



The Planning Inspectorate

Report to Cherwell District Council

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an Inspector appointed by the Secretary of State for Communities and Local Government

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PLANNING AND COMPULSORY PURCHASE ACT 2004 (AS AMENDED)

SECTION 20

REPORT ON THE EXAMINATION INTO THE CHERWELL

LOCAL PLAN

Document submitted for examination on 31 January 2014

Examination hearings held between 3 June and 23 December 2014

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Abbreviations Used in this Report

| | |
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| AA | Appropriate Assessment |
| AONB | Area of Outstanding Natural Beauty |
| CA | Conservation Area |
| CSH | Code for Sustainable Homes |
| DtC | Duty to Co-operate |
| EA | Environment Agency |
| EH | Historic England [formerly English Heritage] |
| GB | Green Belt |
| HE | Highways England [formerly Highways Agency] |
| HRA | Habitats Regulations Assessment |
| IDP | Infrastructure Delivery Plan |
| LDS | Local Development Scheme |
| LP | Local Plan |
| MM | Main Modification |
| NE | Natural England |
| NPPF | National Planning Policy Framework |
| OAN | Objectively Assessed Need |
| OCC | Oxfordshire County Council |
| PPG | Planning Practice Guidance |
| SA | Sustainability Appraisal |
| SCI | Statement of Community Involvement |
| SCS | Sustainable Community Strategy |
| SEP | Strategic Economic Plan |
| SFRA | Strategic Flood Risk Assessment |
| SHMA | Strategic Housing Market Assessment |
| SO | Strategic Objective |
| SUDs | Sustainable Urban Drainage Systems |

Non-Technical Summary

This report concludes that the Cherwell Local Plan provides an appropriate basis for the planning of the district to 2031, providing a number of modifications are made. The Council has specifically requested that I recommend any modifications necessary to enable the plan to be adopted.

All of the modifications to address this were proposed by the Council, but where necessary for soundness I have amended and/or deleted wording where required. I have recommended their inclusion after considering all the representations from all other parties on these issues.

The Main Modifications can be summarised as follows:

- Increase the total number of new houses to 22,840, 2011 – 2031, (1,140 per year) from 16,750, 2006 – 2031 (670 per year) in the submitted plan to meet the full, up to date, objectively assessed needs of the district, including for affordable housing;
- Allocate additional strategic housing sites at Banbury and Bicester and extend others to meet the above, using the sustainable opportunities available to improve delivery in accord with an amended new Housing Trajectory and Infrastructure Delivery Plan, as well as the designation of Bicester as a "Garden City" by government;
- Extend the site of, and increase the expected total of new homes from, the former RAF Upper Heyford site (policy Villages 5) to help meet the increased local housing needs;
- Allocate land at J11, M40 for additional employment development at Banbury (policy Ban 15), but on a smaller scale than that proposed by the Council, which is not fully justified or necessary in the plan period;
- Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined.

Introduction

1. This report contains my assessment of the Cherwell Local Plan in terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004 (as amended). It considers first whether the plan's preparation has complied with the duty to co-operate, in recognition that there is no scope to remedy any failure in this regard. It then considers whether the plan is sound and whether it is compliant with the legal requirements. The National Planning Policy Framework (paragraph 182) makes clear that to be sound a Local Plan should be positively prepared; justified; effective and consistent with national policy.
2. The starting point for the examination is the assumption that the local planning authority has submitted what it considers to be a sound plan. The basis for the examination is the submitted plan of January 2014. The questions posed during the examination process and for discussion at the hearing sessions are listed in the programme available on the website.
3. This report deals with the main modifications that are needed to make the plan sound and legally compliant and they are identified in bold (**MM**). In accordance with Section 20(7C) of the 2004 Act the Council requested that I should make any modifications needed to rectify matters that make the plan unsound and thus incapable of being adopted.
4. The main modifications that are necessary for soundness are set out in the Appendix and all relate to matters that were discussed at the Examination hearings. Pages 126 onwards of the Appendix deal with consequential amendments to the Policies Map that are a matter for the Council and not part of my formal recommendations. The Council prepared a schedule of proposed main modifications, as well as carrying out a further Sustainability Appraisal (SA), which were subject to public consultation for six weeks.
5. I have taken account of all the consultation responses in coming to my conclusions in this report and in this light I have made some amendments to the main modifications where necessary for soundness, consistency and/or clarity. None of these amendments significantly alters the content of the modifications as published for consultation or undermines the participatory processes and SA that has been undertaken. Where necessary I have referred to these amendments in the report.
6. The Council also prepared a series of additional minor modifications, largely addressing matters of clarification, updating and corrections of text, on which they also sought public comments alongside the main modifications. The Council will take all such responses into account before finalising the plan's text for adoption, but these are not directly relevant to my examination of the plan for soundness and thus most are not referred to further in this report.

Assessment of Duty to Co-operate

7. Section 20(5)(c) of the 2004 Act requires that I consider whether the Council complied with any duty imposed on them by section 33A of the 2004 Act in relation to the plan's preparation. It is a requirement that the Council engages constructively, actively and on an on-going basis with the County Council, neighbouring local authorities and a range of other organisations, including Highways England (former Highways Agency) (HE), the Environment Agency

(EA) and Natural England (NE). All relevant bodies listed in Regulation 4 have been engaged, albeit some more than others depending on the extent of their involvement in the plan's proposals.

8. In the Duty to Co-Operate Topic Paper (TOP 1) and elsewhere, including in para 149 of the plan itself, the Council has satisfactorily documented where and when co-operation has taken place, with whom and on what basis, as well as confirming that these discussions have influenced the plan preparation process. This includes regular contacts with Oxfordshire County Council (OCC) and Oxford City Council, amongst others, the outcomes of which demonstrate constructive engagement by the Council on an on-going basis, including in relation to the proposed modifications and on future development prospects in the county. They have also provided later evidence that positive engagement has continued since submission. The plan now includes a firm commitment together with other relevant Councils to help meet any needs for new housing arising in the city that cannot be met within its present boundaries.
9. As made clear at the examination and through Inspector Notes 1 and 2, the publication of the new 2014 countywide Strategic Housing Market Assessment (SHMA) (HOU 12d) helped to confirm that there were serious soundness issues regarding the submitted plan, particularly in respect of the level of new housing proposed for Cherwell district. However, its emergence as important new evidence did not affect the Council's compliance with the duty to co-operate up to that point in time, or indeed since, as the necessary on-going co-operation with all relevant parties, including Oxford City Council, had been continuing as expected by the duty and is suitably evidenced to that effect.
10. The formal arrangements now in place between the various Oxfordshire Councils to fully address the results of the 2014 SHMA (HOU 12d) for the county, including the needs of the city, as now referred to in para B.89b of the plan, as modified, reinforce my conclusion that the duty to co-operate has been met by the Council in relation to this plan. Moreover, I also consider that these arrangements should materially assist satisfactory on-going co-operation. This is so notwithstanding that there is as yet no final agreement on how or where the new housing needs of the city that cannot be met within its boundaries, whatever they may be once finally assessed, would be met, as the duty to co-operate is not a duty to agree.
11. For the time being at least, with the important exception of Oxford City Council as referred to above, none of Cherwell's neighbours has sought help in meeting their local housing or other needs and Cherwell has not asked any other authority to help them; nor does it intend to. Furthermore, no other significant cross boundary strategic issues relating to co-operation with neighbouring Councils or Reg. 4 bodies remain unresolved. Any future request that may come from London for help in regard to the capital's needs would be a matter for a new or reviewed plan to consider at the appropriate stage(s). Therefore, I am satisfied that the duty to co-operate has been met.

Assessment of Soundness

Preamble

12. The principal area of debate surrounding this plan relates to the provision of new housing over the plan period to 2031. Clearly, the plan is expected to

comply with the National Planning Policy Framework (NPPF) (March 2012), including by defining the full, objectively assessed, needs for both market and affordable housing at the outset (para 47 NPPF), before deciding whether or not it can be delivered in practice, taking into account relevant national and important local constraints, such as Green Belt and flood risk.

13. Many respondents expressed serious doubts about the Council's overall approach to new housing in the submitted plan, not least regarding the initial assessment of need. I have shared some of those concerns during the examination process, as reflected in my initial findings following the first hearings in June 2014. The Council has responded positively by reconsidering their figures, particularly in respect of using the full, up to date, levels of objectively assessed need (OAN) in the 2014 Strategic Housing Market Assessment (SHMA) (HOU 12d), in producing the proposed modifications in August 2014, in accord with the guidance in the NPPF.
14. Consequently, these now include a significant increase in the level of new housing provision from 16,750 (2006 – 2031) to 22,840 (2011 – 2031) net new homes over the plan period and the allocation of additional strategic sites, as well as extensions to others, to meet the full OAN for the district. Together with the other relevant authorities, the Council has also chosen to make a firm commitment to a joint review of Green Belt boundaries around Oxford in order to help deliver the necessary new homes to meet the city's identified local needs that cannot be met within it in the near future. This should ensure that the overall needs of the countywide housing market area are fully addressed.
15. For further justification of the logic and merits of the Council's decision to select the high growth option, as many respondents pointed out, it is relevant to consider comparisons with Cambridgeshire, with its equally pre-eminent university city, and the economic growth that has taken place there recently and which will continue in the overall national interest. Therefore, I endorse this important policy decision by the relevant Councils, including Cherwell, as appropriate, reasonable and realistic in the current context.
16. The Council also expects to make other new housing land allocations in the Part 2 LP below the strategic site size level and there will also be a continuing contribution from "windfalls" (para 48 NPPF), as well as from sites brought forward through neighbourhood plans. The plan's vision, objectives and overall strategy of concentrating most new development at Banbury and Bicester, together with some provision at Upper Heyford and Kidlington, remains essentially unchanged. Therefore, I am fully satisfied that the Council's proposed modifications are not so extensive or so significant as to constitute a complete re-write of the originally submitted version or, effectively, a new plan and that they are, essentially, sound.
17. It is unrealistic to expect that this district could reasonably provide for all of any unmet need arising from the city of Oxford's lack of capacity to meet all of its own requirements, as set out in the 2014 SHMA. Clearly, a joint approach involving all the relevant Councils is required on a co-operative basis to fully address the OANs of the whole county as one overall strategic housing market area. Such a process could only be harmed by Cherwell not meeting its own full district OAN, but if it does then that will at least mean that the pressures on the city of Oxford will not be made any worse by a failure to deliver the

necessary level of new housing in this district and the sustainable development of the county as a whole will be materially assisted.

18. Accordingly, I am satisfied that it is appropriate for this plan to proceed on that basis, provided that there is a firm commitment from the Council to play its part in addressing the needs of Oxford city through that joint process in the near future, once those needs have been fully clarified/confirmed. In my judgement, the Council's modifications, notably in para B.89.b, are intended to and should help achieve that important objective.

Main Issues

19. Taking account of all the representations, written evidence and the discussions that took place at the examination hearings, I have identified fourteen main issues upon which the soundness of the plan depends.

Issue 1 – Strategy, Vision and Objectives

20. The plan sustainably focuses new development in the district's two main market towns of Banbury and Bicester, with their good transport connections, including by rail and on the M40 to London and Birmingham, and where most major services and facilities are located. The majority of local employment opportunities are also sited here. These two large towns are clearly the most sustainable locations in the area.
21. Additional development, albeit of a smaller overall scale, is also directed to Upper Heyford, a very large former military base, and the village of Kidlington, particularly in respect of high tech employment in the latter case, involving a local, small scale, Green Belt (GB) review, as proposed by the Council in the submitted plan. This is to provide a greater variety of realistically deliverable and sustainably located opportunities to help meet local needs, including for the rural areas outside the two main towns.
22. Otherwise, the Council's strategy envisages only limited new development in the more rural parts of the district, some of which in the south is designated as part of the Oxford Green Belt (OGB) around the city, with a small area in the north-west included in the Cotswolds Area of Outstanding Natural Beauty (AONB). Accordingly, new housing to meet local needs in the rural area is largely directed towards high and medium sustainability villages only. A plan strategy that focussed most of the new growth needed on the edge of Oxford rather than Bicester and Banbury would simply not have been a "reasonable alternative", due to the scale of the loss of GB around the city contrary to the guidance in the NPPF and the PPG, as well as the likely infrastructure and environmental implications.
23. In contrast, delivery of the selected strategy and the vision for the district is properly linked with the provision of the necessary supporting infrastructure, involving close working with Oxfordshire County Council (OCC), as set out in the Infrastructure Delivery Plan (IDP) (App 8), especially in respect of transport and education, but also for other necessary community services and facilities. This takes into account already planned enhancements of the area's transport network, including the East/West rail scheme and M40 junction improvements, as well as the implementation of the Oxford/Oxfordshire City Deal (2014) that has secured funding for new investment locally to help

deliver the economic growth of the county envisaged in the Strategic Economic Plan (SEP) for Oxfordshire (ECO 09) (March 2014). The 2013 LP Viability Study (PWE 02) and 2014 update (PWE 03) provide firm evidence that the policies and proposals of the plan are realistically and economically deliverable in terms of on and off site infrastructure provision, as envisaged in the plan.

24. In this local context, the plan's spatial vision and strategic focus for new development on Banbury and Bicester, plus Upper Heyford, is entirely sound and sustainable in principle. Both are also fully consistent with national guidance in the NPPF and PPG; provide a policy background that has good prospects of achieving the anticipated levels of growth and do not rely on the delivery of developments in any neighbouring areas for success. There is no clear evidence that, realistically, any of the alternatives put forward by representors would be more likely to do so over the plan period.
25. The strategy is supported by 15 sensible strategic objectives (SO), each of which has an appropriate part to play in delivering the plan's vision to 2031. The vision and objectives are also consistent with the relevant national guidance in the NPPF and PPG, as well as the Oxfordshire Sustainable Community Strategy (SCS) (TOP SD 25) that seeks to create a world class economy for the county, focussing particularly on the high tech sector.
26. Overall, the Council's evidence base relating to the strategy, vision and objectives of the plan is clear and robust. It is also sufficiently comprehensive and detailed, including by clearly demonstrating that reasonable alternatives to the proposed strategy have been assessed at all the relevant stages dating back to 2008 ("Options for Growth") of the Sustainability Appraisal/Strategic Environmental Assessment (SA/SEA) process. This includes in respect of the final submission SA (December 2013) (SUB 04a-d) and subsequent Addendum (August 2014) (SUB 26PM) relating to the main modifications.
27. This has been on an iterative basis, with appropriate inputs to the various versions of the emerging plan that have reasonably and realistically reflected the outcomes of that work and together show how and why the preferred strategy was selected. Any scenario that relied on a more dispersed pattern of major developments instead and/or strategic scale releases of land in the OGB, would simply not have been reasonable or realistic at any stage of the plan preparation process so far in relation to national policies/guidance in the NPPF and PPG.
28. Similar conclusions apply in respect of the work carried out on the Council's behalf in relation to the Habitats Regulations Assessment/Appropriate Assessment (HRA/AA) (SUB 09/10/11) and subsequent Addendums (SUB 26PM/27PM), given that necessary amendments were made to subsequent draft stages of the plan. Accordingly, and taking into account the advice from relevant consultees, notably Natural England (NE), the plan is sound in these respects and requires no further modification.
29. All the available evidence, and particularly the Statement of Consultation (SUB 05) and Addendum (SUB 28PM), confirm that the Council has carried out extensive and appropriate public consultation at each relevant stage of the plan process, including in respect of the proposed main modifications, in accordance with its Statement of Community Involvement (SCI) (July 2006)

(BAC 09).

Issue 2 – Employment (Policy SLE 1)

30. As modified, the plan now positively seeks to deliver a net increase of approximately 23,000 new jobs in the district by 2031, on around 236 ha (gross) of land identified, compared to about 15,000 in the submitted version. This is in the light of the increased new housing proposed and taking account of the August 2012 Cherwell Economic Analysis Study (ECO 01) and its Addendum (ECO 12PM) that anticipates a 0.5% annual district growth rate.
31. Several strategic new employment sites to help provide these jobs would be sustainably focussed primarily at Bicester, but also at Banbury, alongside the majority of the new housing. The LP Viability Study (PWE 02) and update (PWE 03) provide robust evidence that the strategic employment sites identified are essentially deliverable under current market circumstances, albeit some are marginal. However, there is also clear evidence of sites continuing to come forward “on the ground” in both main towns, with good progress made towards delivery on others. Moreover, the plan now contains greater flexibility over B class uses and mixed schemes can also take advantage of an element of cross funding of infrastructure from residential development. Thus, all are considered to have reasonable prospects of completion over the plan period.
32. Whilst Banbury has a relatively good balance between housing and jobs at present, including 41% of the district's employment, the strategy rightly seeks to redress the balance somewhat in Bicester (20% of current employment) to help reduce out-commuting through new job growth, by taking advantage of its good and improving transport links, including for B2 and B8 uses.
33. There would also be limited provision at Kidlington to support its contribution to the important role of Oxford in the county's economy. This would involve a local, small scale, review of the boundaries of the OGB around the existing Begbroke Science Park and Langford Lane/Oxford Airport (Oxford Tech Park) locations. It is intended to reinforce their roles as part of a high tech “cluster” of existing businesses that includes university “spin off” companies with good short term growth prospects. The specific details of this review are a matter for the LP Part 2, albeit two “areas of search” are identified. All of the above is consistent with the Oxford/Oxfordshire City Deal, the Oxfordshire Strategic Economic Plan (ECO 09) and the Oxford Innovation Engine report (ECO 10), as well as the Economic Analysis Study for Cherwell (ECO 01).
34. It is essentially unrealistic to have specific jobs growth targets for particular sectors of the economy, as the market is inherently more flexible and the relevant technologies change so quickly, nowadays. In that context, the evidence supports the plan's conclusion, that, including existing commitments and allocated sites, enough office space is likely to be available over the plan period such that no new strategic level provision is required. In these circumstances, any other proposals for B1 office space should therefore be considered on their own merits in the light of specific local needs and all other relevant plan policies.
35. There is a significant supply of land committed for B8 uses that is likely to

come forward over the plan period. Nevertheless, the B8 sector continues to be successful locally and the area retains its general attractiveness for logistics operators. It is also desirable to retain a range of size and type of sites for potential new businesses and the expansion of existing ones to provide local jobs, including towards the end of the plan period. Moreover, the "frontloading" of that supply should increase choice and provide flexibility to help achieve that aim as part of the area's economic growth. At present, the limited availability of larger sites to meet Banbury's needs in particular is said to be inhibiting these prospects.

36. Therefore, taking into account the increased level of new housing, an additional strategic employment site has been proposed at J11 of the M40 (new policy Ban 15) in the modified plan. This should help meet the identified demands from local companies for further B2 and B8 space in the Banbury area. The main modifications put forward by the Council in relation to this site are addressed in detail under issue 11. With this additional allocation, in principle, the employment provision satisfactorily reflects the overall spatial strategy of the plan, including the likely level and locations of new housing, as well as local needs for new employment opportunities, and would help maintain a broad balance between the two. It also takes into account the limited loss of some existing employment land in Banbury in connection with the proposed re-development of the Canalside site (policy Ban 1).
37. The Council's evidence includes the 2012 Employment Land Review update (ECO 06), a review of all existing sites across the area which confirms, amongst other things, that the vast majority remain suitable for continuing B class uses. Accordingly, and taking into account the natural "churn" of sites within these sectors and the provisions also made at the strategic sites to balance most of the new housing requirements, it is appropriate that policy SLE 1 should seek to retain the vast majority of existing and allocated employment sites in B class uses. However, a rewording of the policy and some of the supporting text in paras B41 and B46 is necessary for clarity and to assist its operation in practice, including the introduction of greater flexibility to accept differing B class uses in particular locations (**MMs 19/20**).
38. Subject to the necessary monitoring and review set out in the plan, policy SLE 1 should provide for sustainable economic growth and meet the objectively identified business needs, in accord with the expectations of the NPPF. Nor does it constrain additional job provision coming forward above the estimated figures in suitable locations, including on mixed use sites and within existing built up areas, should that prove realistic and viable, including alongside new housing growth. This also takes into account the anticipated increases in jobs arising from local growth in non B use class sectors, such as retail, which is sustainably focused on the town centres of Banbury and Bicester.
39. Consequently, with one exception at J11 M40 on the edge of Banbury, there is no need for the plan to identify any further strategic or out of town locations for major new employment development, in order to provide a broad balance between new homes and new jobs over the plan period. None of the further strategic employment site alternatives put forward by representors, whether related to motorway junctions or elsewhere in the area, would provide a more sustainable location than those in the plan. Those of a non-strategic scale can be considered on their own merits in the LP Part 2, if appropriate, or in

relation to specific proposals against other relevant policies.

40. Together with the renewal and regeneration of some older industrial areas, as part of the retention of existing employment land and buildings under policy SLE1, as well as growth in office space and non B class uses, such as retail, the plan provides an appropriate overall approach to sustaining, diversifying and improving the local economy, in accord with the NPPF. The policy is also consistent with and should help to meet strategic objectives SO 1 to SO 5. This includes by focusing new employment development first on the most sustainable locations at Banbury and Bicester, followed by Kidlington to a lesser extent, particularly in terms of high tech employment. Accordingly, with essential modifications for clarity of intent (**MM21**), policy SLE 1 is sound and compliant with NPPF guidance, such as in paras 21, 23, 24 and 161.
41. However, despite the Council's willingness to include a reference to "examining options for the release of land at motorway junctions in the district for very large scale logistics buildings in the Part 2 LP", it is not necessary or appropriate to include this commitment in the policy. This is because the existence of such a need, specifically in this district, is as yet largely unproven and appears to be essentially reliant on speculative enquiries only at present. Moreover, such schemes would be road based and likely to prove visually intrusive in the open countryside due to the size of buildings, as well as potentially difficult and/or expensive to cater for satisfactorily at the M40 junctions in highway capacity terms.
42. Nor does it take into account the availability of alternative locations, such as at DIRFT III near Daventry, Northamptonshire, not far away from Banbury, where around 345 ha of land for such uses has recently been permitted under the national infrastructure regime, specifically to meet the national and regional need for such major facilities, with the great advantage of rail access availability in sustainability terms. Given that the strategic and other employment sites identified in the plan are sufficient to provide the level of new jobs necessary to deliver the plan's strategy and objectives over the plan period, there is no particular need for policy SLE1 to include this commitment by the Council, not least as it may raise unrealistic expectations and/or unnecessary concerns as to the content of the Part 2 LP. Otherwise, policy SLE 1 is sound.

Issue 3 – Housing Scale and Distribution (Policies BSC 1 to 6)

Policy BSC 1

43. The submitted plan included provision for 16,750 new homes (670 per year) in the district from 2006 to 2031. This was largely based on a 2007 countywide Strategic Housing Market Assessment (SHMA), as supplemented by a 2012 update and review for Cherwell district only. However, following the hearings in June 2014, my preliminary findings were that this figure did not represent the full, objectively assessed, local need for new housing.
44. This was largely because it essentially relied on an out of date evidence base. This had not been properly reconsidered in the light of current needs and circumstances, including not only the guidance in the NPPF, but also the 2011 Census results, amongst other things, such as more recent DCLG/ONS

population and household projections providing the necessary inputs on migration and demographic change. Nor did it represent an unconstrained initial assessment of needs, including for affordable housing, to which relevant constraints and market factors could later be applied, as required by the NPPF.

45. The Council responded positively by reconsidering their figures, particularly in respect of using the full, up to date, levels of objectively assessed need (OAN) in the 2014 Oxfordshire SHMA (HOU 12d), in producing the proposed main modifications in August 2014. Importantly, as a starting point, the 2014 SHMA figures are not affected by considerations of possible constraints to capacity or to delivery, in either policy or practical terms, in accord with the NPPF's requirements in this regard.
46. This re-assessment has led to a net new housing requirement of 22,840 homes for the district, equivalent to an average of 1,140 units per year from 2011 to 2031 to meet local needs. It is based on the Council's conclusions, supported by other relevant Councils, that the district's sustainable development can realistically only be fully met through the very positive "Committed Economic Growth" scenario set out in the SHMA. As a policy decision by the Council over and above the numbers needed to meet population and demographic projections alone, this takes into account the present level of employment commitments in the district and nearby, the very positive prospects for the county's economy, the relevant county and district Strategic Economic Plans, the Oxford/Oxfordshire City Deal (2014) and the objectives of the two Local Economic Partnerships involved.
47. Criticisms of the 2014 SHMA and the Council's decision to adopt the higher "Committed Economic Growth" scenario outcome as the basis for the new housing figures focus on both the process undertaken and the factors taken into account. However, the process was defined and the methods agreed and monitored by all the Councils commissioning the work from independent consultants, at each relevant stage, as being consistent with the requirements set out in the NPPF, such as paras 47 and 159, and appropriate for the task. In common with all the relevant councils at the hearings, I am fully satisfied that the methods used in, and the scenario outcomes arising from, the 2014 SHMA are consistent with the requirements of the NPPF and the PPG.
48. Other criticisms of the SHMA are essentially based on alleged inadequacies and inconsistencies in national policy and in relation to the potential implications that might arise. For example, it is argued that developers will simply sit on land once allocated and ration delivery of new housing according to their own financial interests alone. However, neither individually nor collectively do these criticisms amount to a justification for finding the SHMA or the modified new housing figures unsound, still less the plan or its strategy, vision and objectives, given their consistency with the NPPF and PPG.
49. Forecasting of new housing needs is not an exact science. It has been particularly difficult of late with complications arising from the recent recession, particularly in respect of new household formation, and short term variations in international migration into this country that are difficult even to accurately record, let alone project forward with confidence for a number of years. Notwithstanding, I have concluded that the Council's revised total, based largely on the 2014 SHMA, is essentially consistent with national

guidance as to best practice in this regard, and suitable for the purpose in this particular instance, having regard to the local circumstances referred to above.

50. As required by the NPPF, it also properly reflects current "market signals" confirming the strong level of demand in the area given its location. For instance, Oxford has recently been identified in the property market as the "least affordable location in the country" to buy a home. The evidence for the very positive economic growth prospects in the county in general and the district in particular is robust and realistic, bolstered by the national economic recovery now underway. It has therefore been acknowledged by the relevant Councils, including Cherwell, as the most suitable and appropriate basis on which to plan for their new housing needs up to 2031.
51. This enhanced level of growth significantly above the baseline requirement necessary for population growth and demographic trends alone would take full account of the robust economic evidence, as well as the strong "market signals". It would help to deliver sustainable development by taking advantage of the good opportunities for new employment growth in the district and nearby to benefit the local, regional and national economies as a result. It would also take advantage of important transport improvements locally, especially for rail services and facilities.
52. In the Council's judgement and as demonstrated in the modified plan this can be done without the need to release land from the OGB for new housing, compromise the appropriate protection of the small area of AONB in the district or build on areas of significant flood risk. Suitable infrastructure provision can also be viably and realistically delivered to facilitate that level of development over the plan period.
53. None of the alternative proposals produced by representors would provide a more suitable basis for new housing provision, taking into account all the evidence submitted, including that with the proposed main modifications and the comments thereon. In short, a "business as usual" scenario, continuing previous levels of new housing delivery in the district or just meeting local population growth and demographic trends alone, as advocated by some, is simply not realistic or reasonable in current circumstances and would not be compatible with the requirements of the NPPF (e.g. para 158).
54. In contrast, the 2014 SHMA and the modifications arising from it now properly address the NPPF's requirements for a "significant boost" to new housing supply and to meet the full OAN, including for affordable housing, as well as take account of "market signals", which the submitted plan did not. The Council's work on the modifications, including the SA Addendum (2014), has confirmed that the full OAN for Cherwell can be met over the plan period without the need to remove land from the OGB for new housing or to compromise any other policies of the NPPF, such as in respect of nature conservation sites of European importance or flood risk. Thus, there are no significant national or local policy constraints that preclude the Council's ability to plan for meeting the full OAN in the district over the plan period.
55. Moreover, the revised IDP also indicates that the necessary levels of infrastructure can be viably delivered alongside the new homes and related development, particularly given the promised government funding to help with

delivery in Bicester as a new "Garden City". All of the above strongly reinforces the conclusion that the higher level of new housing is reasonable and realistic, particularly as the plan's strategy concentrates the vast majority on Bicester and Banbury with an overall reduction in the annual rate in the rural areas of the district so that their character and appearance need not be materially harmed. The plan, as modified, should also help to reduce pressures for development in and around Oxford city, albeit not to the extent necessary to meet all of its needs that seem likely to be unmet within its present boundaries, such as through the major growth at Bicester, which is not far away and with significantly improving public transport links to Oxford and elsewhere.

56. All the available evidence, including the recent viability update (PWE 04PM) indicates that both the timing and total of new housing would be largely viable and essentially deliverable over the full plan period, albeit challenging for all concerned given that this level has only been achieved in one previous year (2005/6) in recent times. Notwithstanding, the Council's evidence in the IDP (App 8) is essentially robust, up to date and credible in these respects, with no insurmountable barriers (or "showstoppers") apparent in relation to the strategic sites.
57. Whilst this conclusion is based on the current position, continuing strengthening of the national and local economy could only reinforce this judgement. I therefore conclude that the plan, as modified, would be effective in this regard. Moreover, there are also no phasing restrictions in the plan that might hinder an enhanced rate of delivery should that prove viable on any strategic site, or elsewhere. In the light of all of the above, there would be no justification for any such measures in any event.
58. Overall, and taking into account all the available evidence, statements and submissions, I conclude that, as modified, the plan is based on a full and up to date objective assessment of housing need in the area to 2031, taking account of reasonable population and household projections, having regard to all relevant local factors, including current market conditions in the district. The modified new housing total and revised housing trajectory represent a reasonable and realistic, deliverable and justified, basis for meeting local needs over the plan period. In particular, there are no national or local policy constraints that significantly and demonstrably outweigh the benefits of complying with the other relevant parts of the NPPF in terms of meeting the full OAN for new housing, including affordable housing, in Cherwell to 2031.
59. The plan would be consistent with the objectives of the NPPF in providing a significant boost to new housing delivery and in terms of helping to provide a rolling 5 year supply of sites across the area. In particular, this would be assisted by the allocation of the strategic sites that are critical to overall delivery, in direct accord with the first point in para 47 of the NPPF. Through its policies, the plan would also confirm the general suitability of other sites, encouraging their early development.
60. The proposed main modifications were subject to public consultation and SA/SEA and I have taken all the responses fully into account in reaching these conclusions on this important issue. They also include a new housing trajectory to help ensure that the plan is effective and up to date (**MM 168**).

Nevertheless, it can only be a broad estimate of likely new housing delivery, including on the strategic sites, and will have to be regularly reviewed through the plan's monitoring process.

61. Overall, I conclude that, subject to appropriate main modifications that are essential for soundness, including provision of 22,840 net new homes (**MM 34**), as well as the identification of additional and extended strategic sites, the plan suitably and sufficiently addresses the full OAN for housing, including affordable housing, in Cherwell to 2031.
62. Much of the supporting text to policy BSC 1 also needs to be modified to accord with the above (**MMs 30-33**). It is also essential for clarity and soundness that the Council's firm commitment to help meet the needs of Oxford city as part of the countywide housing market area, jointly with other relevant authorities including through the Oxfordshire Growth Board, as well as in respect of the Oxford and Oxfordshire City Deal (2014), is formally recorded in the plan as in new paras B.89.b and B.90 (**MMs 28-29**).
63. This joint review of the boundaries of the OGB, as distinct from any "in principle" consideration of the need for its existence, will have to take into account the important objectives that underpinned its initial designation, as well as the OANs of the city of Oxford that cannot reasonably be met within its present built up area. However, the fact that it was first designated and defined very many years ago now supports the conclusion that a review of its boundaries is at least timely, if not necessarily overdue.

Policy BSC 2

64. In regard to the distribution of new housing across the district, the plan logically focusses the majority on strategic sites at Bicester (around 10,000) and Banbury (about 7,300), clearly the most sustainable locations. Approximately 5,400 homes are also directed to the former RAF Upper Heyford, Kidlington and the largest villages, thus on a lesser scale overall, consistent with their status in the settlement hierarchy.
65. The general concentration of new housing on sites around Bicester and Banbury partly reflects their clear potential to deliver significant numbers of new homes in a relatively short timescale, alongside the provision of necessary new infrastructure, services and facilities to support growth and help to achieve the plan's aims and objectives. Together, these allocations provide an appropriate range of size and type of new housing site across the area to provide reasonable choice and some flexibility for the house building industry. The involvement of national house builders in many of the allocated sites in the plan should also assist early delivery in most cases.
66. In these circumstances the balance of new housing between the two towns and the rural areas is appropriate, given the economies of scale and concentration of new infrastructure that are likely to assist delivery in respect of the former. These conclusions are borne out by the additional SA/SEA work prepared in relation to the proposed main modifications. The same would not apply to a more dispersed pattern of new housing growth, incorporating smaller scale schemes at less significant settlements. Accordingly, subject to the proposed modifications, the general distribution of housing put forward in

the plan is also sound.

67. Policy BSC 2 properly expects that new housing should make effective and efficient use of land by seeking a density of at least 30 units per net developable hectare on all sites, unless a particular justification exists for a lower figure. It also encourages the re-use of previously developed or "brownfield" land in sustainable locations, including on a number of major allocated sites in Banbury, Bicester and at former RAF Upper Heyford. Both elements are entirely in accord with national guidance in principle. However, modifications are necessary for soundness, including to delete reference to a specific target percentage over the plan period (and to amend the text accordingly), as this would be largely a "hostage to fortune" in the absence of any phasing mechanisms or other control measures in the plan (**MM 25-30**).

Policy BSC 3

68. In relation to affordable housing, a net need of 407 new affordable units a year has been identified in the 2014 SHMA, excluding any contribution from the private rented sector. This high level of need is properly reflected in the full OAN figure for the district of 1,140 new homes annually from 2011 – 2031 and the housing trajectory (App 8). The Council's own active involvement with a district wide community land trust and self-build projects, including a major one at Graven Hill, Bicester (Bic 2), should materially assist in meeting the affordable housing needs.
69. The Affordable Housing Viability Study and later update (March 2013) adequately demonstrate that, in general, affordable housing can normally be delivered in Cherwell without social housing or other grant funding and that percentage rates of 30% in Banbury and Bicester and 35% elsewhere are viable under current circumstances, taking into account all other relevant policy requirements of the plan. This is based on an expected tenure split of 70% affordable/social rented and 30% intermediate housing that also accords with identified local needs.
70. However, in view of the latest government policy announcement on affordable housing (28 November 2014), it is necessary for soundness to delete the third para of policy BSC 3 in relation to all schemes of 3 - 10 dwellings and add the words "and elsewhere in the district" after "Kidlington" in the second para thereof for consistency (**MM 39**). Subject to this, the policy is sound and fully justified by the available evidence. It would help meet the affordable housing component that is fully included in the total OAN figure for the district.

Policy BSC 4

71. The 2014 SHMA also provides relevant up to date figures on the mix of size and type of new housing needed in the district between now and 2031, including that arising from the significant increase in the percentage of elderly people in the population, as acknowledged in the NPPF. Given that a relatively recent study (February 2011) confirms that overall scheme viability would not be significantly reduced, policy BSC 4 appropriately seeks a mix of homes to meet identified local needs and help create socially mixed communities, including that a minimum provision of extra care units will be expected on larger schemes of 400 dwellings or more. Subject to the updating of the text

to reflect the 2014 SHMA and addition of a reference to the provision of housing for the disabled and those with mental health needs, and others for clarity, the policy is sound (**MMs 40-45**).

Policy BSC 5

72. Policy BSC 5 confirms the Council's general support for and direct investment in improving the physical and community fabric of particular areas of the district with challenging social conditions. This includes in eastern and western Banbury in accord with the "Brighter Futures in Banbury" initiative. The policy is sound with no modifications required.

Policy BSC 6

73. An up to date assessment (January 2013) for the district (and two adjoining authorities) indicates that a further 15 pitches are required from 2012 – 2027, with 5 by 2017, to meet the local needs of the gypsy and traveller communities. A similar, albeit older (2008), assessment for travelling show-people concludes that their needs are for a further 14 plots by 2018. Applying a compound growth rate of 3% to the latter and extrapolating the 5 year scenarios in the needs assessment for the former (HOU 06) results in a need for 19 (net) new pitches and 24 (net) new plots by 2031. The Council has modified the numbers in the policy accordingly (**MM 46**).
74. No new pitches/plots are specifically identified as a result. However, this policy in a Part 1 LP would be followed shortly by a LP Part 2 that will allocate the required sites, as the Council has always intended from the outset of the overall process. The relatively swift completion of the LP Part 2, according to the Council's LDS, should ensure that there is no significant delay to the local needs of the gypsy and traveller communities being properly addressed and met by 2017 at the latest. In particular, para E.12 of the monitoring and delivery section of the modified plan now refers to the allocation of non-strategic sites for new housing, which would include for the needs of gypsies and travellers, in the LP Part 2 (or Neighbourhood Plans) and there is a specific indicator and appropriate target included in Theme Two of this plan's monitoring framework. I thus consider the approach to the assessment and provision of gypsy and traveller accommodation to be sound.
75. Also of importance in meeting gypsy and traveller needs locally, the latter part of the policy sets out a sequential and criteria based approach, to be utilised for both site selection in LP Part 2 and in the consideration of planning applications, that is comprehensive in its coverage. This should enable further gypsy and traveller sites to come forward during the plan period. Subject to adding relevant references to the existing level of local provision, the availability of alternatives to applicants, and reasonable walking distances, the policy tests and criteria are reasonable and contain sufficient and suitable detail to assist implementation, albeit para B.140 of the text also needs to be deleted as inappropriate (**MM 46**). The remainder of the policy is sound.

