on the site. Development of this site would reduce the pressure of green field development and development on sites of greater ecological sensitivity. Also, there is the potential for ecological enhancement, in connection with the Canal, which borders the site.
To protect, enhance and make accessible for enjoyment, the Districts countryside and historic	The site is located within Natural England National Character Area 95: Northamptonshire Uplands. At a county level, the Oxfordshire Wildlife and Landscape Study identifies the site as being in the Urban Landscape Type. The landscape sensitivity has been assessed as low	The site sits within the urban fringe of Banbury close to the town centre and therefore has not been assessed for its landscape sensitivity and capacity. However, there is still potential for the development of the site to have effects on townscape and built and buried heritage in and around the site. There are no designated heritage assets within the site;

environment	sensitivity and the visual sensitivity has been assessed as medium–low sensitivity. There is a high capacity for development within the site area with medium capacity for residential development as part of a mixed use development, and high capacity for employment development. There are two Grade II listed buildings located within the site boundary; however, there are no nationally designated sites of heritage importance. There are also a number of non- designated historical assets of which three are located within the site. All the above are already affected by the presence of existing development; therefore, no significant impacts are expected against the baseline. The majority of the site west of the Oxford canal is covered by the Oxford Canal Conservation Area. However, the LSCA 2013 indicates a low cultural sensitivity to development. Development on the site would offer the potential for improvements to access to the countryside through improvements to the river canal corridor. Development at Canalside will reduce the need to allocate land on the edge of Banbury, a significant proportion of which is of high landscape value. The development proposals will allow for the site to be linked with other green infrastructure in Banbury, such as Spiceball park and Bankside and the Cherwell valley. The SPD proposes to retain and refurbish existing historically important buildings and structures and create an appropriate setting for existing them.	however, the Grimsbury Conservation area runs along the northern boundary of the site. The Conservation Area is already affected by the presence of existing development on the site; therefore, as long as new development was in keeping with the setting of the conservation area no significant negative effects are expected against the baseline. Indeed, well designed development, in keeping with the adjacent Conservation Area, could have a positive effect on the setting of the Conservation Area. The site is a brownfield land previously used for commercial and industrial uses. Furthermore, the site is sandwiched between two industrial/commercial sites. Therefore any new development on site should complement these existing uses. Development on the site would offer the potential for improvements to access to the countryside through improvements to the river canal corridor.

To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car / lorry	The A4260 Cherwell Street runs along the northern boundary of the site. It is likely that traffic generated would be accommodated by the local road network. The site is located close to existing commercial and employment development in the centre and eastern parts of the town. This could potentially reduce travelling distances and enable sustainable transport modes such as walking, cycling and public transport. Since the site is adjacent to Banbury town centre with its eastern boundary comprising the railway station and Sustrans National Cycle route 5 and the Banbury Circular Walk/Oxford Canal Trail crossing the site, it is anticipated that sustainable transport measures could be introduced, in order to reduce car use and improve travel choice. Canalside is located in an edge of town centre location close to the railway station. The SPD proposes a new bus route through the site, reduced parking standards and pedestrian and cycle routes. All of these will contribute towards reducing the need to travel by private car, reducing air pollution from this source. There may be increase in traffic in this area of the town. A Transport Assessment and Travel Plan will be required as part of a planning application. There may be an opportunity to transport other goods and services associated with the proposed land uses at Canalside on the canal, which could reduce the need to travel by road.	Higham Way runs along the south western boundary of the site. It is likely that traffic generated would be accommodated by the local road network. The site is located close to existing commercial and employment development in the centre and eastern parts of the town. This could potentially reduce travelling distances and enable sustainable transport modes such as walking, cycling and public transport. The site is very close to the existing town centre of Banbury and its western edge borders the Banbury railway station. Therefore, it is anticipated that sustainable transport measures could be introduced, in order to reduce car use and improve travel choice.
To reduce the global, social and environmental impact of consumption of resources by using sustainably	The SPD sets out how development proposals will have to consider how to reduce energy demand in the first instance, by applying passive design principles and energy efficiency measures. Development proposals consider how to deploy suitable efficient supply technologies to achieve best practice and efficient use of fuels where applicable, for example by using waste heat	No positive effects recorded

