



URGENT BUSINESS AND SUPPLEMENTARY INFORMATION

Overview and Scrutiny Committee 26 November 2024

Agenda Item Number	Page	Title	Officer Responsible	Reason Not Included with Original Agenda
8	3 - 554	<p>Proposed Cherwell Local Plan 2042 - Supplementary PUBLIC Documents</p> <p>The draft versions of these documents were previously published as Exempt papers with the original agenda publication, for the reasons set out in that agenda, but have subsequently been finalised and made available for publication. These papers are also published as part of the agenda pack for the Executive 2 December 2024; Item 8: Proposed Cherwell Local Plan 2042 https://modgov.cherwell.gov.uk/ieListDocuments.aspx?CId=115&MId=4006&Ver=4</p> <p>The additional documents are:</p> <ul style="list-style-type: none"> • Supplementary Note: Summary of Changes to the O&S Supplementary Documents now published with the 2 December 2024 Executive Agenda. • Appendix a1) Draft Sustainability Appraisal Non-technical Summary • Appendix a2) Draft Sustainability Appraisal WIP • Appendix b) Draft WIP Habitats Regulation Assessment • Appendix c) the Health and Equalities Impact Assessment • Appendix d) Interim Duty to Cooperate Statement • Appendix e) Proposed Cherwell Local Plan 2042 Appendices, including proposed • Appendix 4- Strategic Gaps associated with Banbury, Bicester and Heyford Park: Key Characteristics and Recommendations. 	Assistant Director Planning & Development	The draft versions of these documents were previously published as Exempt papers with the original agenda publication, for the reasons set out in that agenda, but have subsequently been finalised and made available for publication.

If you need any further information about the meeting please contact Michael Carr / Martyn Surfleet, Democratic and Elections democracy@cherwell-dc.gov.uk, 01295 221534

Agenda Item 8

Proposed Cherwell Local Plan 2042

Supplementary Note

Summary of Changes to the O&S Supplementary Documents now published with the 2 December 2024 Executive Agenda.

Document	Update on Changes
Draft Sustainability Appraisal Non-Technical Summary	This document is unchanged except for some very minor presentational amendments.
Draft Sustainability Appraisal	<p>Update and expanded Section 6 which considers growth scenarios.</p> <p>Updated and expanded Section 7 – the selection of the preferred scenario.</p> <p>Addition of Part 2, which</p> <ul style="list-style-type: none"> a) sets out the appraisal findings of the preferred scenarios against the preferred Growth Scenario. b) Sets out an appraisal of the Draft Plan (section 9) against the SA objectives. <p>Addition of Part 3 which considers next steps and monitoring/implementation.</p>
Draft Habitats Regulation Assessment	<p>The original version to O&S was a work in progress update from the Regulation 18 HRA.</p> <p>The revised Draft HRA November 2024 now presented, reflects the full set of policies in the Regulation 19 Cherwell Local Plan 2042 and has been finalised for consultation following engagement with Natural England in mid-November 2024.</p>
Health & Equalities Impact Assessment	This document is unchanged
Interim Duty to Cooperate Statement	<p>Some restructuring of the document.</p> <p>Formatting and presentational changes.</p> <p>Additional meetings, notes and outcomes added. For example, with neighbouring authorities, Historic England and Natural England</p>
Local Plan Appendix 4 – Strategic Gaps, associated with Banbury, Bicester and Heyford Park: Key Characteristics and Recommendations	This document is largely unchanged except for some minor presentational amendments.

This page is intentionally left blank

Page 5

Sustainability Appraisal (SA) of the Cherwell Local Plan Review

SA Report
Non-technical Summary

Draft version

November 2024

Introduction

AECOM is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Cherwell Local Plan Review that is being prepared by Cherwell District Council.

Once in place, the Local Plan will set a strategy for growth and change for the period to 2042, allocate sites to deliver the strategy and establish the policies against which planning applications will be determined.

SA is a mechanism for considering and communicating the likely effects of an emerging plan, and alternatives, with a view to minimising adverse effects and maximising the positives. Local Plans must be subject to SA.

Central to the SA process is preparation of an SA Report for publication alongside the draft plan that presents an appraisal of “the plan and reasonable alternatives”.

At the current time, the SA report is published alongside the ‘proposed submission’ version of the Local Plan, under Regulation 19 of the Local Planning Regulations (following ‘interim’ reports published alongside early drafts of the plan in 2020 and 2023).

This is the Non-technical Summary (NTS) of the SA Report.

It is important to be clear that this is currently in draft and will be finalised in time for Regulation 19 publication.

Structure of the SA Report / this NTS

SA reporting essentially involves answering the following questions in turn:

- 1) What has plan-making / SA involved **up to this point**?
 - including in relation to ‘reasonable alternatives’.
- 2) What are the SA findings **at this stage**?
 - i.e. in relation to the draft plan.
- 3) What happens **next**?

Each of these questions is answered in turn below. Before doing so, there is a need to set the scene further by answering the question: *What’s the scope of the SA?*

What’s the scope of the SA?

The scope of the SA is reflected in a list of topics and objectives. Taken together, this list provides a methodological ‘framework’ for appraisal.

The following topics comprise the core of the SA framework:

- Air quality and environmental quality
- Biodiversity
- Climate change adaptation
- Climate change mitigation
- Communities
- Economy and employment
- Historic environment
- Homes
- Land, soils and resources
- Landscape
- Transport
- Water

Plan-making / SA up to this point

Two key steps in the required SA process are: A) appraise reasonable alternatives in time to inform development of the draft plan; and then B) publish information on reasonable alternatives as part of the draft plan consultation.

As such, Part 1 of the SA Report explains work undertaken in 2024 to develop and appraise a reasonable range of “growth scenarios”, essentially in the form of alternative key diagrams, i.e. alternative approaches to development where each is ‘reasonable’ in terms of providing for development needs and delivering on wider plan objectives.

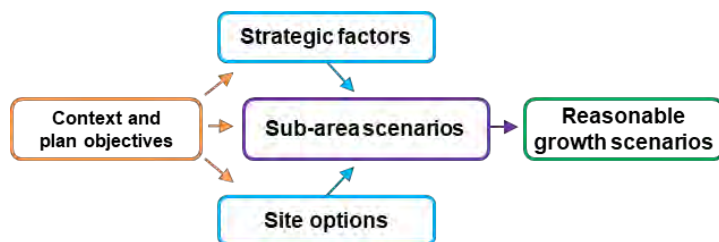
A focus on growth scenarios ensures a focus on the choice at the very heart of the plan. Furthermore, it ensures a focus on alternatives that are meaningfully different in terms of ‘significant effects’ (it being a requirement for SA to focus on significant effects).

In short, the process of exploring growth scenarios involved: **1)** defining growth scenarios; **2)** appraising growth scenarios; and then **3)** feeding-back to inform the draft plan.

Defining growth scenarios

Section 5 of the main report explains the process of defining reasonable alternative growth scenarios for appraisal and consultation. Figure A provides an overview.

Figure A: Process overview



Context and plan objectives

Plan-making has been underway since 2020, but a key milestone was reached in Autumn 2023 when the Council consulted on a Draft Local Plan Review (LPR). The consultation provides key context to defining reasonable growth scenarios, but there have also been some significant shifts to the context since that time. Firstly, the Oxford Local Plan submitted for examination in early 2024 now looks set to be withdrawn, with implications for the understanding of Oxford City's unmet housing need that had informed preparation of Cherwell's Draft LPR in 2023. Secondly, context comes from the Government's recent [consultation](#) on 'Proposed reforms to the National Planning Policy Framework (NPPF) and other changes to the planning system'. A key implication of the consultation / reform agenda is that there is an urgent need to adopt the LPR in order to avoid a situation whereby the adopted Local Plan is deemed out-of-date such that the presumption / tilted balance in favour of development applies when considering planning applications.

Simply achieving an up-to-date local plan is key, but there are also a range of other objectives in place to guide plan-making and, in turn, work to define growth scenarios. These cover Council priorities including net zero, nature recovery and affordable housing.

Strategic factors

Section 5.2 of the main report gives consideration to:

- **Quantum** (*how much?*) – focusing on housing, Local Housing Need (LHN) currently stands at 15,629 homes (2020-2042) according to the Government's standard method, although the Government has recently consulted on a new standard method that would see the figure increase to 22,631 homes (if unchanged following consultation).

Furthermore, the District is already committed to providing for 4,400 homes of Oxford City's unmet need, such that a starting point for defining growth scenarios is a need to identify supply sufficient to enable the housing requirement to be set at 20,029 homes (LHN plus unmet need). Lower growth scenarios can be ruled-out as unreasonable; however, there are reasons for remaining open to higher growth scenarios.

- **Broad spatial strategy** (*where and how?*) – the main report presents a discussion under three headings: 1) Cherwell's sub-areas; 2) sub-regional context; 3) overarching aims of the LPR. A key consideration is the balance of growth between settlements, and also the appropriate mix of development site typologies, e.g. large strategic, strategic and smaller sites. The main report presents the following conclusions:
 - There is a strong argument for *broadly* rolling forward the existing strategy, particularly the strategy of directing a high proportion of growth **Bicester** and **Banbury**, and to Bicester in particular.
 - There are strategic arguments in support of growth in the **Kidlington** area and at **Heyford Park**. However, there are a range of detailed factors to consider, e.g. Green Belt constraint at Kidlington and transport constraint at Heyford Park.
 - There are limited strategic arguments in support of a **new settlement**. However, new settlement options do warrant proportionate consideration.
 - There are limited strategic arguments for dispersing growth to the **rural area**, including noting recent levels of growth, but a number of Parish Councils are prepared to allocate sites through a neighbourhood plan.
 - In light of the recent Cherwell experiences, and also mindful of the Oxfordshire context (e.g. seeking to align with growth with transport and decarbonisation objectives) there is support for **strategic growth locations**. However, there is also a need for a good mix of site allocations, to include smaller sites.
 - There are myriad **other strategic factors** that must feed-in to work to define growth scenarios, e.g. accounting for strategic infrastructure and environmental issues and opportunities and delivering on net zero carbon commitments.
 - Providing for **employment land** needs is also a key consideration for the LPR. Calculating needs is complex, including because of a need to account for various types of employment land (industrial, distribution, R&D, offices), and there are a range of broad spatial strategy considerations that must feed-in.

Site options

Section 5.3 of the main report explains how the Housing and Economic Land Availability Assessment (HELAA) identifies a shortlist of site options that can then be drawn upon as the building blocks for growth scenarios. The HELAA identifies sites with a total theoretical capacity far in excess of what is required under any reasonable scenario. However, the HELAA looks at sites in isolation, such that there is the possibility of HELAA-rejected sites needing to be brought back into contention for allocation in light of strategic factors.

Sub-area scenarios

Section 5.4 is a key section within the main report. Five sub-areas are defined, and for each the aim is to: A) discuss strategic factors; B) consider site options (in isolation and in combination); and then C) conclude on sub-area scenarios, in the form of alternative combinations of site allocations, to progress to the final stage in the process.