Issue 4 – Retail (Policy SLE 2) and Tourism (Policy SLE 3)

Policy SLE 2

76. A retail hierarchy for the district is effectively established through policy SLE 2

(MM 22), with first Banbury and then Bicester naturally at the top and where the majority of new floorspace will be directed over the plan period, albeit with some limited further provision in Kidlington village centre. Although there are no specific figures in the policy itself, para B.51 of the text refers to the 2012 Retail Study (ECO 03) that identified the scale of need for both comparison and convenience shopping in the district up to 2031. This constitutes robust and up to date evidence to support the plan. As with all such studies, the Council can reasonably be expected to review the district's retail needs from time to time as a part of their normal monitoring process. Hence, it is not essential for a firm or formal commitment to a review date to be included.

77. Confirming developer interest and viability, new investment in retail led schemes is already underway in both main town centres to complement the allocated residential and employment development, with a range of suitable sites identified in the plan in accord with para 23 of the NPPF. These sites should provide sufficient capacity to deliver all the new floorspace deemed necessary in the 2012 Retail Study (ECO 03). However, the extension of town centre boundaries to take those projects into account does not need to be undertaken in this plan. Rather, in the main, this is a matter best addressed once the allocated sites have been developed and any wider effects on the functions and operations of the town centres as a whole taken into account.
78. Consequently, it is appropriate that this plan includes "areas of search" where such changes will be considered, with the detailed re-definition of boundaries to follow in the LP Part 2. This applies in Bicester, in relation to Bicester Village and its relationship to the town centre, as it does to Banbury in connection with the Canalside scheme (policy Ban 1). Given its specialist retail offer and economic importance to the district, it is equally appropriate that new text (para B55a) is added to clarify the niche role of Bicester Village, outwith the main hierarchy and the town centre, as it is not a suitable location for "main town centre uses", but complementary thereto. It is also relevant to record in the plan the Council's support for its further expansion in principle, not least to assist with improved connectivity with the town centre in all respects **(MM 23)**.
79. The policy itself requires some amendment to its wording for clarity and ease of implementation, including confirming that preference will be given to sites well connected to town centres; that compliance with policy SLE 4 (Transport) will be expected and that the Retail Study (ECO 03) provides supporting evidence and is background information, rather than having a direct role in the determination of applications. In addition, the policy's last sentence needs to be clear as to the type of retail floorspace that should be provided in connection with new residential developments and that it should be limited in scale and nature, so as not to risk harm to the vitality and viability of main town and other local centres **(MM 24)**. In all other respects the policy is sound and consistent with SO 4.

Policy SLE 3

80. Policy SLE 3 on tourism, which currently contributes around £300m to the district's economy, positively supports the provision of new and/or improved facilities in sustainable locations, including new hotels in both Banbury and Bicester, in accord with the guidance in para 28 of the NPPF and the 2008

Cherwell Tourism Development Study (ECO 04), as well as SO 5. In particular, the plan recognises the relevance and value of Bicester Village as a national/international tourist destination, with about 3.6m visitors a year, as well as the potential for new tourism developments at the former RAF Bicester, in the two main towns and along the Oxford canal.

81. However, for accuracy and completeness, the supporting text of the policy also needs to refer to the important opportunity for the creation of a Cold War visitor centre/experience at the former RAF Upper Heyford in connection with the retention and conservation of its unique character and features, as endorsed by Historic England (EH), as an integral part of the re-development and re-use of the overall site (**MM 26**). Otherwise, policy SLE 3 is sound.

Issue 5 – Transport (Policies SLE 4 and 5)

Policy SLE 4

82. The district already benefits from relatively good rail links, with significant improvements in progress, including the East – West link, the new station at Water Eaton and the upgrading of Bicester Town station. There are also generally good road links, including on the M40 to London and Birmingham. However, peak hour highway congestion issues in Banbury, Bicester and on the A34 and A41 all need to be addressed over the plan period, as does the improvement of bus services in the former particularly, notably across town.
83. In addition to making strategic site allocations where they are or can be made to integrate well with the existing local transport network, including rail and bus services, walking and cycling, the plan sustainably promotes modal shift away from private car use, where possible. New development is also expected to contribute to necessary improvements to transport infrastructure and services, including at M40 Junctions 9 and 10, in accord with the Oxfordshire Local Transport Plan 2011 – 2030 (LTP 3) and its update/review (LTP 4).
84. Both HE and OCC as local highway authority endorse this policy, as proposed to be modified, as well as the overall strategy and proposals in the plan, in terms of their respective interests and responsibilities (SOCG PM21). This includes confirming that, with the improvements planned, including at the M40 junctions, the strategic highway network should be capable of satisfactorily accommodating the growth levels in the modified plan to 2031.
85. Some amendments to the SLE 4 policy wording and text with consequential ones elsewhere in the plan are however necessary for soundness, including that transport improvements are required in connection with the re-development of the former RAF Upper Heyford. They would also clarify that options for new link and relief roads on the local networks at Banbury and Bicester towards the end of the plan period and beyond will be subject to full public consultation through the LTP review process, conducted by the County Council, and the LP Part 2, which will identify routes (**MM 25**). This is important as there has been some level of local uncertainty up to now on how these matters would be progressed. Subject to the above, and the addition of a reference to sustainable transport (**MM 27**), the policy is sound.

Policy SLE 5

86. Policy SLE 5 relates to the High Speed 2 rail link between London and Birmingham that is planned to pass through the district. As this is a national infrastructure project, the policy is properly confined to setting out how the implementation of the scheme would be managed by the Council in association with the promoters/developers and contractors/operators, in order to minimise adverse impacts and maximise benefits for the locality. As such, it is sound.

Issue 6 – Climate Change, Energy, Environment and Landscape (Policies ESD 1 – 18, except ESD 14)

Policy ESD 1

87. Measures to be taken locally to mitigate the climate change impacts of new development are set out in policy ESD 1, including in respect of carbon emissions and renewable energy, as part of a proactive strategy with policies ESD 2-4 for adaptation. Bearing in mind the physical and environmental constraints to development in the district, notably in respect of flood risk, it is sound as submitted and has been properly taken into account in the identification of strategic site locations in the plan, as well as consistent with SO 10 in particular.

Policy ESD 2

88. Policy ESD 2 promotes an “energy hierarchy” and, as now modified by the Council (**MMs 52-55**), also includes reference to “allowable solutions”, so as to provide an additional element of flexibility in accordance with the emerging national approach. Accordingly, it is sound.

Policy ESD 3

89. Representors have suggested that policy ESD 3, dealing with sustainable construction, is no longer necessary in the light of the government’s decision (25 March 2015) to phase out the Code for Sustainable Homes (CSH) and for all such measures to instead be required under the new national technical standards. However, this will not apply to non-residential buildings and the policy makes direct reference to requirements being “in line with Government policy”. Therefore, acknowledging that there may well be a need for an early review regarding new housing, the policy, as modified/updated by the Council, remains relevant in principle, albeit some amendments to wording are needed for clarity and soundness (**MMs 56/57**). It is justified in relation to other forms of development in any event, as well as in the light of Cherwell’s designation as an area of water stress, and thus sound.

Policy ESD 4

90. The Council’s in principle support for decentralised energy systems, reflecting the broad potential for such supply in the district, in policy ESD 4, includes a requirement that all new housing schemes of 100 units or more should carry out a feasibility assessment for district heating and/or combined heat and power. Given the last sentence of the policy making the requirement subject to viability and deliverability and providing the opportunity for alternative solutions, the policy is not unreasonable or unduly restrictive. Even at this relatively low threshold of scheme size it is appropriate in this district bearing in mind the opportunities available locally and sound as a result.

Policy ESD 5

91. A similar threshold of 100 units or more for an assessment is now included in policy ESD 5, regarding renewable energy. It is equally appropriate in principle, given the energy hierarchy in policy ESD 1 and the plan's strategic objectives. Again, suitable provisos would apply in respect of delivery and viability as well as a potential role for "allowable solutions", once defined. It clearly deals with different aspects of climate change mitigation from policy ESD 4 and therefore needs to be a separate policy in the plan, rather than being merged together, and is sound.

Policy ESD 6

92. Whilst it largely reflects national policy and guidance in the NPPF and the PPG, policy ESD 6 provides a full analysis of the approaches and specific measures necessary to manage and reduce flood risks in a district that has a high risk of flooding in some places. It is supported by detailed research on water issues in the SFRA levels 1 & 2, including in respect of informing the strategic site allocations (ENV 10, 15,16, 17, 22PM & 23PM), and endorsed by the EA, as well as consistent with paras 99-108 of the NPPF and the PPG. It is therefore sound and appropriate in the plan.

Policy ESD 7

93. As part of the plan's treatment of water issues, policy ESD 7 requires the use of sustainable urban drainage systems (SUDS) for all development. This is justified locally by evidence from the SFRAs that all parts of the district are generally suitable for one form or another. The reference to the need to also protect water quality also helps to confirm that the policy is sound.

Policy ESD 8

94. In line with the Water Framework Directive, the Thames River Basin Management Plan and the EA's research confirming that Cherwell is in an area of serious water stress, policy ESD 8 suitably seeks to ensure that new development avoids adverse effects on the water environment, including in terms of quality.

Policy ESD 9

95. Policy ESD 9 deals appropriately with the protection of the Oxford Meadows SAC, the only site of European nature conservation importance in the district. This is in accord with the outcomes of the HRAs, including the appropriate measures recommended therein and especially in relation to groundwater flows and water quality, as well as para 113 of the NPPF.

Policy ESD 10

96. The biodiversity and natural environment of the district are sought to be protected and enhanced through policy ESD 10, including by seeking net gains and new resources from developments, as well as suitable mitigation of losses where the overall public benefits of the scheme outweigh the harm to the site. The policy is consistent with the NPPF, including paras 109 and 118, as well as being endorsed by both NE and the EA as sound.

Policy ESD 11

97. Where Conservation Target Areas have been identified to restore biodiversity and particularly priority habitats, appropriate surveys and reports will be required under policy ESD 11 in connection with developments in or adjacent thereto to identify constraints and opportunities for enhancement. This policy also accords with the guidance in the NPPF, including paras 109, 114 and 117, is supported by relevant local organisations and is sound.

Policy ESD 12

98. The Cotswolds AONB designation affects only a small part of the district around the village of Epwell, but nevertheless it is necessary to reflect the current AONB Management Plan of March 2013, as well as the NPPF, in a plan policy seeking to conserve its landscape and scenic beauty. Policy ESD 12 soundly achieves that objective.

Policy ESD 13

99. Policy ESD 13 seeks opportunities for enhancing the character and appearance of the landscape, particularly in urban fringe locations, as well as requiring new development to respect existing local landscape character, including by reference to the Oxfordshire Wildlife and Landscape Study. It is sound and consistent with the NPPF, including paras 17, 109 and 123, and the PPG.

Policy ESD 14

100. Policy ESD 14 relating to the OGB is dealt with under issue 13 jointly with Kidlington later in this report.

Policy ESD 15

101. Five purposes are listed for policy ESD 15, in addition to the initial requirement that all new development on the edge of a built up area must be carefully designed and landscaped to help assimilate it into the rural setting of towns. In particular, these relate to the definition of "green buffers" on the Policies Maps, whereby the Council seeks to retain the identity and settings of towns and villages, protect the landscape, gaps and views, prevent coalescence and help define limits to settlements.
102. Whilst strongly supported by some, notably parishes close to both Banbury and Bicester, this policy has been the subject of major criticisms from others. This is partly on the basis that it seeks to introduce an unnecessary and unjustified level of overall restraint on development in the defined areas, when other plan policies, such as ESD 13, are entirely suitable to protect those areas from inappropriate and/or harmful proposals in the countryside.
103. Notwithstanding its "evolution", including through the various iterations of the Green Buffers Reports (ENV 04 and ENV 07), which reviewed boundaries amongst other things, the policy effectively duplicates some of what is covered under policy ESD 13 (which is sound), notably in relation to the protection of local landscape character. Moreover, as modified, the last section of the policy is intended to make clear that it should not operate as an overall restraint on development, as some fear, but inevitably that is how it will be seen and

interpreted by many, bearing in mind the title and the designations on the Policies Maps, in practice.

104. Indeed, whilst the Council says that it is not intended to preclude development, the true purpose of the policy is questionable at best if that is not the case, given the duplication with other plan policies in relation to aspects such as the protection of important landscape features and heritage assets. The policy is also said by the Council to be about "place shaping" but, inevitably will be seen by those interested in the very long term future of both Banbury and Bicester as identifying by omission those areas which are not seen as worthy of protection from development and which will then be subject to development pressures that would be premature at best. To avoid this effective "pre-judgement", it would be more appropriate for such important decisions to be taken at a time in the future if and when they actually need to be made and when all relevant factors and up to date evidence is available.
105. Furthermore, para B260a of the modified plan confirms that infrastructure provision in the green buffers is not excluded and that their boundaries may need to change following the allocation of new sites to meet the local needs of villages in LP Part 2. Sufficient land to meet the needs for both housing and employment to 2031 has been allocated in the plan, as modified, so no new strategic sites should need to come forward. Policy C15 of the adopted LP (TOP SD 31) will also continue to apply to help prevent coalescence between settlements, pending completion of the LP Part 2. In such circumstances, policy ESD 15 is unnecessary, as all the other relevant policies including ESD 13 which addresses some of the same matters should be suitable and sufficient in practice to protect vulnerable gaps between settlements from inappropriate development and avoid coalescence. Accordingly, it is unsound as submitted and as modified and should be deleted (**MMs 51 + 63**).
106. A reworded policy applying only to specific locations meeting the narrower definition of "valued landscapes" (para 80) and/or "areas of environmental or historic significance" (para 157) as defined in the NPPF, particularly around Banbury and Bicester, could be considered by the Council once the local needs of villages have been assessed to identify where development would be inappropriate, for inclusion in the LP Part 2.

Policy ESD 16

107. The built and historic environment of the area will be conserved and high quality design sought in all new development and is essential in the vicinity of the district's natural and historic assets under policy ESD 16. It is justified by relevant background evidence (notably in ENV 03, 05, 06 and 08), consistent with the NPPF, including paras 56, 58, 59 and 60, and supported by EH and NE. It will also be supplemented by more detailed design and historic environment policies in LP Part 2.

Policy ESD 17

108. The local importance of the Oxford Canal running north-south through the district is recognised in policy ESD 17, which properly seeks to protect and enhance it as a green transport route, tourist attraction, leisure facility and significant industrial heritage.

Policy ESD 18

109. As part of sustainable development, policy ESD 18 seeks to secure an adequate network of green infrastructure across Cherwell, including the proposed country park to the north of Banbury (policy Ban 14), alongside policies BSC 11 and ESD 10, amongst others. It has the active support of NE as well as many other local organisations and accords with policies and guidance in the NPPF and PPG.

Issue 7 – Community Facilities and Green Spaces (Policies BSC 7 – 12)

Policy BSC 7

110. Policies BSC 7 – 12 focus on the provision of infrastructure necessary for sustainable development across the district, including education, health, public services/utilities, open space and community facilities. The requirements set out therein relate directly to the IDP (App 8) prepared jointly with OCC and accord with the guidance in the NPPF and PPG. In particular, policy BSC 7 on education, as modified by the Council (**MM 47**), now includes reference to new schools being provided in various locations, including at NW and SE Bicester and at Banbury, in addition to their identification in the strategic allocations.

Policies BSC 8/9

111. In accord with para 171 of the NPPF, policy BCS 8 supports the provision of health facilities in sustainable locations, including the replacement of the Bicester community hospital, which is a local priority and underway. Policy BSC 9, as modified by the Council (**MMs 48-49**), also now refers to superfast broadband amongst the public services and utilities required for sustainable development. The clear necessity for additional burial space in both Banbury and Bicester to meet local needs is also acknowledged in the plan.

Policies BSC 10 -12

112. Policy BSC 10 includes the protection of existing open spaces from loss to alternative forms of development, consistent with para 74 of the NPPF, as well as reference to existing deficiencies and the securing of new provision in connection with development. Consistent with para 73 of the NPPF, local standards for outdoor recreation are listed in tables related to policy BSC 11, based on the Green Space Strategy (LE 101), Open Space Update 2011 (LE 102) and Playing Pitch Strategy (LE 103). Indoor sport and recreation requirements, including for community halls in connection with major developments, are detailed in policy BSC 12, through defined local standards, with the Council now adding a reference to the existing deficiencies in Bicester as an additional/minor modification.

113. The Viability Study (PWE 02) and its update (PWE 03) provide further supporting evidence of soundness in that policies BSC 10 – 12 would not render new development schemes unviable, albeit the plan recognises that the standards may need updating in LP Part 2, with further details of implementation to be set out in a new Developer Contributions SPD. Accordingly, each of these policies is sound (with **MM 50** for clarity).

Issue 8 – Bicester Housing Sites

General

114. Fulfilling its role in the overall strategy as one of the two most sustainable locations in the district, the plan focusses over 10,000 new homes on 5 strategic sites in and on the edge of Bicester by 2031. This will not only enhance its status as an economic centre but also help to attract new jobs, services and facilities to the town. It should also help to reduce growth pressures on Oxford city, to a degree, due to its location in the Oxford - Cambridge corridor with good and improving transport links, notably by rail.
115. The various iterations of the SA process, including the final submission report (SUB 04) and addendum (SUB 04A) confirm that the most sustainable options for new housing at Bicester have been identified in the plan and nothing that I have read, heard or seen during the examination process indicates otherwise. This includes in respect of the potential effects of development on each of the strategic sites in terms of landscape/visual impact, access/accessibility, biodiversity/ecological and cultural/heritage assets, coalescence with outlying villages/settlements, as well as flood risk and service provision.
116. The Council's evidence also demonstrates that all of the selected strategic sites for new housing in Bicester are viable and deliverable over the plan period (albeit Bic 1 may well continue to be developed beyond the plan period due to its overall size). Again, there is no firm evidence available that contradicts this conclusion. Accordingly, it is not necessary to consider in any detail any alternative or additional strategic scale site allocations to those identified in the plan, whilst those of a non-strategic scale are a matter for consideration in the Part 2 LP, should any further sites be necessary to meet needs over the plan period.

Policy Bicester 1 – North West Bicester Eco-Town

117. This scheme is well established as a major mixed use, zero carbon, development, including now for about 6,000 homes, on around 390 ha on the north western edge of the existing built up area of Bicester, having been previously identified as an eco-town location in the former national addendum to PPS 1. This presumably formed part of the justification for the recent government announcement of Bicester as a "Garden City", with potential public funding to assist with the delivery of new infrastructure, subject to value for money. Although progress since 2009 has been slow, work has recently commenced on site in respect of a phase 1 "exemplar" project.
118. Policy Bic 1 appropriately sets out detailed requirements to be met in respect of employment provision of mainly B1 uses, with limited B2 and B8, housing, including extra care and 30% affordable provision, as well as infrastructure needs and specific design principles. In particular, the height of new buildings, especially for any B2 and B8 uses, will also need to be carefully considered. However, in order to respond to market signals and provide some flexibility to encourage new investment and implementation, it would not be reasonable or appropriate to seek to restrict all employment development to B1 uses only.
119. Despite the inevitable loss of green fields and good agricultural land, around 40% of the site would be provided as open space, with small groups of woodland and existing hedges/trees retained if at all possible. It is essentially

common ground that these policy provisions are necessary to achieve the form and standard of development expected under the former eco-town concept. Furthermore, the viability evidence available is sufficient to demonstrate that they should be deliverable in practice, with sufficient "critical mass" to support the provision of necessary infrastructure and community facilities/services.

120. Since the plan's submission and with improving national and local economic conditions, the Council has acknowledged that the rate of new housing delivery on this important site is capable of proceeding more swiftly than envisaged earlier, enabling it to achieve a larger contribution to new housing needs in the town and district by 2031. Whilst challenging, this should prove possible once a number of house builders are operating on site. Consequently, a modification is required to increase the number of new homes expected during the plan period from 5,000 to 6,000 (**MM 67**).
121. Also, in the light of further work towards implementation, including in the context of specific planning applications for the first phases of the scheme, a number of other modifications are required to the policy for clarity, consistency with the NPPF and PPG and to better address understandable local concerns about the potential impacts of this major development on the town, notably in respect of traffic and transport.
122. These relate to a requirement for a Masterplan, as well as a minimum of 10ha of employment land, with a business park at the south east corner of the site, at least 3,000 new jobs from all sources over the plan period and a Carbon Management Plan for all employment developments (**MM 70**). Regarding new housing, in addition to the increased numbers, it is appropriate that Building for Life 12 and Lifetime Homes standards are met, as well as superfast broadband provided.
123. For infrastructure, the policy wording needs to be clarified in seeking primary and secondary school provision on site, a GP surgery, a 4 ha burial ground, indoor and outdoor sports facilities, plus an Energy Strategy and a Water Cycle Study, in addition to those requirements set out in the submitted policy. Concerning design, policy amendments/additions are also necessary relating to flood risk assessment, a programme of archaeological investigations, the maintenance of visual separation from outlying settlements (e.g. Bucknell and Caversfield), linkages with existing habitats and promoting the use of locally sourced building materials.
124. Importantly in the local context, as referred to above, a modification regarding the implementation of a Travel Plan, including to achieve a high level of public transport accessibility, as well as pedestrian and cycling facilities, is also essential. Subject to all of the above modifications (**MM 71**), the policy is sound and consistent with the NPPF and PPG. Moreover, it should materially assist in the delivery of a zero carbon scheme, as originally envisaged in the former eco-towns supplement to PPS 1.

Policy Bicester 2 – Graven Hill

125. 241 ha of predominantly brownfield former MOD land to the south of Bicester is allocated in the plan for mixed use re-development, including 2,100 homes and with around 2,000 jobs on 26 ha of the site, alongside the re-organisation

of continuing military operations at Arncott. The scheme would take advantage of the site's very good transport connections close to J9 of the M40, including rail links, as well as providing the opportunity for a new relief road on this side of the town. Given its sustainable location and the re-use of previously developed land, these proposals enjoy almost universal support in principle to help meet the growth needs of the town and the district.

126. This has been reinforced by the Council's recent acquisition of the site from the MOD, with the intention that part of the new housing should involve the largest "self-build" project in the country at present, in which considerable interest has already been expressed. The Council's evidence confirms that the implementation of policy Bic 2 is viable as currently envisaged, albeit rail access is not likely to be feasible until 2019 at the earliest.

127. Nevertheless, some changes are necessary to the policy wording to ensure soundness, clarity and consistency with the NPPF and PPG. These relate to requirements for biodiversity protection/enhancement measures, including protected species surveys, an archaeological evaluation, the provision of a buffer between the development and the sewage works, including a nature reserve, flood compensation works reflecting the flood risk assessment and protection of the character, appearance and setting of Langford Park Farm as part of landscape/visual and heritage impact assessments.

128. In addition, it is essential to make clear that contributions will be necessary to improve bus services and facilities locally, as well as pedestrian and cycle connectivity. Moreover, the evidence, including from the recent OCC transport studies and as considered at the hearings, is sufficient to confirm that a road alignment within the site to facilitate wider improvements to highways for this side of Bicester in the longer term is necessary, albeit completion of such a road may not be required in the plan period. Therefore, the words, "should it be required" also need to be deleted (**MMs 72-74**). With the above modifications, the policy is sound and deliverable.

Policy Bicester 3 – South West Bicester (Phase 2)

129. With a phase 1 (known as Kingsmere) already under construction, a further 29ha of land to the south west of Bicester is identified in the plan under policy Bic 3 as suitable for a further phase of mainly new housing development. It is within the town's peripheral road and viable and deliverable within the plan period, with low landscape sensitivity and ecological value in an accessible location relative to the town. Accordingly, this scheme constitutes sustainable development and would make a material contribution to meeting the needs of the town and district up to 2031.

130. Subject to necessary clarifications of the policy wording relating to the number of new homes (726, not 650), a convenience store rather than a local centre, bus routes and stops within the site, provision of a community woodland between the site and Chesterton village, and that the detailed scheme should be influenced by the flood risk assessment, as well as landscape/visual and heritage impact assessments, the policy is sound (**MMs 75/76**).

Policy Bicester 12 – South East Bicester

131. Land to the south east of the existing built up area of Bicester and beyond the

ring road is allocated for mixed use development in policy Bic 12. Whilst suitable in principle and in a relatively sustainable location on the edge of the town, it is adjacent to a Scheduled Ancient Monument (SAM) - the Wretchwick Deserted Medieval Settlement, and in the vicinity of the River Ray Conservation Target Area to the north. Therefore, for this major scheme to be sound, the policy needs to provide suitable and sufficient clarification relating to these important design and layout considerations, in addition to requiring that a route be provided for a future south east relief road around this part of Bicester, that would link into the similar provision on the Graven Hill site (Bic 2) to the south west, to provide a consistent policy approach on this matter.

132. In order to help meet the full OAN of the district the Council now proposes a significant increase in the size of this site from 40 to 155 ha, in the number of new homes from 400 to 1,500 and in the level of new jobs from 2,000 to 3,000, primarily in B8 uses, given the location and local demand, from that in the submitted plan. As a result, further modifications to the policy relating to a Masterplan, an Ecological Management Plan, retention of the northernmost part of the site free from built development, as well as providing links between areas of ecological interest, landscape/visual and heritage impact assessments and an archaeological field evaluation are needed for soundness (**MM 88**).
133. The policy also needs to ensure protection of the grade II listed Wretchwick Farmhouse, as well as the SAM and its setting, including through the provision of a landscape buffer. However, the exact nature and extent of that buffer is a matter for determination in the context of a detailed design and layout for the scheme, rather than predetermination in this policy. Furthermore, policy amendments to refer to improved pedestrian and cycle links, including to Bicester town centre, plus the protection of existing public rights of way and improved public transport services, including a through route for buses between the A41 and the A4421, are also necessary for soundness, as are contributions to secondary school provision and a mixed use local centre to serve new residents (**MM 88**).
134. It is only in the context of a Masterplan having been prepared that the details of the scheme in relation to the specific ecological interests of the site and its immediate surroundings can be resolved, rather than in a strategic plan. Similarly, any limited extension of the site, which might potentially assist in the resolving those issues, is a matter for either the LP Part 2 and/or a planning application, partly due to the non-strategic scale of the land involved.

Policy Bicester 13 – Gavray Drive

135. This area of largely flat land, bounded by railway lines to the north and west, the ring road to the east and residential development to the south lies to the east of Bicester town centre in a very sustainable location. Planning permission has previously been granted for new housing but that has now expired. In view of the need for additional sites to help meet OANs it is still considered suitable in principle to accommodate new development. However, the eastern part is now designated as a Local Wildlife Site, with the central/eastern sections containing lowland meadow; a BAP priority habitat.
136. Additionally, roughly a quarter of the site lies in Flood Zones 2 and 3 adjacent to the Langford Brook that runs north-south through the centre of the site.

The majority also lies within the River Ray Conservation Target Area. Nevertheless, even with these constraints, indicative layouts demonstrate that, taking into account appropriate and viable mitigation measures, the site is capable of delivering around 300 homes at a reasonable and realistic density not greatly different from that of the modern housing to the south.

137. In addition to necessary infrastructure contributions towards education, sports provision off site, open space, community facilities and public transport improvements, a number of other specific requirements are needed under policy Bic 13 for this proposal to be sound, in the light of current information about the site's ecological interests and environmental features. In particular, that part of the allocation within the Local Wildlife Site east of Langford Brook (just under 10 ha) needs to be kept free from built development and downstream SSSIs protected through an Ecological Management Plan prepared and implemented to also ensure the long term conservation of habitats and species within the site. Landscape/visual and heritage impact assessments and archaeological field evaluation are also required.
138. There must also be no new housing in flood zone 3 and the use of SUDs to address flood risks will be required. Subject to such modifications (**MMs 89-91**), policy Bic 13 is sound and would enable this site to make a worthwhile contribution to new housing needs in Bicester and the district in a sustainable location. This can be achieved without any material harm to environmental or ecological interests locally as a result of the various protection, mitigation and enhancement measures to be included in the overall scheme.
139. Requests that the developable area shown on the policies map should be reduced to avoid any development in the whole of the River Ray Conservation Target Area would significantly undermine this contribution. It would also potentially render the scheme unviable or at the very least unable to deliver a meaningful number of new affordable units, as required under policy BSC 3, when all other necessary contributions are also taken into account. Moreover, it could well materially reduce the potential for the scheme to contribute to enhancement of the Local Wildlife Site's ecological interest as part of the total scheme, thereby effectively achieving the main objective of the Conservation Target Area. Consequently, it would not represent a reasonable, realistic or more sustainable alternative to the proposals set out in the plan, as modified.
140. Similarly, despite the historic interest of parts of the site in terms of their long established field patterns and hedges, this does not amount to a justification for the retention of the whole of the land east of the Langford Brook as public open space, nor for its formal designation as Local Green Space. This is particularly so when the scheme envisaged in the plan should enable the more important LWS to be protected with funding made available for enhancement at a time when the lowland meadow habitat is otherwise likely to deteriorate further without positive action. Such an approach would be capable of ensuring no net loss of biodiversity as a minimum and also compliance with policies ESD 10 and 11 as a result.
141. All in all the most suitable balance between the need to deliver new housing locally and to protect and enhance environmental assets hereabouts would essentially be achieved through policy Bic 13, as modified, and the land's allocation for 300 new homes on approximately 23 ha in total, given that the

requirements of policies ESD 10 and 11, including to achieve a net gain in biodiversity arising from the scheme as a whole, can also be delivered as part of an overall package of development with appropriate mitigation measures.

Issue 9 – Bicester Other Sites

General

142. Alongside the major housing growth, the plan allocates sustainable sites for significant growth in employment provision in Bicester, as well as for related infrastructure, facilities and services. In total, this should help to create a more varied employment base, reduce the current level of out-commuting and also accommodate some of the growth pressures on Oxford city, given the proximity and improving transport links.

Policy Bicester 4 – Bicester Business Park

143. To the south of the town centre and with good access to J9 of the M40 via the A41 to the west, the extended site of almost 30 ha provides a sustainably located opportunity for a principally B1a use (office) business park that is capable of delivering up to 6,000 jobs. Taking into account existing permissions, there are no material constraints to early delivery or that affect overall viability.

144. Given the flexibility demonstrated by the Council in accepting some alternative uses to help bring forward the overall scheme and the allocations elsewhere in the plan, there is no justification for changing the policy to permit further retail and/or leisure uses on the site. Subject to amendments reflecting the need for landscape/visual and heritage impact assessments of specific proposals and to fully take account of flood risks, as well as for improved walking and cycling connectivity, the policy is sound, as modified (**MM 77**).

Policy Bicester 5 – Bicester Town Centre

145. The plan seeks to improve the town centre by providing a wider range of retail, commercial and leisure facilities to better serve the growing population, including through redevelopment schemes, increased car parking and complementary, rather than competing, retail growth at the nearby Bicester Village Retail Outlet Centre. However, pending completion of the on-going Bicester Masterplan, that is being produced on a collaborative basis with local interests, such as the Town Council, any changes to the town centre boundary or the primary shopping frontage are deferred to the LP Part 2.

146. Consequently, only an "Area of Search" for potential future town centre related development is defined in this plan, which includes Bicester Village and the land between it and the existing town centre. In the absence of any urgent need for any additional convenience retail floorspace over and above that already committed in Bicester, albeit there is a need for more comparison stores, it is not unreasonable for further such prospects in and around the town centre to be addressed in this way at present.

147. Nevertheless, for soundness, it is necessary to clarify that residential schemes, including as part of mixed uses, are acceptable in principle in the town centre except where they would result in the loss of sites for retail or other main

town centre uses. Also for improved certainty and to facilitate implementation, the role of Bicester Village in relation to the town centre and the requirements that would apply to any proposals for further retail growth there, including in respect of better connectivity between the two areas, need to be made clear in the supporting text (**MM 78**).

148. Bearing in mind its inclusion within the "Area of Search" and due to the present level of uncertainty about the prospects of delivery, the realistic potential for a new Town Park on land at Pingle Fields, between Bicester Village and the town centre, remains unclear. Accordingly, the reference in the plan to that proposal should be deleted and the matter more fully assessed in the context of the emerging Masterplan and LP Part 2 process, including in terms of economic viability and practical implementation (**MM 78**). This includes in respect of any proposals for the relocation and redevelopment of the existing sports pitches on the Oxford Road site. With these modifications the policy is sound.

Policy Bicester 6 – Bure Place

149. The completion of phase 1 of this redevelopment scheme, including a new supermarket, cinema, car park and bus interchange, should make a significant contribution to the regeneration of the town centre as a whole. It also facilitates phase 2 to provide new civic buildings, including a library, to create a public focal point in the centre of Bicester and thereby strengthen its functions as a growing market town and new "Garden City". Subject to deleting the outdated reference to phase 1 (**MM 79**), the policy is sound.

Policy Bicester 7 - Open Space, Sport and Recreation

150. The Council's evidence clearly demonstrates that there are obvious shortfalls in the present provision of allotments, parks/gardens, sports pitches and other green spaces in Bicester, which this policy seeks to address, together with the identification of specific locations in the Masterplan and LP Part 2. These measures include a community woodland, an urban edge park providing a circular route around the town, linked to the delivery of other site allocations, and the use of Stratton Audley (Elm Farm) Quarry for informal outdoor recreation that is compatible with its designation as a LWS and partial SSSI.

151. The latter is subject to a partly implemented permission for infilling to form a country park. Nevertheless, none of the above need necessarily involve the loss of or materially constrain continuing use for angling, particularly given existing ownership and tenancy arrangements, or gliding activities on the adjacent Bicester Aerodrome (see also Bic 8). Any specific proposals would be a matter for the Masterplan and/or LP Part 2 and thereby subject to public consultation. The policy itself requires only updating (**MM 80**) and is sound.

Policy Bicester 8 – Former RAF Bicester

152. To the north east of the ring road on the edge of the built up area of the town, this extensive former military area is identified in the plan for tourism related but conservation led commercial redevelopment. This process is already underway through the restoration and re-use of many of the inter-war former RAF buildings at the western edge of the site, many of which are listed and/or scheduled. This is helping to secure the future of the former Technical Site

and the Flying Field to the east in the context of the site's designation as a Conservation Area and with an extensive LWS on most of it. The Flying Field is used by a well-established gliding club that makes a positive specialist contribution to the range of recreational facilities available in the locality.

153. Together with the recently installed but already successful "heritage engineering" operations in the restored buildings, the site is well on its way to fulfilling the objectives of the 2009 Planning Brief. The evidence of what has already been provided on the site confirms that the proposals are viable and deliverable. Subject to deleting references to, first a museum for Bomber Command that now seems unlikely to proceed, and the qualification regarding the long established gliding activities on the site (**MM 81**), the policy is sound.

Policy Bicester 9 – Burial Site Provision

154. This policy confirms the urgent local requirement for a new burial site of around 4 ha in Bicester. It is consistent with the current expectation that it can be provided as part of the policy Bic 1 scheme, with funding contributions from other housing developments in the locality to help secure delivery. The evidence of need is clear and unquestioned and therefore policy is soundly based and requires no modifications.

Policy Bicester 10 – Bicester Gateway

155. South of the town and east of the A41, 18 ha of land is allocated for new employment development to provide up to 3,500 new jobs in a prominent "gateway" location between the town and J9 of the M40. It is intended to provide a major opportunity for high tech employment uses in high quality buildings with good transport links. As at Bic 4, this should prove suitable for companies and investors seeking sites in the "knowledge economy" spine or corridor(s) between Oxford and Cambridge and Oxford and Northampton. Given the planned growth in the local economy and the national recovery from the recent recession, this allocation is soundly based, likely to prove attractive to the market and deliverable over the plan period. It should help to reduce out-commuting from Bicester and some of the pressures for other sites elsewhere in the corridor, particularly in Oxford.

156. For soundness and consistency with other parts of the plan, policy wording changes are necessary to add references to the safeguarding of land for future highway improvements to routes around Bicester, improved walking and cycling links, the provision of a natural wetland buffer between the site and adjacent nature reserve, amongst other things, and taking full account of the flood risk assessment for the site, including that no built development will be permitted in flood zone 3b (**MMs 82-84**). Subject to the above modifications, the policy is sound and the scheme viable and deliverable, with mitigation measures for the protection of Alchester Roman Town SAM to the south. In addition, the Council proposes to amend the Policies Map to facilitate the development of a hotel on the site frontage as a part of the overall scheme.

Policy Bicester 11 – Employment Land North East Bicester

157. On the north eastern edge of the town and to the south east of the former RAF Bicester (Bic 8), 15 ha of greenfield land is allocated for mixed employment, B1, B2 and B8, uses and expected to provide up to around 1,000 new jobs. It

has good transport links, including on the main road network, and is close to other existing and proposed employment locations in and around the town. The presence of a SAM on the former airfield to the north and a Conservation Area on land to the north east, as well as the possible influence of any high B8 buildings on gliding activities on the flying field to the west, all indicate that the north/north eastern boundary of the allocation has been suitably identified on the Policies Map and should not be extended. Bearing in mind the number and scale of other suitable sites in the plan and the absence of any urgent or overriding need for further greenfield land allocations to meet the employment needs of the town or district, there is no clear justification for any further extension of the site at present.