produced and local products.	from power generation via a decentralised energy approach. This will reduce demand from centralised sources most of which contribute to air pollution. Banbury Canalside has greater potential than other potential Strategic Sites to extend any proposed community energy network to the existing stock due to its proximity to the town centre which forms the densest part of Banbury. Allotments and gardens on the site will allow for the opportunity to grow produce locally.	
To maintain and improve the water quality of the District's rivers and to achieve sustainable water resources management	The intrusive investigation carried out has identified strong evidence of hydrocarbon contamination on a number of the parcels within the site, particularly within the fuel distribution depot on the east bank of the River Cherwell. This may be resulting in pollution to the river Cherwell. Development proposals will provide the opportunity to remove any potential pollution.	No positive effects recorded
To increase energy efficiency, and the proportion of energy generated from renewable sources in the District	Banbury Canalside has greater potential than other potential Strategic Sites to extend any proposed community energy network to the existing stock due to its proximity to the town centre which forms the densest part of Banbury. The SPD sets out the potential to consider a form of low carbon cooling via water source cooling to buildings. The location of the site close to the river and canal may allow for this.	No positive effects recorded
To ensure high and stable levels of employment so everyone can benefit from the economic growth of	The site is large enough to accommodate commercial and employment land, new community facilities and local services, all of which will generate long term employment opportunities in the area. In addition, the construction of the site will create a significant number of jobs in the short to medium term.	The site may be able to accommodate some new community facilities and local services to service any new dwellings on site which will generate long term employment opportunities in the area. In addition, the construction of the site will create a significant number of jobs in the short to medium term.

the District	Distributor roads will be constructed ensuring that the site's new mixed uses will be integrated and well connected to existing residential, retail and employment areas. The site is located close to the town centre, a supermarket, the hospital and County Council offices which provides many employment opportunities. Existing employment opportunities located to the north and east of the town are relatively accessible from the Canalside site. Many of the buildings on site are of poor quality. Proposals for Canalside include provision for the retention of businesses or the relocation of existing businesses to new improved, more accessible premises. Jobs will be created in the town centre uses proposed on the site and through the regeneration of central Banbury.	Distributor roads will be constructed ensuring that the sites new mixed uses will be integrated and well connected to existing residential, retail and employment areas.
To sustain and develop economic growth and innovation, a educated/skilled workforce and support the long term competitiveness of the District	The site is large enough to accommodate commercial and employment land, new community facilities and local services, all of which will generate long term employment and training opportunities in the area. The site is located close to the town centre, a supermarket, the hospital and County Council offices which provides many employment opportunities. Existing employment opportunities located to the north and east of the town are relatively accessible from the Canalside site. Many of the buildings on site are of poor quality. Proposals for Canalside include provision for the retention of existing businesses or the relocation of existing businesses to new improved, more accessible premises. Jobs will be created in the town centre uses proposed on the site and through the regeneration of central Banbury.	The site may be able to accommodate some new community facilities and local services to service any new dwellings on site which will generate long term employment and training opportunities in close proximity to the centre of Banbury.

To encourage the development of buoyant, sustainable tourism sector.	The regeneration of this town centre site would provide improved facilities and an improved sense of place, which would enhance the attractiveness of the town centre to visitors. The regeneration of the site close to the town centre would provide improved facilities and an improved sense of place, particularly in the vicinity of the railway station, which would enhance the attractiveness of the town centre to visitors.	The regeneration of the site close to the town centre would provide improved facilities and an improved sense of place, particularly in the vicinity of the railway station, which would enhance the attractiveness of the town centre to visitors.

Sites for Retail and Town Centre Uses

5.14 The Council has identified three potential locations to accommodate retail and other town centre uses. They include:

5.15 Land at:

- Bolton Road
- Canalside (northern part)
- Spiceball

5.16 The following table sets out the flood risk for each site and where development of the site would result in significant positive and negative effects. (There are no significant negative effects) The full assessment is set out in the SA report.

5.17 Despite the differences in relation to flood risk shown, all the sites are considered sustainable due to their central location. The Council's Retail Study identifies a significant need for retail and leisure development. It identifies over 60,000 sq metres of capacity for retail comparison floor space in the District to 2031. The Council therefore considers all these sites are needed for the Local Plan.

5.18 There are no other strategic sites suitable sites for these uses in Banbury. Using other sites would involve demolition of existing uses and/or the use of land outside the town centre, including potentially greenfield land at the edge of Banbury which would generally be less sustainable. (Other sites are being considered for the Banbury Masterplan and for the Local Plan part 2).

5.19 Development is needed at Spiceball but an exception test is required due to the flood risk in this location and this is set out below.