From Table A it can be seen that across the sub-area scenarios some sites are progressed as 'constant' and others as a 'variable'. Each of the sub-areas is then discussed in turn.

N.B. to reiterate this work remains in draft at the current time.

Table A: Summary of sub-area scenarios (with number of homes in brackets)

Sub area		Scenarios (N.B. supply from LPR allocations only)
Banbury		One scenario: 770 homes
Bicester		Three scenarios: 0, 800 or 1,000 homes
Kidlington	Green Belt	Three scenarios: 0, 300 or 2,000 homes
	Non- GB	One scenario: 450 homes
Heyford Park		One scenario: 0 homes
Rural area		One scenario: 565 homes
Total supply over-and-above completions, commitments & windfall	Minimum	1,785 homes
	Maximum	4,785 homes

Banbury

As well as supply from completions (homes delivered since the start of the plan period) and commitments (essentially sites with planning permission), there is clear support for a further 170 homes at Calthorpe Street. This is potentially a reasonable level of growth for Banbury, given constraints to growth and relatively limited strategic case for growth, as discussed. However, East of Bloxham Road, Banbury (Phase 2) is considered to be a strongly performing site for additional allocation (600 homes). It was found to perform relatively well through the consultation in 2023, and adjustments have been made to the site boundary / proposed scheme since that time. Whilst extending a recently permitted scheme is never ideal (i.e. a preferable approach would have been to plan comprehensively across both sites, including with a view to negotiating planning gain), the committed site adjacent to the north is now under construction and, in turn, a benefit of allocating land for 'Phase 2' is that the site has very strong delivery credentials, in that there is low delivery risk and it can deliver relatively early. This is an important consideration given a need to be able to demonstrate a five year housing land supply against the committed housing requirement (whatever that may be) at the point of plan adoption and in the context of constraints to early delivery of sites at both Bicester (grid constraints) and Kidlington (Oxford sewage treatment works capacity constraints).

In this light, **sub-area scenario 1** involves allocation of both Calthorpe Street and East of Bloxham Road, Banbury (Phase 2) leading to a total supply figure of 6,477 homes for Banbury, and there is not considered to be a reasonable lower growth scenario (which is not to say that consultees cannot put forward arguments for lower growth; they are welcome to do so through the current consultation). With regards to higher growth, there is a limited strategic case to be made, and another consideration is that all three of the larger villages closely linked to Banbury – Adderbury, Bodicote and Bloxham – are all suited to a significant housing requirement (with allocations then made through a subsequent neighbourhood plan), as discussed further below. It is recognised that there is the option of allocating North of Dukes Meadow Drive, in order to deliver an additional ~200 homes over-and-above the permitted site for 78 homes, but an expanded scheme would deliver limited additional benefits (beyond homes) and would give rise to additional concerns in terms of landscape impacts and problematic piecemeal growth to the north of Banbury. Also, this site does not perform very strongly in transport terms in comparison to others in contention for allocation district-wide, and there is the context of problematic traffic congestion and air quality in Banbury. There are currently two planning applications pending for the non-permitted part of this site, and so it is considered appropriate for these applications to take their course, rather than exploring the option further here through appraisal of / consultation on reasonable growth scenarios.

Bicester

A large number of completions and commitments have delivered or will deliver in the plan period, plus 4,300 homes at NW Bicester will deliver beyond the plan period. This is potentially a reasonable level of growth, recognising that this level of growth in combination with completions and commitments elsewhere (13,653 homes), support for two allocations at Banbury (770 homes) and a windfall assumption (1,400 homes) leads to a total supply district-wide of 23,572 homes, which is a figure comfortably in the context of the 20,029 homes figure discussed above as a reasonable lower growth housing requirement.

As such, **sub-area scenario 1** involves no new LPR housing allocations, but there is also a clear need to remain open to higher growth, given arguments for higher growth district-wide and the strategic case for growth at Bicester. In this regard, a first port of call is South East of Wretchwick Green, which was judged to be a strongly performing site at the Draft Plan / Interim SA Report stage (2023) to the extent that its allocation was held constant across the RA growth scenarios (albeit in the context of a different understanding of the housing quanta starting-point for the LPR). The appraisal did flag some significant concerns, including from a biodiversity, landscape and containment/sprawl perspective, including noting that the site would extend a permitted strategic urban extension, but the site benefits from a location on a strategic transport corridor, namely the A41, and could deliver some targeted benefits. Another key issue with the site is that its timetable for delivery is unknown, because the timetable for delivering the adjacent permitted site is unknown, including on account of grid capacity issues; and it could even potentially be that the allocation option delivers beyond the end of the plan period. Nonetheless, it remains a reasonable option to test, given a case for taking a long-term, vision-led approach to growth at Bicester and across the wider south of the District. Allocation of this site leads to **sub-area scenario 2**.

At the Draft Plan / Interim SA Report stage (2023) the other site allocation to feature within the RA growth scenarios was Wendlebury, with the assumption of a 1,000 home scheme despite the site being promoted for 2,800 homes. The site was shown to have a range of issues/impacts through the appraisal, no support for the site was highlighted through the consultation and the consultation response received from the site promoters did not directly respond to any of the issues raised (in fact it did not reference the SA). However, on balance, it remains an appropriate and reasonable option to test at this stage, including with a view to ensuring a strategic approach to growth along the A41 (noting the option of an 'employment gateway' to the north) and because growth in this direction would be entirely contained by the flood risk zone. Also, the site could potentially assist with delivering a new southern perimeter road, although it is not clear that this would be the case to any significant extent.

The issue is that the site is being promoted for 2,800+ homes including with a significant part of the scheme within the flood risk zone (the 2023 consultation response refers briefly to a mitigation, but there is no clarity). There is no certainty regarding what if any scheme could be delivered whilst avoiding growth in the flood risk zone; however, on balance it is considered again appropriate to assume a 1,000 home scheme, whilst acknowledging such a scheme may not be seen as viable by the landowner(s) / site promoter.

Finally, with regards to Wendlebury, there is the question of whether it should be assumed to deliver: A) in addition to South East of Wretchwick Green (as the sequentially less suitable site) such that its allocation would involve a high growth strategy for Bicester; B) in place of South East Wretchwick Green or C) both in addition to and in place of. There is a case for high growth at Bicester, but delivery could be a limiting factor. Taking a pragmatic approach option (B) is favoured, leading to **sub-area scenario 3**.

The next port of call is then the option of retaining support for a mix of housing growth and major new employment land along the A41 in the Chesterton area, to the west of Bicester, and it is noted that the County Council highlights that this approach has some merit on transport grounds. However, the latest view is that there should be a focus on delivering a new employment gateway to Bicester in this area, there are drawbacks to close integration of housing and employment land (particularly distribution uses) and the new proposed approach assists with retaining Chesterton's function as a historic village.

Finally, whilst there are several other sites subject to limited constraint, these tend not to align well with strategic objectives for Bicester particularly around transport and/or are in proximity to NW Bicester, which must be supported to now deliver in a timely manner.

In conclusion, there are three sub-area scenarios taken forward. This is in respect of housing growth, but employment growth is another key consideration. The emerging proposed approach involves high growth, including a major focus along the A41 close to M40 J9 (also a new proposed site adjacent to Glaven Hill).

Kidlington

The main report gives consideration to: Edge of Woodstock; Edge of Oxford; Yarnton / Bebroke; Kidlington; Islip; New settlement options. Discussions are mostly unchanged from those presented in the Interim SA Report (2023; see [here](#)), and in conclusion:

- There is strong support for allocation of Land east of Woodstock, for 450 homes, albeit the site is not without its issues, perhaps most notably in terms of access to a primary school, but also in terms of linking to Woodstock. This is **sub-area scenario 1**.
- There are two higher growth scenarios, as per the conclusion reached in 2023, namely additional allocation of Land North of the Moors for 300 homes (**sub-area scenario 2**)

or additional allocation of Shipton Quarry for 2,000 homes (**sub-area scenario 3**). Islip is a potential alternative to Shipton Quarry, but road connectivity is a key issue.

A scenario involving allocation of both sites is not taken forward noting Green Belt as a constraint to growth in this area, plus all three growth locations could lead to in-combination impacts, e.g. on Kidlington (traffic) or the river corridor.

- There is also a clear need to remain alive to strategic objectives around comprehensive planning for R&D employment land linked to Oxford. However, there is significant committed employment land, and more broadly the context of extensive committed growth in the Kidlington area following the Local Plan Partial Review (2020). Options can and will be revisited once committed growth progresses and further work is undertaken in respect of visioning, strategic masterplanning etc.

Heyford Park

Section 5.2 of the ISA Report (2023) explained the [background](#) to Heyford Park, and then Section 5.4 of the report concluded: *“It is relatively straightforward to arrive at [sub-area] scenarios for Heyford Park, relative to the three sub-areas discussed above. There are clear arguments for exploring additional growth, and any further additional growth must be comprehensive rather than piecemeal; however, there is also a need to consider the option of no further growth at Heyford Park, e.g. noting relatively poor transport connectivity.”*

The allocation option then appraised (in addition to the option of no allocation, i.e. support only for the committed level of growth / existing masterplan) involved 1,235 homes, and this option was then taken forward as a preferred option within the Draft Plan, as explained in Section 7 of the ISA report, which explained (as part of a quote from officers responding to the appraisal of growth scenarios): *“Heyford Park – it is recognised that this is a challenging location for growth from a transport perspective, but the strategy is specifically designed to deliver new transport infrastructure / service upgrades and precludes additional development coming forward before 2030 or without clear mechanisms in place to ensure the necessary infrastructure is forthcoming. The approach will also support improved containment / trip-internalisation in the longer-term. It is acknowledged that this part of the district is relatively constrained in terms of comprising better quality agricultural land; however, it might well be the case (following further investigations), that the land is only grade 3a quality, i.e. the lowest grade of land classed as ‘best and most versatile’. There is also a need for further work in respect of wastewater infrastructure, plus there is a clear need for further close working with Historic England regarding the historic environment / heritage constraint (in respect of the former airfield and more widely).”*

However, the situation has now moved on in two related respects.

Firstly, the County Council is now clear that a further 1,250 home allocation is not supported from a transport perspective, even after having accounted for the potential to deliver new infrastructure and support increased trip internalisation within Heyford Park as a whole. There is a very strong focus on ensuring that growth in Oxfordshire aligns with a vision-led approach to transport planning (including noting that there are new references to this approach in the Draft NPPF, 2024), which means focusing growth at larger settlements and/or at locations well connected by public and active transport. Whilst there is the potential to reopen a train station at Ardley, the potential to do so and suitably link Heyford Park residents to the station would be highly uncertain under a scenario involving a 1,250 home allocation. With regards to bus connectivity, whilst services could be improved, it is very difficult to envisage the possibility of suitability fast and frequent bus connectivity between Heyford Park and Oxford, recognising that efforts might alternatively be focused on maintaining and improving services along the main road corridors, most notably the A34/41 and the A44 (see key figures in the Transport Study, 2022, also shown [here](#)). Key quotes from the County Council include:

“OCC have serious concerns about the severe traffic impact at Middleton Stoney and surrounding villages that additional development at this location could have...”