158. However, with careful design, including in respect of the height of new buildings, and suitable landscaping, the allocated site is capable of being sustainably developed to help balance the town's need for new jobs with that for new housing, without material harm to the heritage assets, including the SAM, the continuing activities, including gliding, or the recently established commercial operations at the former RAF Bicester. This is based on modifications to the policy to confirm that any scheme must conserve or enhance the setting of the RAF Bicester Conservation Area and the SAM, with the preparation of an archaeological and cultural heritage assessment informing proposals, as well as landscape/visual and heritage impact assessments.

159. In addition, the design and layout needs to take account of a flood risk assessment for the site, particularly in respect of the Langford Brook, with no built development in flood zone 3b, amongst other things, the retention of existing mature trees and hedgerows, improved walking and cycling links, consideration of potential ring road improvements and the establishment of a planted area around a care home that has recently been constructed on the site frontage. Subject to these modifications (**MMs 85-87**), the policy is sound. The exact definition of the site's eastern/south eastern boundary, including in relation to flood risks, is a detailed matter for the Council to consider in the context of any specific proposals that may be submitted.

Issue 10 – Banbury Housing Sites

General

160. As the largest town, housing growth totalling around 7,000 new homes is sustainably focussed on Banbury, mainly on a number of peripheral greenfield sites and balanced by other development, notably for employment but also in services and facilities. The following sites are all intended to facilitate this growth, including in respect of the town's overall economy and its important role as a market town/service centre for a wide rural area, not all of which lies within Cherwell district.

Policy Banbury 1 - Canalside

161. On land between Banbury town centre and the rail station, the plan identifies a site of about 26 ha for mixed use redevelopment to include now about 700 new homes (rather than 950, as submitted), including around 30% flats, together with commercial uses on the northern part and limited B1a class

offices. As a large complex project, the costs of delivery are expected to be higher than for most other allocated sites, but the Council's evidence, including the site specific Viability Study of Sep 2013), indicates that it would be viable over the plan period, albeit with a likely later start date and a lower total of new homes than originally envisaged.

162. Given the need to relocate a number of existing small and medium sized enterprises and to reorganise multiple services and facilities, this is inevitable, but it does not invalidate the proposals or render them unsound, particularly given the wider public benefits that should arise from the completed project in this highly sustainable location. Therefore, with policy additions to refer to education contributions, flood risks, landscape/visual and heritage impact assessments, as well as to provide clarity on the intentions for relocating and/or reorganising existing businesses (**MMs 95/96**), the proposals are sound.

Policy Banbury 2 – Hardwick Farm, Southam Road (East and West)

163. In a sustainable location on the northern edge of the existing built up area of the town about 32 ha of land, principally on the eastern side of Southam Road, and bounded by the M40 on the north east, is allocated for new housing for around 600 new homes. Planning permission has been granted by the Council. Subject to clarifications and an additional reference to secondary education contributions being required (**MMs 97/98**), policy Ban 2 is sound in principle as the scheme is viable and deliverable.
164. However, on the western side of Southam Road where the land rises quite steeply to the north, the Council now intends that development should be limited to the southern/south eastern parts of the site and to no more than 90 new homes. This is to minimise the potential harmful effects of new buildings on the landscape of the locality, including in long distance views across the town from the south. This reflects the conclusions of the 2013 Landscape Study (ENV 05) that identified low capacity in the western part of the site to accept new built development in landscape impact terms, due largely to the existing character of the rising ground and its wider visual prominence. This represents a change from the submitted plan by the Council, which indicated that around 42 ha in total and thus a further 11 ha or so of the rising ground west of Southam Road, was considered suitable for development originally.
165. In terms of housing need, the plan now makes sufficient provision on strategic sites to meet the district's overall requirements for the plan period. It also makes full and suitable provision on the deliverable sites in and around the town, including this one, to enable it to make an appropriate contribution to those needs. Thus, there is no overriding necessity to find more sites or to extend allocations to meet these needs, in the short to medium term at least.
166. Moreover, taking into account conflicting assessments of the site's intrinsic landscape qualities and the wider positive contribution made by the higher, rising, open slopes west of the road to the landscape setting of the town, including when seen from some distance away to the south, the evidence is neither convincing nor compelling that the Ban 2 policy/proposal would be unsound if it did not include the larger site area west of Southam Road.

167. The ability of the higher slopes to satisfactorily absorb more new housing in landscape impact terms could be re-examined, together with the position of the northern boundary, whether defined by a contour limit or otherwise, once the 90 or so homes on the lower slopes have been completed in accord with this policy. Nevertheless, there is no clear justification for requiring it to be further modified now, as local needs are being met in full elsewhere and the extended site would not be a clearly preferable alternative in sustainability terms to those selected due to the identified landscape impact. No further modifications are therefore necessary.

Policy Banbury 3 – Land West of Bretch Hill

168. It is essentially common ground that approximately 14 ha of land west of Bretch Hill is viably, suitably, and sustainably capable of accommodating and delivering around 400 new homes, with all necessary services and facilities. All the available evidence confirms that the policy and its detailed requirements are sound.

Policy Banbury 4 – Bankside Phase 2

169. To the south east of Banbury at Bankside east of the A4205 an urban extension of around 1,000 new homes, known as Longford Park, as well as an employment area and a large park has been permitted and is now under construction. In the light of the significantly increased level of district need, the Council now considers that a further 27 ha to the south east is capable of providing another 600 or so homes and also suitable for development as Phase 2 of this scheme. The fact that it comprises mostly grade 2 land in agricultural quality terms ("best and most versatile") does not invalidate that choice in this particular case, as it is largely free of other constraints such as flood risk, ecological interest or potentially harmful landscape/visual impact and in a generally sustainable location.

170. In particular, it provides an opportunity for sharing infrastructure with Phase 1, improving the viability of both, as well as enhancing the scale and range of services and facilities, so as to create a more sustainable and self-contained new community on this side of the town. In addition, the larger scheme should enable the relocation of Banbury United FC from their present ground within the Canalside site (policy Ban1) and the implementation of that policy, with its wider public benefits for the town, as well as policy Ban 12 (see below) on land to the south. In respect of potential effects on the village of Bodicote on the opposite side of the A4205, due to the location south of Phase 1 and with only a short road frontage, this is likely to be less than that associated with the permitted scheme and, subject to detailed design and layout, not materially harmful in principle, including in terms of traffic generation.

171. The details of density and thus the exact total of new houses are best addressed in the context of specific proposals, rather than this LP policy. Subject to clarifications of area figures, numbers of dwellings, requirements for vehicular, cycling and walking links to the Ban 12 site, as well as further afield, flood risks and archaeological evaluation (**MMs 99-101**), the proposals are viable and deliverable and the policy sound.

Policy Banbury 5 – North of Hanwell Fields

172. 26 ha of land on the north western edge of the town is identified for new housing, with 544 new units currently expected to be provided following a Council resolution to approve part, together with necessary infrastructure, that in this case includes green links beyond the site. The location involves extending the town into presently open countryside to the north of Dukes Meadow Drive, a recently built development spine road running east/west, albeit retaining a sufficient distance of about 500m from the village of Hanwell to the north (and about 400m from the southern boundary of its CA) to ensure that the setting of its CA is preserved, coalescence does not occur and that Hanwell would retain its separate identity.
173. Nevertheless, this relationship means that particular care is needed in the design and layout of the scheme, as well as in respect of peripheral landscaping and new planting, including regarding the heights of new buildings and outdoor lighting, as required in policy Ban 5. With the addition of references to flood risks, landscape/visual and heritage impact assessments, as well as the clarification of numbers (**MMs 102/103**), the proposals are reasonable and realistic and the policy sound.

Policy Banbury 16 – South of Salt Way West

174. To the south of Salt Way and west of the A361 Bloxham Road, the Council has identified one of four additional housing sites to help meet the OANs of the district, beyond those allocated at submission stage. This one is capable of delivering up to 150 new homes on a total of 8 ha, whilst protecting the historically important route of the Salt Way along its northern boundary and the slopes of Crouch Hill further west, a topographical landmark. The local value of Crouch Hill was acknowledged in the 2013 Landscape Study (ENV 05) as including the slopes and setting, as well as the summit. Also taking into account the presence of other heritage and ecological assets nearby, including Crouch Farm and Wykham Park Farm, both listed, there is no clear justification for extending the boundaries of this site, either to the west up the quite prominent slopes of the hillside, or to the south along the road frontage, thereby expanding the built up area of the town further than is strictly necessary into otherwise largely open countryside.
175. Overall, new housing, together with necessary services and facilities is viable and deliverable in this relatively sustainable location on the edge of the town. Subject to clarifications relating to secondary school places, bus stops, archaeological evaluation and landscape/visual and heritage impact assessments (**MMs 116-118**), the proposals and the policy are sound.

Policy Banbury 17 – South of Salt Way East

176. In common with Ban 16, this major site of around 68 ha to the south of the Salt Way and capable of providing approximately 1,345 homes as a new neighbourhood, is now allocated by the Council to meet the district's needs in a sustainable location on the southern edge of the present built up area. Land at the north west corner of the overall site has recently been granted permission for 145 dwellings. Despite differing land ownerships, the area is capable of being developed on a comprehensive basis in accordance with a masterplan, including an east – west link road, with a roundabout off the A361, for local traffic and as a bus route to join White Post Road at its eastern

end. This is properly and logically required by the policy to ensure effective implementation of the proposals and avoid harmful impacts on the local road network, including Wykham Lane.

177. The relative proximity of the western edge of the land to the Tudor Hall School site is such that both the Council and the prospective developers acknowledge the need for creating a "soft edge" to the scheme in this locality, to ensure that an appropriate relationship is established. However, the suggestion that the policy should require that there be no new built development on the westernmost field is not reasonable or realistic in the context of a strategic site allocation in a LP Part 1, particularly when the full details of appropriate access arrangements and necessary infrastructure provision have yet to be finalised. Therefore, this is a matter of detail to be resolved as part of specific proposals, taking into account the topography and potential mitigation measures, including peripheral planting and landscaping.
178. Again as with Ban 16, the scheme needs to protect and, if possible, enhance the route of the historic Salt Way on its northern boundary, as well as providing a new footpath/bridleway across the full length of the southern boundary. Moreover, as now indicated by the Council on the proposed amendments to the Policies Map, the scheme also needs to provide further recreational space on the southern edge of the site. This is in order to make suitable overall provision and provide reasonable and practical separation between the new development and the village of Bodicote to ensure that its separate identity is not lost and that for the new community, which will have its own local centre, more easily created. With firm developer interest in early delivery, as evidenced by the permission on part, the scheme is viable and the policy sound, subject to important clarifications in respect of secondary school provision, the delivery of the A361 to A4260 link road and archaeological features, plus landscape/visual and heritage impact assessments (**MMs 119/120**).

Policy Banbury 18 – Land at Drayton Lodge Farm

179. West of Warwick Road (B4100) this site adjoins the Ban 5 allocation east of the road and also land to the south that has recently been granted permission for new housing, in an urban fringe location. At approximately 15 ha it is considered capable of providing around 250 new homes, together with necessary infrastructure, albeit part of the central section contains some existing dwellings and a copse that should be retained. The caravan park and golf course formerly on the site have recently closed for viability reasons.
180. Given the relative proximity to the village of Drayton and the setting of its CA to the south west, there is no clear justification for extending the allocation onto adjoining land in the absence of any further need for new housing sites in Banbury at present. Subject to clarifications for effectiveness in respect of secondary school places, bus stops and archaeology, plus landscape/visual and heritage impact assessments, the policy is sound and the prospective scheme realistic and reasonable in all principal respects. However, the reference to "contaminated land" in the supporting text needs to be deleted as no evidence exists to justify this statement (**MMs 121/122**).

Policy 19 – Land at Higham Way

181. A relatively small allocation of 3 ha for new housing close to the town centre has been added into the plan by the Council to reflect the recent availability of this former waste management facility and concrete batching plant in a highly sustainable location next to Banbury rail station. Considered capable of viably delivering around 150 units in total, the scale and nature of the site is such that it is likely to provide mainly smaller homes, including a significant proportion of flats, and thus some greater variety in the size and type of new housing in the town over the plan period. Whilst there may be scope for more than 150 units, this is entirely dependent on the detailed design, layout and mitigation measures proving acceptable in relation to all of the above factors.
182. Subject to detailed considerations in design and layout terms reflecting the proximity to the river and canal in respect of flood risks and the rail lines/station regarding noise/disturbance, as well as ground conditions acknowledging the site's previous uses, this redevelopment of a central brownfield site is entirely appropriate in principle (**MMs 123/124**). The policy is sound in all its requirements for the scheme, including those listed above.

Conclusions

183. As confirmed in the SA (SUB 04) and the SA Addendum (SUB 04A), which considered realistic alternative options, all of the strategic new housing sites allocated in Banbury (as in Bicester), including those added by the Council through the proposed modifications, are considered to be sustainable, including in respect of their locations. Moreover, there are no known "showstoppers" preventing implementation, including in terms of necessary infrastructure provision, in any case. Similarly, whilst Ban 1 – Canalside is more marginal at present and likely to start later as a result, all are also demonstrably viable (PWE 01) with most having direct developer involvement and many having permission in whole or in part, thereby adding positively to conclusions on reasonable delivery prospects.
184. In such circumstances, and again as in Bicester, it is not therefore necessary to identify any extra or further extended sites to meet local needs for new housing in Banbury over the plan period, as things stand. Accordingly, those additional locations put forward by representors, including land north of Dukes Meadow Drive, next to Ban 5, south of Bodicote (Cotefield Farm) and adjacent to Ban 3 at Dover Avenue/Thornbury Drive, are for potential consideration in the LP Part 2, if appropriate, and/or when the plan is reviewed, if required. However, no further modifications are needed in this respect as none would represent more sustainable alternatives to the selected allocations.

Issue 11 – Banbury Other Sites

General

185. To complement the new housing proposed, the plan also identifies a number of sites for employment, as well as for related services and facilities, in Banbury. Together, they should ensure that the town's growth takes place on a sustainable basis over the plan period, taking into account the guidance in para 17 of the NPPF, the positive market signals in the 2014 Employment Analysis update (ECO 12PM) and relevant physical constraints, such as topography and the route of the M40 motorway.

Policy Banbury 6 – Employment Land West of M40

186. Taking into account recent job losses in the town, Banbury retains the largest supply of employment land in the district and a strong manufacturing sector. Therefore, to secure the long term supply of employment land locally, a strategic site in a sustainable location fairly close to the town centre has been identified near to J11 of the M40. Permissions have already been granted for a mix of B1, B2 and B8 uses on most of a total of about 35 ha, that is anticipated to provide around 2,500 jobs. All the available evidence indicates that the scheme is viable and deliverable, with good links to the town centre.
187. Notwithstanding, it is necessary to ensure that the policy provides full guidance for a decision maker in respect of any further proposals for this area. In particular, this requires a reference to reserving land for a new road connection through the site to enable traffic to by-pass the town centre, which is already a condition of the recent planning permission. However, to avoid uncertainty, this should not be made subject to future consideration by the Highway Authority alone and rewording is required accordingly (**MM 105**).
188. The policy also needs additions referring to footpath connections, contributions to bus service improvements, taking full account of the flood risk assessment for the site and the deletion of the restriction on all built development south of the dismantled railway line, which is not strictly justified (**MM 106**). Subject to these modifications, the proposals and policy are both sound, with reasonable prospects of delivery.

Policy Banbury 7 – Banbury Town Centre

189. This policy seeks to strengthen the town centre, confirming that shopping leisure and other “main town centre uses” will be supported there. However, to achieve its objectives and for clarity, it also needs to encourage mixed use schemes and acknowledge that residential development will also be acceptable in appropriate locations that do not lead to the loss of retail or other “main town centre uses”. Otherwise, with modifications (**MM 107-109**), the policy is sound, including in respect of the definition of an “Area of Search” for a potential future expansion of the defined town centre boundary, to be assessed in detail in LP Part 2.

Policy Banbury 8 – Bolton Road Development Area

190. A mixed use area at present, incorporating car parks and service areas for commercial units, plus historic outbuildings, this 2 ha site is considered suitable, in principle, for redevelopment. Given its location west of the Castle Quay shopping centre and north of Parsons Street, it is capable of providing some larger shop units suitable for modern retail operations, as well as around 200 new homes, a hotel and leisure facilities, with replacement car parking. Accordingly, this potential needs to be recognised in the policy, including through references to high quality design in a conservation area, contributions to education, archaeological investigations and flood risks close to the River Cherwell and Oxford Canal. Subject to the above modifications (**MMs 110-112**), the proposals are reasonable and realistic and the policy is sound.

Policy Banbury 9 – Spiceball Development Area

191. 5 ha of land between the River Cherwell and the Oxford Canal with an Arts Centre and the town's Museum is well placed to accommodate an extension of the town centre. This policy reasonably expects it to provide for both new retail and leisure uses, as well as a hotel, library and car parking, including to strengthen the night time economy of the town and improve links with the existing centre. The available evidence indicates that the scheme is viable and realistic with firm developer interest in early implementation and the policy is therefore sound.

Policy Banbury 10 – Bretch Hill Regeneration Area

192. It is common ground that this policy for the co-ordinated regeneration of an area in the west of the town, which currently has relatively high levels of deprivation on a number of indices, is sound and consistent with para 69 of the NPPF.

Policy Banbury 11 – Open Space, Sport and Recreation

193. In common with the similar position in Bicester (Bic 7), the Council's evidence shows clearly that the present provision of allotments, parks/gardens, sports pitches, indoor sports facilities and other green spaces in Banbury is inadequate for current needs, let alone future growth. Accordingly, together with policies BSC 10 – 12, this policy seeks to rectify the situation over the plan period, including by integrating provision with the planning of strategic development sites. It also includes the intention to establish a series of linked open spaces based on the canal and river and a linear park from the north of the town to Bankside. In all of the above circumstances, the policy is sound.

Policy Banbury 12 – Relocation of Banbury United FC

194. In line with the above and to facilitate the implementation of the Canalside regeneration project (Ban 1), Banbury United FC, a long established club that provides important local facilities and sporting opportunities, needs a new home ground. Accordingly, land to the south of the existing Banbury Rugby Club has been identified as suitable and available.

195. The evidence of need is clear and the site is in a relatively sustainable location on the southern edge of the town, with bus services along the A420 and sufficient distance remaining between it and the village of Adderbury to ensure that no real risk of coalescence would arise. It is also separated from the village of Bodicote by the main road and adjoins an existing sports ground. Accordingly, I endorse the Council's choice that this is the best relocation site of the many originally considered.

196. Subject to policy and text additions (**MMs 113/114**) confirming that the scheme needs to take vehicular access from Oxford Road only and that that part of the 16 ha of land not needed for football use is allocated for a new secondary school to serve the town, with some shared facilities if at all possible, this proposal should prove to be deliverable within the plan period and the policy is sound.

Policy Banbury 13 – Burial Site Provision

197. This policy confirms the local requirement for new burial site provision in

Banbury with contributions from major new housing schemes to provide funding to facilitate an extension to the existing cemetery, subject to suitable ground conditions being demonstrated. The evidence of need is unquestioned and therefore policy is soundly based and requires no modifications.

Policy Banbury 14 – Cherwell Country Park

198. Around 33 ha of land, including the earth embankments of the Banbury flood alleviation scheme, east of the M40 and north of the town, are identified in the plan to provide a new country park. Other components of the scheme include a visitor car park off the A361, new woodland planting to augment Wildmere Wood and a network of new and improved walking routes. The Council's intentions and aspirations for this project are clear and deliverable, and it will make a significant contribution to the implementation of policy Ban 11 (see above). Accordingly, the policy is sound.

Policy Banbury 15 – Employment Land NE of J11 M40

199. For the reasons outlined above in relation to the increased growth in new housing in the district and in Banbury, the Council has now proposed the allocation of a new strategic employment site east of J11 of the M40, either side of the A361, totalling around 49 ha. This could be brought forward in phases, with the first on 13 ha land, bounded by the M40 motorway to the west, the A361 to the east and a firm hedge line to the north, which could be readily reinforced with strategic scale planting.
200. In this area the land is also fairly flat and new employment buildings would be largely seen in the context of the motorway in public views from the east, north and south east, with some large existing buildings beyond. This contrasts strongly with the rising ground to the east of the A4225, which is also principally open agricultural land but clearly of a higher landscape sensitivity to new built development, including the land below the higher slopes of the hill in the easternmost part of the overall site.
201. Development of the land east of the A361, as noted in earlier landscape assessment work for the Council (2013), would have a significantly detrimental impact on the local landscape, intruding as it would into presently open countryside currently in agricultural use with inevitably large industrial and warehouse buildings. In particular, it would materially extend the built up area of Banbury to the east and lead to a significantly harmful erosion of its rural setting on this side of the town.
202. Given the recent approval for DIRFT III, relatively close to Banbury at Daventry, which provides major strategic opportunities to meet the local and regional needs for new B8 floorspace and has the great advantage in sustainability terms in comparison with this site of being rail related, the likely requirement for further employment floorspace, including towards the end of the plan period, is reduced. Moreover, there are acknowledged barriers to delivery of the whole Ban 15 site at J11, including that the traffic movements likely to be generated would trigger the need for the new South East relief road through the town.
203. In addition, for the whole site to be developed as a mainly road based B2/B8 employment scheme, major contributions are likely to be necessary to other

transport and highway improvements, especially to the motorway junction itself. There is no clear evidence that an acceptable programme of works could viably and practically be delivered, taking into account the impacts of other developments committed in the plan.

204. However, a scheme of materially reduced scale, from 49 ha to 13 ha only, limited to land west of the A361, would be far less likely to give rise to significant traffic generation impacts going north into Northamptonshire towards Daventry, on the A422 travelling east, including at Farthinghoe, or "rat running" on the B4525 through Middleton Stoney, given that only 10-15% of total future traffic movements are expected to use those routes, rather than the M40.
205. Moreover, development of the whole 49 ha site, especially for very large B8 uses, might well provide direct competition to DIRFT to the detriment of the delivery of both, potentially also discouraging the increased transfer of freight to rail. Some doubts also remain regarding the delivery of other services and infrastructure requirements in connection with the full scheme. In contrast, a smaller scheme, limited to the land west of the A361, is likely to prove viable in the first part of the plan period, without the need for significant highway improvements, not least for the SE Relief Road to be brought forward much sooner, according to the HA, OCC and the scheme's promoters.
206. In the light of the above, only the land west of the A361 should be allocated for new employment development in the modified plan and none of that to the east of the road, even as a strategic reserve site. This would have the considerable benefit of reducing the very harmful landscape and potential environmental effects of the wider scheme on a main entrance to the town from the north, south east and east, as well as that on the largely rural landscape of the locality.
207. Bearing in mind that logistics operators seeking large sites in this area have the alternative of a major rail connected facility at DIRFT nearby, that has good road links to the M1, there is insufficient justification in the evidence for the allocation of the whole 49 ha of this site at present. However, a lesser scheme limited to the firm defensible boundaries provided by the M40 and the A361 could be viably delivered on the western part of the site only, in the short to medium term. This should ensure that sufficient new land is available to meet largely non-strategic B2 and B8 use needs arising from within and/or related to the Banbury area and its local economy.
208. Subject to appropriate design and layout incorporated within a suitable master plan, as required by new policy Ban 15, employment development, principally for B2 and B8 uses, at this location would represent the most sustainable means of providing the necessary additional employment land supply for the town and district. For example, it would have reasonably good transport links with the town, including by walking and cycling, including through the existing underpass beneath the motorway, and with opportunities to improve bus services at reasonable cost. Furthermore, peripheral landscaping and green spaces within the site should also reduce the potential impact on the rural areas to the north and east, including from along the approach roads, to an acceptable level in landscape and visual terms.

209. Although various alternatives have been put forward for strategic scale employment sites, including in relation to other M40 motorway junctions, none is a realistic or more sustainable location for this plan period, given doubts over deliverability, including regarding transport implications, especially for the strategic road network. Additionally, some are of insufficient size to be properly considered as strategic scale allocations (e.g. land off Hennef Way), whilst others are less well linked to existing communities and would represent an even greater intrusion of built development into the otherwise largely rural countryside, such as at Ardley.
210. Moreover, there are reasonable prospects that the new jobs total in the modified plan, related to the revised housing needs, can be achieved without the allocation of the larger site being required. Firstly, the existing land supply will be significantly augmented by the other allocations in the plan, with most likely to be available in the short to medium term at least. In addition, there are other deliverable opportunities for some smaller, non-strategic scale, sites to come forward in sustainable locations within or adjacent to the present built up areas of the towns in the LP Part 2. Finally, there are job opportunities likely to come forward in the non B class uses, such as retail and in the public and service sectors associated with the new housing growth.
211. With this significant reduction in scale, the new policy and allocation would be sound in principle. Other changes to policy wording are also necessary for soundness and clarity, including deleting the reference to contributions towards the new SE Relief Road and replacing it with a requirement for improved bus services, with consequential ones throughout the plan, to reflect the smaller size of the allocated site (**MM 115**).

Issue 12 – Villages and Rural Areas (Policies Villages 1 – 5)

General

212. The plan's overall strategy sustainably focusses most new development on the two towns of Bicester and Banbury, with about 5,400 new homes in the rural areas, including at Kidlington and the former RAF Upper Heyford to 2031. This is clearly the most sustainable strategy for the district over the plan period and reflects the guidance in paras 17 and 30 of the NPPF. It properly seeks to alter the local pattern of recent housing growth, as a disproportionate percentage (almost half) has taken place in the smaller settlements, adding to commuting by car and congestion on the road network at peak hours. The number of new homes outside the two towns would be around a quarter of the overall total for the plan period taking into account the significant level of housing land supply already available in the rural areas.

Policy Villages 1

213. Most of the rural housing would be directed to the larger villages with existing services and facilities as the clearly more sustainable locations and in accord with paras 28, 55 and 70 of the NPPF. To this end, policy Villages 1 provides a categorisation of settlements to guide new housing proposals that will largely comprise small scale schemes within their present built up limits.
214. Since being updated in 2014, the survey work from which this hierarchy or ranking derives, supplemented by the Cherwell Rural Areas Integrated

Transport and Land Use Study (CRAITLUS), provides a generally robust evidence base. Policy Villages 1, as now modified by the Council, also takes into account "village clustering", to help reduce the need to travel by car, whereby smaller "satellite" villages in category B form a functional grouping with larger rural centres nearby in category A - service villages. Only limited infilling and conversions of existing buildings will normally be permitted in all other settlements in category C.

215. Many of the matters raised by representors relating to policies Villages 1 – 5 concern specific issues in individual settlements and/or sites of a non-strategic scale, i.e. with potential for less than 100 new homes, all of which are for consideration in the LP Part 2 process and consequently are not addressed in this report. Other representations, including from some Parish Councils, point to apparent inconsistencies and alleged inaccuracies remaining in the updated survey results, such that certain villages may have been mis-categorised.
216. However, even if so in one or two instances, the hierarchy is not "set in stone" for the full plan period and will, no doubt, be reviewed from time to time and as and when new services and facilities are provided or others may be lost. In particular, the relevant survey data will need to be thoroughly checked and comprehensively reviewed during the LP Part 2 process and before any new development sites are allocated therein for settlements in category A.
217. Consequently, these detailed concerns, whilst legitimate and understandable, do not render policy Villages 1 or the inclusion of a hierarchy unsound. Nor does it mean that the suitability of a three tier ranking of settlements across the district outside the towns needs to be reconsidered, given that it forms an appropriate part of the sustainable overall strategy and objectives in the plan. Taking into account that Kidlington is subject to its own policies, there is no necessity or justification for an additional category of "A plus" villages listing the largest ones, nor to make them the subject of increased allocations for that reason alone. Accordingly, as modified, policy Villages 1 is sound (**MMs 131-145**).

Policy Villages 2

218. Policy Villages 2 deals with the distribution of growth across the rural areas and indicates that around 750 new homes in total should be delivered at the category A villages, with all sites of a non-strategic scale to be allocated through the LP Part 2 and/or in Neighbourhood Plans where they are being produced. Subject to clarifications and adding a criterion regarding flood risk (**MM 147**), the policy is sound, with all of the other listed criteria being suitable and sensible considerations to be taken into account in each case.

Policy Villages 3

219. In accord with the guidance in the NPPF and PPG, Policy Villages 3 provides the opportunity for small scale rural exception sites to be brought forward, within or adjacent to villages, to meet specific identified local housing needs, subject to suitable tests. This policy is also consistent with the relevant evidence regarding the affordability and availability of rural housing across the district currently and is therefore sound.

Policy Villages 4

220. The Council's evidence base, including the Playing Pitch and Green Space Strategies, satisfactorily demonstrates that there are a number of existing deficiencies and likely future shortfalls in open space, sport and recreation facilities in Kidlington and the rural areas. Together with policies BSC 10, 11 and 12, and consistent with para 73 of the NPPF, policy Villages 4 sets out the detailed requirements in each of three rural sub-areas of the district, albeit the data will need to be updated as part of the LP Part 2 process to facilitate delivery, including in connection with new development schemes. Notwithstanding, the policy is soundly based and reasonable in principle.

Policy Villages 5

221. Former RAF Upper Heyford is a very large ex-military base of around 520 ha that already has permission for a new settlement as part of a complex planning history since its closure in 1994. This scheme, plus a further permission for 60 units, would provide 314 refurbished homes and 821 new ones (1,135 total), with employment uses and related facilities.

222. However, in view of the need for a significant increase in new housing delivery in the district to meet the full, up to date, OAN, the Council now recognises the site's potential for a substantially larger number of new homes. This includes in respect of the identification of some limited additional greenfield sites, immediately adjacent to the former base, where new housing development would be complementary to that already permitted. Together with associated infrastructure and the conservation of the site's unique historic heritage assets, such a larger scheme would be capable of creating a more self-contained new community. In total it would involve a further 1,600 or so dwellings, with at least 30% affordable housing in accord with policy BSC 3.

223. The evidence base that justifies this additional provision is extensive. It includes, as listed in para C.260 of the plan, the detailed studies on the site's historic importance and character, including by EH, the potential visual and landscape impacts of re-development, as well as that of the additional adjoining greenfield sites, given the location on top of a plateau in a rural area, and the transport and traffic implications, as well as the 2011 Masterplan for the permitted scheme. It is supported by the SA Addendum (SUB 26PM).

224. It is effectively common ground that the site essentially comprises three functional areas, with the main flying field and technical site to the north of Camp Road, that runs east-west through it, and the mainly residential area to the south of the road. The former has the greatest historical significance, both nationally and internationally, due to its associations with the "Cold War" and the number, variety and extent of retained structures from that era, many of which help to define its unique character and interest. In the main, these are listed buildings and/or SAMs and thus have legal protection in any event.

225. Proposals to create a "Cold War" Park/visitor experience open to the public, to help conserve, enhance and interpret the site's historic assets as part of the full project are being seriously pursued by the developers of the site, EH and both District and County Councils. Thus, such a facility has at least reasonable prospects for delivery at present in conjunction with the new housing and related elements, with its important public benefits. For sustainability reasons, reflecting the above and the market demand for space at the existing

Heyford Park employment site, it is entirely appropriate that the policy also provides for employment growth as part of the overall scheme to deliver around 1,500 new jobs in around 120k sq m of buildings, principally in use classes B1, B2 and B2.

226. There are understandable local concerns about the traffic and transport impacts of the increased level of development on the surrounding rural area and on the local road network in particular. However, it is very relevant that OCC, the local highway authority, and the HA are now essentially content that, with particular junction and other localised improvement works to be paid for by the scheme, notably at Middleton Stoney crossroads/traffic lights, the available capacity can be increased to cope satisfactorily with the likely increased traffic generation. However, it is also clear that more major works, with their associated costs, may well be necessary for any more new housing than now identified in the modified plan.
227. Even so, these conclusions are based on the reasonable but challenging assumption that the use of non-car travel modes, especially public transport and here that effectively means bus services, can be materially improved. In particular, this is likely to involve a minimum half hour frequency to Bicester and Oxford during the working week, at least. The main local bus operator (Stagecoach) confirmed at the hearings that such a high quality service is considered feasible on a commercially viable basis, albeit requiring subsidy from the development during the critical initial period to become established as new residents arrive and to influence their travel choices from the outset, as has been achieved elsewhere.
228. In the light of all of the above, the modified proposals would make effective use of largely previously developed land and constitute sustainable development in line with the NPPF and PPG, including in respect of the additional adjoining greenfield areas. This conclusion and the general acceptability of the modified proposals in the plan, including the potential impacts on the LBs, SAMs and CAs, their unity and the allocation of limited additional areas of currently undeveloped land to the south of Camp Road adjacent to existing dwellings for new housing, are confirmed by the August 2014 interim report of the independent "urban capacity" assessment commissioned by the Council (ENV 21PM).
229. Importantly, a number of relevant detailed considerations are addressed in the criteria set out in policy Villages 5, as well as appropriate expectations for the scheme to provide suitable utility services, health and community facilities, schools, sports pitches and open spaces and a contribution to any necessary improvements to the capacity of junction 10 of the M40. However, for soundness and in line with the significant increase in the provision of new homes on the overall site, it is necessary to modify policy Villages 5 in a number of ways in addition to the revised housing numbers. This includes by adding references to secondary education also being required and the new primary school having the potential to expand in the future. The need for special consideration to be given to respecting the historic significance and character of the taxiway and entrance to the flying field, including the existing hangars, by keeping development back from the northern edge of the development areas, particularly new housing areas A and B, as recommended by EH, also needs to be added.

230. Furthermore, for clarity and completeness, the policy should also refer to public rights of way and a walking network of routes to and from the site, the mitigation of noise impacts, the provision of new habitats for ground nesting birds and great crested newts, as well as the conservation and enhancement of the LWS (as extended to the south). An archaeological field investigation is another essential element of the scheme, which should also seriously examine the potential for district heating from the nearby energy recovery facility.
231. Policy criteria relating to the adjoining CA, high quality design and particularly the boundary treatment for adjacent greenfield land are also required, plus public open space and green infrastructure links, together with the provision of extra care units and opportunities for self-build affordable housing. The boundary treatment, including landscape impact mitigation, to the south west of the site, including between it and the village of Upper Heyford, is particularly important to help ensure that the latter retains its separate identity as a rural settlement once this scheme is complete. It is also relevant in relation to the adjoining Rousham, Lower Heyford and Upper Heyford CA. This contains the Grade 1 listed Rousham Park, albeit set in the valley of the River Cherwell largely at a level well below that of the site and thus, subject to the above, its setting need not be directly affected by the proposals.
232. This treatment should also include the re-instatement of the historic Portway route across the western end of the extended former main runway as a public right of way on its original alignment. Subject to all of these modifications (**MMs 148-157**), policy Villages 5 would be sound and compliant with the NPPF and PPG. The full and up to date OAN for the district can be met on the totality of sites allocated in the plan and the available evidence confirms that the overall new settlement project, as presently envisaged, is viable and deliverable over the plan period. Accordingly, there is no necessity to allocate any further greenfield sites around the former base either now or as "reserve" sites for the future, as they would not be more sustainable than those allocated in the plan.
233. Given the recent identification of Bicester as a "Garden City" by government, reflecting the scale of new development there and the likely costs of the required infrastructure to support that growth, as well as the modified proposals for former RAF Upper Heyford, there is no necessity for a further new settlement to be considered in Cherwell to 2031, as things stand. The OAN of the district can be met in full on the sites allocated in the plan. This conclusion applies in respect of sites related to the M40 motorway junctions as to any other locations within the district, at present.

Issue 13 – Kidlington (Policies Kid 1 and Kid 2) and the Oxford Green Belt (Policy ESD 14)

Policy Kidlington 1

234. Taking into account the results of the Cherwell Economic Analysis Study (ECO 01) and the 2012 Employment Land Review update (ECO 06), including that there is a constrained supply but a continuing demand locally, as well as the Oxford/Oxfordshire City Deal, the Council has concluded that there are exceptional circumstances justifying a "limited, small scale," review of the OGB boundary at both Begbroke Science Park and at Langford Lane in Kidlington.

This would relate to the two "areas of search" shown on the Policies Map and be carried out through the LP Part 2 process.