Sequential Test

	Bolton Road (Policy Banbury 8)	**Canalside (Policy Banbury 1)**	**Spiceball (Policy Banbury 9)**
Flood Risk			
	The site is located entirely within ES Flood Zone 1 and there are no surface watercourses located within or near to the site. There are no areas on the site shown as susceptible to surface water flooding.	The River Cherwell and Oxford Canal have been identified within the site. Both of these watercourses are represented by EA Flood Zones 2and 3, and the majority of the site lies in Flood Zones 2 and 3. However, in 2012, the EA completed the Banbury Alleviation Scheme and the Canalside SFRA level 2 confirms that with the implementation of the alleviation scheme and other measures the site can be safely.	The Oxford Canal forms the western site boundary and the River Cherwell forms the eastern site boundary. The site lies within EA Flood Zones 2 and 3, and much of the site is covered by areas shown as susceptible to flooding from surface water run-off, as areas of 'more' and 'intermediate' susceptibility. Therefore, any new development on the site would need to take account of flood protection measures.
Sustainability			
To improve accessibility to all services and facilities	The site is located in central Banbury, close to existing facilities. It is therefore in a highly accessible location. There is a recycling point located on the site, and the site is approximately 180 m east of Peoples Park and approximately 200 m west of Castle Quay Shopping Centre. The site is in close proximity to existing commercial and employment development in the town centre and eastern part of the town. Redevelopment should help improve connectivity within the town centre.	The site lies immediately adjacent to Banbury town centre with a small area of the north eastern part of the site falling within the town centre. The site is in close proximity to existing commercial and employment development in the town centre and eastern part of the town. The railway station is located on the eastern site boundary. Canalside is therefore in a highly accessible location. There are two recycling points located within the site boundary, and Banbury FC is located in the southern area of the site. Redevelopment should help improve connectivity within the town centre and enhance the canalside and riverside.	This location is highly sustainable as it is close to the town centre and the bus station is located on the site's southern boundary. In addition, the train station, leisure facilities, schools and employment opportunities are all located within the town centre.

To improve efficiency in land use through the re-use of previously developed land and existing buildings, including the re-use of materials from buildings, and encouraging urban renaissance	The development of this site would achieve this objective as much of the site is on previously developed land. Due to its close location to the town centre it would help in achieving urban regeneration.	The site comprises developed land; therefore, any development of the site would meet the objectives of re-using previously development land and would have the potential for re-use of buildings. Development of the site would also provide the opportunity to contribute to urban renewal.	The site is previously developed and any development on the site would achieve urban regeneration and would have the potential for re-use of buildings. Development would also require the remediation of any contaminated land.
To reduce road congestion and pollution levels by improving travel choice, and reducing the need for travel by car / lorry	The site is located within Banbury town centre and development in this location may help to reduce road congestion and provide improved connectivity/accessibility. It would potentially reduce distances to travel to work and would enable sustainable transport modes such as walking, cycling and public transport.	Redevelopment of the site would promote walking and cycling and reduce the need to travel, as the site is located adjacent to the existing town centre with the small north eastern edge of the site fallen with the town centre. In addition, Banbury railway station is located on the eastern site boundary. There is potential for good connectivity given the site's location and range of existing, uses nearby, which would limit the need to travel.	The site is located near the town centre and within 500m of the railway station which should reduce the need for private car. The sites accessibility also lends itself for people to walk or cycle, using the canal towpath.

Spiceball

5.20 The site has planning permission for a supermarket and other town centre uses. The draft Local Plan sets out policy requirements for the site. Development of the site will lead to wider sustainability benefits as follows:

- Contribute towards creating a linear park through Banbury

- Make use of the currently un-occupied and unsightly site of the former Spiceball leisure centre
- Make use of previously developed land
- Provide development in a sustainable town centre location in close proximity to sustainable modes of transport
- Preserve and enhance the canal corridor and provide an opportunity to make the most of the canal at Banbury
- Provide better public access to the river and canal
- Potentially provide new homes (potential for flats above commercial uses)
- Lead to the refurbishment of the Mill theatre
- Improve the public realm
- Provide retail and town centre uses
- Contribute to the overall improvements to central Banbury
- Create jobs and lead to economic growth

5.21 Flood risk assessment work has been prepared for the Spiceball site and the Environment Agency have worked with the Council, landowners and agents on this site to ensure development will be safe. Development will be located and designed considering flood risk on the site.

6.0 Former RAF Upper Heyford

Step 1 - Where are the potential strategic sites for development?