“Any new allocation... would need to provide a package of mitigation including as a minimum... Such a package is unlikely to be viable for a new site of 1,250 homes... It is also worth highlighting it is likely that sustainable transport solutions may not be effective in fully mitigating the traffic impacts of the development, given the location.”

“Existing commitments to an attractive level of public transport to and from the site have not been met to date and OCC is experiencing difficulty in identifying a bus operator to continue the current service, the future viability of which is uncertain.”

Secondly, the site promoters have made clear that their vision for Heyford Park involves comprehensive growth involving at least an additional 6,000 homes beyond what is already committed. The site promoters had been intending to submit a planning application for a scheme of that size, as discussed [here](#), but that now appears to be delayed, potentially in light of the Governments’ New Towns Task force, which is seeking submissions for potential New Towns involving at least 10,000 homes. Major growth involving an additional 6-10,000 homes could be transformational in terms of both trip internalisation / self-sufficiency and transport connectivity, and there is also a need to note the context of a possible strategic rail freight interchange (see latest updates [here](#) and [here](#)) as well as current pending speculative planning applications for employment sites adjacent to Junction 10 of the M40. However, it is well-beyond the scope of the current LPR to consider an allocation of 6,000+ homes at Heyford Park, not least because of the timing aspect (i.e. given a clear case against delaying the plan to allow further

consideration of the issues/options). It is also important to note that the Government has committed to a new plan-making regime involving preparation of strategic (sub-regional) plans to feed-into and inform the preparation of local plans, and a future strategic plan would clearly be an appropriate forum for exploring issues/options.

Rural area

The rural area has seen significant growth over recent years, plus there is extensive committed growth, primarily from non-allocated ('speculative') sites that have gained planning permission at appeal under the presumption in favour of sustainable development. This suggests limited strategic case for supporting further growth in the rural area through the LPR, and this argument is bolstered on the basis of the discussion above, which has identified supply options from higher order settlements.

However, on the other hand, recent and committed growth in the rural area is unevenly distributed, and there can be village specific arguments for growth (to meet housing needs, including affordable housing, to deliver on objectives relating to infrastructure and village services/facilities, and generally to help maintain village vitality). Furthermore, development sites at villages tend to benefit from strong viability (such that they can deliver an affordable housing and wider policy asks), low delivery risk and an ability to deliver relatively early in the plan period, which is an important consideration given that elsewhere there is a focus on strategic sites that will deliver later in the plan period, plus there are currently constraints to early delivery at Bicester and Kidlington, as discussed. Finally, there is a need to recognise that a number of Parish Councils are not only willing and able to prepare a neighbourhood plan that allocates sites for development but are keen to do so given NPPF para 14 (protection from the presumption in favour).

As such, for each of the category A villages there is a clear need to consider growth options on their merits and consider whether growth might be supported either through an LPR allocation or the assignment of a housing requirement to the Parish Council.

The main report considers villages in turn, and in each case concludes that there is a logic to the emerging proposed approach to assigning housing requirements (or, in the case of Bletchington, allocating one site through the LPR). Overall, the emerging proposed approach is to direct 565 homes to the rural area through the LPR, over-and-above completions and commitments totally 1,773 homes. There is a case for exploring lower growth (also potentially allocating through the LPR at certain villages), perhaps most notably at Adderbury and also potentially at Bloxham, Hook Norton and Melcombe (as a category B village), but lower growth scenarios would only involve modestly fewer homes.

Borough-wide growth scenarios

Section 5.5 identifies reasonable combinations of the sub-area scenarios that then form the reasonable growth scenarios for the District. There are 9 feasible combinations, and all would deliver a reasonable quantum of homes once account is also taken of completions and commitments (21,402 homes) and a windfall assumption (1,400 homes), hence there are 9 reasonable growth scenarios, as set out below.

A final consideration is employment land, with a number of omission sites warranting ongoing consideration, including land to the East of Banbury, but on balance there is not considered to be a reasonable higher growth scenario.

Table B: The reasonable growth scenarios

Scenario		1	2	3	4	5	6	7	8	9	
Completions & commitments		21,402	21,402	21,402	21,402	21,402	21,402	21,402	21,402	21,402	
Windfall		1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	
Strategic Allocations	Banbury	770	770	770	770	770	770	770	770	770	
	Bicester	0	0	0	800	800	800	1000	1000	1000	
	Kidlington	GB	0	300	2,000	0	300	2,000	0	300	2,000
		Non-GB	450	450	450	450	450	450	450	450	450
	Heyford Park	0	0	0	0	0	0	0	0	0	
Rural area		565	565	565	565	565	565	565	565	565	
Total homes		24,587	24,887	26,587	25,387	25,687	27,387	25,587	25,887	27,587	
Per annum		1,118	1,185	1,266	1,209	1,223	1,304	1,218	1,233	1,314	
% over 20,029		23%	30%	39%	33%	34%	43%	34%	35%	44%	

Growth scenarios appraisal

The table (or ‘matrix’) below presents a summary of the appraisal of reasonable growth scenarios presented above. The table includes a row for each component of the SA framework (introduced above), and within each row, the aim is to **1**) rank the scenarios in order of performance (with a star indicating best performing and “=” used where it is not possible to differentiate with confidence); and then **2**) categorise performance in terms of significant effects using **red** (significant negative) / **amber** (moderate/uncertain negative) / **light green** (moderate/uncertain positive) / **green** (significant positive) / no colour (neutral).

It is important to be clear that the appraisal is not undertaken with any assumptions made regarding the degree of importance / **weight** that should be assigned to each of the topics, such that the intention is not that the matrix should be used to calculate a total score for each of the scenarios (and, in any case, any attempt to do so is complicated by a need to account for both order of preference and conclusions reached on significant effects).

The appraisal shows a mixed picture, but it is immediately apparent that **Scenario 1** has merit given it: is the preferable scenario under the greatest number of topics (7); and has equal fewest predicted negative effects (3). However, there is some uncertainty because Scenario 1 is the lowest growth scenario such that there would not be flexibility to provide for any unmet housing need from Oxford City beyond that which is already committed (4,400 homes). Equally, under **Scenario 8**, which is the highest growth scenario, there is considerable uncertainty regarding what weight to give to the fact that there would be flexibility to provide for further unmet need (should it be established that there is further unmet need). There is a strong case to suggest low likelihood of further unmet need, but the possibility of further unmet need cannot be ignored, because planning proactively for unmet need is important for the achievement of a wide range of sustainability objectives.

Having made these overarching points, the following bullet points consider topics in turn:

- **Air quality** –the proposed allocations that feature across the scenarios give rise to limited concern, and higher growth at Bicester could assist with delivering a link road to reduce traffic through the town. As such, the appraisal reflects the fact that air quality is a key issue in Oxford such that there is a case for the Cherwell LPR including flexibility for further unmet need from Oxford, notwithstanding the uncertainties.
- **Biodiversity** – under this heading it is difficult to conclude that higher growth aimed at allowing flexibility for further unmet need is a significant factor (also, higher growth in Cherwell District would require careful consideration from a perspective of avoiding air pollution from traffic impacting Oxford Meadows SAC). As such, the order of preference reflects a view that Shipton Quarry (in particular) and SE Bicester stand-out as subject to significant or notable biodiversity constraint.

Table B: The reasonable growth scenarios – summary appraisal findings

	1	2	3	4	5	6	7	8	9
	Constants only	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester, Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
Air / env quality	2	1★	1★	1★	1★	1★	1★	1★	1★
Biodiversity	1★	1★	3	2	2	4	1★	1★	3
Climate change adaptation	1★	1★	1★	1★	1★	1★	2	2	2
Climate change mitigation	=	=	=	=	=	=	=	=	=
Communities	1★	2	2	1★	2	2	2	2	2
Economy & employment	=	=	=	=	=	=	=	=	=
Historic env	1★	2	2	1★	2	2	2	2	2
Homes	9	8	7	6	5	4	3	2	1★
Land	1★	2	1★	2	3	2	1★	2	1★
Landscape	1★	2	2	2	2	2	1★	2	2
Transport	1★	1★	1★	1★	1★	1★	1★	1★	2
Water	2	3	1★	1★	3	1★	1★	3	1★

- **Climate change adaptation** – flood risk is the focus here, and there is a clear need to flag a concern with the option of strategic growth at Wendlebury. The site promoters suggest the potential for mitigation, and the assumption here (for the purposes of the appraisal) is a reduced scheme to ensure that flood risk is avoided (which leads to a delivery risk), but overall it is appropriate to flag a residual risk.
- **Climate change mitigation** – all of the variable sites would involve strategic growth and/or growth in areas with strong development viability, such that there would be good potential to deliver net zero development to an exacting standard (particularly net zero achieved onsite, i.e. without resorting to offsetting, and otherwise in line with the energy hierarchy). Hence there is a case for higher growth. However, the lower growth scenarios would allow space for a future sub-regional strategic plan to consider growth locations in and around Oxford with a focus on minimising both built environment and transport-related greenhouse gas emissions. With regards to the predicted ‘moderate or uncertain’ negative effect across the scenarios, this is a reflection of the established need to take urgent action through spatial strategy / site selection in order to deliver local plans that align with national and local decarbonisation commitments and targets (notably the District’s ambition to achieve net zero by 2030). This being the case, there is a high bar to predicting even a neutral effect against the objective.
- **Communities** – all or most of the variable sites could deliver significant new community infrastructure alongside new homes. However, in each case this would be of somewhat limited significance, e.g. none would deliver a new secondary school to address an existing local need. As such, the order of preference reflects a view that planning for higher growth at this stage would generate considerable local concern, given the uncertainty that exists around Oxford City’s next steps. Also, SE Bicester was previously an allocation and generated relatively low levels of concern locally.
- **Economy and employment** – under all scenarios there would be a suitably proactive approach to employment land allocations, which are extensive reflecting the buoyant and nationally significant sub-regional economy (Oxfordshire Knowledge Spine and Oxford to Cambridge Arc). There would be a significant supply boost relative to the Draft Plan stage, but there remains a case for additional supply, and a case can be made for supporting all of the variable growth locations, e.g. with Shipton Quarry and Kidlington falling within the Oxford Knowledge Spine, and higher growth at Bicester is potentially supportive of employment growth objectives (including if growth helps to fund a new southern link road). Shipton Quarry (in particular) and Wendlebury might deliver new employment land, but there is much uncertainty. There is also broadly a case for a higher housing growth strategy in support of the sub-regional economy, but there are also major uncertainties, as discussed in Section 5.2 of the main report.

- **Historic environment** – all of the variable site options are subject to a degree of constraint, and this is also the case for allocations that are held constant across the scenarios. However, of the variable site options it is considered appropriate to highlight SE Bicester as subject to the least constraint, i.e. focusing growth here could be seen as a proactive means of delivering growth whilst minimising impacts.
- **Homes** – the order of preference reflects the fact that there are a range of arguments for higher growth, which can be summarised as: A) affordable housing needs; B) potentially case to be made around growth ambitions linked to economic development; and C) residual uncertainties in respect of unmet need. Also, there is a need to note the Government’s draft new standard method figure for the District, which if left unchanged would be 38% higher than the existing figure that is the primary basis for the plan, and another consideration is high rates of recent housing delivery (although it is important to note that delivery rates have recently decreased significantly).