235. It would aim to meet particular local employment needs arising from the present cluster of high tech and knowledge economy firms based at the two locations, with strong links to the city and university, and take advantage of a strategic opportunity to provide sustainable economic growth locally. Some occupiers are university "spin out" companies carrying out nationally and internationally important scientific research, with very good prospects for growth in the short to medium term.
236. As a result, new firms would be able to take advantage of the synergies with existing companies that should encourage economic growth through the effects of clustering and the proximity to the airport, which is, of course, an important but fixed infrastructure facility. Accordingly, sites at Banbury and Bicester are less likely to be realistic alternatives for some of these prospective occupiers. Moreover, the locations do not directly affect the important "Kidlington Gap" part of the OGB and the limited changes envisaged should be capable of providing new long term defensible boundaries so that no form of precedent for any other schemes need arise.
237. The fact that the extent of the land in the two "areas of search" is restricted in scale also means that the likely growth in traffic movements from new employment development should be safely accommodated on the strategic and local road networks without adding materially to congestion or delays. This is reflected in the initial transport assessment work carried out and accepted by OCC as the local highway authority and the absence of objection from the HA. It is also reinforced by the generally good bus services that exist and the significant public transport improvements taking place, including the new rail station at Water Eaton. For similar reasons, the total number of new jobs arising is not likely to add significantly to existing housing pressures in Kidlington itself, bearing in mind that it also forms part of a wider market area, including Oxford city.
238. In my judgement, this specific combination of factors amounts to the exceptional circumstances necessary to justify the very limited changes to the OGB boundary presaged in the policy and that it would be consistent with the guidance in paras 83-85 of the NPPF, including regarding the definition of boundaries. Given its small scale and defined extent in the areas of search thus likely minimal overall impact on the purposes of the OGB, this element of policy Kid 1 is therefore sound. But these exceptional circumstances do not also apply elsewhere in the locality and thus there is no necessity or imperative to conduct a more wide ranging review of the OGB at Kidlington or nearby for economic/employment reasons at present. The detailed design and development criteria set out in policy Kid 1 are all reasonable, realistic and appropriate for the locations and therefore, subject to the addition of "Oxford Technology Park" in part a) for clarity (**MM 127**), the policy is sound with other text amendments for clarity (**MMs 125/126**).

Policy Kidlington 2

239. Policy Kid 2 properly seeks to strengthen the village centre through further environmental improvements and encouraging the evening economy to

reinforce its role as a local service centre. However, references to the general acceptability of new housing in the village centre, where it would not lead to the loss of retail or "main town centre" uses, and to confirm that the boundary definition of the expanded centre will be a matter for the LP Part 2, need to be added for clarity and soundness (**MMs 128/129**).

Policy ESD 14 – Oxford Green Belt

240. The first two parts of policy ESD 14, dealing with the OGB, are entirely in accord with the NPPF and PPG and sound. The third part also refers first to the OGB boundary review at Kidlington to meet local employment needs, in accord with policy Kid 1 (see above).
241. Para B256 of the modified Plan supporting policy ESD 14 already refers to local affordable housing needs potentially being met by small scale schemes on rural exception sites, including in the OGB, under policy Villages 3. This applies to Kidlington, as elsewhere. Although it is the largest village in the district, the scale of that specific local need on its own is considered unlikely to generate the requirement for a strategic site on the edge of the settlement in the plan period. This conclusion is reinforced by the identification of some prospects for limited new housing within the existing built up area in the early work on the Kidlington Framework Masterplan, now underway. Consequently, the local housing needs of the village should be capable of being addressed under Policy Villages 3, rather than requiring a separate local review of the OGB boundary around Kidlington.
242. There are also likely to be particular complications and potential confusion that would arise for all concerned with such a review alongside the limited local OGB boundary review to meet employment needs. Additionally, there is the obvious difficulty of accurately assessing the needs that relate to Kidlington alone, rather than the wider Oxford area, especially if more than affordable housing is considered. Therefore, the Council's proposed modification to introduce such a commitment into the policy is not necessary and would be unsound, as exceptional circumstances do not exist at present to justify an OGB boundary review to help meet the local housing needs of the village. In the light of the above, further modifications are necessary to the policy and its text for clarity (**MMs 61/62**).

Issue 14 – Infrastructure, Delivery and Monitoring (Policy INF 1)

243. Significant investment is already underway in new and improved infrastructure locally, not least in respect of public transport and especially rail, thus enhancing the district's realistic capacity for growth over the plan period. Of the short to medium term projects listed in the IDP in App 8, some are now complete, with well over half the remainder having full funding secured or committed and only a relatively few, none of which are critical to the plan's implementation, without allocated funds at present. In addition, government has recently announced that funding of around £100m will be available, subject to value for money, to help deliver new development at Bicester in line with its designation as a "Garden City", alongside Ebbsfleet in Kent.
244. Moreover, with a variety of strategic sites identified, the plan's overall strategy does not rely on any one or more specific elements of new infrastructure

having to be provided before the delivery of the new housing, employment and related development envisaged. Consequently, it provides a reasonable degree of flexibility regarding delivery in the event that one or more of the key sites does not come forward as expected for whatever reason. In most cases, the allocated sites have active developer interest, with many having already commenced on site in part and/or with planning permission or Council resolutions to permit, subject to legal agreements.

245. In addition, the October 2013 LP Viability Study (PWE 02) concludes that the delivery of all the strategic sites is currently viable, including Canalside at Banbury (Ban 1) albeit with a slightly later start than most others. The Council itself is also taking a proactive role in implementation, including through the purchase of the Graven Hill site (Bic 2) from the Ministry of Defence and the emerging proposals for the largest "self-build" site in the country as part of the overall scheme, alongside new employment provision.
246. The new housing numbers in the plan are not intended to act as a cap or upper limit, nor those for new jobs, and there are no general or specific phasing policies in the plan directly affecting the timing of delivery on any of the strategic sites. Therefore, there is scope for some to come forward more quickly than initially envisaged, if viable, including at NW Bicester (Bic 1), albeit the annual level of new housing proposed is a significant increase compared to recent figures and is likely to prove challenging for all concerned to achieve consistently.
247. Notwithstanding, the modified housing trajectory in Table 15 (and that for employment in Table 16) (**MM 168**) represent reasonable estimates based on current information and provide a suitable basis for the purposes of monitoring. In the light of all of the above, there are reasonable prospects of delivering the plan's strategy and objectives by 2031 with the necessary essential infrastructure in place. Furthermore, in principle, the Council's intended monitoring and review processes should be satisfactory to provide sufficient flexibility and to assist implementation over time.
248. However, given the importance of maintaining a five year housing land supply, amendments and additions to paras E11, E12, E22 and E25 are required to provide adequate clarity in respect of the monitoring of new housing delivery and particularly the actions that would need to be taken if shortfalls arise (**MMs 164-167**). In addition, changes to para D22 are also necessary to refer to Upper Heyford specifically and other areas of the district to reflect other modifications for accuracy and completeness, including that there is no demonstrable overriding need for a review of the OGB boundaries at Kidlington to meet the current local housing needs of the village (**MMs 159-163**).

Assessment of Legal Compliance

249. My examination of the compliance of the Plan with the legal requirements is summarised in the table below. I conclude that the Plan meets them all.

| LEGAL REQUIREMENTS | |
|--------------------------------|---|
| Local Development Scheme (LDS) | The Local Plan is identified within the latest approved LDS of November 2014, which sets out an |

| | |
|---|---|
| | expected adoption date of May 2015. The plan's content and timing are generally compliant with the LDS, albeit there has been some delay due to the need for modifications. |
| Statement of Community Involvement (SCI) and relevant regulations | The SCI was adopted in July 2006 and consultation has been compliant with the requirements therein, including the consultation on the post-submission proposed 'main modification' changes (MM) |
| Sustainability Appraisal (SA) | SA has been carried out and is adequate. |
| Appropriate Assessment (AA) | The Habitats Regulations AA Reports of October 2009, September 2010 and August 2012, plus the Addendums of March 2013, October 2013 and October 2014, conclude that there are no likely significant adverse effects on the Oxford Meadows Special Area of Conservation (SAC), or any other SACs outside the district, arising from the plan, including "in combination with other plans/proposals", as agreed by Natural England. |
| National Policy | The Local Plan complies with national policy in the NPPF, except where indicated and modifications are recommended. |
| Sustainable Community Strategy (SCS) | Satisfactory regard has been paid to the SCS. |
| Public Sector Equality Duty (PSED) | The Local Plan complies with the Duty. |
| 2004 Act (as amended) and 2012 Regulations. | The Local Plan complies with the Act and the Regulations. |

Overall Conclusion and Recommendation

250. The plan has a number of deficiencies in relation to soundness for the reasons set out above, which mean that I recommend non-adoption of it as submitted, in accordance with Section 20(7A) of the 2004 Act. These deficiencies have been explored in the main issues set out above.

251. The Council has requested that I recommend main modifications to make the Plan sound and capable of adoption. I conclude that with the recommended main modifications set out in the Appendix the Cherwell Local Plan satisfies the requirements of Section 20(5) of the 2004 Act and meets the criteria for soundness in the National Planning Policy Framework.

Nigel Payne

Inspector

This report is accompanied by the Appendix containing the Main Modifications

Cherwell Local Plan Part 1

Inspector's Report May 2015 - Appendix

Schedule of Main Modifications

| Mod No. | Page No. | Policy Paragraph | Modification | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------|------------------------------|---------------------|---|----------------------------|--|--|--|------|------------------------------|------------|---------|-----------------|--|--|--|------------------------------|----|------------|----------------|-------------|----|------------|----------------|--|--|
| 1 | - | Policies and Tables | <p>Change policy headings as follows;</p> <p>Policy Bicester 11 - Employment Land at North East Bicester Policy Banbury 8 - Bolton Road Development Area</p> <p>Add new policies under the heading “Policies” and new associated inset maps in “Policy Maps”:-</p> <p>Policy Bicester 13 – Gavray Drive Policy Banbury 15 – Employment Land North East of Junction 11 Policy Banbury 16 – South of Salt Way - West Policy Banbury 17 – South of Salt Way - East Policy Banbury 18 – Land at Drayton Lodge Farm Policy Banbury 19 – Land at Higham Way</p> <p>Change Table Heading Titles as follows:</p> <p>Table 15 - Local Plan Housing Trajectory 2011 - 2031 (August 2014) Table 16 - Local Plan Employment Trajectory 2011 - 2031 (August 2014)</p> | | | | | | | | | | | | | | | | | | | | | | |
| 2 | Executive Summary p.viii | Table 1 | <p>Delete the table and insert new table below;</p> <table border="1" data-bbox="680 1066 1722 1366"> <thead> <tr> <th colspan="4" data-bbox="680 1066 1722 1114">Strategic Employment Sites</th> </tr> <tr> <th data-bbox="680 1114 967 1193">Site</th> <th data-bbox="967 1114 1279 1193">Employment Area (gross) (ha)</th> <th data-bbox="1279 1114 1429 1193">Policy no.</th> <th data-bbox="1429 1114 1722 1193">Section</th> </tr> </thead> <tbody> <tr> <td colspan="4" data-bbox="680 1193 1722 1241">Bicester</td> </tr> <tr> <td data-bbox="680 1241 967 1321">North West Bicester Eco-Town</td> <td data-bbox="967 1241 1279 1321">10</td> <td data-bbox="1279 1241 1429 1321">Bicester 1</td> <td data-bbox="1429 1241 1722 1321">C.2 'Bicester'</td> </tr> <tr> <td data-bbox="680 1321 967 1366">Graven Hill</td> <td data-bbox="967 1321 1279 1366">26</td> <td data-bbox="1279 1321 1429 1366">Bicester 2</td> <td data-bbox="1429 1321 1722 1366">C.2 'Bicester'</td> </tr> </tbody> </table> | Strategic Employment Sites | | | | Site | Employment Area (gross) (ha) | Policy no. | Section | Bicester | | | | North West Bicester Eco-Town | 10 | Bicester 1 | C.2 'Bicester' | Graven Hill | 26 | Bicester 2 | C.2 'Bicester' | | |
| Strategic Employment Sites | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site | Employment Area (gross) (ha) | Policy no. | Section | | | | | | | | | | | | | | | | | | | | | | |
| Bicester | | | | | | | | | | | | | | | | | | | | | | | | | |
| North West Bicester Eco-Town | 10 | Bicester 1 | C.2 'Bicester' | | | | | | | | | | | | | | | | | | | | | | |
| Graven Hill | 26 | Bicester 2 | C.2 'Bicester' | | | | | | | | | | | | | | | | | | | | | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | | | | |
|---------|----------|------------------|--------------------------------|--------------------------|-------------|------------------------------------|--|--|
| | | | Bicester Business Park | 29.5 | Bicester 4 | C.2 'Bicester' | | |
| | | | Bicester Gateway | 18 | Bicester 10 | C.2 'Bicester' | | |
| | | | Land at North East Bicester | 15 | Bicester 11 | C.2 'Bicester' | | |
| | | | South East Bicester | 40 | Bicester 12 | C.2 'Bicester' | | |
| | | | Banbury | | | | | |
| | | | Land West of M40 | 35 | Banbury 6 | C.3 'Banbury' | | |
| | | | Land north east of junction 11 | <u>13</u> | Banbury 15 | C.3 'Banbury' | | |
| | | | Rural Areas | | | | | |
| | | | Former RAF Upper Heyford | approx 120,000 sq.metres | Villages 5 | C.5 'Our Villages and Rural Areas' | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
|---------|--------------------------------|----------------------------------|---|--|--|
| 3 | Executive Summary p. ix & p. x | Building Sustainable Communities | <p>Reword as follows;</p> <p>The Plan seeks to boost significantly the supply of housing and meet the objectively assessed need for Cherwell identified in the Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 – some 1,140 dwellings per annum or a total of 22,800 from 2011 to 2031 Policy BSC 1 provides for 22,840 homes over the Plan period and sets the overall distribution of development across the district. Over the Plan period 10,129 homes are to be provided at Bicester, some 7,319 homes at Banbury and 5,392 homes in the rural areas including Kidlington. A further 2,707 homes are allocated at the North West Bicester Eco-Town (Bicester 1) but are not presently expected to be delivered until after 2031.</p> <p>Between 2011 and 2014, 1,106 homes were completed in Cherwell including 365 at Bicester, 213 at Banbury and 528 elsewhere. This leaves 21,734 of the planned housing requirement yet to provide.</p> <p>The Local Plan’s housing strategy seeks to support the economic growth of the towns, meet housing needs across the District and further support the development of the approved, new settlement at Former RAF Upper Heyford. Growth at Bicester is aimed at supporting business investment and improving the range of services and facilities. It also responds to the under-delivery of housing at Bicester in recent years.</p> <p>The Plan includes a housing trajectory (within Section E) showing when new and approved strategic sites are expected to be delivered and setting out allowances non-strategic sites and small ‘windfall’ sites of less than 10 dwellings. The table below summarises the overall distribution of housing.</p> | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | | | | | | | | | | | | | | | | | | | |
|---|---------------------------|----------------------|--|---|--|--|--|------------------|------------------|----------|--------|-------|---------|-------|-------|------------------|-------|-------|--------------|---------------|---------------|--|--|
| 4 | Exec Summary p. x | Table 3 | <p>Delete table 3 and insert a new table as follows:</p> <table border="1" data-bbox="680 392 1525 772"> <thead> <tr> <th colspan="3" data-bbox="680 392 1525 475">Table 3: Overall Distribution of Housing in the Local Plan</th> </tr> <tr> <th data-bbox="680 475 846 555"></th> <th data-bbox="846 475 1133 555">2011-2031</th> <th data-bbox="1133 475 1525 555">2014-2031</th> </tr> </thead> <tbody> <tr> <td data-bbox="680 555 846 600">Bicester</td> <td data-bbox="846 555 1133 600">10,129</td> <td data-bbox="1133 555 1525 600">9,764</td> </tr> <tr> <td data-bbox="680 600 846 644">Banbury</td> <td data-bbox="846 600 1133 644">7,319</td> <td data-bbox="1133 600 1525 644">7,106</td> </tr> <tr> <td data-bbox="680 644 846 724">Rest of Cherwell</td> <td data-bbox="846 644 1133 724">5,392</td> <td data-bbox="1133 644 1525 724">4,864</td> </tr> <tr> <td data-bbox="680 724 846 772">Total</td> <td data-bbox="846 724 1133 772">22,840</td> <td data-bbox="1133 724 1525 772">21,734</td> </tr> </tbody> </table> | Table 3: Overall Distribution of Housing in the Local Plan | | | | 2011-2031 | 2014-2031 | Bicester | 10,129 | 9,764 | Banbury | 7,319 | 7,106 | Rest of Cherwell | 5,392 | 4,864 | Total | 22,840 | 21,734 | | |
| Table 3: Overall Distribution of Housing in the Local Plan | | | | | | | | | | | | | | | | | | | | | | | |
| | 2011-2031 | 2014-2031 | | | | | | | | | | | | | | | | | | | | | |
| Bicester | 10,129 | 9,764 | | | | | | | | | | | | | | | | | | | | | |
| Banbury | 7,319 | 7,106 | | | | | | | | | | | | | | | | | | | | | |
| Rest of Cherwell | 5,392 | 4,864 | | | | | | | | | | | | | | | | | | | | | |
| Total | 22,840 | 21,734 | | | | | | | | | | | | | | | | | | | | | |
| 5 | Executive Summary p. x | Banbury and Bicester | <p>Reword the following paragraphs;</p> <p>Section C ‘Policies for Cherwell's Places’ of the Local Plan identifies the key strategic housing sites that will need to be developed to meet housing needs in addition to those already approved. The Plan includes strategic sites of 100 or more dwellings. It does not specifically identify all sites for new housing for the period up to 2031. Non-strategic sites will be identified through the Local Plan Part 2, through the preparation of Neighbourhood Plans and through the determination of applications for planning permission.</p> <p>The strategic sites include an extensive eco-town development, the re-development of defence land, the bringing forward of smaller and larger scale greenfield urban extensions and town centre regeneration proposals.</p> <p>The Table below identifies the strategic sites included in the Plan. Additional approved sites are shown in the Housing Trajectory in Section E.</p> | | | | | | | | | | | | | | | | | | | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|-------------------|---|--|--|--|-------------|--|-------------------|-----------------|--|--|--------------------------------|---------------------|------------|-------------|-------|------------|-----------------------------|-----|------------|---------------------|-------|-------------|--------------|-----|-------------|--|--|--|----------------|--|--|-----------|-----|-----------|--------------|-----|-----------|---------------------|-----|-----------|------------------|-----|-----------|-------------------------|-----|-----------|-------------|-----|-----------|--------------------------|-----|------------|--------------------------|------|------------|--------------------|-----|------------|--|--|
| 6 | Executive Summary p. x, p.xi | Table 4 | <p>Delete Table 4 and insert a new table as follows:</p> <table border="1" data-bbox="680 421 1653 1394"> <thead> <tr> <th colspan="3" data-bbox="680 421 1653 469">Table 4: Proposed Strategic Housing Allocations</th> </tr> <tr> <th data-bbox="680 469 1099 580">Site</th> <th data-bbox="1099 469 1424 580">Total Number of Homes 2014-2031</th> <th data-bbox="1424 469 1653 580">Policy no.</th> </tr> </thead> <tbody> <tr> <td colspan="3" data-bbox="680 580 1653 628">Bicester</td> </tr> <tr> <td data-bbox="680 628 1099 708">North West Bicester (Eco-Town)</td> <td data-bbox="1099 628 1424 708">3293⁽¹⁾</td> <td data-bbox="1424 628 1653 708">Bicester 1</td> </tr> <tr> <td data-bbox="680 708 1099 756">Graven Hill</td> <td data-bbox="1099 708 1424 756">2,100</td> <td data-bbox="1424 708 1653 756">Bicester 2</td> </tr> <tr> <td data-bbox="680 756 1099 804">South West Bicester Phase 2</td> <td data-bbox="1099 756 1424 804">726</td> <td data-bbox="1424 756 1653 804">Bicester 3</td> </tr> <tr> <td data-bbox="680 804 1099 852">South East Bicester</td> <td data-bbox="1099 804 1424 852">1,500</td> <td data-bbox="1424 804 1653 852">Bicester 12</td> </tr> <tr> <td data-bbox="680 852 1099 900">Gavray Drive</td> <td data-bbox="1099 852 1424 900">300</td> <td data-bbox="1424 852 1653 900">Bicester 13</td> </tr> <tr> <td colspan="3" data-bbox="680 900 1653 948"></td> </tr> <tr> <td colspan="3" data-bbox="680 948 1653 995">Banbury</td> </tr> <tr> <td data-bbox="680 995 1099 1043">Canalside</td> <td data-bbox="1099 995 1424 1043">700</td> <td data-bbox="1424 995 1653 1043">Banbury 1</td> </tr> <tr> <td data-bbox="680 1043 1099 1091">Southam Road</td> <td data-bbox="1099 1043 1424 1091">600</td> <td data-bbox="1424 1043 1653 1091">Banbury 2</td> </tr> <tr> <td data-bbox="680 1091 1099 1139">West of Bretch Hill</td> <td data-bbox="1099 1091 1424 1139">400</td> <td data-bbox="1424 1091 1653 1139">Banbury 3</td> </tr> <tr> <td data-bbox="680 1139 1099 1187">Bankside Phase 2</td> <td data-bbox="1099 1139 1424 1187">600</td> <td data-bbox="1424 1139 1653 1187">Banbury 4</td> </tr> <tr> <td data-bbox="680 1187 1099 1235">North of Hanwell Fields</td> <td data-bbox="1099 1187 1424 1235">544</td> <td data-bbox="1424 1187 1653 1235">Banbury 5</td> </tr> <tr> <td data-bbox="680 1235 1099 1283">Bolton Road</td> <td data-bbox="1099 1235 1424 1283">200</td> <td data-bbox="1424 1235 1653 1283">Banbury 8</td> </tr> <tr> <td data-bbox="680 1283 1099 1331">South of Salt Way - West</td> <td data-bbox="1099 1283 1424 1331">150</td> <td data-bbox="1424 1283 1653 1331">Banbury 16</td> </tr> <tr> <td data-bbox="680 1331 1099 1378">South of Salt Way - East</td> <td data-bbox="1099 1331 1424 1378">1345</td> <td data-bbox="1424 1331 1653 1378">Banbury 17</td> </tr> <tr> <td data-bbox="680 1378 1099 1394">Drayton Lodge Farm</td> <td data-bbox="1099 1378 1424 1394">250</td> <td data-bbox="1424 1378 1653 1394">Banbury 18</td> </tr> </tbody> </table> | Table 4: Proposed Strategic Housing Allocations | | | Site | Total Number of Homes 2014-2031 | Policy no. | Bicester | | | North West Bicester (Eco-Town) | 3293 ⁽¹⁾ | Bicester 1 | Graven Hill | 2,100 | Bicester 2 | South West Bicester Phase 2 | 726 | Bicester 3 | South East Bicester | 1,500 | Bicester 12 | Gavray Drive | 300 | Bicester 13 | | | | Banbury | | | Canalside | 700 | Banbury 1 | Southam Road | 600 | Banbury 2 | West of Bretch Hill | 400 | Banbury 3 | Bankside Phase 2 | 600 | Banbury 4 | North of Hanwell Fields | 544 | Banbury 5 | Bolton Road | 200 | Banbury 8 | South of Salt Way - West | 150 | Banbury 16 | South of Salt Way - East | 1345 | Banbury 17 | Drayton Lodge Farm | 250 | Banbury 18 | | |
| Table 4: Proposed Strategic Housing Allocations | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site | Total Number of Homes 2014-2031 | Policy no. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bicester | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North West Bicester (Eco-Town) | 3293 ⁽¹⁾ | Bicester 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Graven Hill | 2,100 | Bicester 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South West Bicester Phase 2 | 726 | Bicester 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South East Bicester | 1,500 | Bicester 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gavray Drive | 300 | Bicester 13 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Banbury | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Canalside | 700 | Banbury 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Southam Road | 600 | Banbury 2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| West of Bretch Hill | 400 | Banbury 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bankside Phase 2 | 600 | Banbury 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North of Hanwell Fields | 544 | Banbury 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bolton Road | 200 | Banbury 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South of Salt Way - West | 150 | Banbury 16 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| South of Salt Way - East | 1345 | Banbury 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Drayton Lodge Farm | 250 | Banbury 18 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | | | | | | | | | | |
|---|----------------------------|------------------------------|---|------------|-----|------------|--|--|--|---|--|--|--|--|
| | | | <table border="1" data-bbox="680 323 1653 496"> <tr> <td data-bbox="680 323 1099 368">Higham Way</td> <td data-bbox="1099 323 1424 368">150</td> <td data-bbox="1424 323 1653 368">Banbury 19</td> </tr> <tr> <td data-bbox="680 368 1099 413"></td> <td data-bbox="1099 368 1424 413"></td> <td data-bbox="1424 368 1653 413"></td> </tr> <tr> <td colspan="3" data-bbox="680 413 1653 496"> ⁽¹⁾The total allocation for North West Bicester eco-development is 6,000 homes. It is expected that 3,293 homes could be delivered by 2031. </td> </tr> </table> | Higham Way | 150 | Banbury 19 | | | | ⁽¹⁾ The total allocation for North West Bicester eco-development is 6,000 homes. It is expected that 3,293 homes could be delivered by 2031. | | | | |
| Higham Way | 150 | Banbury 19 | | | | | | | | | | | | |
| | | | | | | | | | | | | | | |
| ⁽¹⁾ The total allocation for North West Bicester eco-development is 6,000 homes. It is expected that 3,293 homes could be delivered by 2031. | | | | | | | | | | | | | | |
| 7 | Executive Summary p. xi | The Villages and Rural Areas | <p>Reword the following paragraph;</p> <p>Former RAF Upper Heyford is proposed as a strategic site for a new settlement in the rural areas. Elsewhere in the rural areas (including Kidlington) a substantial amount of housing has been completed or approved in recent years. However, some further development is required to help meet housing needs identified in the 2014 Strategic Housing Market Assessment (SHMA) and to assist the vitality of Cherwell's many villages.</p> | | | | | | | | | | | |
| 8 | Executive Summary p. xi | The Villages and Rural Areas | Delete paragraph. | | | | | | | | | | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
|---------|----------------------------|------------------------------|--|--|--|
| 9 | Executive Summary p. xi | The Villages and Rural Areas | <p>Insert new paragraphs as the final two paragraphs on page xi as follows;</p> <p>Policy Villages 1 identifies the most sustainable villages (Category A) and their “satellite” villages where minor development within built-up limits will, in principle, be supported (typically site of less than 10 dwellings). Development within less sustainable villages (Category C) will be restricted to infilling and conversions. The Housing Trajectory in Section E provides of small site ‘windfall’ allowance for such proposals.</p> <p>Policy Villages 2 provides for a further 750 homes to be provided at the Category A villages. This will principally involve the identification of sites of 10 or more dwellings within or outside the built-up limits of those villages. This is in addition to sites already approved across the rural areas as shown in the Housing Trajectory. Sites will be identified in a Local Plan Part 2, through the preparation of Neighbourhood Plans and through the determination of applications for planning permission. The policy is supported by the latest Strategic Housing Land Availability Assessment (SHLAA).</p> | | |
| 10 | Executive Summary p. xi | Table 5 | Delete Table 5 and text. | | |
| 11 | 15 | Introduction 1.3 | <p>Update text as follows;</p> <p>The Plan sets out the vision and strategy for the development of Cherwell</p> | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
|---------|----------|---------------------------|---|--|--|
| | | | through to 2031. It sets out why, where and how Cherwell will grow over the next 17 years. | | |
| 12 | 17 | Introduction 1.22a | Update the text as follows; More recently it is the NPPF (published March 2012) and the NPPG (March 2014) that have guided completion of the Plan. The NPPF includes a presumption in favour of sustainable development, an emphasis on assessing needs locally, on working jointly with other authorities and on achieving economic growth. The Plan has been informed by the NPPF's twelve 'Core Planning Principles' including that planning be "... <i>genuinely plan-led, empowering local people to shape their surroundings, with succinct local and neighbourhood plans setting out a positive vision for the future of the area...</i> ". | | |
| 13 | 17 | Introduction 1.23 | Remove ref to the South East Plan and update the base date in first sentence; This Local Plan covers the period 1 April 2011 to 31 March 2031. | | |
| 14 | 17 | Introduction 1.23a | Add new paragraph following 1.23; <u>Any future review of the Plan will require the cooperation of all authorities in Oxfordshire to meet the County's total housing need arising from the need assessed in the 2014 SHMA. This will include catering for the housing needs of Oxford City. A strategic Green Belt boundaries review is one of a number of options to consider in meeting the County's overall housing needs. All local authorities in Oxfordshire are working jointly to take forward the conclusions of the new Oxfordshire SHMA and the outcome of this joint work may lead to a strategic Green Belt review.</u> | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
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| 15 | 21 | Introduction New para 1.49dd | <p>Add new paragraph following 1.49d;-</p> <p><u>As the gateway to the Midlands, Cherwell looks beyond the County of Oxfordshire and has forged deep positive links with its neighbouring Councils of Stratford-on-Avon, Aylesbury Vale and South Northamptonshire.</u></p> <p><u>The application of the Duty to Cooperate is leading to significant policy changes and agreements that are helping to locate the Cherwell Local Plan within its wider sub-regional context. This includes commitments to manage the growth impacts on the A41 with Aylesbury Vale District Council, cooperation on opportunities for securing coordinated investment in the High Performance Engineering Sector with Stratford-on-Avon Council and addressing congestion challenges on Junction 10 on the M40 with South Northamptonshire District Council. It also includes working with Oxfordshire County Council and Oxford City Council on the development of the Oxford Transport Strategy including improved connections to the A40 and A44 with West Oxfordshire Council and consideration of how best to address congestion and Air Quality on the A34 with South Oxfordshire and Vale of White Horse Councils.</u></p> | | |
| 16 | 26 | Strategy A.11 – Bullet point 2 | <p>Update second bullet as follows;</p> <ul style="list-style-type: none"> • Away from the two towns, the major single location for growth will be at the former RAF Upper Heyford base which will deliver <u>2,361 homes.</u> | | |
| 17 | 27 | Strategy A.11- Bullet point 5 | <p>Update fifth bullet point as follows;</p> <ul style="list-style-type: none"> • Development in the open countryside will be strictly controlled. In the south of the district, the Green Belt will be maintained, though a small | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
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| | | | scale local review of the Green Belt will be conducted to accommodate identified employment needs <u>at Kidlington</u> . | | |
| 18 | 36 | Economy: Introduction B.26 | Update text as follows; A further analysis of the economy of the District and the changes it is experiencing was conducted in 2012 and updated in 2014 in an addendum ‘Cherwell Economic Analysis addendum 2014’,. Table 33 of the Oxfordshire SHMA sets out projected growth in jobs of 1,155 per annum and 1,142 homes per annum under the ‘planned economic growth’ forecast. Table 34 shows a total of 23,091 jobs generated under this scenario. The SHMA Economic Forecasting report on page 40 considers the proportion of total jobs generated (including indirect jobs) that would require B use class employment land. It is estimated that only 12,700 jobs will be located on B Use class land in Cherwell (table 6.2). The Submission Local Plan (January 2014) identified land for approximately 15,000 jobs and the consultants show at paragraph 6.6 of the SHMA Economic Forecasting Report that the forecast growth in the Economic Forecasting Report could be accommodated on land identified for development in Cherwell’s Local Plan (January 2014). The addendum takes into account the new housing numbers for Cherwell set out in the Oxfordshire SHMA, on which this Plan is based, and the Committed Economic Growth Scenario they relate to. It also reflects any other significant changes that have occurred since publication of the 2012 report and informs a consistent broad alignment of policies on jobs and housing for the Local Plan including in relation to sub-areas. The 2014 Economic Analysis Study addendum identifies a need for just over 100 hectares of employment land to 2031. | | |
| 19 | 38 | Policy SLE 1 B.41 | Update text as follows; This Local Plan identifies strategic sites for employment use in Banbury and Bicester (see ‘Policy Bicester 4: Bicester Business Park’, ‘Policy Bicester 10: Bicester Gateway’, ‘Policy Bicester 11: North East Bicester Business Park’, | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
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| | | | <p>'Policy Bicester 12: South East Bicester' in Section C.2 'Bicester' and Policy Banbury 15 in Section C.3 Banbury. The Local Plan also identifies two large mainly 'committed' employment sites, which are covered by Policy Bicester 4 Bicester Business Park and 'Policy Banbury 6: Employment Land West of M40.) and which have recent planning permissions. The former RAF Upper Heyford site will also provide for employment uses. The sites identified in the Employment Trajectory in the Local Plan cover <u>200</u> hectares (gross) and result in approximately <u>20,500</u> jobs generated on B Use class land. There may be a slight change in jobs on sites due to site constraints such as flood risk and differing B use class mixes, which will be determined at the master planning stage. Further jobs will be generated generally through other means such retail and home working. Policies seek different types of employment units to ensure a range of employment uses are provided. Land is allocated taking account of economic evidence base, matching growth in housing and to cater for company demand, particularly for logistics. The Council's assessment of and strategies for housing, employment and other uses are integrated, and take full account of relevant market and economic signals.</p> | | |
| 20 | 39 | <p>Policy SLE 1</p> <p>B.46</p> | <p>Delete paragraph and replace with;</p> <p>This policy applies to B use class employment development. The provision or the loss of jobs in general terms will be a material consideration for determining proposals for any use classes. Policy SLE 2 will apply for proposals for main town centre uses. The policy applies to sites which have planning permission for employment uses. Where any allocated or committed employment sites in the District remain undeveloped <u>in the long term</u> and there is no reasonable prospect of the site being used for that purpose other uses will be considered.</p> | | |

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| 21 | 39 | Policy SLE 1 | <p>Delete Policy SLE1 and replace with;</p> <p>Employment development on new sites allocated in this Plan will be the type of employment development specified within each site policy in Section C 'Policies for Cherwell's Places'. Other types of employment development (B Use class) will be considered in conjunction with the use(s) set out if it makes the site viable.</p> <p>In cases where planning permission is required existing employment sites should be retained for employment use unless the following criteria are met:</p> <ul style="list-style-type: none"> • the applicant can demonstrate that an employment use should not be retained, including showing the site has been marketed and has been vacant in the long term. • the applicant can demonstrate that there are valid reasons why the use of the site for the existing or another employment use is not economically viable. • the applicant can demonstrate that the proposal would not have the effect of limiting the amount of land available for employment. <p>Regard will be had to whether the location and nature of the present employment activity has an unacceptable adverse impact upon adjacent residential uses</p> <p>Regard will be had to whether the applicant can demonstrate that there are other planning objectives that would outweigh the value of retaining the site in an employment use.</p> <p>Employment development will be focussed on existing employment sites. On existing operational or vacant employment sites at Banbury, Bicester, Kidlington and in the rural areas employment development, including intensification, will be</p> | | |

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| | | | <p>permitted subject to compliance with other policies in the Plan and other material considerations. New dwellings will not be permitted within employment sites except where this is in accordance with specific site proposals set out in this Local Plan.</p> <p>Employment development at Banbury, Bicester and Kidlington on sites will be supported if they meet the following criteria:</p> <ul style="list-style-type: none"> • Are within the built up limits of the settlement unless on an allocated site • They will be outside of the Green Belt, unless very special circumstances can be demonstrated • Make efficient use of previously-developed land wherever possible • Make efficient use of existing and underused sites and premises increasing the intensity of use on sites. • Have good access, or can be made to have good access, by public transport and other sustainable modes • Meet high design standards, using sustainable construction, are of an appropriate scale and respect the character of its surroundings • Do not have an adverse effect on surrounding land uses, residents and the historic and natural environment. <p>Unless exceptional circumstances are demonstrated, employment development in the rural areas should be located within or on the edge of those villages in <u>Category A</u> (see Policy Villages 1).</p> <p>New employment proposals within rural areas on non-allocated sites will be supported if they meet the following criteria:</p> <ul style="list-style-type: none"> • They will be outside of the Green Belt, unless very special circumstances can be demonstrated | | |

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| | | | <ul style="list-style-type: none"> • Sufficient justification is provided to demonstrate why the development should be located in the rural area on a non-allocated site • They will be designed to very high standards using sustainable construction, and be of an appropriate scale and respect the character of villages and the surroundings. • They will be small scale unless it can be demonstrated that there will be no significant adverse impacts on the character of a village or surrounding environment • The proposal and any associated employment activities can be carried out without undue detriment to residential amenity, the highway network, village character and its setting, the appearance and character of the landscape and the environment generally including on any designated buildings or features (or on any non-designated buildings or features of local importance). • The proposal will not give rise to excessive or inappropriate traffic and will wherever possible contribute to the general aim of reducing the need to travel by private car • There are no suitable available plots or premises within existing nearby employment sites in the rural areas <p>The Local Plan has an urban focus. With the potential for increased travel by private car by workers and other environmental impacts, justification for employment development on new sites in the rural areas will need to be provided. This should include an applicant demonstrating a need for and benefits of employment in the particular location proposed and explaining why the proposed development should not be located at the towns, close to the proposed labour supply.</p> <p>Monitoring and review will be undertaken regularly.</p> <p>Extensions to existing employment sites will be considered in the Local Plan</p> | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
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| | | | Part 2. | | |
| 22 | 41 | Policy SLE 2 B.55 | Delete the first bullet point; The urban centres within the district offer an important focus for shopping, commerce and the provision of leisure and other services to meet the needs of local people and visitors. The main centres in the district are the town centres of Banbury and Bicester and the village centre of Kidlington. There is also significant other shopping floorspace in the following locations: <ul style="list-style-type: none"> • • Banbury Cross Retail Park • Various other edge of centre & out-of-centre large stores including a number of major food stores • At various local centres within Banbury and Bicester. | | |
| 23 | 41 | Policy SLE 2 New para B.55a | Add new paragraph following B.55; In addition to the more traditional retail parks, food stores and local centres, Bicester Village Outlet centre shopping centre is recognised as providing a specialist role which complements the town centre. As the District's most visited tourist destination, Bicester Village serves both national and international catchments and makes a significant contribution to the local economy. The Council supports the expansion of Bicester Village, <u>to complement, and help to improve connectivity with, the existing town centre.</u> | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
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| 24 | 42 | Policy SLE 2 | <p>Update policy as follows;</p> <p>Retail and other 'Main Town Centre Uses' will be directed towards the town centres of Banbury and Bicester and the village centre of Kidlington in accordance with Policies Bicester 5, Banbury 7 and Kidlington 2. The Council will apply the sequential test as set out in the NPPF as follows:</p> <ul style="list-style-type: none"> - Proposals for retail and other Main Town Centre Uses not in these town centres should be in 'edge of centre' locations.- Only if suitable sites are not available in edge of centre locations should out of centre sites be considered. - When considering edge of centre and out of centre proposals, preference will be given to accessible sites that are well connected to the town centre. <p>An impact assessment will also be required in accordance with requirements in the NPPF.</p> <p>The Council will consider if the proposals satisfy the sequential test and if they are likely to have a significant adverse impact on one or more of the factors in the NPPF.</p> <p>All proposals should comply with Policy SLE 4</p> <p>The Council will require an impact assessment if the proposal is over 2000 sq. metres (gross) in Banbury, 1500sq metres (gross) in Bicester and 350 sq. metres (gross) elsewhere.</p> <p>Evidence in the Council's Retail Study will also be considered in determining applications if information is not provided by the applicant which is considered to supersede this evidence.</p> | | |