UH001 Former RAF Upper Heyford (Policy Villages 5) including site UH004
Land abutting the south and eastern boundary of Former RAF Upper Heyford (UH002, UH003, UH005)

Step 2 – Which sites are located wholly in Flood Zone 1 (lower probability of Flooding)?

Site Code	Site name/ description (& relevant policy number if applicable)	Homes	Flooding	Flooding Assessment in Sustainability Appraisal Matrix	Health & Well-Being	Crime	Poverty/ Social Exclusion	Vibrant Communities	Accessibility	Efficient Land Use	Air Quality	Biodiversity	Landscape / Heritage	Road Traffic	Resource Use	Waste	Water	Energy Efficiency	Employment	Economic Growth	Tourism
UH1	Former RAF Upper Heyford (Policy Villages 5)			The entire site sits within Flood Zone 1. Some small unnamed watercourses are located on the edges of the site but they pose no significant flood risk.283 The uFMfSW maps illustrate minimal surface water flooding from the 1 in 30 year flood event and 1 in 100 year rainfall event to a maximum depth of 0.60 m to 0.90 m. In a 1 in 1000 year flood event there are corridors of flooding across the site which concentrate towards the southern boundary. EA and CDC HFMs illustrate no historical incidents of surface water flooding have been reported at the site. Therefore, the development of the site is likely to have a negligible effect against this objective.								XX	XX							
UH004	Site within UH1/Policy Villages 5 boundary																				
N/A	Land abutting the south and eastern boundary of Former RAF (includes UH002, UH003 and UH005)			The entire site sits within Flood Zone 1. Some small unnamed watercourses are located on the edges of the site but they pose no significant flood risk.293 The uFMfSW maps illustrate minimal surface water flooding from the 1 in 30 year flood event and 1 in 100 year rainfall event to a maximum depth of 0.60 m to 0.90 m. In a 1 in 1000 year flood event there are corridors of flooding across the site which concentrate towards the southern boundary. EA and CDC HFMs illustrate no historical incidents of surface water flooding have been reported at the site. Therefore, the development of the site is likely to have a negligible effect against this objective.						XX		X	X							
UH002	Land north of Camp Road, RAF Upper Heyford																				
UH003	Land at Upper Heyford																				
UH005	Heyford Leys Caravan Park																				
The site at the Former RAF Upper Heyford is in flood zone 1 and has scope to accommodate dwellings on this basis. However due to the significant historical constraints on the site, effects on biodiversity and potential transport impact the level of development on this site should be restricted.																					

7.0 Conclusions

7.1 There is land at Bicester in flood zone 1 to in theory accommodate the new homes needed at Bicester to 2031 on sites considered to be reasonable options. However, the Council's Sustainability Appraisal and other evidence shows that some of these sites are less sustainable and development of other sites will provide wider sustainability benefits to the community. Land at South East Bicester and Gavray Drive score positively against a number of sustainability objectives despite the flood risk in these locations. A significant proportion of the Bicester Gateway and North East Bicester sites have a high probability to flood but development of the sites would be generally sustainable in relation the sustainability objectives. Development is necessary to meet local employment needs and to ensure Bicester becomes a more sustainable location. Consideration of flood risk and mitigation of any negative effects will be a requirement of site policies in the Local Plan.

7.2 There is land at Banbury in Flood Zone 1 to in theory accommodate the development needed at Banbury to 2031 on sites considered to be reasonable options. However, the Council's Sustainability Appraisal and other evidence shows that some of these sites are less sustainable and other sites will provide wider sustainability benefits to the community such as development at Canalside. Without defences there is a high probability of flooding at Canalside and Higham way but development of the sites would be sustainable in relation to a significant proportion of the Council's sustainability objectives. Development at Canalside and at Higham Way is necessary to regenerate and improve Banbury. The implementation of the Flood Alleviation Scheme reduces the probability of flooding at Canalside significantly and future development is shown to be safe for future residents. Some of the land at the extended employment site west of the M40 has a high probability of flooding but development on this site would be generally sustainable in relation the sustainability objectives including providing for economic growth. Land north east of Junction 11 of the M40 contains a very small parcel of land which has a high probability of flooding. Development is necessary to meet local employment needs and to ensure Banbury remains a sustainable location. Mitigation of any negative effects will be a requirement of site policies in the Local Plan. Development at Spiceball, Banbury, is sustainable and allows for the delivery of particular planning benefits and therefore, despite its high potential to flood, is needed to deliver these. However, all the site options assessed in Banbury town centre are sustainable. Consideration of flood risk and mitigation of any negative effects will be requirement of site policies in the Local Plan.