It is not clear that any of the sites additionally allocated under Scenarios 2 to 9 would deliver early in the plan period, but there is nonetheless a ‘housing’ case to be made by committing early to sites that will deliver in the longer term.

Having said this, even Scenario 1 performs well in absolute terms, because there would be potential to set the housing requirement at a figure reflecting: A) Cherwell’s standard method housing need in full (2023 standard method); and B) the existing agreed unmet need from Oxford (4,400 homes). Furthermore, there would be a larger (23%) ‘supply buffer’ over-and-above the requirement as a contingency for delivery issues, which is an important factor given known delivery challenges.

- **Land** – Wendlebury is shown by the nationally available low resolution dataset to comprise lower quality agricultural land, and there is also a clear case for directing growth to Shipton Quarry. Overall though, there will be a significant loss of best and most versatile agricultural land under all of the growth scenarios.
- **Landscape** – all of the variable growth locations are subject to a degree of landscape constraint, but there is a case to suggest that directing growth to Wendlebury could represent a proactive approach to delivering housing growth whilst minimising landscape impacts, including accounting for the River Ray flood plain, which would entirely contain growth, i.e. avoid any risk of future development creep / sprawl.
- **Transport** – there is a transport-case to be made for all of the variable growth locations (Kidlington – proximity to Oxford and employment areas; Shipton Quarry – rail connectivity; SE Bicester – A41 and link road funding; Wendlebury – A41, employment areas, link road funding and potentially link road delivery).

Furthermore, there is a transport-case for planning for increased flexibility in respect of unmet need, given the importance of minimising commuting for employment, and because long term certainty around growth locations is conducive to effective strategic transport planning. However, the pragmatic reality is that higher growth scenarios would mean delaying the plan considerably in order to allow for further detailed transport modelling and consultation/engagement with key partner organisations. Delaying the plan would then lead to a risk of development continuing to come forward in sub-optimal locations under the presumption in favour of sustainable development.

- **Water** – the appraisal reflects issues affecting Oxford Sewage Treatment Works (STW), albeit there is likely to be a technical solution in time (at a cost and with associated risks to funding and delivery). This may lead to an argument against supporting growth at Kidlington (which may drain to Oxford STW) and an argument for higher growth scenarios that would provide flexibility for potential further unmet need.

The preferred approach

The emerging preferred approach is **Scenario 1**, subject to agreement by Elected Councillors. The appraisal provides strong support for Scenario 1, and whilst the arguments in favour of higher growth scenarios are accepted, there is no clear case for higher growth at the current time, i.e. given current understanding of housing needs and ahead of knowing Oxford City’s next steps, including in respect of whether they will look to plan for standard method need or a higher figure. The proposed Local Plan Review is considered to represent a positive approach to providing for development needs and is considered to be justified in that it represents “an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence” (NPPF para 35).

SA findings at this stage

Part 2 of the SA Report presents an appraisal of the Local Plan Review as a whole.

Appraisal of the Proposed Submission Local Plan Review

This section is an opportunity to take account of development management policies (both district-wide/thematic and, crucially, site-specific) which are not entirely taken into account as part of the growth scenarios appraisal (to ensure a level playing field). Having done so, it is possible to reach more positive conclusions for the plan as a whole under a number of headings relative to the conclusions reached for Scenario 1 above.

Topic	Conclusion on Scenario 1	Conclusion on the LPR
Air / env quality		
Biodiversity		
CC adaptation		
CC mitigation		
Communities		
Economy		
Historic env		
Homes		
Land		
Landscape		
Transport		
Water		

Also, within Part 2 of the Report it is important to give stand-alone consideration to ‘cumulative effects’, i.e. the effects of the LPR in combination with other plans and programmes, not least the Oxford City Local Plan and local plans prepared by the other Oxfordshire Districts. There are clearly a range of key considerations, including relating to: housing needs, the sub-regional (and even national) economy, key transport corridors, landscape scale nature recovery, agricultural land and the water environment.

Next Steps

Once the period for representations on the Local Plan Review / SA Report has finished the intention is to submit the plan for examination in public alongside a summary of the main issues raised through the Regulation 19 publication period. Once found to be sound following examination the Local Plan will be adopted, at which time an SA ‘Statement’ will present prescribed information including “measures decided concerning monitoring”. At the current time the main report suggests a number of monitoring indicators in light of the appraisal above, e.g. monitoring employment land needs and supply is key locally.

Sustainability Appraisal (SA) of the Cherwell Local Plan Review

SA Report

November 2024

Please note this is a draft version potentially subject to minor updates ahead of consultation in response to any updates to the plan or the evidence-base.

Prepared for:

Cherwell District Council

Prepared by:

AECOM Limited
Aldgate Tower
2 Lemn Street
London E1 8FA
United Kingdom
aecom.com

© 2024 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited (“AECOM”) in accordance with its contract with Cherwell District Council (the “Client”) and in accordance with generally accepted consultancy principles and the established budget. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Table of contents

1	Introduction.....	1
2	The plan scope.....	2
3	The SA scope.....	6
Part 1: What has plan-making / SA involved up to this stage?		7
4	Introduction to Part 1	8
5	Defining growth scenarios	9
6	Growth scenarios appraisal	60
7	The preferred approach.....	84
Part 2: What are the appraisal findings at this stage?		85
8	Introduction to Part 2	86
9	Appraisal of the draft plan.....	88
Part 3: What are the next steps?		104
10	Plan finalisation	105
11	Monitoring.....	105
Appendix I: Regulatory requirements		106

1 Introduction

1.1 Background

- 1.1.1 AECOM is commissioned to undertake Sustainability Appraisal (SA) in support of the emerging Cherwell Local Plan that is being prepared by Cherwell District Council (EEBC).
- 1.1.2 Once adopted, the plan will set the strategy for growth and change for the District up to 2042, allocate sites to deliver the strategy and establish policies against which planning applications will be determined.
- 1.1.3 SA is a mechanism for considering and communicating the effects of an emerging plan, and alternatives, with a view to minimising adverse effects and maximising the positives. SA is required for local plans.¹

1.2 SA explained

- 1.2.1 It is a requirement that SA is undertaken in-line with the procedures prescribed by the Environmental Assessment of Plans and Programmes Regulations 2004 ('the SEA Regulations').
- 1.2.2 In-line with the Regulations, a report (known as the **SA Report**) must be published for consultation alongside the draft plan that presents an appraisal of "the plan and reasonable alternatives". The report must then be taken into account, alongside consultation responses, when finalising the plan.
- 1.2.3 More specifically, the SA Report must answer the following **three questions**:
- What has Plan-making / SA involved **up to this point**?
 - including appraisal of 'reasonable alternatives'
 - What are the SA findings **at this stage**?
 - i.e. in relation to the draft plan
 - What are **next steps**?

1.3 This SA Report

- 1.3.1 Following a draft plan consultation in late 2023, the Council has now prepared the final draft ('proposed submission') version of the plan for 'publication' under Regulation 19 of the Local Planning Regulations.
- 1.3.2 As such, this is the formal SA report. It presents an appraisal of "the plan and reasonable alternatives", along with other prescribed information, aimed at informing representations and plan finalisation.²

Structure of this report

- 1.3.3 This report is structured in **three parts** in order to answer the questions above in turn.
- 1.3.4 Before answering the first question there is a need for two further introductory sections:
- Section 2 – introduces the plan scope.
 - Section 3 – introduces the SA scope.
- 1.3.5 It should be noted that this report is structured identically to the Interim SA Report from 2023.

¹ Since provision was made through the Planning and Compulsory Purchase Act 2004 it has been understood that local planning authorities must carry out a process of Sustainability Appraisal alongside plan-making. The centrality of SA to Local Plan-making is emphasised in the National Planning Policy Framework (NPPF, 2021). The Town and Country Planning (Local Planning) Regulations 2012 require that an SA Report is published for consultation alongside the 'Proposed Submission' plan document.

² See **Appendix I** for a 'checklist' explaining more precisely the regulatory basis for presenting certain information.

2 The plan scope

2.1 Introduction

- 2.1.1 The aim here is to briefly introduce the context to plan preparation, including the national context of planning reform; the plan area (ahead of more detailed discussion of key issues elsewhere in the report); the plan period; and the objectives that are in place to guide plan preparation (the ‘plan scope’).

2.2 Context to plan preparation

- 2.2.1 Once in place the Cherwell Local Plan Review (LPR) will be known as the Cherwell Local Plan 2042, and will largely supersede the adopted local plan, comprising the Cherwell Local Plan (adopted in 2015) and its Partial Review (adopted in 2020, dealing with Oxford’s unmet housing needs), which look to 2031. The requirement to regularly review the local plan stems from paragraphs 22 and 68 of the NPPF, which require local plans to look ahead over at least a 15 year period, and paragraph 33, which states: *“Reviews should be completed no later than five years from the adoption date of a plan, and should take into account changing circumstances affecting the area, or any relevant changes in national policy...”*
- 2.2.2 A key task is to consider allocation of new sites to deliver growth over-and-above ‘completions’ (i.e. sites that have already been delivered since the start of the plan period, which is 2020) and ‘commitments’ (i.e. sites with an extant planning permission or allocation). Focusing on planning for new homes, this ‘existing supply’ totals 21,402 homes,³ and another ~1,400 homes can be assumed over the plan period from windfall sites (i.e. sites not currently committed or allocated in the plan). Furthermore, there is a need to consider *when* the existing supply is due to come forward and seek to bolster the supply trajectory through the LPR, with a view to a steady trajectory over the entire course of the plan period (although there is flexibility in respect of identifying supply to provide for the housing requirement in the latter years of the plan period, given the potential to bolster supply for these years through one or more plan reviews).
- 2.2.3 In short, key context to plan preparation is the need to identify a robust supply of homes and also other forms of development over-and-above completions and commitments. But how much development is required? In answer to this question, the first point to note is that central to the NPPF is a requirement for authorities to take a positive plan-led approach to development, with an up-to-date local plan that provides for development needs in full, or otherwise as far as is consistent with sustainable development.
- 2.2.4 The plan is being prepared under the December 2023 NPPF. Whilst a new draft version of the NPPF was published for consultation on 30th July 2024, and its direction of travel is acknowledged (also read in the context of a broader understanding of the Government’s direction of travel in respect of planning reform), the outcomes of the Draft NPPF consultation cannot be foreseen. Also, the Draft NPPF presents ‘transitional arrangements’ to enable well-advanced local plans to be finalised and examined under the 2023 NPPF, and there is the strong potential for these arrangements to apply to the Cherwell Local Plan.
- 2.2.5 Alongside the Draft NPPF the Government also published a new standard method for calculating local housing need (LHN) although, again, the first point to note is that transitional arrangements mean that the intention is for the Cherwell Local Plan to be finalised and examined in the context of the existing standard method, which generates an LHN figure of 706 dwellings per annum (dpa). Nonetheless, the potential implications of the draft new standard method are a consideration for the Local Plan, and Cherwell’s *draft* figure is 1,095, which amounts to a 55% increase. Furthermore, all neighbouring local authorities see significant increases to LHN under the draft method, most notably: South Oxfordshire (108%), West Oxfordshire (62%), Vale of White Horse (48%), Buckinghamshire (42%) and Oxford City (38%).
- 2.2.6 There is also a need to recognise that the Draft NPPF (2024) includes a new emphasis on effective cooperation between neighbouring local authorities in respect of strategic cross-border issues, not least providing for housing need. There has always been a Duty to Cooperate under the NPPF, and in 2015 Cherwell District agreed to deliver 4,400 homes to meet a proportion of Oxford City’s unmet housing need to 2031, but there is a new national emphasis. Matters are discussed further below, and are somewhat complex, but the simple point to note is that there is a risk (albeit potentially small) of Oxford City generating further unmet need and a case being made for *a proportion* of this flowing to Cherwell District.