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| | | | <p>Proposals should comply with Policy ESD16.</p> <p>The Council will support the provision of new local centres containing a small number of shops of a limited size within the strategic housing allocations on strategic sites set out in this Local Plan.</p> | | |
| 25 | 44 | <p>Policy SLE 4</p> <p>New para B.68a, B.69 and B.72</p> | <p>Insert new paragraph after B.68;</p> <p>New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development. This will support delivery of the infrastructure and services needed to facilitate travel by sustainable modes, whilst also enabling improvements to be made to the local and strategic road and rail networks.</p> <p>Amend B69 as follows;</p> <p>Over the life of the plan there will be investment in the highway network as well as contributions from development to strengthen the road infrastructure of the plan area. This will include the South West Bicester Perimeter Road (Vendee drive, already completed) and new highway improvements, including a potential relief road on the south east and south of Bicester, works to the A34 south from Bicester and improvements to junctions 9 and 10 of the M40, of which Junction 9 is programmed for early delivery. There will also be improvements to the Windsor Street/Upper Cherwell Street Corridor in Banbury to Hennef Way junctions and to the Bridge Street/ Cherwell Street junction. The potential for a link road on the eastern side of the M40, to mitigate the impact of traffic on the approach to Junction 11 along Hennef Way will also be explored with the County</p> | | |

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| | | | <p>Council and Highways England.</p> <p>Add at end of para;</p> <p>Cherwell is working with Aylesbury Vale District Council to ensure the impacts of growth at Bicester and Aylesbury on the A41 are fully addressed and appropriate mitigation considered.</p> | | |
| 26 | 45 | Policy SLE 3 B.62 | <p>Amend 7th bullet point as follows:</p> <p>That Former RAF Bicester and Former RAF Upper Heyford represent potential new tourism developments.</p> | | |
| 27 | 46 | Policy SLE 4 | <p>Add text as below to the end of the Policy;</p> <p>New development in the District will be required to provide financial and/or in-kind contributions to mitigate the transport impacts of development.</p> <p>All development where reasonable to do so, should facilitate the use of sustainable modes of transport to make the fullest possible use of public transport, walking and cycling. Encouragement will be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. Development which is not suitable for the roads that serve the development and which have a severe traffic impact will not be supported.</p> | | |
| 28 | 49 | Policy BSC 1 B.89a | <p>Delete existing paragraph and insert new text;</p> <p>The Council is committed to meeting housing needs and accelerating delivery. Cherwell's housing needs are identified in the Oxfordshire Strategic Housing Market Assessment (SHMA) 2014. The SHMA identifies a need for 1,140 dwellings per annum equating to 22,800 dwellings from 2011 to 2031. The SHMA analysis includes an assessment of housing need based on demographic trends having regard to past shortfalls in housing delivery to 2011, consideration</p> | | |

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| | | | of 'committed economic growth', modelling of the level of housing provision that might be required to meet affordable need in full and wider evidence of market signals. The SHMA states (para' 9.58), " <i>For Cherwell District the evidence indicates a need for 1,142 dwellings per annum (2011-2031) to support the Strategic Economic Plan. This is based on supporting Committed Economic Growth...</i> " | | |
| 29 | 49 | Policy BSC 1 B.89b | <p>Delete existing paragraph and insert new text;</p> <p>Cherwell District Council will continue to work under the 'Duty to Co-operate' with all other Oxfordshire Local Authorities on an on-going basis to address the objectively assessed need for housing across the Oxfordshire housing market area and to meet joint commitments such as the Oxford and Oxfordshire City Deal (2014).</p> <p>As a first step Cherwell District Council has sought to accommodate the housing need for Cherwell District in full in the Cherwell Local Plan.</p> <p>Cherwell District Council recognises that Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary. The urban capacity of Oxford is as yet unconfirmed.</p> <p>Cherwell District Council will continue to work jointly and proactively with the Oxfordshire local authorities and through the Oxfordshire Growth Board to assess all reasonable spatial options, including the release of brownfield land, the potential for a new settlement and a full strategic review of the boundaries of the Oxford Green Belt. These issues are not for Cherwell to consider in isolation. These options will need to be undertaken in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) regulations, and the Habitats Regulations Assessment (HRA) to establish how and where</p> | | |

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| | | | <p>any unmet need might best be accommodated within the Oxfordshire Housing Market Area.</p> <p>Joint work will need to comprehensively consider how spatial options could be supported by necessary infrastructure to ensure an integrated approach to the delivery of housing, jobs and services. Full public consultation will be central to a 'sound' process and outcome.</p> <p>If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan document for that part of the unmet need to be accommodated in the Cherwell District. The Council will engage in joint working on supporting technical work such as countywide Sustainability Appraisal as required to support the identification of a sustainable approach to meeting agreed, unmet needs.</p> | | |
| 30 | 49 | Policy BSC 1 B.90 | <p>Delete existing paragraph and insert new text;</p> <p>The Council is committed to meeting the district's objectively assessed needs and, as described above, to working with partner authorities (including the Oxfordshire Growth Board) to determine how any other unmet needs arising from the SHMA can be sustainably accommodated within the Oxfordshire Housing Market Area. The housing strategy of this Local Plan seeks to deliver growth in accordance with the NPPF's Core Planning Principles including:</p> <ul style="list-style-type: none"> - providing a positive vision for the future of Cherwell: a strategic growth and investment approach to the towns; an enlarged settlement in the centre of the District, further development at the villages to sustain them - proactively driving and supporting sustainable economic | | |

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| | | | <p>development by meeting the SHMA's Committed Economic Growth scenario</p> <ul style="list-style-type: none"> - seeking to secure high quality design and a good standard of amenity by developing new neighbourhoods and achieving regeneration and redevelopment of key sites - taking account of the different roles and character of Cherwell's places by promoting the vitality of Bicester, Banbury and Kidlington and their ability to serve their hinterlands, protecting the Oxford Green Belt and concentrating development in sustainable rural locations to protect the intrinsic character and beauty of the countryside and to support thriving rural communities - encouraging the effective re-use of existing land and buildings and bring forward sites that contain land of lesser environmental value such as at Graven Hill (Bicester 2), Canalside (Banbury 1), Bolton Road (Banbury 8), Higham Way (Banbury 19) and at Former RAF Upper Heyford (Villages 5) - promoting strategic, mixed use developments conserving heritage assets in a manner appropriate to their significance such as those of national importance at Former RAF Upper Heyford, actively encouraging wildlife potential such as at South East Bicester (Bicester 12) and Gavray Drive (Bicester 13), and making the fullest possible use of public transport, walking and cycling and supporting community well-being such as at the North West Bicester Eco-Town (Bicester 1). | | |
| 31 | 50 | Policy BSC 1 B.91 | Delete paragraph. | | |

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| | | | | | |
| 32 | 50 | Policy BSC 1 B.92 | Update text as follows. In total, the Plan provides for five strategic development sites at Bicester in addition to the on-going construction of an urban extension at South West Bicester (Kingsmere) and a committed site at Talisman Road. It provides for 10 strategic development sites at Banbury, also in addition to an on-going urban extension at Bankside and committed sites at West of Warwick Road and Southam Road. The Plan makes allowances for non-strategic urban and rural sites in sustainable locations and by includes realistic and reliable windfall allowances for (previously developed) sites of less than 10 dwellings. Development at villages will be considered against Policy Villages 1: Village Categorisation, Policy Villages 2: Distributing Growth Across the Rural Areas and Policy Villages 3: Rural Exception Sites. | | |
| 33 | 50 | Policy BSC 1 B.94 | Update text as follows; Overall housing delivery from 2011 to 2031 will be as set out in the policy below. Further delivery will be seen at the North West Bicester site (Policy Bicester 1) beyond 2031 but the Plan does not preclude earlier or faster delivery. | | |

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| 34 | 50 | Policy BSC 1 | <p>Update policy text to read;</p> <p>Policy BSC 1: District Wide Housing Distribution</p> <p>Cherwell district will deliver a wide choice of high quality homes by providing for 22,840 additional dwellings between 1 April 2011 and 31 March 2031. 1,106 completions were recorded between 2011 and 2014 leaving 21,734 homes to be provided between 2014 and 2031. Housing will be delivered in accordance with the requirements set out below:</p> <table border="1" data-bbox="680 671 1686 970"> <thead> <tr> <th></th> <th>Bicester</th> <th>Banbury</th> <th>Rest of District</th> <th>Totals</th> </tr> </thead> <tbody> <tr> <td>Completions</td> <td>365</td> <td>213</td> <td>528</td> <td>1,106</td> </tr> <tr> <td>Permissions (10+)</td> <td>1,934</td> <td>2,346</td> <td>1,760</td> <td>6,040</td> </tr> <tr> <td>Allocations</td> <td>7,726</td> <td>4,344</td> <td>2,350</td> <td>14,420</td> </tr> <tr> <td>Windfalls (<10)</td> <td>104</td> <td>416</td> <td>754</td> <td>1,274</td> </tr> <tr> <td>Totals</td> <td>10,129</td> <td>7,319</td> <td>5,392</td> <td>22,840</td> </tr> </tbody> </table> | | Bicester | Banbury | Rest of District | Totals | Completions | 365 | 213 | 528 | 1,106 | Permissions (10+) | 1,934 | 2,346 | 1,760 | 6,040 | Allocations | 7,726 | 4,344 | 2,350 | 14,420 | Windfalls (<10) | 104 | 416 | 754 | 1,274 | Totals | 10,129 | 7,319 | 5,392 | 22,840 | | |
| | Bicester | Banbury | Rest of District | Totals | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Completions | 365 | 213 | 528 | 1,106 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Permissions (10+) | 1,934 | 2,346 | 1,760 | 6,040 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Allocations | 7,726 | 4,344 | 2,350 | 14,420 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Windfalls (<10) | 104 | 416 | 754 | 1,274 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | 10,129 | 7,319 | 5,392 | 22,840 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 35 | 51 | Policy BSC 2 B.98 | <p>Reword text as follows;</p> <p>The Plan seeks to secure the redevelopment of a number of major previously developed sites comprising Banbury Canalside (Policy Banbury 1) , Bolton Road and Spiceball in Banbury town centre (Banbury 8 & 9), Higham Way near the railway station in Banbury (Banbury 19), the MOD site at Graven Hill, Bicester (Policy Bicester 2), a Phase 2 to Bicester town centre redevelopment (Bicester 6) and the former RAF Upper Heyford airbase (Policy Villages 5). The plan also includes a windfall allowance for small previously developed sites.</p> <p>Therefore, although the Plan allocates large areas of greenfield land to meet the district's development needs, the Council will strive to ensure that these</p> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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| | | | important 'brownfield' schemes are delivered. | | |
| 36 | 51 | Policy BSC 2 B.99 | Update text as follows; It is also important to make efficient use of land. In general, new housing should be provided at a net density of at least 30 dwellings per hectare. However, the density of housing development will be expected to reflect the character and appearance of individual localities and development principles that are appropriate to the individual circumstances of sites. . | | |
| 37 | 51 | Policy BSC 2 B.100 | Update text as follows; In considering development on smaller sites, the effective use of previously developed land within urban areas, and within those villages identified by the Local Plan as being suitable places for additional residential development (Policy Villages 1), will particularly be encouraged provided that is not of high environmental value. | | |
| 38 | 51 | Policy BSC 2 | Update Policy to read; Housing development in Cherwell will be expected to make effective and efficient use of land. The Council will encourage the re-use of previously developed land in sustainable locations. New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there justifiable planning reasons for lower density development. | | |
| 39 | 51 | Policy BSC 3 B.102 | Amend policy by deleting third para and adding "and elsewhere" after "Kidlington" in para 2. Update text as follows; The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 has identified a net need of 407 affordable homes per year. This is calculated by | | |

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|----------------------|----------|----------------------------------|--|-------|-------|-------|-------|-------|---------------|----|-----|-----|-----|-------------------|--------|--------|--------|-------|----------------------|-----|-----|-----|-----|--|--|
| | | | <p>taking into account the backlog need, need from newly forming households, existing households falling into need and the supply of affordable housing. The SHMA points out that its needs model is based on evidence at a point in time and does not, for example, take account of the role which the Private Rented Sector plays in meeting the needs of households which require affordable housing. The Council's previous 'Strategic Housing Market Assessment Review and Update 2012' concluded that the net housing need based on the ability to afford private rents is 186 homes per year or 831 homes per year based on the ability to buy an entry level property. By applying a social/affordable rent split based on affordability, the overall need was identified as being in the region of 300 homes per year. Assessing need is complex and the level of need will fluctuate. However, the need to provide affordable housing at viable levels is clear.</p> | | | | | | | | | | | | | | | | | | | | | | |
| 40 | 54 | <p>Policy BSC 4</p> <p>B.119</p> | <p>Delete existing paragraph and replace as follows;</p> <p>The Oxfordshire SHMA (2014) provides conclusions on a strategic mix of housing for Oxfordshire over the next 20 years. The SHMA analyses the types and sizes of accommodation occupied by different ages of residents, projected changes in the population and estimates of future need and demand for different sizes of homes. The SHMA's conclusions are shown below:</p> <table border="1" data-bbox="678 1066 1617 1241"> <thead> <tr> <th></th> <th>1-bed</th> <th>2-bed</th> <th>3-bed</th> <th>4-bed</th> </tr> </thead> <tbody> <tr> <td>Market</td> <td>5%</td> <td>25%</td> <td>45%</td> <td>25%</td> </tr> <tr> <td>Affordable</td> <td>25-30%</td> <td>30-35%</td> <td>30-35%</td> <td>5-10%</td> </tr> <tr> <td>All Dwellings</td> <td>15%</td> <td>30%</td> <td>40%</td> <td>15%</td> </tr> </tbody> </table> | | 1-bed | 2-bed | 3-bed | 4-bed | Market | 5% | 25% | 45% | 25% | Affordable | 25-30% | 30-35% | 30-35% | 5-10% | All Dwellings | 15% | 30% | 40% | 15% | | |
| | 1-bed | 2-bed | 3-bed | 4-bed | | | | | | | | | | | | | | | | | | | | | |
| Market | 5% | 25% | 45% | 25% | | | | | | | | | | | | | | | | | | | | | |
| Affordable | 25-30% | 30-35% | 30-35% | 5-10% | | | | | | | | | | | | | | | | | | | | | |
| All Dwellings | 15% | 30% | 40% | 15% | | | | | | | | | | | | | | | | | | | | | |
| 41 | 54 | Policy BSC 4 | Delete existing paragraph and replace as follows; | | | | | | | | | | | | | | | | | | | | | | |

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| | | B.120 | The SHMA does advise, however, that at an individual local authority level, there is a greater need for 3-bed properties in Cherwell and that the overall mix identified is focused more towards smaller properties than the existing mix of homes in Oxfordshire. | | |
| 42 | 54 | Policy BSC 4 B.121 | Delete existing paragraph and replace as follows; The SHMA also advises that in applying policies for housing mix to individual development sites, regard should be had to <i>'...the nature of the development site and character of the area, and to the up-to-date evidence of need as well as the existing mix and turnover of properties at the local level'</i> . | | |
| 43 | 54 | Policy BSC 4 B.122 | Delete paragraph | | |
| 44 | 54 | Policy BSC 4 B.124 B.140 | Update text as follows; The NPPF recognise that a key driver of change in the housing market over the next 20 years will be the growth in the population of elderly people. Evidence produced for the Council's former Housing Strategy for Older People (2010-2015) identified a requirement for an additional 788 units from 2010 to 2026 to meet extra care and 'enhanced sheltered' needs. Extra care remains an important housing option in the new district Housing Strategy 2012-2017. The SHMA also highlights that an ageing population and higher levels of disability and health problems amongst older people will mean an increasing demand for specialist housing. Delete paragraph | | |

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| 45 | 55 | Policy BSC 4 | <p>Update policy as follows;</p> <p>Housing sites of at least 400 dwellings will be expected to provide a minimum of 45 self-contained extra care dwellings as part of the overall mix. Should it be agreed with the Council that extra care housing would not be desirable in a particular location, an equivalent amount of alternative specialist housing (use class C3) for older people will be required.</p> <p>Elsewhere, opportunities for the provision of extra care, specialist housing for older and/or disabled people and those with mental health and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities. All proposals will be expected to provide affordable housing in accordance with Policy BSC 3: Affordable Housing.</p> | | |
| 46 | 57 | Policy BSC 6 | <p>Reword para 1 of policy as follows;</p> <p>Cherwell district will provide 19 (net) additional pitches to meet the needs of Gypsies and Travellers from 2012 to 2031. It will also provide 24 (net) additional plots for Travelling Showpeople from 2012 to 2031.</p> <p>Replace “Local Neighbourhoods” with “Local Plan Part 2” in para 2 and amend policy as follows;</p> <ol style="list-style-type: none"> 1. within 3km road distance of the built-up limits of Banbury, Bicester or a Category A village 2. within 3km road distance of a Category B village and within reasonable walking distance of a regular bus service to Banbury or Bicester or to a Category A village. | | |

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| | | | <p>Add criteria as follows;</p> <p>j) the existing level of local provision</p> <p>k) the availability of alternatives to applicants</p> <p>Delete para B.140</p> | | |
| 47 | 57/58 | Policy BSC 7 B.142 | <p>Update text as follows;</p> <p>This will include for the strategic site allocations in the Local Plan. New schools will be provided where required, for example at North West Bicester (Policy Bicester 1) and South East Bicester (Policy Bicester 12). We will ensure sufficient primary and secondary school provision across the District to accommodate Cherwell's population growth. This may include seeking the provision of new schools, contributions towards these facilities or contributions towards expanding existing facilities. The County Council has identified the potential need for a new secondary school at Banbury with the location yet to be determined. A draft Planning Obligations Supplementary Planning Document (SPD) has been prepared. Upon completion it will provide further details on how developer contributions for education facilities will be sought.</p> | | |
| 48 | 60 | Policy BSC 9 Para B.157 | <p>Update text as follows;</p> <p>Telecommunications infrastructure will be provided as part of the strategic allocations, for example it is a requirement of the Eco-towns PPS that homes should be provided with connection to Superfast Broadband. As a result of the investment by the Department for Culture, Media and Sports (DCMS), Oxfordshire County Council and Cherwell District Council full District wide coverage will have been secured by 2017 to support increased business and</p> | | |

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| | | | residential use, supporting increased home working, new business formation and new service provision. | | |
| 49 | 60 | Policy BSC 9 | <p>Include a new sentence at the end of the Policy;</p> <p>All new developments will be expected to include provision for connection to Superfast Broadband.</p> | | |
| 50 | 65-66 | Policy BSC 12 B.170 | <p>Insert additional text after the third sentence to reflect initial findings of needs assessment work;</p> <p>Initial indications are that there will be a deficiency in sports hall provision by 2031 with unmet demand being particularly noticeable around Bicester. There will be some unmet demand in swimming pool provision by 2031, with a capacity issue at existing facilities and deterioration in attractiveness at the older facilities through aging. Unmet demand could be addressed by the provision of new facilities or increasing the capacity and quality of existing facilities.</p> | | |
| 51 | 68 | Introduction B.175 | <p>Delete references to Policy ESD 15 with text to read as follows;</p> <p>The Local Plan will help to ensure that growth and development does not take place at the expense of the very features which make Cherwell unique. For example, coalescence between the areas for strategic development and neighbouring villages.</p> | | |
| 52 | 70 | Policy ESD 2 | <p>Amend Section title for Policy ESD 2: Energy Hierarchy;</p> <ul style="list-style-type: none"> • Energy Hierarchy <u>and Allowable Solutions</u> | | |
| 53 | 70 | Policy ESD 2 B.185 | <p>Add reference to residential and amended the paragraph to include all non-residential development:-</p> <p>An Energy Statement will be required for proposals for major <u>residential</u> developments (over 10 dwellings),) <u>and all non-residential development</u></p> | | |

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| 54 | 70 | Policy ESD 2 B.185a | Replace the last sentence with; The Council will support the implementation of the national approach to allowable solutions once defined and any additional implementation guidance required at a local level will be set out in the Local Plan Part 2 and the Sustainable Buildings in Cherwell SPD'. | | |
| 55 | 70 | Policy ESD 2 | Amend title from “Energy Hierarchy” to “Energy Hierarchy and Allowable Solutions”:- Delete policy and replace with a new policy; <u>Energy Hierarchy and Allowable Solutions</u> <u>In seeking to achieve carbon emissions reductions, we will promote an 'energy hierarchy' as follows:</u> <ul style="list-style-type: none"> • <u>Reducing energy use, in particular by the use of sustainable design and construction measures;</u> • <u>Supplying energy efficiently and giving priority to decentralised energy supply;</u> • <u>Making use of renewable energy;</u> • <u>Making use of allowable solutions</u> | | |
| 56 | 71 | Policy ESD 3 B.189 | Delete text following the first sentence; The delivery of sustainable development is a fundamental theme of the Local Plan and the Council places a high priority on the achievement of sustainable construction. | | |
| 57 | 71-72 | Policy ESD 3 | Delete policy and replace with a new policy; | | |

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| | | | <p>ESD 3 Sustainable Construction</p> <p>All new residential development will be expected to incorporate sustainable design and construction technology to achieve zero carbon development through a combination of fabric energy efficiency, carbon compliance and allowable solutions in line with Government policy.</p> <p>Cherwell District is in an area of water stress and as such the Council will seek a higher level of water efficiency than required in the Building Regulations, with developments achieving a limit of 110 litres/person/day.</p> <p>All new non-residential development will be expected to meet at least BREEAM 'Very Good' with immediate effect, subject to review over the plan period to ensure the target remains relevant. The demonstration of the achievement of this standard should be set out in the Energy Statement.</p> <p>The strategic site allocations identified in this Local Plan are expected to <u>provide</u> contributions to carbon emissions reductions and to wider sustainability.</p> <p>All development proposals will be encouraged to reflect high quality design and high environmental standards, demonstrating sustainable construction methods including but not limited to:</p> <ul style="list-style-type: none"> • Minimising both energy demands and energy loss • Maximising passive solar lighting and natural ventilation • Maximising resource efficiency • Incorporating the use of recycled and energy efficient materials • Incorporating the use of locally sourced building materials • Reducing waste and pollution and making adequate provision for the recycling of waste • Making use of sustainable drainage methods • Reducing the impact on the external environment and maximising | | |

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| | | | <p>opportunities for cooling and shading (by the provision of open space and water, planting, and green roofs, for example); and</p> <ul style="list-style-type: none"> • Making use of the embodied energy within buildings wherever possible and re-using materials where proposals involve demolition or redevelopment. <p>Should the promoters of development consider that individual proposals would be unviable with the above requirements, 'open-book' financial analysis of proposed developments will be expected so that an <u>independent</u> economic viability assessment can be undertaken. Where it is agreed that an economic viability assessment is required, the cost shall be met by the promoter.</p> | | |
| 58 | 73 | Policy ESD 4 | <p>Amend policy in the first bullet;</p> <p>A feasibility assessment for DH/CHP, including consideration of biomass fuelled CHP, will be required for:</p> <ul style="list-style-type: none"> • All residential developments for 100 dwellings or more • All residential developments in off-gas areas for 50 dwellings or more • All applications for non-domestic developments above 1000m2 floorspace | | |
| 59 | 74 | Policy ESD 5 | <p>Amend policy in the 8th bullet;</p> <p>A feasibility assessment of the potential for significant on site renewable energy provision (above any provision required to meet national building standards) will be required for:</p> <ul style="list-style-type: none"> • All residential developments for 100 dwellings or more • All residential developments in off-gas areas for 50 dwellings or more • All applications for non-domestic developments above 1000m2 floorspace | | |
| 60 | 80 | Policy ESD 9 New Para | <p>Insert new paragraph B.224a:</p> <p>B.224a Paragraph B.89b indicates that if Oxford is unable to accommodate the</p> | | |

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| | | B.224a | whole of its new housing requirement for the 2011-2031 period within its administrative boundary, the Council will continue to work jointly with the other Oxfordshire local authorities to assess all reasonable spatial options of how any unmet need could be met. The consideration of all reasonable options would include undertaking a Habitats Regulations Assessment to assess the alone and in combination effects on sites of European importance. | | |
| 61 | 88 | Policy ESD 14 B.256 | <p>Update the first four sentences of the paragraph to reflect the findings of the SHLAA and emerging work on the Kidlington Framework Masterplan;</p> <p>Government policy indicates that Green Belt boundaries should only be altered in exceptional circumstances. The Local Plan's housing requirements and development strategy can be achieved without the need for a strategic review of the Green Belt in the district. In terms of local housing need, small scale affordable housing schemes to meet specifically identified local housing need may be met through the release of rural exception sites as part of the development control process, in accordance with Policy Villages 3. Kidlington's local housing needs are being examined in more detail through the preparation of a Kidlington Framework Masterplan which will provide evidence for Local Plan Part 2 and, potentially, a Neighbourhood Plan. A recent Employment Land Review (2012) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites outside of the Green Belt. A specific need has also been identified for the Science Park at Begbroke. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs (see Policy Kidlington 1: Accommodating High Value Employment Needs.</p> | | |
| 62 | 89 | Policy ESD 14 | <p>Delete the penultimate sentence of policy ESD 14 and reword as follows;</p> <p>A small scale local review of the Green Belt boundary in the vicinity of Langford Lane, Kidlington and Begbroke Science Park will be undertaken as part of the</p> | | |

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| | | | Local Plan Part 2, in order to accommodate employment needs (See Policy Kidlington 1). Further small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated. | | |
| 63 | 90 | Policy ESD 15 | Delete policy ESD 15 and all the supporting text. | | |
| 64 | 90 | Policy ESD 15 | Not necessary in light of MM 63 | | |
| 65 | 90 | Policy ESD 15 | Not necessary in light of MM 63 | | |
| 66 | 105 | Bicester C.26 | Update text as follows:- Over 10,000 new homes will have been constructed up to 2031, | | |
| 67 | 106 | Bicester 1 – North West Bicester Eco- Town C.33 | Update text as follows; <ul style="list-style-type: none"> An eco-town development of 6,000 homes will be developed on land identified at North West Bicester in accordance with the standards set out in the former Eco-towns PPS. | | |
| 68 | 107 | Bicester 1 – North West Bicester Eco- Town C.35 | Amend 5 th bullet as follows; <ul style="list-style-type: none"> Employment - At least 3,000 jobs within the plan period (approximately 1000 jobs on B use class land on the site) within the plan period. An economic strategy will be required and there should be local sourcing of labour, including providing apprenticeships during construction. | | |

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| 69 | 108 | Employment C.41 | Amend paragraph to reflect revised housing trajectory:- For NW Bicester, this will mean providing access to work and 6,000 jobs by the end of the delivery of the NW Bicester eco-town development. The Local Plan estimates that over 3,000 homes will be provided by 2031 and therefore sets a target of approximately 3,000 job opportunities associated with the project to be provided within this period. | | |
| 70 | 108 | Employment C.42 | Amend text as follows; The precise nature and location of these jobs will be set by a masterplan has been prepared for the NW Bicester allocation. The draft masterplan shows that about 10 hectares of employment land is required at North West Bicester. This would provide for business space for offices, workshops, factories and warehousing (B1, B2 and B8 uses), but not for retail and leisure jobs which would be located in local centres. It is estimated that approximately <u>1,000</u> B use class jobs would be located at the North West Bicester site. The remainder would be provided through other uses including home working. Some jobs are likely to be located away from the site, for example in the town centre or on other employment sites. | | |
| 71 | 108-109 | Bicester 1 North West Bicester Eco-Town | Amend policy as follows; Policy Bicester 1 NW Bicester Eco-Town Development Area: 390 hectares Development Description: A new zero carbon (as defined in the Eco-towns Supplement to PPS1) mixed use development including 6,000 homes will be developed on land identified at North West Bicester. | | |

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| | | | <p>Planning permission will only be granted for development at NW Bicester in accordance with a comprehensive masterplan for the whole area to be approved by the Council as part of a North West Bicester Supplementary Planning Document. The Council will expect the Masterplan and applications for planning permission to meet the following requirements:</p> <p>Employment</p> <ul style="list-style-type: none"> • Land Area – a minimum of 10 ha, comprising business premises focused at Howes Lane and Middleton Stoney Road, employment space in the local centre hubs and as part of mixed used development. • Jobs created –At least 3,000 jobs (approx. 1000 jobs on B use class land on the site) within the plan period. • Use classes – B1, with limited B2 and B8 uses. • It is anticipated that the business park at the South East corner of the allocation will generate between 700 and 1000 jobs in use classes B1, B2 and B8 early in the Plan period. • A Carbon Management Plan shall be produced to support all applications for employment developments. <ul style="list-style-type: none"> • An economic strategy to be produced to support the planning applications for eco-town proposals demonstrating how access to work will be achieved and to deliver a minimum of one employment opportunity per new dwelling that is easily reached by walking, cycling and/or public transport. • Mixed use local centre hubs to include employment (B1(a), A1, A2, A3, A4, A5, C1, D1 and D2) | | |

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| | | | <ul style="list-style-type: none"> • New non-residential buildings will be BREEAM Very Good with the capability of achieving BREEAM Excellent. <p>Housing</p> <ul style="list-style-type: none"> • Number of homes – Up to 6,000 (3,293 to be delivered within the plan period) • Affordable Housing – 30% • Layout to achieve Building for Life 12 and Lifetime Homes standards • Homes to be constructed to be capable of achieving a minimum of Level 5 of the Code for Sustainable Homes on completion of each phase of development, including being equipped to meet the water consumption requirement of Code Level 5 • The provision of extra care housing • Have real time energy monitoring systems, real time public transport information and Superfast Broadband access, including next generation broadband where possible. Consideration should also be given to digital access to support assisted living and smart energy management systems. <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – Sufficient secondary, primary and nursery school provision on site to meet projected needs. It is expected that four 2 Forms of Entry primary schools and one secondary school will be required. There should be a maximum walking distance of 800 metres from homes to the nearest primary school. • Health – to provide for a 7 GP surgery to the south of the site and a dental surgery. • Burial Ground – to provide a site of a minimum of 4 ha for a burial ground | | |

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| | | | <p>which does not pose risks to water quality (this may contribute to the Green Infrastructure requirements)</p> <ul style="list-style-type: none"> • Green infrastructure – 40% of the total gross site area will comprise green space of which at least half will be publicly accessible and consist of a network of well managed, high quality green/open spaces which are linked to the open countryside. This should include sports pitches, parks and recreation areas, play spaces, allotments, the required burial ground (possibly a woodland cemetery) and SUDS. • Planning applications shall include a range of types of green space and meet the requirements of Policy BSC11. • Access and Movement – proposals to include appropriate crossings of the railway line to provide access and integration across the NW Bicester site. Changes and improvements to Howes Lane and Lords Lane to facilitate integration of new development with the town. • Community facilities – to include facilities for leisure, health, social care, education, retail, arts, culture, library services, indoor and outdoor sport, play and voluntary services. The local centre hubs shall provide for a mix of uses that will include retail, employment, community and residential provision. Education, health care, community and indoor sports facilities will be encouraged to locate in local centres and opportunities for co-location will be welcomed. Provision will be proportionate to the size of the community they serve. Each neighbourhood of approximately 1000 houses to include provision for community meeting space suitable for a range of community activities including provision for older people and young people. A site of 0.5 ha for a place of worship to be reserved for future use . • The submission of proposals to support the setting up and operation of a financially viable Local Management Organisation by the new community to allow locally based long term ownership and management of facilities in perpetuity. • Utilities – Utilities and infrastructure which allow for zero carbon and | | |

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| | | | <p>water neutrality on the site and the consideration of sourcing-waste heat from the Ardley Energy recovery facility. The approach shall be set out in an Energy Strategy and a Water Cycle Study. The Water Cycle Study shall cover water efficiency and demand management, water quality and how it will be protected and improved, WFD compliance, surface water management to avoid increasing flood risk and water services infrastructure improvement requirements and their delivery, having regard to the Environment Agency’s guidance on Water Cycle Studies. Zero Carbon (see PPS definition) water neutral development is sought. Development proposals will demonstrate how these requirements will be met.</p> <ul style="list-style-type: none"> • Waste Infrastructure – The provision of facilities to reduce waste to include at least 1 bring site per 1000 dwsellings positioned in accessible locations. Provision for sustainable management of waste both during construction and in occupation shall be provided. A waste strategy with targets above national standards and which facilitates waste reduction shall accompany planning applications. <p>Monitoring</p> <ul style="list-style-type: none"> • Embodied impacts of construction to be monitored, managed and minimised (ET21) • Sustainability metrics, including those on zero carbon, transport, water and waste to be agreed and monitored for learning, good governance and dissemination (ET22). <p>Key site specific design and place shaping principles</p> <ul style="list-style-type: none"> • Proposals should comply with Policy ESD16. • High quality exemplary development and design standards including zero carbon development, Code Level 5 for dwellings at a minimum and | | |

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| | | | <p>the use of low embodied carbon in construction materials, as well as promoting the use of locally sourced materials.</p> <ul style="list-style-type: none"> • All new buildings designed to incorporate best practice on tackling overheating, taking account of the latest UKCIP climate predictions. • Proposals should enable residents to easily reduce their carbon footprint to a low level and live low carbon lifestyles. • Layout of development that enables a high degree of integration and connectivity between new and existing communities. • A layout that maximises the potential for walkable neighbourhoods. • New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel • A layout which makes provision for and prioritises non-car modes and encourages a modal shift from car use to other forms of travel. • Infrastructure to support sustainable modes of transport will be required including enhancement of footpath and cyclepath connectivity with the town centre, employment and rail stations. Measures to ensure the integration of the development with the remainder of the town including measures to address movement across Howes Lane and Lords Lane • A well designed approach to the urban edge, which relates development at the periphery to its rural setting and affords good access to the countryside, minimising the impact of development when viewed from the surrounding countryside • Development that respects the landscape setting and that demonstrates enhancement, restoration or creation of wildlife corridors to achieve a net gain in biodiversity • Consideration should be given to maintaining visual separation with outlying settlements. Connections with the wider landscape should be reinforced and opportunities for recreational use of the open countryside identified. Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessments | | |

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| | | | <ul style="list-style-type: none"> • Careful consideration of open space and structural planting around the site to achieve an overall improvement in the landscape and visual impact of the site • No development in areas of flood risk and development set back from watercourses which would provide opportunity for green buffers. Proposals should include a Flood Risk Assessment. • Maximisation of the sustainable transport connectivity in and around the site • Consideration and mitigation of any noise impacts of the railway line. • Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping at the railway stations and at new bus stops on the site • Contributions to improvements to the surrounding road networks, including mitigation measures for the local and strategic highway network, consistent with the requirement of the Eco-town PPS to reduce reliance on the private car, and to achieve a high level of accessibility to public transport services, improvements to facilities for pedestrians and cyclists and the provision and implementation of a Travel Plan to maximise connectivity with existing development • Provision of a Transport Assessment • Measures to prevent vehicular traffic adversely affecting surrounding communities. • Significant green infrastructure provision, including new footpaths and cycleways, enhancing green modal accessibility beyond the site to the town centre and Bicester Town Railway Station, and adjoining developments. Public open space to form a well connected network of green areas suitable for formal and informal recreation • Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve and linkages | | |

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| | | | <p>with existing BAP habitats</p> <ul style="list-style-type: none"> • Sensitive management of open space provision to secure recreation and health benefits alongside biodiversity gains- • A Landscape and Habitats Management Plan to be provided to manage habitats on site and to ensure this is integral to wider landscape management. • Careful design of employment units on site to limit adverse visual impact and ensure compatibility with surrounding development • The provision of public art to enhance the quality of the place, legibility and identity • The retention and respect for important existing buildings and heritage assets with a layout to incorporate these and consideration of Grade II listed buildings outside the site • Take account of the Council's Strategic Flood Risk Assessment for the site • Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary. • A soil management plan may be required to be submitted with planning applications. • Undertake a staged programme of archaeological investigation. | | |
| 72 | 112 | Bicester 2 – Graven Hill C.50 | <p>Update text as follows;</p> <p>The MoD's financial viability exercises have concluded that a mixed use scheme of some 2,100 homes with major employment would enable the required</p> | | |

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| | | | modernisation to proceed and secure between 420 and 620 additional military jobs. The land released at Graven Hill could provide a further 2,000 civilian jobs. Development of the site will identify Bicester as a prime location for investment through the creation of significant jobs-led economic growth to address the town's historic housing/jobs in-balance. | | |
| 73 | 112 | Bicester 2 – Graven Hill C.50 | Add the following text to the end of paragraph; <ul style="list-style-type: none"> • The development area covered by Policy Bicester 2 will include land at Langford park farm. Development should be concentrated towards the eastern part of this area to take account of the potential impact of development on Langford Park Farm (which is a listed building) and the sewage works. | | |
| 74 | 113 | Bicester 2 - Graven Hill | Amend policy as follows; <p>Development Area: 241 hectares</p> <p>Development Description: This predominantly brownfield site to the south of Bicester is proposed for a mixed use development of 2,100 dwellings, significant employment land providing for high quality job opportunities, associated services, facilities and other infrastructure including the potential for the incorporation of a rail freight interchange.</p> <p>Employment</p> <ul style="list-style-type: none"> • Land Area for employment – 26ha • Jobs created – approximately 2000 jobs • Use classes – Mixed B1, B2 and B8 uses <p>Housing</p> | | |

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| | | | <ul style="list-style-type: none"> • Number of homes – Approximately 2,100 • Dwelling mix – to be informed by Policy BSC4: Housing Mix • Affordable/social – 30% • The provision of extra care housing and the opportunity for self build affordable housing <p>Key Specific Design and Place Shaping Principles</p> <ul style="list-style-type: none"> • Provision of a road alignment within the site to secure strategic highway improvements for Bicester • Contribution to improvements to the surrounding local and strategic road networks, good accessibility to and improvement of public transport services, including financial or in-kind contributions to bus services and bus stop infrastructure, engineered pedestrian and cyclist connectivity to the A41 underpass to facilitate potential routes to the town centre, improved facilities for pedestrians and cyclists to cross the A41, and the provision of a Travel Plan to maximise connectivity with existing development • Take account of the Council’s Strategic Flood Risk Assessment for the site • Provision of a buffer between new development and the sewage works, including a nature reserve • Development should take account of the flood compensation works within the site • Protection of the character, appearance and setting of Langford Park Farm • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • Biodiversity protection and enhancement measures should be implemented in any future development. Protected species surveys for | | |

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| | | | <p>bats and great crested newts will be required, and sufficient mitigation measures agreed prior to planning permission being granted</p> <ul style="list-style-type: none"> An archaeological field evaluation to assess the impact of the development on archaeological features | | |
| 75 | 115 | <p>Bicester 3 – SW Bicester Phase 2</p> <p>C.56</p> | <p>Amend text as follows;</p> <p>It will provide 1,742 new homes, new primary and secondary schools, public open space, health and sports facilities, employment land, a hotel, and other local facilities.</p> | | |
| 76 | 115 | <p>Bicester 3 - SW Bicester Phase 2</p> | <p>Amend policy as follows;</p> <p>Development Area: 29. hectares</p> <p>Development Description: 726 homes with associated services, facilities and other infrastructure.</p> <p>Housing</p> <ul style="list-style-type: none"> Number of homes– Approximately 726 Dwelling mix – to be informed by Policy BSC4:Housing mix Affordable/social – 30% The provision of extra care housing and the opportunity for community self-build affordable housing. <p>Infrastructure Needs.</p> <ul style="list-style-type: none"> Access and Movement – link to Phase 1 bus service to Bicester Village Rail Station and Park and Ride at Phase 1 Community facilities – convenience store, a community facility/enhanced | | |

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| | | | <p>community facilities as part of Phase 1</p> <p>Key site specific design and place shaping principles</p> <ul style="list-style-type: none"> • Good accessibility to public transport services should be provided by ensuring that the bus routes and bus stops to be provided within the site are accessible by pedestrians and cyclists via effective footpaths and cycle routes • Land to be provided for and assist in facilitating a community woodland between Chesterton village and the Development Area • Take account of the Council's SFRA for the site • Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessments. | | |
| 77 | 117 | Bicester 4 - Bicester Business Park | <p>Amend parts of the site policy as follows;</p> <p>Development Area: 29.5 hectares</p> <p>Development Description: This site to the south west of Bicester, bounded by the A41 to the north and west, is proposed for employment generating development in the form of a high quality B1 office scheme.</p> <p>Employment</p> <ul style="list-style-type: none"> • Jobs created – up to approx. 6,000 jobs. Site constraints and implementation of alternative use planning permissions may reduce numbers slightly. • Use classes – B1 a (Office) <p>Key site specific design and place shaping principles</p> | | |

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| | | | <ul style="list-style-type: none"> • Provision for safe pedestrian access from the A41 including facilitating the crossing of the A41 to the north and west, and the provision and upgrading of footpaths and cycleways that link to existing networks to improve connectivity generally and to develop links between this site, nearby development sites and the town centre. • Take account of the Council's SFRA for the site • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments | | |
| 78 | 119 | <p>Bicester 5 – Strengthening Bicester Town Centre</p> <p>C.68</p> <p>C.69</p> | <p>Reword text as follows;</p> <p>Bicester Village will have a role in the improvement of central Bicester by continuing to bring tourists to the town and also potentially through involvement in further re-development proposals. Bicester Village is therefore included within the 'Area of Search'. Any further development at Bicester Village would be required to complement and help improve connectivity with the existing town centre and not undermine its vitality and viability. Conditions will be attached to planning permissions if necessary.</p> <p>Amend policy as follows:-</p> <p>Shopping, leisure and other main town centre uses will be supported within Bicester town centre. Residential development will be supported in appropriate locations in Bicester town centre except where it will lead to a loss of sites for retail or other 'Main Town Centre Uses'.</p> <p>The change of use of sites for main town centre uses in the town centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the town centre. Mixed use schemes will be encouraged.</p> | | |

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| | | | <p>The Council will review the town centre boundary though the Local Plan Part 2. . Prior to this, retail and other main town centre uses will only be supported within the Area of Search if they form part of new schemes which help deliver the aims for central Bicester set out above. In order to maintain the retail viability of the existing town centre, A1 uses should only be small units and form a small part of wider development proposals.</p> <p>Delete para C.69 and last sentence of para C.83</p> | | |
| 79 | 121 | Bicester 6 – Bure Place Town Centre Phase 2 | <p>Amend policy text as follows;</p> <p>The Council will work with the County Council and other partners to deliver new civic buildings as a second stage to the Bicester town centre development involving new public space and a library. Proposals will be considered against Policy ESD16 and other relevant policies in the Plan.</p> | | |
| 80 | 122 | Bicester 7 – Open Space, Sport + Recreation C.80 | <p>Add the following text to the end of the paragraph;</p> <p>Indoor sports provision needs are being updated. Initial indications are that there is the potential for provision of an additional sports hall to meet demand to 2031, with some unmet demand for swimming pool provision.</p> <p>Delete last sentence of para C.83.</p> | | |
| 81 | | Bicester 8 – Former RAF Bicester | <p>Delete “associated with the development of a museum to RAF Bomber Command” from para 2.</p> <p>Delete “where compatible with other uses” from para 4</p> | | |
| 82 | 125 | Bicester 10 - Bicester Gateway | <p>Amend parts of the policy as follows:-</p> <p>Development Area: 18 hectares</p> | | |

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| | | | <p>Employment</p> <ul style="list-style-type: none"> • Jobs created – approximately 3,500. Site constraints may reduce numbers slightly • Use classes – B1 Business uses high tech knowledge industries <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Access and Movement – M40, Phase 2 improvements to Junction 9. Contributions to improvements to the surrounding local and strategic road networks, including safeguarding land for future highway improvements to peripheral routes on this side of the town. | | |
| 83 | 126 | Bicester 10 - Bicester Gateway | <p>Amend Key site specific design and place shaping principles as follows;</p> <ul style="list-style-type: none"> • Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)) specifically infiltration SuDS techniques in the far south western corner of the site, combined infiltration and attenuation techniques in the north western and south eastern areas, and attenuation techniques in the central and north eastern area of the site, taking account of the Council's Strategic Flood Risk Assessment. A Flood Risk Assessment should investigate opening the culverted watercourse that crosses through the east of the site to reduce flood risk and improve its ecological value. • Provision for safe pedestrian and cyclist access from the A41 including facilitating the provision and upgrading of footpaths and cycleways that link with existing networks to improve connectivity generally, to maximise walking and cycling links between this site and nearby development sites and the town centre. | | |
| 84 | 126 | Bicester 10 - Bicester | Add the following to the Key site specific and place shaping principles; | | |

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| | | Gateway | <ul style="list-style-type: none"> • Take account of the Council's SFRA for the site • No built development will be located in Flood Zone 3b and the principle set out in Policy ESD 6 will be followed • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities • Planting of vegetation along strategic route ways to screen the noise • Flood plain land in the eastern parts of the site to be used for informal recreation and ecological benefit in order to enhance Bicester's green infrastructure network, in the form of "blue corridors" which provide open space near watercourses and provide a natural wetland buffer between the development and the adjacent nature reserve. | | |
| 85 | 127 | Bicester 11 – North East Bicester Business Park C.97 | <p>Amend use classes referred to in paragraph as follows;</p> <p>The site provides the opportunity to restore the balance of housing and jobs provision in Bicester by providing for B1, B2 and B8 uses in a sustainable location in close proximity to the town's existing areas of employment and residential uses.</p> | | |

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| 86 | 127 | Bicester 11 – North East Bicester Business Park C.97 | Amend title of site and policy as follows; Strategic Development: Bicester 11 – Employment Land at North East Bicester | | |
| 87 | 127 | Bicester 11 – North East Bicester Business Park | Rerword policy as follows; Policy Bicester 11 – Employment land at North East Bicester Development Area: 15 hectares Development Description: Employment development Employment <ul style="list-style-type: none"> • Jobs created – approx. 1,000. Site constraints may reduce numbers slightly. • Use classes – B1, B2 and B8 uses Infrastructure Needs <ul style="list-style-type: none"> • Open space – structured open spaces and planting that provide a strong landscape setting, support SUDs and improvement to the microclimate. Key site specific design and place shaping principles <ul style="list-style-type: none"> • Proposals should comply with Policy ESD16 • Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining | | |

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| | | | <p>employment areas, nearby residential areas and the town centre</p> <ul style="list-style-type: none"> • Good accessibility to public transport services should be provided for including providing bus stops for the site • Provision of new footpaths and cycleways to connect with the existing footpath/cycleway links around the site including along Skimmingdish Lane, to Launton Road and to services and facilities in Bicester's wider urban area. • Retention and enhancement of existing Public Rights of Way, and the provision of links from the development and Bicester's urban area to the wider Public Rights of Way networkA green buffer with planting immediately adjacent to the Care Home and beyond this, B1a development to surround the Care home in order to protect residential amenity. • A detailed Transport Assessment to be undertaken and Travel Plan to be provided focusing on maximising access by means other than the private car including demonstration of the provision of adequate cycle parking. Consultation with the Local Highways Authority regarding potential future improvements to Skimmingdish Lane and any design implications for the development frontage. • A high quality, well designed approach to the urban edge which functions as a high profile economic attractor but which also achieves a successful transition between town and country environments • Buildings that provide for an active frontage to Skimmingdish Lane and a strong gateway at the site entrance • The site lies adjacent to a designated Local Wildlife Site and a proposed Local Wildlife Site. Ecological surveys must be undertaken to identify habitats and species of value and any mitigation measures required. Features of value, including existing mature hedgerows and important trees, should be preserved, retained and enhanced and the proposals should result in a net gain in biodiversity • Development that respects the landscape setting, and that demonstrates | | |

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| | | | <p>the enhancement, restoration of creation of wildlife corridors, and contributes towards creation of a green infrastructure network for Bicester</p> <ul style="list-style-type: none"> • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • A comprehensive landscaping scheme to limit visual intrusion into the wider landscape, particularly given the need to conserve the open setting, character and appearance of the Former RAF Bicester Conservation Area • Conserve or enhance the setting of the RAF Bicester Conservation Area and adjoining Scheduled Ancient Monument • Preparation of an archaeological and cultural heritage assessment to inform development proposals • A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings and careful consideration given to building heights to reduce overall visual impact. • The provision of public art to enhance the quality of the place, legibility and identity • Adoption of a surface water management framework to maintain run off at Greenfield rates • Take account of the Council's Strategic Flood Risk Assessment for the site • A Flood Risk Assessment should be undertaken. Use of SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS). Detailed site analysis and ground investigation should be undertaken to establish if infiltration techniques are acceptable; it is likely that attenuation techniques will be more appropriate due to the underlying geological composition and groundwater vulnerability, taking account of the recommendations of the Council's Strategic Flood Risk Assessment and the Assessment for the site. Appropriate buffers should be provided alongside surface watercourses. | | |

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| | | | <ul style="list-style-type: none"> • No built development will be located in Flood Zone 3b and the principles set out in Policy ESD 6 will be followed • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary. • A soil management plan may be required to be submitted with planning applications. | | |
| 88 | 128/129 | Bicester 12 - South East Bicester | <p>Amend existing Policy as follows;</p> <p>Development Area: 155 hectares</p> <p>Development Description: A mixed use site for employment and residential development to the east of the ring road to the south east of Bicester</p> <p>Employment</p> <ul style="list-style-type: none"> • Land Area – Approx 40 hectares • Jobs created – Approximately 3,000 • Use classes – Mixed B1, B2 and B8 uses (primarily B8 uses) <p>Housing</p> <ul style="list-style-type: none"> • • Number of homes – 1,500 • Dwelling mix – to be informed by Policy BSC4: Housing mix • Affordable Housing – 30% • The provision of extra care housing and the opportunity for community | | |

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| | | | <p>self-build affordable housing</p> <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Health – No on site requirements are anticipated • Open space – to include general greenspace, play space, allotments and outdoor sports provision as outlined in Policy BSC11:Local Standards of Provision – Outdoor Recreation • Access and Movement – contributes to improvements to the surrounding local and strategic road networks. Safeguarding of land for future highway capacity improvements to peripheral routes • Community facilities – Mixed use local centre to include a multi-use community hall, convenience store and small scale employment premises • Schools – to include the provision of a primary school on site and financial or in kind contributions to secondary school provision • Utilities – off site improvements to utilities may be required. <p>Key site specific design and place shaping principles</p> <ul style="list-style-type: none"> • The development of a comprehensive masterplan for the allocated site in consultation with the Council, Oxfordshire County Council, English Heritage, the Local Nature Partnership (Wild Oxfordshire) and local communities. • Proposals should comply with Policy ESD16 • Commercial buildings with a high quality design and finish, with careful consideration given to layout, architecture, materials, colourings and to building heights to reduce overall visual impact • Development proposals should protect cultural heritage and | | |

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| | | | <p>archaeology, in particular the Grade II listed Wretchwick Farmhouse and Wretchwick Deserted Medieval Settlement, a Scheduled Ancient Monument, and incorporate an appropriate landscape buffer, to maintain the SAM's open setting. In consultation with Heritage England, appropriate public access and interpretation facilities should be provided.</p> <ul style="list-style-type: none"> • Provision of open space in accordance with Policy BSC 11: Local Standards of Provision – Outdoor Recreation, particularly to allow for access to the monument • Retention and enhancement of hedgerows and the introduction of new landscaping features that will ensure the preservation and enhancement of biodiversity resulting in an overall net gain. Development should demonstrate the enhancement, restoration or creation of wildlife corridors • A well designed approach to the urban edge, which relates development at the periphery, and affords good access, to the countryside • The provision of public art to enhance the quality of the place, legibility and identity. • A proposal that is well integrated, with improved, sustainable connections between existing development and new development on this site • New footpaths and cycle ways should be provided for that link to existing networks and the wider urban area. This includes links from the site into Bicester town centre and to facilitate access to railway stations, secondary schools, other community facilities and places of employment. Connectivity with Launton Road, Langford Village and London Road should be improved. • A legible hierarchy of routes should be established to encourage sustainable modes of travel and the development layout should maximise the potential for walkable neighbourhoods and incorporate cycle routes • Protection of the line and amenity of existing Public Rights of Way. | | |

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| | | | <p>Connectivity and ease of access from the development to the wider Public Rights of Way network.</p> <ul style="list-style-type: none"> • Good accessibility to public transport services should be provided for, including a through route for buses between the A4421 Charbridge Lane and the A41 Aylesbury Road, with effective footpaths and cycle routes to bus stops, including a financial contribution towards the provision of a bus service through the site and new bus stops with effective footpaths and cycle routes to bus stops from dwellings and commercial buildings. • A transport assessment and Travel Plan to accompany development proposals • Public open space to form a well-connected network of green areas suitable for formal and informal recreation • Provision of opportunities for Green Infrastructure links within and beyond the development site to the wider town and open countryside including appropriate improvements to connectivity between areas of ecological interest • Adequate investigation of, protection of and management of protected habitats and species on site given the ecological value of the site, with biodiversity preserved and enhanced • The preparation and implementation of an Ecological Management Plan to ensure the long term conservation of habitats and species within the site • A scheme, to be agreed with the Council, for the protection of existing wildlife habitats and species during construction of the development • Ensure that there are no detrimental impacts on downstream sites of Special Scientific Interest through hydrological, hydro chemical or sedimentation impacts • The northern section of the site within the Conservation Target Area should be kept free from built development. Development must avoid adversely impacting on the Conservation Target Area and comply with the requirements of Policy ESD11 to secure a net biodiversity gain. | | |

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| | | | <ul style="list-style-type: none"> • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • A flood risk assessment should include detailed modelling of the watercourses. Development should be excluded from flood zone 3 plus climate change and public open space/recreation areas located near watercourses to create “blue corridors”. • Take account of the Council’s Strategic Flood Risk Assessment for the site • The incorporation of SUDS (see Policy ESD 7: Sustainable Drainage Systems (SuDS)), taking account of the recommendations of the Council’s Strategic Flood Risk Assessment. Detailed site specific analysis and ground investigation to determine whether infiltration SuDS techniques are acceptable; due to underlying geology and groundwater vulnerability attenuation techniques are likely to be required. • Development that considers and addresses any potential amenity issues which may arise – including noise impact from the rail line to the far north. The introduction of buffers/barriers/screening and the location of uses should be carefully considered to mitigate potential nuisances • The provision of a scheme, to be agreed with the Council, for the appropriate retention and re-use of existing farm buildings • An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary. • A soil management plan may be required to be submitted with planning applications. • An archaeological field evaluation to assess the impact of the development on archaeological features | | |

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| 89 | 130 | Bicester 13 – Gavray Drive New para C.101a | <p>Insert new policy for new strategic site;</p> <p><u>Strategic Development: Bicester 13 – Gavray Drive</u></p> <p>The majority of the site is part of the River Ray Conservation Target Area. Part of the site is a local wildlife site and is situated to the east of Bicester town centre. It is bounded by railway lines to the north and west. The site comprises individual trees, tree and hedgerow groups, and scrubland/vegetation. The Langford Brook water course flows through the middle of the site.</p> | | |
| 90 | 130 | New para C.101b | <p>The central and eastern section of the site contains lowland meadow, a BAP priority habitat. There are a number of protected species located towards the eastern part of the site. There are several ponds and a small stream, known as the Langford Brook, which runs from north to south through the middle of the site. A range of wildlife has been recorded including butterflies, great crested newts and other amphibians, reptiles, bats and birds.</p> <p>There are risks of flooding on some parts of the site therefore mitigation measures must be considered. There is also a risk of harming the large number of recorded protected species towards the eastern part of the site. Impacts need to be minimised by any proposal. Approximately a quarter of the site is within Flood Zones 2 and 3 therefore any development would need to be directed away from this area.</p> <p>Although there are a number of known constraints such as Flood Zone 3, River Ray Conservation Target Area and protected species, this could be addressed with appropriate mitigation measures by any proposal.</p> | | |
| 91 | 130 | Bicester 13 - Gavray Drive | Insert new site policy; | | |

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| | | | <p>Policy Bicester 13 – Gavray Drive</p> <p>Development Area: 23 hectares</p> <p><u>Development Description - a housing site to the east of Bicester town centre. It is bounded by railway lines to the north and west and the A4421 to the east</u></p> <p>Housing</p> <ul style="list-style-type: none"> • Number of homes - 300 dwellings • Affordable Housing - 30% <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – Contributions sought towards provision of primary and secondary school places; • Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC11: Local Standards of Provision – Outdoor Recreation. A contribution to off-site formal sports provision will be required. • Community – contributions towards community facilities • Access and movement – from Gavray Drive. <p>Key Site Specific Design and Place Shaping Principles</p> <ul style="list-style-type: none"> • Proposals should comply with Policy ESD16 • A high quality development that is locally distinctive in its form, materials and architecture. A well designed approach to the urban edge which relates to the road and rail corridors. • That part of the site within the Conservation Target Area should be kept free from built development. Development must avoid adversely impacting on the Conservation Target Area and comply with the | | |

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| | | | <p>requirements of Policy ESD11 to secure a net biodiversity gain.</p> <ul style="list-style-type: none"> • Protection of the Local Wildlife Site and consideration of its relationship and interface with residential and other built development • Detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to protect and enhance biodiversity. The preparation and implementation of an Ecological Management Plan to ensure the long-term conservation of habitats and species within the site. • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • The preparation of a structural landscaping scheme, which incorporates and enhances existing natural features and vegetation. The structural landscaping scheme should inform the design principles for the site. Development should retain and enhance significant landscape features (e.g. hedgerows) which are or have the potential to be of ecological value. A central area of open space either side of Langford Brook, incorporating part of the Local Wildlife Site and with access appropriately managed to protect ecological value. No formal recreation within the Local Wildlife Site. • Provision of public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation • Provision of Green Infrastructure links beyond the development site to the wider town and open countryside • Retention of Public Rights of Way and a layout that affords good access to the countryside • New footpaths and cycleways should be provided that link with existing networks, the wider urban area and schools and community facilities. Access should be provided over the railway to the town centre. • A linked network of footways which cross the central open space, and connect Langford Village, Stream Walk and Bicester Distribution Park. • Ensure that there are no detrimental impacts on downstream Sites of | | |

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| | | | <p>Special Scientific Interest through hydrological, hydro chemical or sedimentation impacts</p> <ul style="list-style-type: none"> • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities • A legible hierarchy of routes to encourage sustainable modes of travel. Good accessibility to public transport services with local bus stops provided. Provision of a transport assessment and Travel Plan • Additional bus stops on the A4421 Charbridge Lane will be provided, with connecting footpaths from the development. The developers will contribute to the cost of improving local bus services. • Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment • Provision of public art to enhance the quality of the place, legibility and identity. • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • Take account of the Council’s SFRA for the site • Consideration of flood risk from Langford Brook in a Flood Risk Assessment and provision of an appropriate buffer. Use of attenuation SuDS techniques (and infiltration techniques in the south eastern area of the site) in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's SFRA • Housing must be located outside Flood Zone 3 and the principles set out in Policy ESD 6 will be followed • The provision of extra-care housing and the opportunity for community self-build affordable housing • An archaeological filed evaluation to assess the impact of the development on archaeological features • A detailed survey of the agricultural land quality identifying the best and | | |

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| | | | most versatile agricultural land and a soil management plan. | | |
| 92 | 132 | Banbury C.109 | Amend paragraph to reflect policy changes; Banbury has the largest supply of employment land in the district and the Council's Employment Land Review (2006, updated 2012) identified a range of available sites totalling over 46 hectares. In this Local Plan Bicester will be the focus for new employment land to respond to its significant planned housing growth and to reduce out-commuting. Banbury also has valued landscapes on the edge of the town where growth is not appropriate. Whilst many of the sites in Banbury are non-strategic, one site is considered to be of strategic importance to securing Banbury's long term supply of employment land and is identified in this Local Plan (Policy Banbury 6: Employment Land West of M40). Planning permission has recently been granted for new employment uses on this site. Another site at Junction 11 of the M40 will provide for mixed employment uses. Existing employment sites such as the vacant former Hella site could be occupied by smaller and medium size businesses, such as those that relocate from the Canalside site. Proposals for the town centre set out in this plan will also provide jobs particularly in the retail and leisure sectors. | | |
| 93 | 135 | Banbury C.124 | Delete paragraph. | | |
| 94 | 135 | Banbury C.125 | Amend 2 nd bullet point as follows; <ul style="list-style-type: none"> • Over 7,000 new homes will have been constructed by 2031 of which a substantial number will be 'affordable'. New services, facilities and cultural and recreation opportunities will have been provided. A new football ground will have been provided. | | |

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| 95 | 136-137 | Banbury 1: Canalside | <p>Update site policy text as follows;</p> <p>Development Area: 26 hectares</p> <p>Housing</p> <ul style="list-style-type: none"> • Number of homes – Approximately 700. Dwelling mix - approximately 70% houses 30% flats. Generally, flats and smaller homes to the north and west of the site, larger family homes to the south and east • Affordable Housing – 30% • The provision of extra-care housing and the opportunity for community self-build affordable housing <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – Contributions will be required to primary and secondary education provision • Health – No health requirements anticipated • Open Space – High quality open spaces that follow the canal and river corridor and support greater connectivity of the area and provided in line with Council requirements • Access and Movement – Use of existing junctions at Station Approach (from Bridge Street), Canal Street (from Windsor Street), Lower Cherwell Street (from Windsor Street) and Tramway Road (or a realigned Tramway Road) with a new junction off Swan Close Road provided west of Tramway Road. Provision of a bus only link provided from Station Approach to an extended Tramway Road. Improvements to Windsor Street, Upper Windsor Street and Cherwell Street corridor • Community facilities – Nursery. A contribution towards indoor sports provision may be required • Utilities – Key constraints to development are located within the area to the east of the Oxford Canal. A twin foul rising main is also present, crossing the site from Canal Street to the football ground and there are | | |

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| | | | <p>also multiple existing services located in other places. The anticipated costs associated with relocating or realigning the other existing apparatus throughout the site are unlikely to be significant or 'abnormal' for a development of this type in a town centre location.</p> | | |
| 96 | 139 | Banbury 1 - Canalside | <p>Update 5th bullet point as follows;</p> <p>The proposals for Canalside mean that nearly all existing land uses, buildings and businesses could be removed in the long term. One of the Council's key priorities is to ensure that businesses remain in Banbury or the District. The actual amount of land needed to accommodate operational businesses at Canalside is not significant and there are several options available to businesses. In terms of locations where businesses may wish to relocate to this could include within vacant units/premises elsewhere or in new buildings elsewhere. This could include on existing employment sites (through intensification) such as on the former SAPA and Hella sites, or in/on new buildings/sites allocated in the Council's Local Plan or Local Plan Part 2 such as on land near the motorway., The re-development of Canalside will provide businesses with the opportunity to expand and invest for the future and the Council's Economic Development team will assist any businesses to relocate. The redevelopment of Canalside is a long term plan and therefore it is possible some businesses may want to remain on a temporary basis for some time. All of the existing businesses could be relocated but the Council will encourage existing businesses which are offices, retail units and community uses which are conducive to the aims of this Policy and the SPD to remain and occupy new buildings on the site, potentially helping them to expand and prosper in this town centre location. A number of the older buildings and the site of former industrial premises,</p> | | |

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| | | | offer considerable opportunities for <u>re-use</u> or re-development for industrial enterprises. Some of the industrial uses (B use classes) could remain and 700 dwellings can be delivered on the site with some of these remaining on the site. The particular uses and businesses that remain will be explored further in the SPD for the site which will include further consultation with landowners and businesses. | | |
| 97 | 140 | Banbury 2 - Hardwick Farm, Southam Road | Amend development area as follows; Hardwick Farm, Southam Road (East and West) Development Area: 32 hectares | | |
| 98 | 140 | Banbury 2: Hardwick Farm, Southam Road | Amend 'Housing' & 'Infrastructure' bullet points as follows; Housing <ul style="list-style-type: none"> • Number of homes: approximately 600 including no more than 90 homes to the western side of Southam Road • Dwelling mix: A variety of dwelling types (see Policy BSC 4: Housing Mix) • Affordable/social: 30% • The provision of extra care housing and the opportunity for community self-build affordable housing Infrastructure Needs <ul style="list-style-type: none"> • Education – primary school required on site, location to be negotiated, with contributions towards secondary school provision | | |

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| 99 | 144 | Banbury 4 - Bankside Phase 2 C.137 | Update text as follows; A south-eastern urban extension to Banbury, providing some 1,090 new homes, has been granted planning permission and will be developed over the coming years. The development will change the existing rural character of the area north-east of Bodicote on the eastern side of Oxford Road but will provide much needed family homes, including affordable housing. It will also bring about new services and facilities, canalside facilities, and an extensive area of public open space. In this changing context, there is capacity for this area to receive some additional development. | | |
| 100 | 145 | Banbury 4 - Bankside Phase 2 | Amend policy as follows; Development Area: 27 hectares Development Description: 600 homes with associated services, facilities and other infrastructure. Housing <ul style="list-style-type: none"> • Number of homes – Approximately 600 • Dwelling mix – to be informed by Policy BSC4: Housing Mix • Affordable Housing - 30% • The provision of extra care housing and the opportunity for community self-build affordable housing Infrastructure <ul style="list-style-type: none"> • Education – contribution to expansion of Phase 1 school and contributions to secondary education provision | | |

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| | | | <ul style="list-style-type: none"> Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12 | | |
| 101 | 147 | Banbury 4 - Bankside Phase 2 | <p>Insert additional Key Site Specific Design and Place Shaping Principles;</p> <ul style="list-style-type: none"> Take account of the Council's Strategic Flood Risk Assessment for the site Consideration of potential linkages to the Bankside Phase 1 community park and linear park identified under Policy Banbury 11 Retention and enhancement of existing Public Rights of Way, and the provision of links from the development and Banbury's urban area to the wider Public Rights of Way network including the Oxford Canal Towpath Provision of vehicular, cycle and pedestrian access directly from the site into site Banbury 12 Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments An archaeological field evaluation to assess the impact of the development on archaeological features. | | |
| 102 | 147 | Banbury 5 - North of Hanwell Fields C.146 | <p>Update paragraph to read;</p> <p>Land North of Hanwell Fields has been identified as having the potential to provide up to 544 homes and associated services, facilities and other infrastructure, set out in the policy below.</p> | | |
| 103 | 148 | Banbury 5 - North of Hanwell Fields | <p>Amend policy as follows;</p> <p>Development Description: Located at the northern edge of Banbury, this residential-led strategic development site will provide approximately 544 dwellings with associated facilities and infrastructure in a scheme that</p> | | |

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| | | | <p>demonstrates a sensitive response to this urban fringe location.</p> <p>Housing</p> <ul style="list-style-type: none"> • Number of homes – Approximately 544 <p>Key site specific design and place shaping principles - add</p> <ul style="list-style-type: none"> • Take account of the Council's SFRA for the site • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments | | |
| 104 | 149 | Banbury 6 – Employment Land W of M40 C.147 | <p>Amend text as follows;</p> <p>Planning permission for B2 and/or B8 uses on 5.5 hectares of land in the northern part of the site has been implemented. A planning application has now been approved on the land extending further south covering most of the allocation in the Local Plan.</p> | | |
| 105 | 150 | Banbury 6 – Employment Land W of M40 C.148 | <p>Add at end of para as follows;</p> <p>Land will be reserved for a new road connection that enables traffic to bypass the town centre, enabling more sustainable movements within other parts of the town.</p> | | |
| 106 | 150- 151 | Banbury 6 – Employment Land W of M40 | <p>Amend policy as follows;</p> <p>Development Area: 35 hectares (in total)</p> <p>Development Description: Located on the eastern edge of Banbury in an important position adjoining the M40, this strategic site provides for 35 hectares of mixed employment generating development. A variety of employment types</p> | | |

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| | | | <p>will be sought to reflect the need for diversity and resilience in the local economy expressed in the Economic Development Strategy.</p> <p>Employment</p> <p>Land area – 35 ha (6 hectares already built)</p> <p>Jobs – approximately 2,500 (35 hectares)</p> <p>Infrastructure Needs</p> <p>Access and Movement - route to be reserved for future road connection. Necessary contributions to other transport improvements to be sought.</p> <p>Key site specific design and place shaping principles</p> <ul style="list-style-type: none"> • A high quality commercial district for the east of Banbury that has high connectivity to major transport routes and is well integrated with the adjacent commercial uses • Proposals should comply with Policy ESD16 • Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre • Provision of new footpaths and cycleways that link to existing networks • Protection of the amenity of the public footpath network including satisfactory treatment of existing footpaths on the site and diversion proposals where appropriate. Development should seek to connect the site to the existing footpath network to the west and east. • Good accessibility to public transport services should be provided for • Contributions to the cost of establishing bus services to this area, linking with residential parts of Banbury, to reduce over-dependence on the car | | |

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| | | | <p>and consequent congestion on the road network</p> <ul style="list-style-type: none"> • Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to the strategic road network • Development that reserves the land for a future highway connection to bypass the town centre • A high quality, well designed approach to the urban edge which functions as an high profile economic attractor but which also achieves a successful transition between town and country environments • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • Development that respects the landscape setting, that demonstrates the enhancement, restoration or creation of wildlife corridors, and the creation of a green infrastructure network for Banbury • A comprehensive landscaping scheme including on-site provision to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape, particularly given the key views afforded into the site from higher ground in the wider vicinity • Adequate investigation (through an ecological survey) treatment and management of protected habitats and species onsite to preserve and enhance biodiversity including habitat creation. • A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to reduce overall visual impact • The height of buildings to reflect the scale of existing employment development in the vicinity • Provision of public art to enhance the quality of the place, legibility and identity. • An archaeological survey will be required due to close proximity to heritage assets. • Development must not adversely affect the significance of the Banbury | | |

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| | | | <p>No 9 Filling Factory Scheduled monument on the east side of the M40 or the associated archaeological remains of the filling factory on the west side of the motorway, which although not scheduled, are regarded by English Heritage as being of national importance and which therefore should be considered in the same way as a Scheduled Monument.</p> <ul style="list-style-type: none"> • Take account of the Council’s Strategic Flood Risk Assessment for the site • Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), specifically attenuation SuDS techniques, taking account of the recommendations of the Council's Strategic Flood Risk Assessment • Development should be rolled back to outside the modelled Flood Zone 3 envelope to create ‘blue corridors’ which provide public open space / recreation areas near watercourses • Adoption of a surface water management framework to reduce run off to greenfield rates • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • An assessment of whether the site contains contaminated land including a detailed site survey where necessary • An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary. • A soil management plan may be required to be submitted with planning applications. | | |
| 107 | 152 | Banbury 7 – Strengthening Banbury Town Centre | <p>Update text as follows;</p> <ul style="list-style-type: none"> • The Retail Assessment carried out in 2012 identified a number of sites where it was considered that there is development potential. This work | | |

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| | | C.152 | <p>has been further supported by other work for the Canalside, Bolton Road and Spiceball Development Areas. On the basis of this work, the following sites are identified as being of strategic importance in meeting the Plan's objectives:</p> <ul style="list-style-type: none"> ○ Canalside (Policy Banbury 1) - This area is identified as a strategic housing allocation to deliver a housing-led mixed-use regeneration of this area. This area will form an important link between the railway station and new housing to the south and the heart of the town centre. ○ Bolton Road Development Area (Policy Banbury 8) - This is <u>a</u> major opportunity for the regeneration of this area through mixed use development. ○ Banbury Spiceball Development Area (Policy Banbury 9) - Including land at the former Spiceball Sports and Leisure Centre This site provides a unique opportunity to regenerate this area and introduce new retail and provision for the night economy as well as improved arts and cultural uses within an expanded town centre. <p>Land at Calthorpe Street also provides the opportunity to regenerate this historic part of the town centre which has experienced vacancies. It provides the opportunity to deliver a mixed use scheme including car parking. Opportunities for the site will be explored further in the Banbury Masterplan.</p> | | |
| 108 | 153 | Banbury 7 – Strengthening Banbury Town Centre C.155 | <p>Amend text as follows;</p> <p>In 2010 the Council commissioned an update to its 2006 PPS6 Retail Study and this identifies the capacity for comparison and convenience floorspace in each of the district's urban centres up to 2026. In the light of recent changes facing the retail sector this study has itself been followed by a further examination of retail needs through to 2031 and the opportunity that exists to strengthen</p> | | |

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| | | | <p>Banbury's retail offer. In 2012 a study was commissioned and produced by CBRE which identifies the capacity for comparison and convenience retail floorspace in the District to 2031. A strategy for sites to accommodate retail floorspace is identified for Banbury. With proposals at Spiceball expected to deliver a new supermarket and some A3 uses and Bolton Road proposed to deliver new dwellings on a significant proportion of the site, land at Calthorpe Street is likely to contribute to ensuring that the retail needs of an expanding town are met. Following the CBRE study our plan aims to help strengthen the retail base of the town centre, supporting the growth of retailers, particularly independent retailers and the night economy, to encourage dwell time and help generate new employment. The Local Plan identifies land within Banbury town centre that will help meet Banbury's identified need as well as positioning Banbury to compete on a regional basis.</p> | | |
| 109 | 153 | Banbury 7 – Strengthening Banbury Town Centre | <p>Amend policy text to read;</p> <p>Shopping, leisure and other main town centre uses will be supported within the boundary of Banbury town centre. Residential development will be supported in appropriate locations in the town centre except where it will lead to a loss of retail or other 'Main Town Centre Uses'.</p> <p>The change of use of sites for main town centre uses in the town centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the town centre. Mixed use schemes will be encouraged.</p> <p>A1 uses will not be permitted within the existing Town Centre Commercial Area.</p> <p>Only A1 and A3 uses will be permitted at ground floor in the primary shopping frontage. Residential development will not be permitted within the primary</p> | | |