³ Also, a further 4,300 homes permitted at North West Bicester are expected to deliver post 2042.

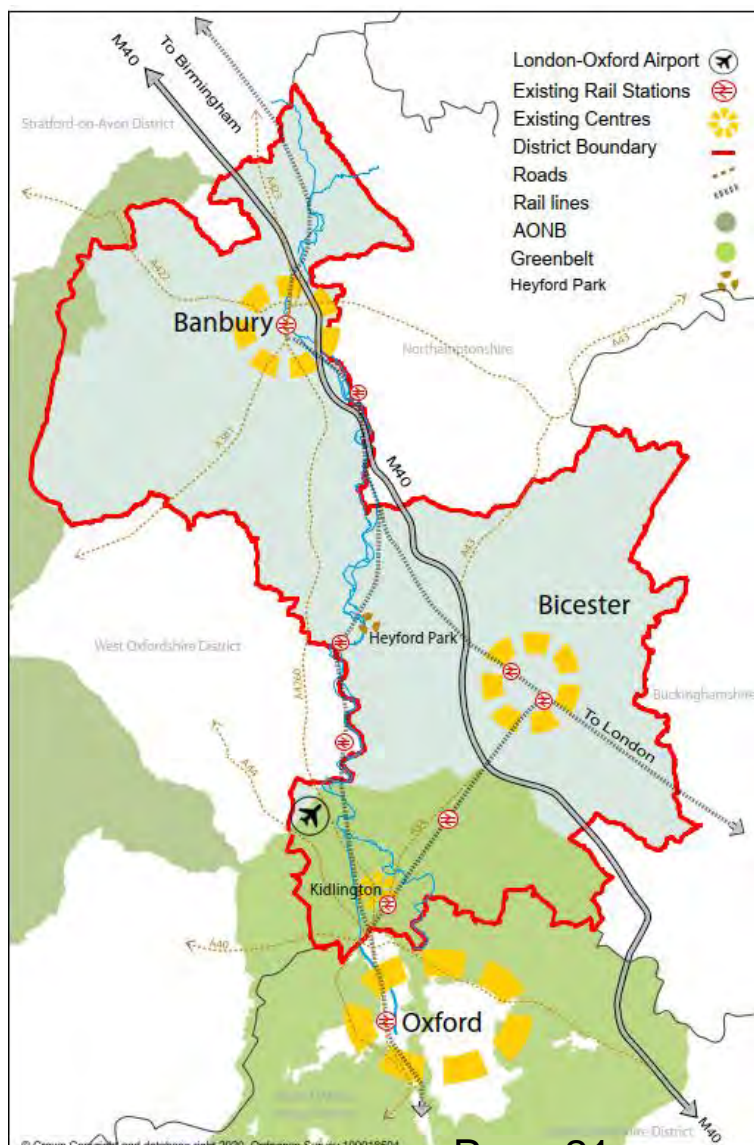
- 2.2.7 The next matter to consider is the urgency of adopting the LPR in order to avoid a situation whereby the District is subject to the Presumption in Favour of Sustainable Development (NPPF paragraph 11), such that the Council finds it much more difficult to defend against planning applications that do not accord with the adopted Local Plan. Sub-optimal developments being permitted under 'the presumption' (otherwise known as the 'tilted balance' in favour of development) have been a major issue over recent years, for example leading to issues around infrastructure capacity (e.g. schools capacity), environmental impacts and the alignment of growth with transport / net zero objectives. Furthermore, defending planning refusals taken to appeal (because the applicant expects that the Planning Inspector overseeing the appeal will apply the presumption, known as 'planning by appeal') involves significant expense, with a recent [Appeals Progress Report](#) noting that the council had spent £313,000 on defending appeals in 2024 alone.
- 2.2.8 The presumption applies if and when the District is unable to demonstrate a five year housing land supply (5YHLS) as measured against the standard method housing need (other than in the Kidlington area, where housing need currently also accounts for the aforementioned 4,400 homes unmet need from Oxford), and the situation has recently improved because of sites gaining permission (mostly at appeal) such that they can count towards the 5YHLS calculation. However, there is a risk of the situation worsening future, such that the District as a whole is once again subject to the presumption, for two reasons. Firstly, there are currently barriers to permitting and delivering sites in both Bicester (including grid capacity) and the Kidlington area (including Oxford sewage treatment works capacity). Secondly, once the NPPF is adopted it is likely that a new higher standard method figure will apply, which will worsen the District's 5YHLS position, and likely to a significant extent. The way to address this situation (short of simply granting permission to ad hoc / speculative planning applications) is to adopt a Local Plan Review post haste.
- 2.2.9 To summarise the discussion so far, there is considerable 'top down' pressure to adopt a local plan that identifies a supply of land sufficient to provide for development needs in full, and there is also considerable 'bottom up' pressure in the sense of a need to avoid the presumption in favour of sustainable development.
- 2.2.10 Finally, key context comes from the need to adopt a local plan that delivers on priority objectives regardless of pressure from central government or concerns about avoiding a future under the presumption. The Local Plan Review objectives are set out below, but key considerations include:
- Providing for housing need is not only important in-and-of itself, but also due to wide-ranging secondary benefits, for example in terms of delivering affordable housing and supporting the local economy.
 - Plan-led housing growth creates an opportunity to strategically target investment infrastructure such that the benefits of growth are realised in a way that far exceeds what can be achieved under a scenario whereby growth comes forward piecemeal.
 - A local plan is an opportunity to consider development viability in a strategic way, such that a considered approach can be taken to policy 'asks' including housing mix, affordable housing, net zero development, biodiversity net gain and space / accessibility standards.
 - The LPR is a key opportunity to ensure a strategic approach to employment land, with a view to maximising benefits to Cherwell and the Oxford sub-region, which is of national importance.

2.3 The plan area

- 2.3.1 Although it is one of the fastest growing areas in the South East, Cherwell remains a predominantly rural District. It has a population of approximately 150,000 people mainly concentrated in the three urban centres of Banbury, Bicester and Kidlington. Banbury is the largest settlement with 32% of the population, Bicester has 24% and Kidlington 13%. The rural area accounts for the remaining 31% of the population.
- 2.3.2 Over the last twenty years the population of Cherwell has grown by over 16% and it is forecast to grow further to approximately 170,000 by 2043. Much of this increase is as a result of significant housing and employment growth directed by previous local plans, particularly at Banbury and Bicester. The argument for growth largely reflects the District's location at the fulcrum of two nationally significant 'knowledge sector' economic growth areas: the Oxford-Cambridge Arc and the Oxfordshire Knowledge spine.
- 2.3.3 Much of Cherwell has excellent transport links, with the M40 passing close to Banbury and Bicester, direct rail links from Banbury and Bicester to London, Birmingham and Oxford, and an East West Rail (EWR) link between Bicester and Milton Keynes soon to open. The Oxford to Bicester EWR link is already running, via a new station at Oxford Parkway (close to Kidlington), which links to London via Bicester.

- 2.3.4 The District is characterised by distinctive and diverse towns and villages, with a total of 80 town and parish councils. Most of the villages and hamlets retain their traditional character and, in total, there are 60 conservation areas and approximately 2,300 listed buildings. There is also a large number of scheduled monuments (38) and nationally registered parks and gardens (10), plus there is a civil war Registered Battlefield, and Blenheim Palace World Heritage Site is adjacent to the District boundary. Also, Bicester Airfield and former RAF Upper Heyford are of national historic importance.
- 2.3.5 Cherwell’s natural environment is also varied and highly valued, including as a contributor to local character and due to generating wide-ranging ‘ecosystem services’. The River Cherwell and Oxford Canal run north-south through the District; there are Ironstone Downs in the north west (including a very small area within the Cotswolds National Landscape); the Ploughley Limestone Plateau features in the east; and in the south is the expansive low lying landscape of the Upper Ray Meadows and Otmoor.
- 2.3.6 Part of the internationally important Oxford Meadows Special Area of Conservation (SAC) lies in the south west of the District, north of the boundary with Oxford City, and there are also several nationally designated Sites of Special Scientific Interest (SSSIs) as well as a network of locally designated sites, concentrations of non-designated ‘priority habitat’ and wider landscape-scale areas of biodiversity importance.
- 2.3.7 Much of the southern part of the District lies within the Oxford Green Belt, and the relationship between this area and the internationally important city of Oxford is an ongoing strategic planning consideration. The Local Plan (2015) directed growth, over the period 2011-31 primarily to Bicester (44%) and Banbury (32%), as well as to Upper Heyford (10%), but the Partial Review (2020) then allocated a further 4,400 homes in the Kidlington area to meet the District’s share of Oxford City’s unmet housing need.