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| | | | <p>shopping frontage unless above ground floor level.</p> <p>The Council will identify an extension to the Town Centre within the defined 'Town Centre Extension - Area of Search'. Prior to this retail and other main town centre uses will only be supported within the Area of Search should if they form part of a package of proposals new schemes which to help deliver the aims for Banbury Canalside and be in accordance with. In all cases proposals for town centre uses will be considered against Policies SLE2, ESD10 and ESD16.</p> | | |
| 110 | 154 | Banbury 8 - Land at Bolton Road | <p>Re-title "Land at Bolton Road Policy" to read "Bolton Road Development Area"</p> <p>Bolton Road Development Area</p> | | |
| 111 | 154 | <p>Banbury 8 - Land at Bolton Road</p> <p>C.158</p> | <p>Add a new sentence to the end of the paragraph as follows;</p> <p>The Council is preparing a masterplan for the Bolton Road site in the form of a Supplementary Planning Document (SPD). It will set out the capacity and mix of uses that should be supported on the site to ensure a comprehensive and viable scheme that sits well with the Conservation Area that it sits alongside. The aim is to secure a mix of convenience and comparison shopping on the site, together with other uses including high quality residential and leisure uses at the heart of Banbury. The site will connect and integrate with the Castle Quay shopping centre, and link through to Parsons Street, strengthening the role of the independent sector to increase footfall. We intend to secure a high quality mixed use development on the site which would also provide the option for food retailing. The site provides the opportunity to provide high quality residential development in a town centre location.</p> | | |
| 112 | 154-155 | Banbury 8 - Land at Bolton | Amend site policy as follows; | | |

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| | | Road | <p>Policy Banbury 8: Bolton Road Development Area</p> <p>Development Area: 2 hectares</p> <p>Housing</p> <ul style="list-style-type: none"> • 200 dwellings – Residential use would be acceptable in conjunction with the wider retail and leisure proposal <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – Contributions towards primary and secondary school provision • Access and Movement–Improved links between the site and Parson Street • Community facilities – Replacement of the Bingo hall is required. A contribution towards indoor sports provision may be required • Utilities – off site improvements to utilities network may be required. <p>Key site specific design and place shaping principles</p> <ul style="list-style-type: none"> • Proposals should comply with Policy ESD16 • A high quality landmark mixed use development in Banbury Town Centre that will support the regeneration of this area and its integration in to the wider town centre. • Pedestrian and cycle linkages that enable a high degree of integration and connectivity with existing networks, particularly between Parsons Street, North Bar Street and Castle Street integrating these areas through well considered connections, building configuration and public realm • Residential development that is designed to a very high quality considering the impact on the conservation area. • A transport assessment and Travel Plan to accompany development proposals | | |

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| | | | <ul style="list-style-type: none"> • Provision of high quality routes to allow for accessibility to public transport services and sustainable modes of travel • A high quality design, with the use of high quality materials in light of the adjoining historical setting. • A design which respects and enhances the conservation area and the historical grain of the adjoining areas especially the Grade II listed building to the west of the site, • The creation of a high quality public realm with careful consideration of street frontages and elevation treatment to ensure an active and vibrant public realm. • Height and massing sensitive to the surroundings, ensuring there is no adverse effects on important views/vistas. • There is an opportunity for low key, high end development, formed along new lanes that connect the area to Parsons Street. • Architectural innovation is expected where large scale buildings and car parking areas are proposed to ensure that these objectives are met. • Provision of public art to enhance the quality of the place, legibility and identity. • Take account of the Council's Strategic Flood Risk Assessment for the site • The incorporation of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), taking account of the Council's Strategic Flood Risk Assessment • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5. • An archaeological field evaluation to assess the impact of the development on archaeological features | | |
| 113 | 162 | Banbury 12 - Land for the | Amend text as follows; | | |

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| | | Relocation of Banbury United FC C.180 | Land to the south of Banbury Rugby Club at Oxford Road, Bodicote is available. The site is in a suitable location on a main transport corridor. The Local Plan identifies a site larger than required for the football club and the remaining land is considered suitable for a new secondary school to serve the town. There is also the potential for some sharing of facilities with the adjacent rugby club. Sport England will be consulted on the proposals. In developing proposals, consideration will need to be given to the detailed traffic and amenity impacts arising from the proposed use of the site. | | |
| 114 | 162 | Banbury 12 - Land for the Relocation of Banbury United FC | <p>Amend policy as follows;</p> <p>Land for the Relocation of Banbury United FC</p> <p>An area of land to the east of the Oxford Road at Bodicote, to the south of Banbury Rugby Club, will be secured for the relocation of Banbury United Football Club and for sport and recreation use.</p> <p>Development proposals for relocation of the football club will need to be accompanied by:</p> <ul style="list-style-type: none"> • An assessment of the potential effects on the local community • A transport assessment and travel plan to ensure the site is accessible by sustainable modes of transport and the traffic impact of the development is minimised • A detailed survey of agricultural land quality and a soil management plan to ensure that soils are retained on site or re-used off site • An ecological assessment including appropriate mitigation • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • A lighting strategy designed to limit upward glare in order to avoid adverse effects on nearby residents and wildlife. | | |

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| | | | <p>Vehicular access to the football ground shall be provided from Oxford Road.</p> <p>The remaining land not required for the football club is considered suitable for a new secondary school to serve the town.</p> | | |
| 115 | 164 | <p>New policy</p> <p>Banbury 15 - Employment Land NE of Junction 11</p> | <p>Insert introduction to new site policy as follows;</p> <p>Strategic Development: Banbury 15 – Employment Land NE of Junction 11 This strategic employment site in this highly prominent location adjoining the M40 motorway and close to Junction 11 is allocated for employment. This new employment site will ensure that the economic strengths of Banbury in manufacturing, high performance engineering and logistics can be maintained. The strategic road network and local distributor routes can be readily accessed from this area and be done so avoiding lorry movements through residential areas. Although an edge of town site, it is also within walking distance of the town centre and bus and railway stations. Development in this area provides an opportunity for high visibility economic investment and the bringing into effective use land that would otherwise be unsuitable for residential purposes.</p> <p>Policy Banbury 15 therefore seeks to deliver this land for economic development in the interest of delivering jobs and investment in a highly sustainable location.</p> | | |
| | 164 | <p>New policy</p> <p>Banbury 15 - Employment Land NE of Junction 11</p> | <p>Insert new site policy as follows:-</p> <p>Policy Banbury 15 - Employment Land North East of Junction 11</p> <p>Development Area: <u>13</u> hectares (in total)</p> <p>Development Description: Located on the north eastern edge of Banbury in an important position adjoining the M40 and the A361, this strategic site comprises</p> | | |

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| | | | <p>13 hectares of land for mixed employment generating development. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy expressed in the Economic Development Strategy.</p> <p>Employment</p> <ul style="list-style-type: none"> • Jobs – approx – 1,000 • Use classes – B1 (Office), B2 (General Industrial) and B8 (Storage and Distribution) <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Open space - Incidental • Access and Movement – access to A361 and M40 via Junction 11. Necessary contributions to other transport improvements will be sought, including improvements to bus services, walking and cycling routes. Contributions will also be required to improve operation of Junction 11 and Hennef Way junctions and to improved bus services. <p>Key site specific design and place shaping principles</p> <ul style="list-style-type: none"> • A high quality commercial district for the east of Banbury that has high connectivity to major transport routes and is well integrated with the adjacent commercial uses • Proposals should comply with Policy ESD16 • Layout of development that enables a high degree of integration and connectivity between new and existing development, including adjoining employment areas, nearby residential areas and the town centre • Provision of new footpaths and cycleways that link to existing networks to link the site with the Banbury urban area • Protection of the amenity of the public footpath network including satisfactory treatment of existing footpaths on the site and diversion proposals where appropriate • Good accessibility to public transport services should be provided for to | | |

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| | | | <p>link the site with the Banbury urban area and provide an alternative to travel by car</p> <ul style="list-style-type: none"> • Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to the strategic road network • A high quality, well designed approach to the urban edge which functions as an high profile economic attractor but which also achieves a successful transition between town and country environments • Development that respects the landscape setting, that demonstrates the enhancement, restoration or creation of wildlife corridors, and the creation of a green infrastructure network for Banbury • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments. • A comprehensive landscaping scheme including on-site provision to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape, particularly given the key views afforded into the site from higher ground in the wider vicinity • Include planting of vegetation along strategic route ways to screen the noise • Adequate investigation (through an ecological survey) treatment and management of priority habitats and protected species onsite to preserve and enhance biodiversity. • A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to reduce overall visual impact • The height of buildings to reflect the scale of existing employment development in the vicinity • Take account of the Council's Strategic Flood Risk Assessment for the site • Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable | | |

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| | | | <p>Flood Risk Management including the use of SuDS (Policy ESD 7: Sustainable Drainage Systems (SuDS)), specifically attenuation SuDS techniques, taking account of the recommendations of the Council's Strategic Flood Risk Assessment</p> <ul style="list-style-type: none"> • Adoption of a surface water management framework to reduce run off to greenfield rates • Demonstration of climate change mitigation and adaptation measures including demonstration of compliance with the requirements of policies ESD 1 – 5 • An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary. | | |
| 116 | 164 | <p>New policy</p> <p>Banbury 16 and 17</p> | <p>Insert new text introduction to site policy for South of Salt Way as follows;</p> <p>Strategic Development in South West Banbury</p> <p>The Development Area known as Banbury South West comprises a number of adjoining development sites which will, collectively, deliver up to 1,495 dwellings in local communities with strong links to the town centre. The developments will bring forward affordable housing, a new primary school and local centre as well as formal and informal open space and other infrastructure benefits.</p> <p>The Banbury South West Development Area is bounded by the existing urban edge of Banbury and Salt Way to the north, by White Post Road to the east, and extends to Crouch Farm to the west. The A361 bisects the development sites in a north south direction.</p> <p>The broad layout and design of the developments within the Banbury South West Development Area will reflect the existing character and form of the landscape and will contribute to the creation and enhancement of local green infrastructure networks. Proposals should demonstrate:</p> <ul style="list-style-type: none"> • strong design and place shaping principles; | | |

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| | | | <ul style="list-style-type: none"> • how development does not compromise but complements adjoining development – existing and proposed; and • facilitates or contributes to the delivery of necessary infrastructure. <p>Each individual development site will provide the necessary infrastructure to support itself to avoid placing any constraint or unreasonable burden upon either preceding or subsequent development sites that collectively comprise the Banbury South West area. Each development site will therefore contribute as necessary to the delivery of infrastructure within the area through onsite provision or an appropriate off-site financial contribution towards provision elsewhere in the Banbury South West areas to be secured through s106 agreement or CIL. This approach will ensure that individual sites are capable of coming forward independently, yet in a complementary manner.</p> <p>Each individual development site is supported by its own site-specific policy that sets out the necessary infrastructure required for that specific development to provide the necessary confidence regarding the relationship between each of the sites that collectively comprise the Banbury South West area and to ensure timely and appropriate provision of infrastructure alongside the delivery of development.</p> | | |
| 117 | 164 | <p>New policy</p> <p>Banbury 16 - South of Salt Way - West</p> | <p>Insert introduction to new site Policy Banbury 16 – South of Salt Way – West as follows;</p> <p>Policy Banbury 16 – South of Salt Way - West</p> <p>This site is located to the south of Salt Way, to the west of the A361 Bloxham Road. Public rights of way cross the site from north to south and run along part of the eastern site boundary, whilst the public right of way of the Salt Way, an important historical, ecological and recreational route, runs along the site’s northern boundary.</p> | | |

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| | | | <p>Part of Salt Way is a proposed new Local Wildlife Site and is a non-designated heritage asset. There is BAP habitat (broadleaved woodland) along the northern site boundary and some stretches of the eastern boundaries, and dense hedgerows around the site boundary. There are records of protected species in the locality. Crouch Farm, to the west of the site, is Grade II listed and there are further listed buildings in the wider vicinity (Wykham Park Farm). The site is located in an area of archaeological potential where a number of Iron Age and Roman sites have been recorded.</p> <p>Crouch Hill (together with its setting), to the north west of the site, is an important historical and topographical landscape landmark in Banbury and is considered to be a non-designated heritage asset. Site Banbury 16 provides the opportunity to develop the south west of Banbury in a coordinated and integrated way, delivering the necessary facilities and infrastructure in a timely manner. The westernmost extent of the site identified as Banbury 16 reflects the existing development to the north at Waller Drive, and follows existing field boundaries. Beyond this, development would have significant landscape and visual impacts including upon the setting of Crouch Hill.</p> | | |
| 118 | 164 | <p>New policy</p> <p>Banbury 16 - South of Salt Way - West</p> | <p>Insert new site policy as follows;</p> <p>Policy Banbury 16 – South of Salt Way - West</p> <p>Development Area: 8 hectares</p> <p>Development Description - Development of land at South of Salt Way – west will deliver up to 150 dwellings with associated facilities and infrastructure.</p> <p>Housing</p> | | |

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| | | | <ul style="list-style-type: none"> • Number of homes - Up to 150 dwellings • Affordable Housing - 30% <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – contributions will be required towards the expansion of existing primary schools and/or the provision of the new school at Banbury 17. Contributions will also be sought towards provision of secondary school places; • Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC11: Local Standards of Provision – Outdoor Recreation. Contributions towards off site provision for allotments and sports provision to be provided to the south of site Banbury 17 will be required in lieu of provision on site; • Community – contributions will be required towards the improvement of existing community facilities in the area; • Access and movements – A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures.– Access to be created off the Bloxham Road (A361). <p>Key Site Specific Design and Place Shaping Principles</p> <ul style="list-style-type: none"> • Proposals should comply with Policy ESD16 • Development must respect the landscape setting and provide an appropriate development interface with Salt Way (any buffer is likely to be some 10-20 metres in accordance with the approach adopted at land east of Bloxham Road and south of Salt Way); • Existing natural features and additional structural planting will reinforce landscape framework upon which to structure development parcels; • Public open space to form a well connected network of green areas within the site, suitable for informal recreation; • A linked network of cycle and footways to provide access into Banbury; | | |

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| | | | <ul style="list-style-type: none"> • Layout of development that enables a high degree of integration and connectivity with existing development • A high quality locally distinctive residential district for the south west of Banbury that is designed with consideration to the landscape setting and well integrated with the adjacent residential area. • Consideration of the impact of development on Crouch Hill • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities, • New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel • The existing footpath extending from the southern corner of the site to Salt Way should be enhanced to enable a circular link from the new footpath/ bridleway to be provided at the southern edge of site Banbury 17 to Salt Way • Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops • Bus stops should be provided on Bloxham Road, with good walking routes. The developers will be required to contribute to the cost of improved public transport. • Provision of a transport assessment and Travel Plan to maximise connectivity with existing development, including linkages with and improvements to existing public transport • A well designed, 'soft' approach to the urban edge, which respects the rural setting • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • Retention of Public Rights of Way and a layout that affords good access to the countryside | | |

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| | | | <ul style="list-style-type: none"> • Retention and enhancement of existing hedgerows and trees • Provision of Green Infrastructure links beyond the development site to the wider town and open countryside • Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation • Detailed consideration of ecological impacts, wildlife mitigation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity. Ecological Surveys to accompany any development proposal. • Planting of vegetation along strategic route ways to screen the noise • Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features • Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment • Provision of public art to enhance the quality of the place, legibility and identity. • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • Take account of the Council's Strategic Flood Risk Assessment for the site • Full mitigation of flood risk in compliance with Policy ESD 6: Sustainable Flood Risk Management including use of SuDS techniques in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment • The provision of extra-care housing and the opportunity for community self-build affordable housing • A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan. | | |

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| | | | <ul style="list-style-type: none"> An archaeological field evaluation to assess the impact of the development on archaeological features | | |
| 119 | 164 | <p>New policy</p> <p>Banbury 17 – South of Salt Way – East</p> | <p>Insert introduction to new site – Policy Banbury 17 – South of Salt Way – East as follows;</p> <p>Policy Banbury 17 – South of Salt Way – <u>East</u></p> <p>This site is located to the south of Salt Way, to the east of the A361 Bloxham Road. It includes the land adjoining the A361 for which planning permission has already been granted for 145 dwellings. There is a dense hedgerow along the site’s northern boundary, the Salt Way, which is a proposed new Local Wildlife Site. Salt Way is a public right of way of important historical and recreational significance running along the northern boundary of the site; a number of other public rights of way cross the site from north to south.</p> <p>The Salt Way is a non-designated heritage asset. There are dense hedgerow boundaries within the site, of good condition, and areas of BAP habitat and individual woodland parcels around the boundaries of the site. Wykham Farmhouse, to the south of the site, is Grade II listed.</p> <p>The development of site Banbury <u>17</u> combines two adjoining sites that have the potential to be developed as part of a single development area. Banbury 17 provides the opportunity to develop the south west of Banbury in a coordinated, integrated and planned way, delivering the necessary facilities and infrastructure in a timely manner.</p> <p>Structure planting and landscaping will be required along the site’s southern boundary in order to mitigate the visual impacts of the site upon the Sor Brook Valley.</p> <p>A new footpath bridleway will be required to be provided running from east to</p> | | |

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| | | | <p>west along the southern boundary of the development area, incorporating links with existing footpaths to form a new circular route around the development linking back to Salt Way.</p> <p>Formal outdoor sports provision is to be located to the south east of Banbury 17, ensuring that land extending towards Wykham Lane, where the potential for adverse landscape and visual impact is higher, will be kept free from built development, whilst the eastern most part of the site is to be utilised as informal open space in order to maintain an important gap between the settlements of Banbury and Bodicote, with each maintaining its separate identity and the character of Bodicote Conservation Area protected.</p> | | |
| 120 | 164 | <p>New policy</p> <p>Banbury 17 - South of Salt Way - East</p> | <p>Insert new site policy as follows;</p> <p>Policy Banbury 17 – South of Salt Way – East</p> <p>Development Area: 68 hectares (in total)</p> <p>Development Description - Development of land south of Salt Way - East will deliver a new neighbourhood of up to 1,345 dwellings with associated facilities and infrastructure as part of SW Banbury. The site is in more than one ownership (Land east of the Bloxham Road and land west of Bodicote) but the development area forms a coherent whole. An integrated, coordinated and comprehensive planning approach will be taken with a link road between the sites in separate ownerships. The site will require a masterplan to ensure this is delivered.</p> <p>Housing</p> <ul style="list-style-type: none"> • Number of homes - Up to 1,345 dwellings (including 145 with permission) | | |

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| | | | <ul style="list-style-type: none"> • Affordable Housing - 30% <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – an on-site primary school. Contributions will also be sought towards provision of secondary school places. Land also needs to be reserved to meet town wide secondary school needs. • Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC11: Local Standards of Provision – Outdoor Recreation; • Community – on-site provision including community and/or local retail facilities; • Access and movement – Principal access to be created off the Bloxham Road (A361). The layout should also provide a route for an east-west link to join White Post Road for local traffic. • A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures. <p>Key Site Specific Design and Place Shaping Principles</p> <ul style="list-style-type: none"> • The development of a comprehensive masterplan for the allocated site in consultation with the Council, Oxfordshire County Council, the Local Nature Partnership (Wild Oxfordshire) and local communities. • Proposals should comply with Policy ESD16 • Development must respect the landscape setting and provide an appropriate development interface with Salt Way (any buffer is likely to be 20 metres wide in accordance with the approach adopted at land east of Bloxham Road and south of Salt Way); • Existing natural features and additional structural planting will reinforce landscape framework upon which to structure development parcels; • Public open space to form a well connected network of green areas | | |

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| | | | <p>within the site, suitable for formal and informal recreation. Formal recreation should be located and phased to come forward as part of development at the southern part of the site; Informal open space is to be located where the site adjoins Bodicote village in order to create a buffer to maintain separation between the two settlements and respect the setting of the Bodicote Conservation Area.</p> <ul style="list-style-type: none"> • A linked network of cycle and footways to provide access into Banbury; • A high quality locally distinctive residential district for the south west of Banbury that is designed with consideration to the landscape setting and well integrated with the adjacent residential area. • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities, • New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel • A new footpath bridleway to be provided running from east to west along the southern boundary of the development area, incorporating links with existing footpaths to form a new circular route around the development linking back to Salt Way • Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops including the provision of a bus route through the site and new bus stops on the site. • Provision of a transport assessment and Travel Plan including to maximise connectivity with existing development, including linkages with and improvements to existing public transport • In addition to the provision of a bus service through the site and associated bus stops, provision is required for buses to turn around during the early part of housing delivery. • Early delivery of the A361 to A4260 Link Road is required, along with associated junctions. The developer will be required to fund the cost of | | |

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| | | | <p>additional public transport to serve the site.</p> <ul style="list-style-type: none"> • A well designed, ‘soft’ approach to the urban edge, which respects the rural,setting • Development proposals to be accompanied and influenced by landscape/visual and heritage impact assessments • Planting of vegetation along strategic route ways to screen the noise • Retention of Public Rights of Way and a layout that affords good access to the countryside • Retention and enhancement of existing hedgerows and trees including the boundary with the Salt Way • Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation • Provision of Green Infrastructure links beyond the development site to the wider town and open countryside • Detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity. Ecological Surveys to accompany any development proposal. • Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and where possible introduces new features • Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment • Provision of public art to enhance the quality of the place, legibility and identity. • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • Take account of the Council’s Strategic Flood Risk Assessment for the site • Use of SuDS techniques in accordance with Policy ESD 7: Sustainable | | |

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| | | | <p>Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessment. Development proposals to be subject to a Flood Risk Assessment.</p> <ul style="list-style-type: none"> • The provision of extra-care housing and the opportunity for community self-build affordable housing • If necessary, the satisfactory incorporation of existing dwellings into the scheme • A detailed survey of the agricultural land quality identifying the best and most versatile agricultural land and a soil management plan. • The need to physically preserve the location of the Neolithic causewayed enclosure. The remainder of the archaeological features will require further investigation and recording ahead of any development, together with a programme of archaeological mitigation. | | |
| 121 | 164 | <p>New policy</p> <p>Banbury 18 - Land at Drayton Lodge Farm</p> | <p>Insert introduction to new site – Policy Banbury 18 – Land at Drayton Lodge Farm as follows;</p> <p>Policy Banbury 18: Land at Drayton Lodge Farm</p> <p>The site is located to the west of the Warwick road (B4100) and to the north east of the village of Drayton. The village of Hanwell is located to the north east of the site. The Warwick road is on the north eastern boundary of the site and beyond this there is residential development at Hanwell fields. Currently there is agricultural land to the north, south, east and west of the site.</p> <p>At the centre of the site is a golf club with a course, driving range and a small car park, a farm, dwellings and a small caravan park with maintained pitches, paths hedgerows and a copse. The remainder of the site is in agricultural use. There is a small lake to the south west of the site and the North Oxfordshire Academy is located to the south east of the site. There are public rights of way throughout the site. Part of the site is an archaeological constraint priority area.</p> | | |

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| | | | <p>It is considered that part of the site is suitable for residential development. The field to the north of the farm and the golf driving range could be developed subject to recreation uses being replaced elsewhere. The site could be linked to the existing site with planning permission to the south and to existing and proposed development to the north east of the site.</p> <p>Landscape evidence has recognised that consideration should be given to the protection of the Drayton Conservation Area which the site abuts to the south, and that care should also be taken to avoid visual prominence of development from within the Sor Brook Valley. The addendum states that the landscape is relatively open with views west towards the Sor Brook Valley creating a feeling of exposure in some locations; primarily within the arable landscape. The addendum notes an important hedgerow on the site's northern boundary.</p> <p>The central part of the site containing the existing dwellings and copse should be protected from development to account for these uses and the steep and undulating landscape on this part of the site. Impacts on landscape, conservation area and the residential properties in the centre of the site should be minimised by any proposal.</p> | | |
| 122 | 164 | <p>New policy</p> <p>Banbury 18 - Land at Drayton Lodge Farm</p> | <p>Insert new site policy as follows;</p> <p>Policy Banbury 18: Land at Drayton Lodge Farm</p> <p>Development Area: 15 hectares</p> <p>Development Description: Located at the northern edge of Banbury, this residential strategic development site will provide approximately 250 dwellings with associated facilities and infrastructure in a scheme that demonstrates a</p> | | |

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| | | | <p>sensitive response to this urban fringe location.</p> <p>Housing</p> <ul style="list-style-type: none"> • Number of homes – Approximately 250 • Dwelling mix – to be informed by Policy BSC4:Housing Mix • Affordable Housing - 30% • The provision of extra care housing and the opportunity for community self-build affordable housing <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – land for a primary school and financial or in kind contributions towards secondary education provision. • Open Space – to include general greenspace, play space, allotments and sports provision as outlined in Policy BSC 11: Local Standards of Provision – Outdoor Recreation; • Community – onsite provision for community and/or local retail facilities; • Access and movement – Principal access to be created off the Warwick Road (B4100). • A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures. <p>Key Site Specific Design and Place Shaping Principles</p> <ul style="list-style-type: none"> • Proposals should comply with Policy ESD16 • An archaeological investigation to inform an archaeological mitigations scheme • A high quality development that is locally distinctive. • Careful design of the height and extent of built development to minimise adverse visual impact on the setting of Drayton village and Drayton Conservation Area | | |

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| | | | <ul style="list-style-type: none"> • Development proposals to be accompanied and influenced by a landscape/visual and heritage impact assessments. • Existing natural features and additional structural planting will reinforce landscape framework upon which to structure development parcels; • Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation. Formal recreation should be located and phased to come forward as part of development at the southern part of the site; • A linked network of cycle and footways to provide access into Banbury; • Layout of development that enables a high degree of integration and connectivity with existing development • A high quality residential area that is designed with consideration to the landscape setting and well integrated with the adjacent proposed residential area. • Retention of dwellings and the copse at the centre of the site with no new development in close proximity • The provision of a green buffer surrounding the existing dwellings and along the western boundaries of the site • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities including to land which has planning permission to the south and east. • New footpaths and cycleways should be provided that link with existing networks, the wider urban area and community facilities with a legible hierarchy of routes to encourage sustainable modes of travel • Good accessibility to public transport services should be provided for with effective footpaths and cycle routes to bus stops on the Warwick Road. • Provision of a transport assessment and Travel Plan including to maximise connectivity with existing development, including linkages with and improvements to existing public transport | | |

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| | | | <ul style="list-style-type: none"> • A well designed, 'soft' approach to the urban edge, which respects the rural,setting • Retention of Public Rights of Way and a layout that affords good access to the countryside • Retention and enhancement of existing hedgerows and trees • Public open space to form a well connected network of green areas within the site, suitable for formal and informal recreation • Provision of Green Infrastructure links beyond the development site to the wider town and open countryside • Detailed consideration of ecological impacts, wildlife mitigation and the creation, restoration and enhancement of wildlife corridors to preserve and enhance biodiversity • Development that retains and enhances significant landscape features (e.g. hedgerows) which are or may be of ecological value; and introduces new features • Provision of appropriate lighting and the minimisation of light pollution based on appropriate technical assessment • Provision of public art to enhance the quality of the place, legibility and identity. • Consideration of noise mitigation along the B4100 • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD 1 – 5 • Take account of the Council's Strategic Flood Risk Assessment for the site • Use of SuDS techniques in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS) and taking account of the Council's Strategic Flood Risk Assessments • The provision of extra-care housing and the opportunity for community self-build affordable housing • A detailed survey of the agricultural land quality identifying the best and | | |

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| | | | most versatile agricultural land and a soil management plan. | | |
| 123 | 164 | New policy Banbury 19 – Land at Higham Way | <p>Insert introduction – Policy Banbury 19 – Land at Higham Way as follows;</p> <p>Policy Banbury 19: Land at Higham Way</p> <p>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 and sports pitches to the north, railway lines to the south and former railway land within site Banbury 6 to the east.</p> <p>The site is within Flood Zone 2 and 3. A Flood Alleviation Scheme (FAS) for the north of Banbury was completed in 2012 and a large part of the site falls within the defended area. The proximity to the railway would present noise pollution to future residents and require a buffer/design solution which might reduce yield.</p> <p>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. 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. The site was marketed for a mixed use development in 2013.</p> | | |
| 124 | 164 | New policy Banbury 19 – | <p>Insert new policy as follows;</p> <p>Policy Banbury 19: Land at Higham Way</p> | | |

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| | | Land at Higham Way | <p>Development Area: 3 hectares</p> <p>Development Description: Re-development would bring about environmental benefits in terms of using previously developed and vacant land within the town.</p> <p>Housing</p> <ul style="list-style-type: none"> • Number of homes – Approximately 150 • Dwelling mix - approximately 70% houses 30% flats. • Affordable Housing – 30% • The provision of extra-care housing and the opportunity for community self-build affordable housing <p>Infrastructure Needs</p> <ul style="list-style-type: none"> • Education – Contributions towards Primary School and secondary education provision • Access and Movement – Access via Higham Way • Open space – as outlined in Policy BSC 11 <p>Key site specific design and place shaping principles</p> <ul style="list-style-type: none"> • Proposals should comply with Policy ESD16 • A distinctive residential proposition for Banbury that integrates well and helps make connections with the adjoining town centre and Railway Station • An appropriate location for higher density housing to include a mixture of dwelling styles and types • Taking advantage of the accessibility of the town centre, an age friendly neighbourhood with extra care housing and housing for wheel chair users and those with specialist supported housing needs • The potential inclusion of live/work units | | |

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| | | | <ul style="list-style-type: none"> • A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities. New footpaths and cycleways should be provided that link to existing networks. • Provision of Green Infrastructure links beyond the development site to the wider town and open countryside • Open/urban spaces provided in various locations within the site and new trees planted. • Development should promote biodiversity enhancement • The implementation of proposals in the Movement Strategy including improved junction arrangements on Bridge Street and Cherwell Street to improve traffic capacity but also to facilitate pedestrian movement between the town centre and the site • Some car free or reduced levels of parking with innovative solutions to accommodating the private car • Good accessibility to public transport services should be provided for • A transport assessment and Travel Plan to accompany development proposals • Appropriate treatment and remediation of contaminated land. • The completion of a flood risk assessment for the site • A sequential approach to development in relation to flood risk • Take account of the Council's Strategic Flood Risk Assessment for the site • Provision of sustainable drainage in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the recommendations of the Council's Strategic Flood Risk Assessment • Compliance with policies ESD 1-5 on climate change mitigation and adaptation. • A noise survey will be required to accompany any planning application. | | |

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| 125 | 165 | Kidlington New para C.188b | Insert a new paragraph following C.188a; Due to a lack of spare education capacity in the town, expansion of one of the existing primary schools will be required over the plan period and developer contributions will be sought. | | |
| 126 | 165 | Kidlington C.190 | Amend the text to reflect modifications to Policy ESD 14; As an urban area close to Oxford and a number of other villages, Kidlington is surrounded by Green Belt. The Local Plan's housing requirements for the plan period and the development strategy can be achieved without the need for a strategic review of the Green Belt in the district. The Oxfordshire District, City and County Councils are jointly considering how to accommodate any unmet housing needs arising in the wider Housing Market Area as set out in para B .89b. With regard to Kidlington's own needs, policies Villages 1 and 2 provide some opportunity. Small scale affordable housing schemes to meet specifically identified local housing need may also be brought forward through the release of rural exception sites (Policy Villages 3). The Kidlington Framework Masterplan will also identify further opportunities. A Local Housing Needs Study will be commissioned in consultation with Kidlington Parish Council. | | |
| 127 | 167 | Kidlington 1: High Value Employment Needs | Modify first part of policy as shown below:- We will undertake a small scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations: (A) Langford Lane / Oxford Technology Park / London-Oxford Airport (B) Begbroke Science Park Key design and place shaping principles: | | |

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| | | | Design for buildings that create a gateway with associated ancillary uses creating a strong sense of arrival, including when arriving from the airport... | | |
| 128 | 168 | Kidlington C.199 | Change sentence to read; The 2012 Retail Study showed that significant new development should not be directed to –Kidlington but that the town centre needed some further environmental improvements and the evening economy should be encouraged. It is proposed to expand the geographical area defined as Kidlington Village Centre to include land on the western side of the Oxford Road and other small areas of commercial uses. The exact boundary will be determined in Part 2 of the Local Plan. The aim of the extension is to:... | | |
| 129 | 168 | Kidlington 2 - Strengthening Kidlington Village Centre | Amend policy text to read:- Shopping, leisure and other 'Main Town Centre Uses' will be supported within the boundary of Kidlington Village Centre. Proposals should be considered against Policies SLE 2, ESD 10 and ESD 16. Residential development will be supported in appropriate locations in the town centre except where it will lead to a loss of retail or other ' <u>Main Town Centre Uses</u> '. The change of use of sites for main town centre uses in the town centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the town centre. Mixed use schemes will be encouraged. | | |

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| 130 | 170 | C.201 and C.205 | <p>Add final bullet points as follows;</p> <p>C201</p> <ul style="list-style-type: none"> • Potential future demand for airport expansion at Kidlington and the potential for employment land in this location. <p>C.205</p> <ul style="list-style-type: none"> • A lack of school places, meaning that housing developments might require the village school to expand. An assessment of education provision will need to inform development proposals. | | |
| 131 | 170 | C.210 | <p>Update text as follows;</p> <p>By 2031, we will have protected and, where possible, enhanced our services and facilities, landscapes and the natural and historic built environments of our villages and rural areas. We will have encouraged sustainable economic opportunities and we will have provided 5,392 (2011-2031) dwellings in total in the rural area including Kidlington and the development of a new settlement at former RAF Upper Heyford.</p> | | |
| 132 | 171 | C.212 | <p>Update text as follows;</p> <ul style="list-style-type: none"> • To secure our vision this Local Plan has a strong urban focus which seeks to direct housing towards Bicester and Banbury. However, there is a need for some development within the rural areas to meet local and Cherwell wide needs. The overall level of housing growth for our villages and rural areas is set out in 'Policy BSC 1: District Wide Housing | | |

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| | | | Distribution’. | | |
| 133 | 171 | C.212a | Delete paragraph. | | |
| 134 | 171 | C.214 | <p>Add two additional bullets to the list;</p> <p>Our approach to providing development in the rural areas seeks to:</p> <ul style="list-style-type: none"> • deliver a new settlement at former RAF Upper Heyford to enable conservation and environmental improvements and to contribute in meeting Cherwell wide and local housing needs • provide new housing for people in rural areas to meet, in particular, the needs of newly forming households • provide affordable housing in what are generally areas of higher housing cost • deliver housing at villages where local shops, services and job opportunities are available and accessible or where access to nearby towns would be sustainable in transport terms • consider the relationship between ‘clusters’ of villages • provide development to help sustain rural services and facilities, including bus routes • avoid significant environmental harm. | | |

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| | | | support the neighbourhood planning process | | |
| 135 | 171 & 172 | C.215 | <p>Update text as follows;</p> <p>To this end, Policy Villages 1 provides a categorisation of the district's villages to ensure that unplanned, small-scale development within villages is directed towards those villages that are best able to accommodate limited growth. The Policy establishes which villages are, in principle, appropriate for conversions and infilling (Category C) and which are suitable for accommodating minor development (Categories A and B). . Policy Villages 2 provides for additional planned development to be accommodated at the most sustainable villages (Category A) to meet district housing requirements and to help meet local needs. Policy Villages 3 seeks to respond to often acute issues of affordability in rural areas and allows for affordable housing to be provided in any of Cherwell's villages to meet locally identified needs in locations or on sites that might otherwise not be appropriate. Policy Villages 4 establishes a framework for addressing open space, sport and recreation deficiencies at the villages. Policy Villages 5 seeks to deliver the new settlement at former RAF Upper Heyford.</p> | | |
| 136 | 172 | Villages 1 - Village Categorisation C.219a | <p>Update text as follows;</p> <p>Policy Villages 1 provides a categorisation of villages to guide the consideration of small-scale proposals for residential development within the built-up limits of settlements. Village categorisation helps understand which villages are in principle best placed to sustain different levels of residential development. The Policy ensures that unanticipated development within the built-up limits of a village is of an appropriate scale for that village, is supported by services and facilities and does not unnecessarily exacerbate travel patterns that are overly reliant on the private car and which incrementally have environmental consequences. Policy Villages 1 seeks to manage small scale development proposals (typically but not exclusively for less than 10 dwellings) which come</p> | | |

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| | | | forward within the built-up limits of villages. It also informs Policy Villages 2 which provides a rural allocation for sites of 10 or more dwellings at the most sustainable category A villages and which will guide preparation of both the Local Plan Part 2 and Neighbourhood Plans. | | | | | | | | |
| 137 | 173 | Villages 1 - Village Categorisation C.221 | Update text as follows; Survey work was previously undertaken to inform village categorisation and this was supplemented by 'the Cherwell Rural Areas Integrated Transport & Land Use Study' (CRAITLUS) which was produced in association with Oxfordshire County Council. The survey work was updated in 2014. | | | | | | | | |
| 138 | 173 | Villages 1 - Village Categorisation C.224 | Update text as follows; It is not proposed that clustering forms part of the development strategy In 'Policy Villages 2: Distributing Growth Across the Rural Areas' as the services and facilities in most satellite villages are too limited to sustainably accommodate the development of larger allocated sites. However, there is considered to be a role for satellite (Category B) villages to accommodate minor development which is set out in 'Policy Villages 1: Village Categorisation' below. | | | | | | | | |
| 139 | 173 | Villages 1 - Village Categorisation | Delete policy and replace with the following; Policy Villages 1: Village Categorisation Proposals for residential development within the built-up limits of villages (including Kidlington) will be considered having regard to the categorisation below. Only Category A (Service Centres) and Category B (Satellite Villages) will be considered to be suitable for minor development in addition to infilling and conversions. <table border="1" data-bbox="683 1324 1697 1396"> <thead> <tr> <th data-bbox="683 1324 804 1396">Catego</th> <th data-bbox="804 1324 1444 1396">Villages by Category</th> <th data-bbox="1444 1324 1697 1396">Type of</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table> | Catego | Villages by Category | Type of | | | | | |
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| | | | ry | | Development | | | | |
| | | | A | <p>Service Villages</p> <p>Adderbury, Ambrosden, Arncott, Begbroke, Bletchingdon (*), Bloxham, Bodicote, Chesterton, Cropredy, Deddington, Finmere, Fringford, Fritwell, Hook Norton, Kidlington, Kirtlington, Launton, Milcombe, Sibford Ferris/Sibford Gower, Steeple Aston, Weston-on-the-Green(*), Wroxton, Yarnton</p> | <p>Minor Development</p> <p>Infilling</p> <p>Conversions</p> | | | | |
| | | | B | <p>Satellite Villages</p> <p>Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington.</p> | <p>Minor Development</p> <p>Infilling</p> <p>Conversions</p> | | | | |
| | | | C | All other villages | <p>Infilling</p> <p>Conversions</p> | | | | |
| | | | <p>(*) Denotes villages partly within and partly outside the Green Belt. In those parts that lie within the Green Belt, only infilling and conversions will be permitted.</p> | | | | | | |
| 140 | 174 | Villages 1 - Village Categorisation C.226 | <p>Update text as follows;</p> <p>There is a need for Cherwell's villages to sustainably contribute towards meeting the housing requirements identified in Policy BSC1. Policy Villages 1 allows for the most sustainable villages to accommodate 'minor development' and all</p> | | | | | | |

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| | | | villages to accommodate infilling or conversions. The appropriate form of development will vary depending on the character of the village and development in the immediate locality. In all cases, 'Policy ESD 16: The Character of the Built and Historic Environment' will be applied in considering applications. | | |
| 141 | 174 | Villages 1 - Village Categorisation C.227 | <p>Update text as follows;</p> <p>In assessing whether proposals constitute acceptable 'minor development', regard will be given to the following criteria:</p> <ul style="list-style-type: none"> • the size of the village and the level of service provision- • the site's context within the existing built environment • whether it is in keeping with the character and form of the village • its local landscape setting • careful consideration of the appropriate scale of development, particularly in Category B (satellite) villages. <p>In considering the scope of new residential development within the built-up limits of Kidlington, consideration will be given to its role as a larger service centre and its urban character, the functions that existing gaps and spaces perform and the quality of the built environment.</p> | | |
| 142 | 174 | Villages 1 - Village Categorisation C.228 | <p>Update text as follows;</p> <p>Infilling refers to the development of a small gap in an otherwise continuous built-up frontage. Not all infill gaps will be suitable for development. Many spaces in villages' streets are important and cannot be filled without detriment to their character. Such gaps may afford views out to the landscape or help to impart a spacious rural atmosphere to the village. This is particularly important in a loose knit village pattern where the spaces may be as important as the buildings.</p> | | |

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| 143 | 174 | Villages 1 - Village Categorisation C.229 | Update text as follows; Adderbury, Ambrosden, Arncott, Begbroke, Bletchingdon, Bloxham, Bodicote, Chesterton, Cropredy, Deddington, Finmere, Fringford, Fritwell, Hook Norton, Kidlington, Kirtlington, Launton, Milcombe, Sibford Ferris/Sibford Gower, Steeple Aston, Weston on the Green, Wroxton and Yarnton are Category A villages. The Category A villages which perform as “service centres” for the “satellite villages” (forming a “village cluster”) shown in the table at paragraph C.225 are Adderbury, Ambrosden, Bloxham, Cropredy, Deddington and Steeple Aston. | | |
| 144 | 174 | Villages 1: Village Categorisation C.230 | Replace paragraph as follows; The category B villages are satellite villages associated with a larger service centre. The satellite villages are: Blackthorn, Claydon, Clifton, Great Bourton, Hempton, Lower Heyford, Middle Aston, Milton, Mollington, South Newington, and Wardington. They do not ‘score’ highly enough in their own right to be included as category A villages but are considered to be appropriate for minor development because of the benefits of access to a service centre within a village cluster. For example, Claydon, Great Bourton, Mollington and Wardington benefit from their relationship with Cropredy. As smaller settlements, the satellite villages have been given a separate ‘B’ Category as they would not be suitable for larger scale development provided for by Policy Villages 2. | | |
| 145 | 174 | Villages 1 - Village Categorisation | Add new paragraph C.230a; All other villages are classified as category C villages. | | |
| 146 | 175 | Villages 2 - Distributing | Modify housing figures:- | | |

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| | | <p>Growth across the Rural Areas</p> <p>C.234a</p> | <p>In the interests of meeting local housing need in rural areas, an allocation is also being made to enable the development of some new sites (for 10 or more dwellings) in the most sustainable locations. A further 750 dwellings will be developed in the rural areas including Kidlington. Sites for 10 or more dwellings that have received planning permission after 31 March 2014 will contribute in meeting these requirements.</p> <p>Additionally, a realistic windfall allowance of 754 homes is identified for sites of less than 10 dwellings for the period (2014-2031). In total, some 5,392 homes will be delivered across the rural areas from 2011 to 2031.</p> | | | | | | | | | | | | |
| 147 | 175 | <p>Villages 2 - Distributing Growth across the Rural Areas</p> <p>C.235</p> | <p>Replace Policy Villages 2 as follows;</p> <table border="1" data-bbox="683 730 1720 986"> <tr><td></td><td></td></tr> <tr><td></td><td></td></tr> <tr><td></td><td></td></tr> <tr><td></td><td></td></tr> <tr><td></td><td></td></tr> </table> <p>A total of 750 homes will be delivered at Category A villages. This will be in addition to the rural allowance for small site 'windfalls' and planning permissions for 10 or more dwellings as at 31 March 2014.</p> <p>Sites will be identified through the preparation of the Local Plan Part 2, through the preparation of Neighbourhood Plans where applicable, and through the determination of applications for planning permission.</p> <p>In identifying and considering sites, particular regard will be given to the following criteria:</p> <ul style="list-style-type: none"> - whether the land has been previously developed land or is of lesser | | | | | | | | | | | | |
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| | | | <p>environmental value;</p> <ul style="list-style-type: none"> - whether significant adverse impact on heritage or wildlife assets could be avoided - whether development would contribute in enhancing the built environment - whether best and most versatile agricultural land could be avoided - whether significant adverse landscape and impacts could be avoided - whether satisfactory vehicular and pedestrian access/egress could be provided - whether site is well located to services and facilities - whether necessary infrastructure could be provided - whether land considered for allocation is deliverable now or whether there is a reasonable prospect that it could be developed within the plan period - whether land the subject of an application for planning permission could be delivered within the next five years - whether the development would have an adverse impact on flood risk <p>Delete para C.235</p> | | |
| 148 | 179 | <p>Villages 5 - Former RAF Upper Heyford</p> <p>New para C.252a</p> | <p>Add new paragraph following C.252;</p> <p>The airbase is located at the top of a plateau and is set within otherwise open countryside. Land to the west falls sharply to the Cherwell valley and Oxford Canal (the Canal itself has been designated as a Conservation Area). The Grade I listed Rousham Park is located in the valley to the south west of the site. The Rousham, Lower Heyford and Upper Heyford Conservation Area adjoins the airbase site, whilst the airbase itself has been designated as a Conservation Area in view of the national importance of the site and the significant heritage interest.</p> | | |
| 149 | 179 | <p>Villages 5 - Former RAF Upper Heyford</p> | <p>Update text as follows:-</p> <p>There are a number of Scheduled Ancient Monuments, listed buildings, and non</p> | | |

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| | | C.253 | designated heritage assets of national importance on site, as well as other unlisted buildings that make a positive contribution to the character or appearance of the conservation area, and much of the airfield is of ecological importance including a Local Wildlife Site (recently extended in area). The site has been divided into three main functional character areas: the main flying field and a technical site to the north of Camp Road and the residential area that is mainly to the south of Camp Road which itself consists of five distinctive character areas reflecting different functions and historic periods of construction. The flying field represents the core area of historic significance, and is of national significance due to its cold war associations. | | |
| 150 | 179 | Villages 5 - Former RAF Upper Heyford C.254 | Update text as follows; The site was previously subject to a policy from the Oxfordshire Structure Plan 2016 (Policy H2) which was saved by the South East Plan and retained upon the South East Plan's revocation. Policy Villages 5 below replaces Policy H2 in guiding the future redevelopment of the site and provides a positive policy framework within which opportunities to accommodate development are considered having regard to known constraints, principally heritage, ecology and transport impacts associated with additional development | | |
| 151 | 179 | Villages 5 - Former RAF Upper Heyford C.255 | Update text as follows:- Since the airbase closed in 1994 temporary planning permissions were granted for the reuse of a large number of the buildings on the site. At present there are just over 300 residential dwellings on the site, the majority of which are rented. Buildings used for employment purposes provide around 1000 jobs. The Cherwell Innovation Centre is also located on the site, providing serviced offices and flexible office space, lab space, and meeting rooms. The Centre is home to a large number of science, technology and knowledge-based businesses. Paragon Fleet Solutions operate on a large part of the former airbase, undertaking office, technical and transport related activities centred around 'car | | |

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| | | | processing’. | | |
| 152 | 179 | Villages 5 - Former RAF Upper Heyford C.256 | Update text as follows; A number of matters raised in the 2008 public inquiry is set out in the appeal decision from the Secretary of State in January 2010 remain relevant to the consideration of the scale, location and type of development that can take place at Upper Heyford including: <ul style="list-style-type: none"> • the delivery of the required balance of historical/cultural objectives, environmental improvements, ecological benefits and public access; • whether the scale, type and location of employment and storage proposed for the Flying Field would harm the character of the Conservation Area and setting of Listed Buildings; • the extent of demolition/reuse of historic buildings on the site • whether adequate opportunities for travel other than by private car would be delivered; • whether adequate infrastructure could be delivered; and • whether a comprehensive and lasting approach to the whole site could be delivered. | | |
| 153 | 180 | Villages 5 - Former RAF Upper Heyford | Delete paragraph C257 | | |
| 154 | 180 | Villages 5 - Former RAF Upper Heyford New para’ C.258 | Amend paragraph c.258 as follows; The site is allocated in this Local Plan as a means of securing the delivery of a lasting arrangement on this exceptional large scale brownfield site, whilst additional greenfield land is now allocated in the context of meeting the full objectively assessed housing needs of the district by realising the opportunities | | |

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| | | | <p>presented by the development of this new settlement. The former airbase site currently has planning permission for a new settlement of some 1075 homes (gross), and Policy Villages 5 provides for additional development through a combination of the intensification of the density of development proposed on the less sensitive previously developed parts of the site, and new, limited, greenfield development around the main airbase site in locations that will be complementary to the approved development. The additional development areas are shown on inset map Policy Villages 5. The policy allows for residential development focused to the south of the flying field, avoiding the most historically significant and sensitive parts of the site, and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road). Given the rural and isolated location of the settlement, and its significant heritage interest, securing adequate transport arrangements and funding the necessary mitigation of transport and heritage impacts will be of particular importance, whilst Policy Villages 5 also makes provisions relating to the importance of high quality design to reflect the distinctive character areas of the site.</p> | | |
| 155 | 180 | <p>Villages 5 - Former RAF Upper Heyford</p> <p>New para' C.259</p> | <p>Add new paragraph following C.258:-</p> <p>A comprehensive approach will be required and it will be necessary to demonstrate how the additional land identified can be satisfactorily integrated with the approved development. The additional land will not be permitted to be developed independently of the main development and infrastructure contributions will be expected for the wider scheme.</p> | | |
| 156 | 180 | <p>Villages 5 - Former RAF Upper Heyford</p> <p>New para' C.260</p> | <p>Add new paragraph following C.259:-</p> <p>Consultation with English Heritage will be required in formulating specific development proposals for the site, whilst regard should also be had to the following documents in preparing any such scheme:</p> | | |

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| | | | <ul style="list-style-type: none"> • Former RAF Upper Heyford Landscape Capacity and Sensitivity Assessment (2014) • Former RAF Upper Heyford Urban Capacity Assessment (2014) • The 2014 Strategic Housing Land Availability Assessment • The approved masterplan for the site approved in 2011 • RAF Upper Heyford Revised Comprehensive Planning Brief SPD (2007) • Former RAF Upper Heyford Conservation Area Appraisal (2006) • Former RAF Upper Heyford Landscape Character Assessment of the Airbase South of the Cold War Zone (2006) • Former RAF Upper Heyford Conservation Plan (2005) • Former RAF Upper Heyford Landscape and Visual Impact and Masterplan Report (2004) • Restoration of Upper Heyford Airbase – A Landscape Impact Assessment (1997) | | |
| 157 | 180 | Villages 5 - Former RAF Upper Heyford | <p>Amend policy as follows;</p> <p>Former RAF Upper Heyford</p> <p>Development Area: 520 ha</p> <p>Development Description: This site will provide for a settlement of approximately 1,600 dwellings (in addition to the 761 dwellings (net) already permitted) and necessary supporting infrastructure, including primary and secondary education provision and appropriate community, recreational and employment opportunities, enabling environmental improvements and the heritage interest of the site as a military base with Cold War associations to be conserved, compatible with achieving a satisfactory living environment. A comprehensive integrated approach will be expected.</p> | | |

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| | | | <p>Housing</p> <ul style="list-style-type: none"> • Number of homes – approximately 1,600 (in addition to the 761 (net) already permitted) • Affordable housing – at least 30% <p>Employment</p> <ul style="list-style-type: none"> • Land Area – approx 120,000 sq. Metres • Jobs created – approx 1,500 • Use classes – B1, B2, B8 • Any additional employment opportunities further to existing consent to be accommodated primarily within existing buildings within the overall site where appropriate or on limited greenfield land to the south of Camp Road. <p>Infrastructure Needs</p> <p>All development proposals will be expected to contribute as necessary towards the delivery of infrastructure provision through onsite provision or an appropriate off-site financial contribution to:</p> <ul style="list-style-type: none"> • Education – provision of a 2.22 ha site for a new 1-1.5 form entry primary school with potential for future expansion, if required, and contributions to primary and secondary school place provision • Health – contributions required to health care provision • Open Space – sports pitches, sports pavilion, play areas, indoor sport provision • Community Facilities – nursery, community hall, local centre/hotel, , a neighbourhood police facility • Access and Movement – transport contributions and sustainable travel | | |

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| | | | <p>measures as detailed below, countryside access measures, fencing along the boundary of the new settlement and the Flying Field</p> <ul style="list-style-type: none"> • Utilities – contamination remediation. Improvements to the water supply and sewerage network, as well as other utilities, may be required. <p>Key site specific design and place shaping principles:</p> <ul style="list-style-type: none"> • Proposals must demonstrate that the conservation of heritage resources, landscape, restoration, enhancement of biodiversity and other environmental improvements will be achieved across the whole of the site identified as Policy Villages 5 • In order to avoid development on the most historically significant and sensitive parts of the site, new development is to be focused to the south of the flying field and on limited greenfield land to the south of Camp Road (and one greenfield area to the north of Camp Road, east of Larsen Road). • The areas proposed for development adjacent to the flying field will need special consideration to respect the historic significance and character of the taxiway and entrance to the flying field, with development being kept back from the northern edge of the indicative development areas. • The release of greenfield land within the allocated site Policy Villages 5 will not be allowed to compromise the necessary environmental improvements and conservation of heritage interest of the wider site. • The settlement should be designed to encourage walking, cycling and use of public transport rather than travel by private car, with the provision of footpaths and cycleways that link to existing networks. Improved access to public transport will be required • Development should accord with Policy ESD 16 and include layouts that maximise the potential for walkable neighbourhoods with a legible hierarchy of routes • Retention and enhancement of existing Public Rights of Way, and the | | |

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| | | | <p>provision of links from the development to the wider Public Rights of Way network, including the reinstatement of the historic Portway route across the western end of the extended former main runway as a public right of way on its original alignment</p> <ul style="list-style-type: none"> • Layouts should enable a high degree of integration with development areas within the Policy Villages 5 allocation, with connectivity between new and existing communities • Measures to minimise the impact of traffic generated by the development on the surrounding road network will be required through funding and/or physical works, including to any necessary capacity improvements around Junction 10 of the M40, and to the rural road network to the west of the site and around Middleton Stoney including traffic calming and management measures. • Development will provide for good accessibility to public transport services and a plan for public transport provision will accompany any planning application • Design and layout should reflect the management and mitigation of noise impacts associated with the development • A Travel Plan should accompany any development proposals • The construction of the settlement on the former technical core and residential areas should retain buildings, structures, spaces and trees that contribute to the character and appearance of the site and integrate them into a high quality place that creates a satisfactory living environment. • Integration of the new community into the surrounding network of settlements by reopening historic routes and encouraging travel by means other than private car as far as possible • The preservation of the stark functional character and appearance of the flying field beyond the settlement area, including the retention of buildings of national interest which contribute to the area's character (with limited, fully justified exceptions) and sufficient low key re-use of | | |

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| | | | <p>these to enable appropriate management of this area.</p> <ul style="list-style-type: none"> • The achievement of environmental improvements within the site and of views to it including the removal of buildings and structures that do not make a positive contribution to the special character or which are justified on the grounds of adverse visual impact, including in proximity to the proposed settlement, together with limited appropriate landscape mitigation, and reopening of historic routes. • The conservation and enhancement of the ecological interest of the Flying Field through appropriate management and submission of an Ecological Mitigation and Management Plan, with biodiversity preserved and enhanced across the site identified as Policy Villages 5, and wildlife corridors enhanced, restored or created, including the provision for habitat for great crested newts and ground nesting birds in particular. A net gain in biodiversity will be sought. • Development should protect and enhance the Local Wildlife Site (including the new extension to the south) Visitor access, controlled where necessary, to (and providing for interpretation of) the historic and ecological assets of the site • Provision of a range of high quality employment opportunities, capable of being integrated into the fabric of the settlement, and providing that the use would not adversely affect residents or other businesses and would not have an unacceptable impact on the surrounding landscape, historic interest of the site, or on nearby villages • New and retained employment buildings should make a positive contribution to the character and appearance of the area and should be located and laid out to integrate into the structure of the settlement • A full arboricultural survey should be undertaken to inform the masterplan, incorporating as many trees as possible and reinforcing the planting structure where required • New development should reflect high quality design that responds to the established character of the distinct character areas where this would | | |

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| | | | <p>preserve or enhance the appearance of the Former RAF Upper Heyford Conservation Area</p> <ul style="list-style-type: none"> • New development should also preserve or enhance the character and appearance of the Rousham, Lower Heyford and Upper Heyford Conservation Area, as well as the Oxford Canal Conservation Area, and their settings • Development on greenfield land within Policy Villages 5 should provide for a well-designed, 'soft' approach to the urban edge, with appropriate boundary treatments • Management of the Flying Field should preserve the Cold War character of this part of the site, and allow for public access. New built development on the Flying Field will be resisted to preserve the character of the area • Landscape/Visual and Heritage Impact Assessments should be undertaken as part of development proposals and inform the design principles for the site • Proposals should demonstrate an overall management approach for the whole site • A neighbourhood centre or hub should be established at the heart of the settlement to comprise a community hall, place of worship, shops, public house, restaurant, and social and health care facilities. Proposals should also provide for a heritage centre given the historic interest and Cold War associations of the site • The removal or remediation of contamination or potential sources of contamination will be required across the whole site • The scale and massing of new buildings should respect their context. Building materials should reflect the locally distinctive colour palette and respond to the materials of the retained buildings within their character area, without this resulting in pastiche design solutions • Public art should be provided • Recycling and potential reuse of demolition materials where possible | | |

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| | | | <ul style="list-style-type: none"> • The provision of extra care housing and the opportunity for self build affordable housing in accordance with Policies BSC 3 and BSC 4 • Public open space should be provided to form a well connected network of green areas, suitable for formal and informal recreation • Provision of Green Infrastructure links to the wider development area and open countryside • Take account of the Council’s Strategic Flood Risk Assessment for the site • Provision of sustainable drainage including SuDS in accordance with Policy ESD 7: Sustainable Drainage Systems (SuDS), taking account of the Council's Strategic Flood Risk Assessment Development should be set back from watercourses. • Demonstration of climate change mitigation and adaptation measures including exemplary demonstration of compliance with the requirements of policies ESD1 – 5 • Development on the site will be required to investigate the potential to make connections to and utilise heat from the Energy Recovery facility to supply the heat demands of residential and commercial development on the site • An archaeological field evaluation to assess the impact of the development on archaeological features. • In all instances development proposals will be subject to the other appropriate development plan policies. | | |
| Section D: The Infrastructure Delivery Plan (IDP) | | | | | |
| 158 | 185 | D.21 | <p>Update paragraph to reflect number of dwellings to be provided at Canalside;</p> <p>In Banbury, the Canalside development (Policy Banbury 1: Banbury Canalside) sets out the development and infrastructure requirements for the redevelopment of the area comprising a mix of uses including up to 700 homes, retail,</p> | | |

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| | | | 15,000sqm of town centre/commercial uses, public open space and multi storey car parks. | | |
| 159 | 185 | D.22 | Update paragraph to reflect number of dwellings to be provided at North West Bicester; In Bicester, the NW Bicester eco-town proposals (Policy Bicester 1: North West Bicester Eco-Town) involving the development of 6,000 homes and jobs requires schools, 40% open space, sustainable transport, community facilities, local shops and services, energy and waste facilities. | | |
| 160 | 185 | D.22a | Update paragraph to reflect amended Policy Villages 5 on Former RAF Upper Heyford:- The Local Plan does not allocate specific sites for growth within the rural areas, other than making an allocation for a new settlement at the Former RAF Upper Heyford, but contains strategic policies for the distribution of growth. Policy Kidlington 1 identifies a small scale Green Belt review at Kidlington and Begbroke for employment purposes and Policy Kidlington 2 aims to strengthen Kidlington's village centre. These policies are important to attract investment. | | |
| 161 | 186 | D.22c | Update bullet points to reflect new policies and amended numbers of dwellings on sites; Overview of Future Growth in Bicester 2011-2031: <ul style="list-style-type: none"> • NW Bicester Eco town of 6,000 homes and jobs with 40% open space (3,293 expected to be delivered by 2031) • Graven Hill, 2,100 homes, logistics and distribution hub • Land at Bure Place, Town Centre Redevelopment (Phase 2) • Extension to Bicester Town Centre (Area of Search) • SW Bicester Phase 1 1,462 homes and 726 homes at Phase 2 • South East Bicester 1,500 homes | | |

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| | | | <ul style="list-style-type: none"> • Bicester Business Park • Employment land at Bicester Gateway • North East Bicester Business Park • Tourism-led development at Former RAF Bicester • Gavray Drive 300 homes • New Cemetery | | |
| 162 | 186 | D.22c | <p>Update bullet points to reflect new policies and amended numbers of dwellings on sites;</p> <p>Overview of Future Growth in Banbury 2011-2031:</p> <ul style="list-style-type: none"> • Bankside Phase 1, 600 homes at Phase 2 • Canalside, including 700 homes, retail, office and leisure uses • West of Bretch Hill, 400 homes • North of Hanwell Fields 544 homes • Southam Road, Banbury 600 homes • Employment Land West of M40 • Relocation of Banbury United Football Club • Extended town centre (Area of Search) • Land at Bolton Road, 200 homes, retail and other mixed uses • Retail and other mixed uses at Spiceball Development Area • Bretch Hill Regeneration Area • Cherwell Country Park • Bankside Community Park • Employment land North East of Junction 11 • South of Salt Way East, 1345 homes • South of Salt Way West, 150 homes • Land at Drayton Lodge Farm, 250 homes • Land at Higham Way, 150 homes | | |

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| 163 | 187 | D.22c | <p>Update bullet points to reflect new policies and amended numbers of dwellings on sites;</p> <p>Overview of Future Growth in Kidlington and rural areas 2011-2031:</p> <ul style="list-style-type: none"> • Accommodating High Value Employment Needs: Langford Lane/London-Oxford Airport; Oxford Technology Park and Begbroke Science Park (subject to small scale Green Belt review) • Kidlington Village Centre • Allocation for 2,361 homes (in total, including 761 already consented) at Former RAF Upper Heyford; 750 across the rural areas and Kidlington. The specific sites to be identified in the Local Plan Part 2 and Neighbourhood Plans when developed. | | |
| Section E: Monitoring and Delivery of the Local Plan | | | | | |
| 164 | 190 | E.11 | <p>Update paragraph to refer to new NPPG. Add text to provide further detail on the monitoring of housing land supply;</p> <p>Housing delivery will be monitored to ensure that the projected housing delivery is achieved. The district is required by the NPPF and the NPPG to maintain a continuous five year supply of deliverable (available, suitable and achievable) sites as well as meeting its overall housing requirement. The District must also provide an additional buffer of 5% on top of its five year land supply delivery requirement. This increases to 20% where there has been a record of persistent under delivery. The Council's housing land supply position will be formally reported and comprehensively reviewed on an at least annual basis in the monitoring report. Updates to the housing land supply position will be undertaken during the year should there be a significant change in circumstances to the District's housing land supply position.</p> | | |
| 165 | 190 | E.12 | Add text to provide further detail on the delivery of the dwellings allocated in the Local Plan and shown in the Housing Trajectory:- | | |

| Mod No. | Page No. | Policy Paragraph | Modification | | |
|---------|----------|------------------|--|--|--|
| | | | <p>This Local Plan allocates strategic sites for development. The non strategic sites required to accommodate the remainder of the development identified in the Housing Trajectory will either be allocated in the Local Plan Part 2 or in Neighbourhood Plans, or will be identified through the determination of applications for planning permission. The Council will regularly review its Strategic Housing Land Availability Assessment to ensure there is sufficient potential supply.</p> | | |
| 166 | 192 | E.22 | <p>Add text to provide further detail on the delivery of the dwellings allocated in the Local Plan and shown in the Housing Trajectory;</p> <p>If the supply of deliverable housing land drops to five years or below and where the Council is unable to rectify this within the next monitoring year there may be a need for the early release of sites identified within this strategy or the release of additional land. This will be informed by annual reviews of the Strategic Housing Land Availability Assessment.</p> | | |
| 167 | | E.25 | <p>Amend para to read as follows:</p> <p>Annual monitoring will inform future Local Plan reviews. These reviews may be in response to shortfalls in the implementation of the Plan's policies and in the delivery of infrastructure, to changes in national policy or strategic needs or due to the need to roll forward the plan period. A small scale review of policy could in some instances be undertaken through preparation of other development plan documents or their review. The possibility of an early Plan review to help meet unmet needs arising elsewhere in the Housing Market Area is provided for at para B.89b.</p> | | |
| 168 | 193/195 | Tables 15/16 | <p>Modified and updated Tables 15 and 16: Housing Trajectory and Employment Trajectory, incorporating consequential changes from main modifications.</p> | | |

| Appendix 5: Maps | | | | | |
|-------------------------|------------------|---|--|--|--|
| 169 | Appendix 5: Maps | 5.1 District Policies Map | Amendments as described below for Inset maps | | |
| 170 | Appendix 5: Maps | 5.2 Key Policies map: Bicester | Amendments as described below for Inset maps | | |
| 171 | Appendix 5: Maps | 5.3 Key Policies map: Banbury | Amendments as described below for Inset maps | | |
| 172 | Appendix 5: Maps | 5.4 Key Policies map: Kidlington | Thornbury House, Kidlington is shown as existing open space in error - correct | | |
| 173 | Appendix 5: Maps | Bicester 1 North West Bicester | Amended proposed boundary | | |
| 174 | Appendix 5: Maps | Bicester 2 Land at Graven Hill | Extension of Graven Hill allocation to the north west | | |
| 175 | Appendix 5: Maps | Bicester 5 Strengthening Bicester Town Centre | Amended proposed boundary | | |
| 176 | Appendix 5: Maps | Bicester 10 Bicester | Extended site boundary | | |

| | | Gateway | | | |
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| 177 | Appendix 5: Maps | Bicester 11 Employment Land at North East Bicester | Extended and amended site boundary – excluding site for a care home which is under construction | | |
| 178 | Appendix 5: Maps | Bicester 12 South East Bicester | Extended site boundary | | |
| 179 | Appendix 5: | Bicester 12 South East Bicester | Removal of area shown as Indicative safeguarding area at Wretchwick Medieval Settlement | | |
| 180 | Appendix 5: Maps | Bicester 13 Gavray Drive | New proposed site | | |
| 181 | Appendix 5: Maps | Bicester green buffer | Extend Launton green buffer north of railway line to be consistent with boundary in Bicester Green Buffer report | | |
| 182 | Appendix 5: Maps | Bicester - green buffer | Modify boundary to exclude extended site Bicester 10 from green buffer | | |
| 183 | Appendix 5: Maps | Bicester - committed site | Addition of committed housing site at DLO Caversfield | | |
| 184 | Appendix 5: Maps | Bicester - committed site | Addition of committed housing site at Talisman Road | | |
| 185 | Appendix 5: Maps | Bicester - committed site | Addition of committed Exemplar site at North West Bicester | | |
| 186 | Appendix 5: Maps | Banbury 1 Canalside | Amended site boundary | | |
| 187 | Appendix 5: | Banbury 2 Land at Southam Road | Amended site boundary | | |

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| 188 | Appendix 5: Maps | Banbury 4 Bankside Phase 2 | Amended and extended site boundary | | |
| 189 | Appendix 5: Maps | Banbury 6 Employment Land West M40 | Extended site boundary | | |
| 190 | Appendix 5: Maps | Banbury 12 (Land for the Relocation of Banbury United Football Club | Amended site boundary | | |
| 191 | Appendix 5: Maps | Banbury 15 Employment Land NE of Junction 11 | New proposed site | | |
| 192 | Appendix 5: Maps | Banbury 16 Land South of Salt Way – West | New proposed site | | |
| 193 | Appendix 5: Maps | Banbury 17 South of Salt Way – East | New proposed site and open space provision | | |
| 194 | Appendix 5: Maps | Banbury 18 Land at Drayton Lodge Farm | New proposed site | | |

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| 195 | Appendix 5: Maps | Banbury 19 Land at Higham Way | New proposed site | | |
| 196 | Appendix 5: Maps | Banbury green buffers | Exclude land at Cotefield Farm from green buffer | | |
| 197 | Appendix 5: Maps | Banbury green buffers | Modify green buffer boundaries to exclude areas of land to be allocated as new/extended strategic allocations as proposed modifications | | |
| 198 | Appendix 5: Maps | West of Warwick Road, Banbury | Show committed site | | |
| 199 | Appendix 5: Maps | Policy Villages 5: Former RAF Upper Heyford | Amend map to reflect extended site boundary and newly identified developable areas | | |
| 200 | Appendix 5: Maps | Theme Map - Economy | Change Theme Map – Economy to add Category A villages | | |
| 201 | 290 | Appendix 6: Monitoring Framework (Theme Three) | Update monitoring indicator to reflect changes to policy:- ESD 3: % of new dwellings completed achieving water use below 110 litres/person/day | | |
| 202 | 291 | Appendix 6: Monitoring Framework (Theme Three) | Update monitoring indicator to reflect changes in data collection arrangements:- ESD 10: Total LWS/LGS area | | |
| 203 | 291 | Appendix 6: Monitoring Framework (Theme Three) | Add additional indicator for Policy ESD 10 to strengthen monitoring provisions on biodiversity:- ESD 10: Local Sites in Positive Conservation Management | | |

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| 204 | 292 | Appendix 6: Monitoring Framework (Theme Three) | Update monitoring indicator to reflect changes in data collection arrangements:- ESD 11: Total amount of Natural Environment and Rural Communities (NERC) Act s41 Habitats of Principal Importance within active Conservation Target Areas (CTAs) Target: A net gain of relevant NERC Act Habitats in active CTAs within the District | | |
| 205 | 294 | Appendix 6: Monitoring Framework (Bicester) | Add new row to reflect new indicator required for new policy:- Bicester 13 Gavray Drive: Housing and infrastructure completions at Gavray Drive | | |
| 206 | 295 | Appendix 6: Monitoring Framework (Banbury) | Amend monitoring indicator to reflect changes to policy:- Banbury 8: Bolton Road Development Area: Housing, Retail and Leisure Completions on the Bolton Road site | | |
| 207 | 296 | Appendix 6: Monitoring Framework (Banbury) | Add new row to reflect new indicator required for new policy:- Banbury 15: Employment Land NE of Junction 11: Employment and infrastructure completions at Land NE of Junction 11 | | |
| 208 | 296 | Appendix 6: Monitoring Framework (Banbury) | Add new row to reflect new indicator required for new policy:- Banbury 16: Land South of Salt Way: West: Housing and infrastructure completions at Land at South of Salt Way: West | | |
| 209 | 296 | Appendix 6: Monitoring Framework (Banbury) | Add new row to reflect new indicator required for new policy:- Banbury 17: Land South of Salt Way (East): Housing and infrastructure completions at Land South of Salt Way (East) | | |
| 210 | 296 | Appendix 6: | Add new row to reflect new indicator required for new policy:- | | |

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| | | Monitoring Framework (Banbury) | Banbury 18: Land at Drayton Lodge Farm: Housing and infrastructure completions at Land at Drayton Lodge Farm | | |
| 211 | 296 | Appendix 6: Monitoring Framework (Banbury) | Add new row to reflect new indicator required for new policy:- Banbury 19: Land at Higham Way: Housing and infrastructure completions at Land at Higham Way | | |
| Appendix 7: List of Replaced and Retained Saved Policies | | | | | |
| 212 | 299 | Appendix 7: List of Replaced and Retained Saved Policies | Amend the list of policies replacing H1 of the Adopted Local Plan 1996 to include the following:- Bicester 13 Banbury 8 Banbury 16 Banbury 17 Banbury 18 Banbury 19 | | |
| 213 | 300 | Appendix 7: List of Replaced and Retained Saved Policies | Amend the list of policies replacing EMP1 of the Adopted Local Plan 1996 to include:- Banbury 15 | | |
| 214 | 302 | Appendix 7: List of Replaced and Retained Saved Policies | Amend Policy R1 of the Adopted Local Plan 1996: 'Allocation of land for recreation use' from 'retained' to 'part replaced':- Replacement policy: Bicester 13. Does this affect the Adopted Proposals Map 1996?: Yes | | |
| 215 | 302 | Appendix 7: List of | Amend Policy R7 of the Adopted Local Plan 1996: Protection and enhancement of the recreational roles of the Oxford Canal and River Cherwell':- | | |

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| | | Replaced and Retained Saved Policies | " 'replaced' | | |
| 216 | 302 | Appendix 7: List of Replaced and Retained Saved Policies | Amend the end column (currently blank) to show that the 1996 Proposals Map is not affected by the new policy:- Adopted Local Plan Policy R7: Does this Affect the Adopted Proposals Map 1996?: No | | |
| 217 | 304 | Appendix 7: List of Replaced and Retained Saved Policies | Amend the end column (currently blank) to show that the 1996 Proposals Map is affected by the new policy:- Adopted Local Plan Policy C10: Does this Affect the Adopted Proposals Map 1996?: Yes | | |
| 218 | 304 | Appendix 7: List of Replaced and Retained Saved Policies | Amend the end column (currently blank) to show that the 1996 Proposals Map is affected by the new policy:- Adopted Local Plan Policy C12: Does this Affect the Adopted Proposals Map 1996?: Yes | | |
| 219 | 304 | Appendix 7: List of Replaced and Retained Saved Policies | Amend row to show that a new Local Plan policy does not replace a 1996 Local Plan policy:- Policy C18 – retained – - | | |
| 220 | 304 | Appendix 7: List of Replaced and Retained Saved Policies | Add a new row at the end of the table: Saved Policy of the Central Oxfordshire Local Plan (Cherwell) 1992 Policy number: GB1 Description: Development in the Green Belt Replaced or Retained: replaced Replacement Policy: ESD14 Does this Affect the Adopted proposals Map 1996? Yes | | |
| 221 | 304 | Appendix 7: | Add a new row at the end of the table: | | |

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| | | List of Replaced and Retained Saved Policies | Saved Policy of the Oxfordshire Structure Plan 2005 Policy number: H2 Description: Upper Heyford Replaced or Retained: replaced Replacement Policy: Villages 5 Does this Affect the Adopted proposals Map 1996? Yes | | |
| 222 | 307 | Appendix 8: Infrastructure Delivery Plan (IDP) | See separate document | | |