Figure 2.1: The plan area (N.B. does not show EWR east of Bicester)



2.4 The plan period

- 2.4.1 The plan period is 22 years from 2020 to 2042, in line with NPPF paragraph 22 which states that plans “*should look ahead over a minimum 15 year period from adoption, to anticipate and respond to long-term requirements and opportunities, such as those arising from major improvements in infrastructure.*”
- 2.4.2 Also, there is a need to be mindful of the second half of NPPF paragraph 22, which states: “*Where larger scale developments such as new settlements or significant extensions to existing villages and towns form part of the strategy for the area, policies should be set within a vision that looks further ahead (at least 30 years), to take into account the likely timescale for delivery.*”

2.5 Plan objectives

- 2.5.1 The plan objectives are broadly unchanged from 2023. The following are modestly abridged:
- Meeting the challenge of **climate change** and ensuring **sustainable development**
 - Promote **net-zero carbon** new developments, with the highest possible sustainable construction standards, nature based solutions and low embodied carbon to ensure new developments... support a local zero-carbon energy [and prioritise] community energy.
 - Deliver developments that efficiently use local natural resources (particularly water), that minimise and are resilient to the **impacts of climate change**, including extreme weather events....
 - Deliver developments that make a positive contribution to Cherwell's **nature recovery** through protection, restoration and expansion of protected sites, habitats and species.
 - Improve air quality, maximise opportunities for biodiversity net gain and enhance **natural capital assets**, such as soils, watercourses, woodlands, hedges and ponds... capture and store carbon.
 - Maintain and improve the natural and **built and historic environment** including biodiversity, landscape, and green and blue infrastructure networks by ensuring new development achieves high-quality design standards, and conserves and enhances the natural, historic, cultural and landscape...
 - Prioritise **active travel** and increase the attraction of, and opportunities for **public transport**, ensuring high standards of connectivity and **accessibility** to services for all. Reduce dependency on the private car as a mode of travel, facilitating the creation of a net-zero-carbon transport network.
 - Maintaining and developing a sustainable **local economy**
 - Support a strong and sustainable economy within the district and wider Oxfordshire... including the visitor economy, agriculture... food production... [ensure] land is allocated to **meet identified needs**.
 - Increase **education, training and skills**, and encourage investment in the local workforce; improve and enhance digital connectivity and infrastructure.... reduce inequality and... unnecessary transport.
 - Strengthen the role of Cherwell's **urban centres**, including where beneficial, redevelopment and renewal, to maintain and enhance their vitality, viability, distinctiveness and safety.
 - Recognise the economic benefits of preserving and enhancing the **character and beauty** of Cherwell's built and natural heritage, and landscape, and the wider benefits from its natural capital and ecosystem services to ensure Cherwell remains attractive... as a place to live, work and visit....
 - Building healthy and sustainable **communities**
 - Meet the **housing needs** of all... in a way that creates sustainable, well-designed, safe, inclusive and mixed communities, promoting inter-generational connectivity and lifetime neighbourhoods.
 - Create sustainable, well-designed, safe, distinctive **places** where healthy behaviours (being active, having opportunities to access a healthy diet, and having good social connections) are the norm...
 - Focus development in sustainable **locations**, making efficient and effective use of land, conserving and enhancing the countryside, landscape... natural environment... the setting of towns and villages.
 - Protect and enhance the **historic environment**, including protecting and enhancing cultural heritage assets and archaeological remains, and promoting inclusive access to local assets where appropriate.
 - Provide sufficient accessible... good quality **services, facilities and infrastructure**, to meet health, education, transport, open space, sport, recreations, cultural, social and other community needs.

3 The SA scope

3.1 Introduction

3.1.1 The scope of the SA refers to the breadth of sustainability issues and objectives that are taken into account as part of the assessment of reasonable alternatives and the emerging plan. It does not refer to the scope of the plan (discussed above) or the scope of reasonable alternatives (discussed below, in Part 1).

3.2 Consultation on the scope

3.2.1 The Regulations require that: *“When deciding on the scope and level of detail of the information that must be included in the Environmental Report [i.e. the SA Report], the responsible authority shall consult the consultation bodies”*. In England, the consultation bodies are the Environment Agency, Historic England and Natural England. As such, these authorities were consulted on the SA scope in 2020; this involved publication of a Scoping Report, which was then subsequently updated to reflect comments received. The SA scope was then slightly adjusted ahead of publication of the Interim SA (ISA) Report in 2021.

3.3 The SA framework

3.3.1 Table 3.1 presents the list of topics/objectives that represents the core of the SA framework. The list of objectives is unchanged from that presented in the [Scoping Report](#), but the objectives were rearranged ahead of preparing the Interim SA Report in 2021, as was explained at the time and also within the subsequent Interim SA Report published in 2023. Both reports invited comments on the SA framework and the SA scope in general, but no comments were received through either consultation.

Table 3.1: The SA framework

Topic	Objective
Air and wider env quality	<ul style="list-style-type: none"> Protect and where possible improve air quality and prevent light pollution
Biodiversity	<ul style="list-style-type: none"> Conserve and enhance biodiversity and geodiversity
Climate change mitigation	<ul style="list-style-type: none"> Minimise contribution to climate change
Climate change adaptation	<ul style="list-style-type: none"> Support adaptation to unavoidable climate change Reduce the risk from all sources of flooding
Communities	<ul style="list-style-type: none"> Create and sustain vibrant communities including preventing noise pollution Reduce crime and disorder and the fear of crime Ensure that digital infrastructure meets the needs of current and future generations Maintain and improve levels of education and skills in the population overall Improve the health and wellbeing of the population and reduce inequalities in health Reduce poverty and social exclusion
Employment & the economy	<ul style="list-style-type: none"> Ensure high and stable levels of employment across the district Encourage innovation and support competitiveness, productivity and growth.
Historic env	<ul style="list-style-type: none"> Protect, enhance and make accessible for enjoyment, the district’s historic environment
Homes	<ul style="list-style-type: none"> Ensure the opportunity to live in a decent, sustainably constructed and affordable home
Land, soils & resources	<ul style="list-style-type: none"> Conserve and enhance soil and the efficient use of land Reduce waste generation and disposal, and achieve the sustainable management of waste
Landscape	<ul style="list-style-type: none"> Protect and enhance landscape character and the district’s countryside
Transport	<ul style="list-style-type: none"> Support efficient movement patterns, sustainable travel and reduced need to travel by car
Water	<ul style="list-style-type: none"> Maintain and improve water quality and resources

Part 1: What has plan-making / SA involved up to this stage?

4 Introduction to Part 1

Overview

- 4.1.1 Work to prepare the Local Plan Review (LPR) has been underway since 2020 with three formal consultations under Regulation 18 prior to this current consultation under Regulation 19, and two Interim SA Reports have been published prior to this current SA Report. However, the aim here is not to relay the entire backstory, nor to provide an 'audit trail' of steps taken. Rather, the aim is to report work undertaken to examine **reasonable alternatives** ahead of the current consultation. Specifically, the aim is to:
- explain the reasons for selecting the alternatives dealt with – see **Section 5**
 - present an appraisal of the reasonable alternatives – see **Section 6**
 - explain the Council's reasons for selecting the preferred option – see **Section 7**
- 4.1.2 Presenting this information is in accordance with the requirement for the SA Report to present an appraisal of reasonable alternatives and “*an outline of the reasons for selecting the alternatives dealt with*”.

Reasonable alternatives in relation to what?

- 4.1.3 The legal requirement is to examine reasonable alternatives (RAs) taking account of “*the objectives and geographical scope of the plan*”, which suggests a need to focus on the **spatial strategy**, i.e. providing for a supply of land, including by **allocating sites** (NPPF para 69), to meet objectively assessed needs and wider plan objectives. Establishing a spatial strategy is clearly a central objective of the LPR.⁴
- 4.1.4 Spatial strategy alternatives can be described as “**growth scenarios**” and can also be described in summary as alternative key diagrams. This approach was taken in the Interim SA (ISA) Report (2023) and was generally well received, although there was some criticism from those with a site-specific interest.
- 4.1.5 Historic England notably stated: “*We broadly support the SA, including its focus on growth scenarios and helpful narrative. That said, as acknowledged in the SA, there are many different scenarios, which make it challenging to retain the thread of key details between the options.*” We agree that there were too many growth scenarios in 2023 (12) and at the current time the aim is to arrive at a more manageable number.

What about site options?

- 4.1.6 Whilst individual site options generate a high degree of interest, they are not RAs in the context of most local plans. Were a local plan setting out to allocate one site, then site options would be RAs, but that is rarely the case and is not the case for the Cherwell LPR. Rather, the objective is to allocate a *package* of sites to meet needs and wider objectives, hence RAs must be in the form of alternative *packages* of sites, in so far as possible. Nonetheless, consideration is naturally given to the merits of site options as part of the process of establishing reasonable growth scenarios – see Sections 5.3 and 5.4.

Is the focus on housing sites?

- 4.1.7 Establishing a supply of land to meet housing needs (alongside infrastructure delivery, place-making etc) is invariably a key issue, and the growth scenarios defined, appraised and published for consultation in 2023 varied only in respect of housing sites, with the approach to supply in respect of other development needs was held constant. However, at the current time it is recognised that there are significant choices in respect of employment land, particularly for warehousing and distribution uses, hence options / growth scenarios are focus of discussion below. Also, there is a need to consider Gypsy and Traveller needs.

What about other aspects of the plan?

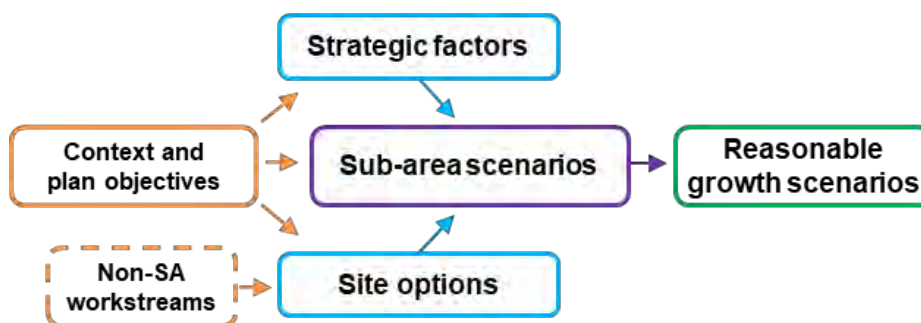
- 4.1.8 As well as establishing a spatial strategy, allocating sites etc, the Local Plan must also establish policy on thematic district-wide issues, as well as site-specific policies. Broadly speaking, these can be described as development management (DM) policies. However, it is a challenge to define “reasonable” DM policy alternatives, and, in this case, none are identified (N.B. this was also the case within the 2023 ISA Report).⁵

⁴ Another consideration is a need to focus only on alternatives that are meaningfully different to the extent that that they will vary in terms of 'significant effects' on the baseline, where significance is defined in the context of the plan. Alongside, it can be noted that 'do nothing' cannot be appraised as a reasonable alternative to 'do something' because 'do nothing' is the baseline.

5 Defining growth scenarios

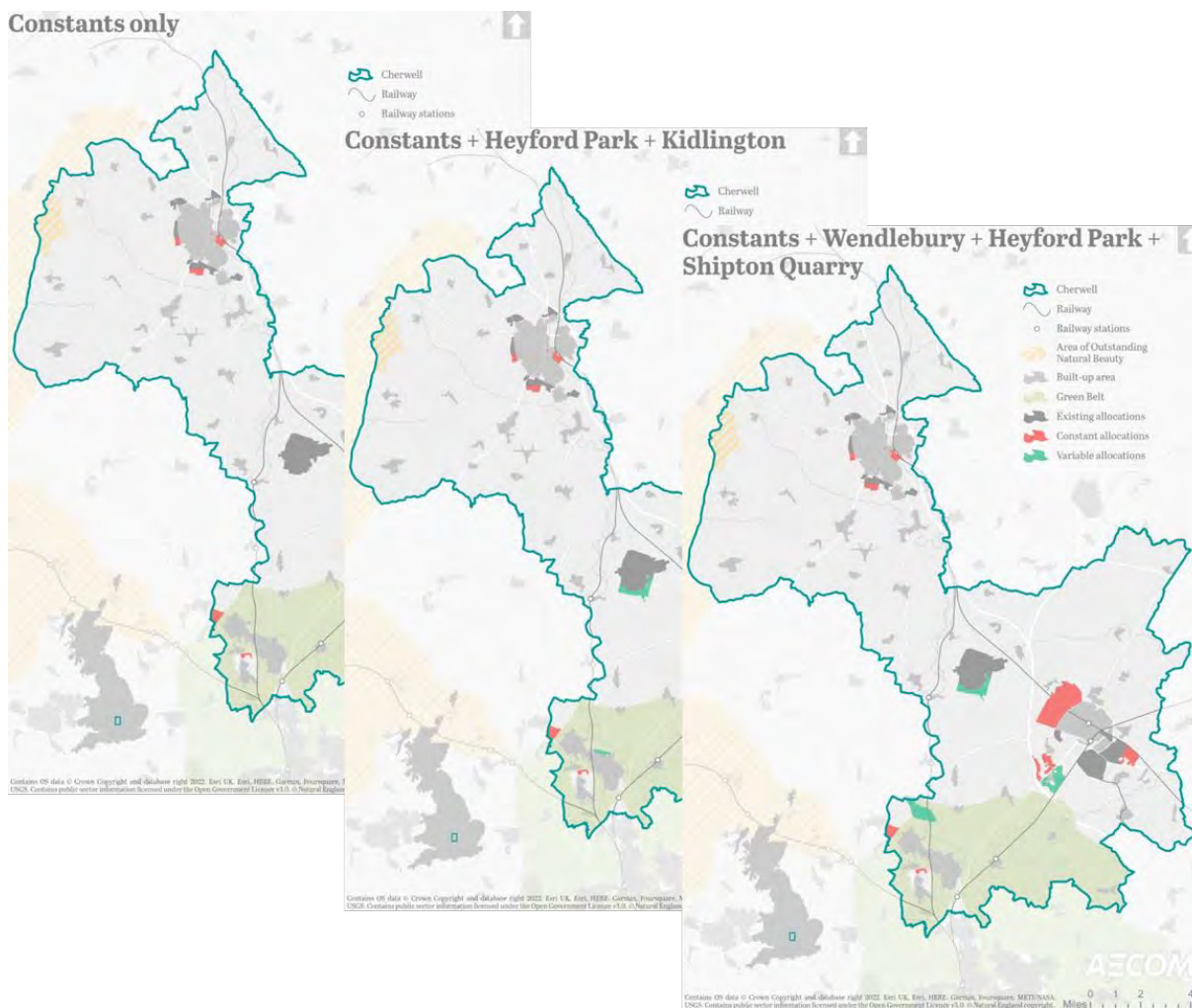
- 5.1.1 The aim here is to discuss the process that led to the definition of reasonable growth scenarios in 2024. To reiterate, growth scenarios equate to **reasonable alternatives**.

Figure 5.1: A standard broad process to define reasonable growth scenarios



- 5.1.2 This process is described across the following sub-sections:
- **Section 5.2** – explores **strategic factors** with a bearing on growth scenarios.
 - **Section 5.3** – considers individual **site options**, as the ‘building blocks’ of growth scenarios.
 - **Section 5.4** – draws upon the preceding two sections to consider options/scenarios for **sub-areas**.
 - **Section 5.5** – combines sub-area scenarios to form **reasonable growth scenarios**.
- 5.1.3 With regards to the **context**, the first point to note is context provided by work completed in 2023 to define, appraise and consult upon a set of 12 reasonable growth scenarios – see Figure 5.2. In some respects, the work reported below is an update to that presented in Section 5 of the Interim SA Report in 2023; however, the aim is to present analysis that is fully up-to-date and ‘policy relevant’ given latest evidence.
- 5.1.4 A second point to make, regarding context to the process of defining growth scenarios, is that consultation responses received in 2023 are a key input, and a key aim is to quote consultation responses.
- 5.1.5 Thirdly, there is a need to acknowledge that numerous ‘non-SA’ workstreams must feed-in, but there are invariably challenges in terms of timing. Key workstreams underway in the latter half of 2024 to account for as part of work to define RA growth scenarios, as far as practically possible, include the following:
- Housing and Economic Land Availability Assessment (HELAA) – this is a key workstream that serves to identify a shortlist of site options (and presents analysis for each). See further discussion in Section 5.3.
 - Scheme specifics – generating an understanding what specific site options would or could deliver (e.g. in terms of land uses and infrastructure) involves a detailed process, and attention naturally focuses on emerging proposed allocations more so than emerging omission sites. However, it is both emerging proposed allocations and emerging omission sites that must be a focus of the process set out below.
 - Infrastructure Delivery Plan (IDP) – infrastructure planning is a major undertaking for any local plan, and the reality is that the complexity of the work means that there is a pragmatic need to focus attention on the emerging preferred approach, with limited if any potential to explore alternative growth scenarios. Also, the reality is that the IDP must be completed late in the day, once the preferred approach is near-finalised, taking into account a range of other workstreams; hence integrating the IDP as part of work to define and appraise reasonable alternative growth scenarios is invariably a challenge.
- A note on limitations**
- 5.1.6 It is important to emphasise that this section does not aim to present an appraisal of reasonable alternatives. Rather, the aim is to describe the *process* that led to the definition of reasonable alternatives for appraisal. This amounts to a relatively early step in the plan-making process which, in turn, has a bearing on the extent of evidence-gathering and analysis that is proportionate, also recalling the legal requirement, which is to present an “**outline of the reasons for selecting alternatives...**” [emphasis added].

Figure 5.2: Work to explore growth scenarios in 2023 is a key input to the process set out below



5.2 Strategic factors

Introduction

5.2.1 The aim of this section of the report is to explore strategic factors (issues and options) with a bearing on the definition of reasonable growth scenarios. Specifically, this section of the report explores:

- Quantum – how many new homes are needed (regardless of capacity to provide them)?
- Broad spatial strategy – broadly where is more/less suited to growth, and what typologies are supported?

Quantum

5.2.2 This section sets out the established Local Housing Need (LHN) figure for the District, before exploring *high level* arguments for the Local Plan providing for a quantum of growth either above or below LHN.

N.B. it is important to emphasise that this section does not aim to conclude on the question of how many homes should be provided for across the reasonable growth scenarios. Rather, the aim is to present an initial high level discussion, to essentially frame subsequent discussion of broad strategy options, site options and sub area scenarios. It is only *then* that a conclusion can be drawn (see Section 5.5).

Background

5.2.3 A central tenet of local plan-making is the need to **A**) objectively establish housing needs ('policy-off'); and then **B**) develop a policy response to those needs. The Planning Practice Guidance (PPG) explains: *"Housing need is an unconstrained assessment of the number of homes needed in an area. Assessing housing need is the first step in the process of deciding how many homes need to be planned for. It should be undertaken separately from... establishing a housing requirement figure..."*

- 5.2.4 With regards to (A), the NPPF (paragraph 61) states that **LHN** should be established via an assessment “conducted using the **standard method**” unless there are “*exceptional circumstances, including relating to the particular demographic characteristics of an area which justify an alternative approach...*”
- 5.2.5 With regards to (B), many local authorities will respond to assessed LHN by providing for LHN in full or, in other words, setting a **housing requirement** that equates to LHN, and a **housing supply** through policies sufficient to deliver this housing requirement (over time, i.e. year-on-year, which will typically necessitate putting in place a ‘buffer’ to mitigate against the risk of unforeseen delivery issues). However, under certain circumstances it can be appropriate to set a housing requirement that departs from LHN.

Cherwell’s Local Housing Need (LHN)

- 5.2.6 A three-step standard method for calculating LHN was first published by the Government in 2017, and then a fourth step was added in 2020 (see the Planning Practice Guidance, PPG). This fourth step, known as the ‘cities and urban centres uplift’, does not have a bearing on the calculation of Cherwell’s LHN.
- 5.2.7 There have also been some notable changes to guidance in respect of the data that should be utilised as an input to the standard method since the method was first introduced. Specifically, following a consultation in late 2018, the PPG was updated to require that the household growth projections used as an input to the method must be the 2014-based projections, rather than more recent projections.
- 5.2.8 The standard method derived LHN for the District is currently 706 dwellings per annum (dpa) and this figure can be projected forward for the remaining 18 years of the plan period. Also, standard method LHN was slightly higher over the first four years of the plan period (756 dpa, 713 dpa, 742 dpa, 710 dpa), such that total standard method housing need for the 22 year plan period is **15,629 homes**. This is an uncapped figure, meaning that step 3 of the standard method (“Capping the level of any increase”) does not apply.

N.B. this figure is slightly reduced from 2023 in light of the most recent ‘affordability ratios’ released by the Office for National Statistics (ONS), which influences step 2 of the standard method. The ratio of house prices to salaries paid locally is currently 9.7, which is higher than the national average but below the average for the South East (Figure 5.3). Also, the ratio has been quite stable over recent years (Figure 5.4), which is in contrast to some other parts of the South East. Whilst house prices have been increasing, so have local salaries, and house prices increases have been below the South East average (Figure 5.5).

- 5.2.9 Under the 2023 NPPF there is flexibility to calculate LHN using an alternative methodology, but there is no clear case for doing so at the current time. Whilst work in 2022 through a Housing and Economic Needs Assessment (HENA) suggested the potential for housing need to be higher, including on the basis of 2021 Census data (rather than the 2014-based household projections that are the default basis for the standard method) the HENA is no longer supported as a source of evidence, after significant issues with the methodology were raised recently through the Oxford Local Plan Examination in Public. That said, the evidence from the Census showing 3,200 more households in Cherwell than were predicted to exist under the 2014-based projections (HENA Table 7), potentially remains of note.

Figure 5.3: Cherwell’s affordability ratio in context (source: ONS)



Figure 5.4: Cherwell's affordability ratio 1997-2023 alongside the other Oxfordshire authorities

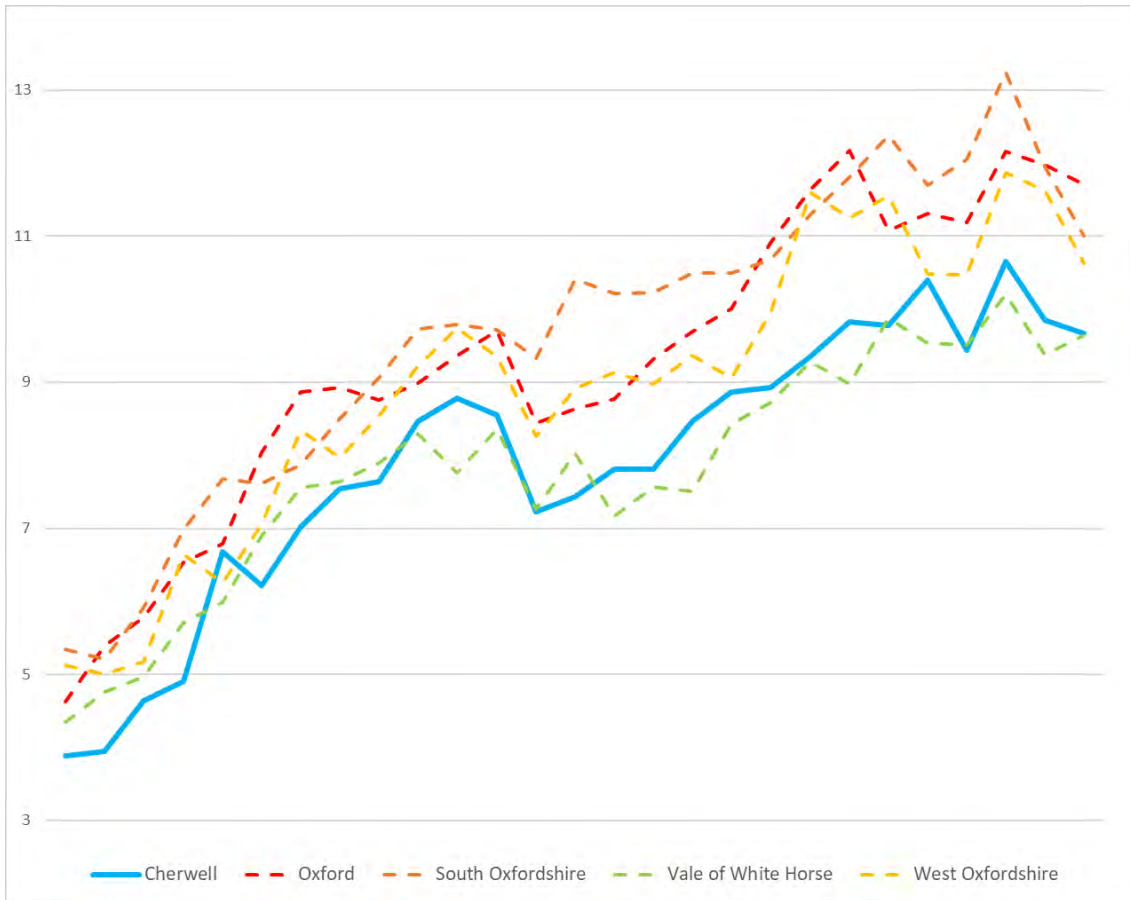
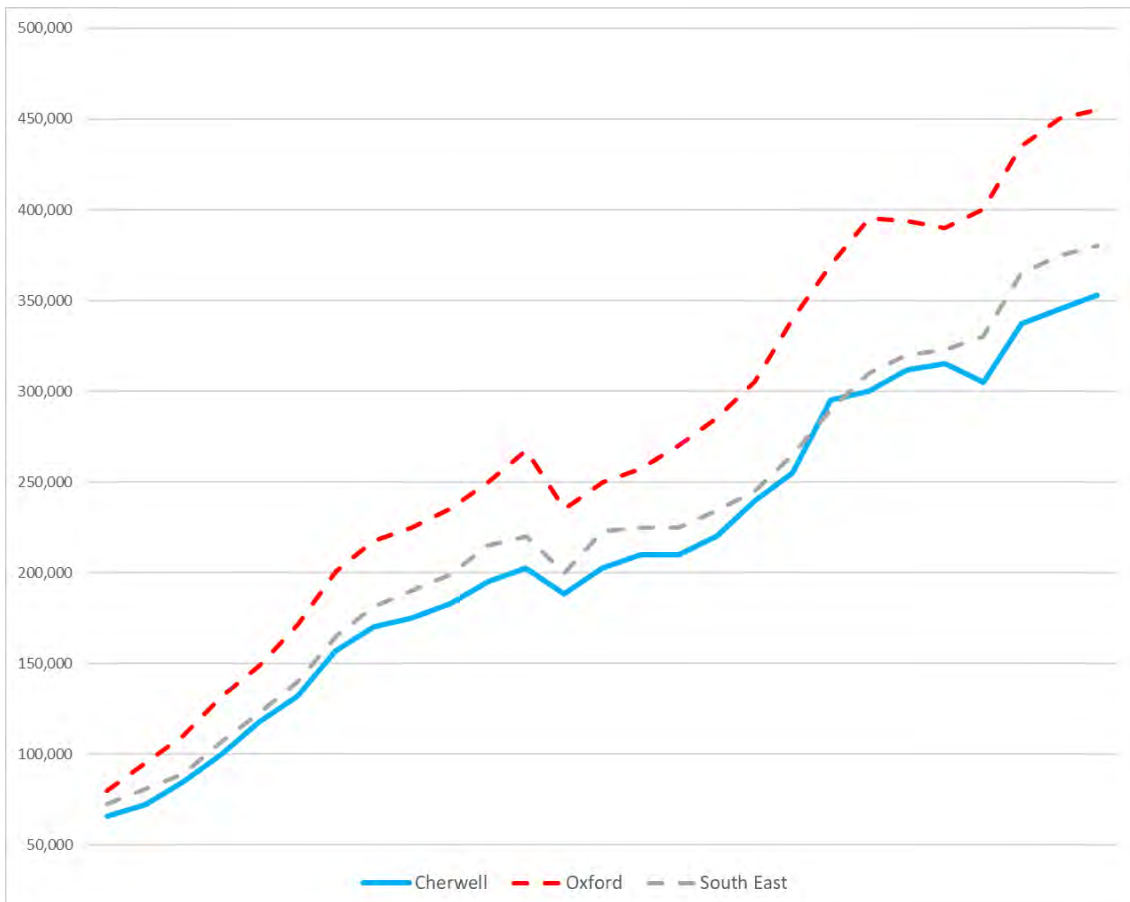


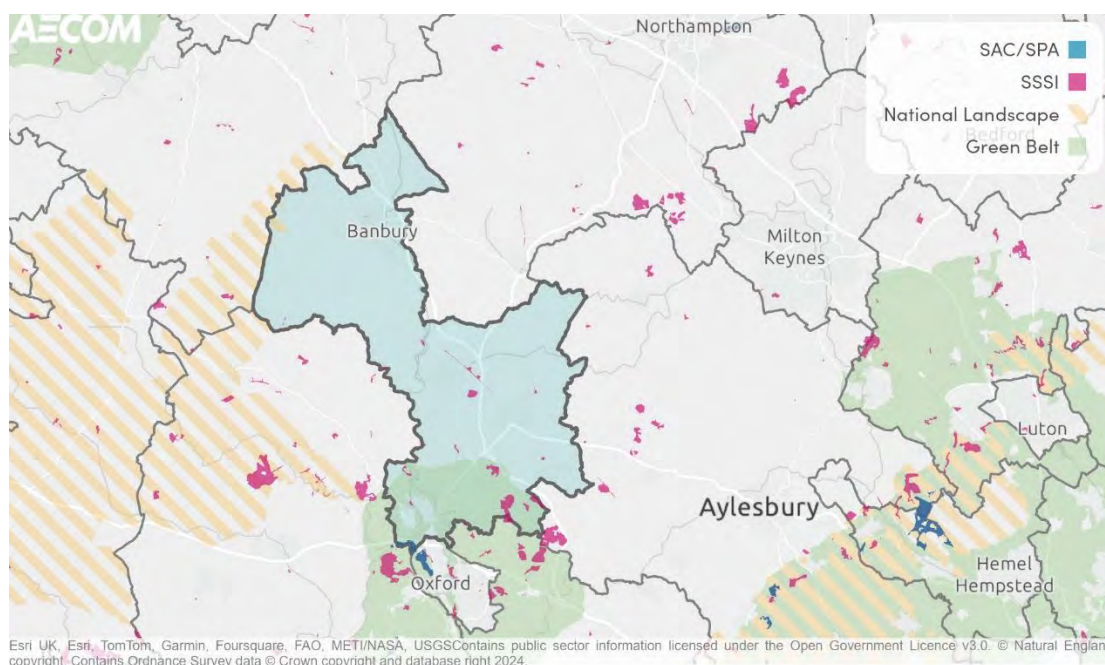
Figure 5.5: Cherwell's median house price 1997-2023 alongside Oxford and the South East



Is it reasonable to explore setting the housing requirement at a figure below LHN?

- 5.2.10 Paragraph 11 of the NPPF states: “... *strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas, **unless**: i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area; or ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.*” [emphasis added]
- 5.2.11 Cherwell District is overall not heavily constrained by NPPF “*policies... that protect areas or assets of particular importance...*” There are parts of the District that are constrained in this regard, including the Oxford Green Belt (where there are also significant biodiversity constraints and quite extensive flood risk), but equally extensive less constrained parts of the District. Also, there is a need to consider constraints to growth affecting Cherwell not only in an absolute sense, but also relative to neighbouring areas that would come under pressure to provide for any unmet need generated (Figure 5.6).
- 5.2.12 Furthermore, there is a need to consider recent rates of housing delivery, which averaged 1,119 dpa over the period 2019/20 to 2023/24 (accounting for 792 homes in 2023/24) and that the reasonable alternative growth scenarios defined and appraised in 2023 (Part 1 of the Interim SA Report, 2023) explored scenarios that would see a boost to delivery well beyond this (albeit in the context of the now withdrawn HENA).
- 5.2.13 Finally, and to reiterate, providing for LHN is an important means of delivering on a wide range local, regional and national objectives. In this regard it is clearly the case that the new Government is aiming to limit flexibility for local authorities to set a housing requirement below LHN (indeed, there has been much discussion over recent months regarding Government support for “mandatory housing targets”, although we interpret this as primarily relating to mandatory application of the standard method for the purposes of calculating LHN, as opposed to mandating that all housing requirements are set at LHN).
- 5.2.14 In conclusion, growth scenarios involving setting the housing requirement below LHN are unreasonable. In short, the primary reason is the limited extent of strategic constraints to growth.

Figure 5.6: A selection of strategic (NPPF footnote 7) constraints across the sub-region



Is it reasonable to explore setting the housing requirement at a figure above LHN?

- 5.2.15 NPPF paragraph 67 states [emphasis added]: “... *authorities should establish a housing requirement figure for their whole area, which shows the extent to which their identified housing need (and any needs that cannot be met within neighbouring areas) can be met over the plan period. The requirement may be higher than the identified housing need if, for example, it includes **provision for neighbouring areas** or reflects **growth ambitions** linked to economic development or infrastructure investment.*”

- 5.2.16 In this light, there is a clear basis for considering a housing requirement set above the standard method LHN figure discussed above, on account of unmet housing need from Oxford City. Indeed, the District has already agreed to provide for 4,400 homes unmet need from the City, such that there is a case for this being factored-in as a starting-point for the Local Plan, alongside LHN.
- 5.2.17 Specifically, there is a case for the Local Plan's starting point to be a 'need' figure (LHN plus unmet need) of 15,629 + 4,400 = 20,029 homes (911 dpa over the 22 year plan period) and, on balance, this is considered to be a reasonable starting point.⁵ As such, the question is whether there is a high level case for exploring setting a housing requirement set **above 20,029 homes**. There are five points for discussion.

Local housing need

- 5.2.18 Firstly, there is a need to not Cherwell's new draft standard method LHN figure, which would be 1,095 dpa (if unchanged). The LPR is expected to be submitted and examined under the existing NPPF, such that standard method LHN is taken to be 706 dpa, but it is reasonable to acknowledge the draft higher figure.
- 5.2.19 Secondly, and to reiterate, Census [data](#) shows 3,200 more households in Cherwell in 2021 than were predicted by the 2014-based projections that are the basis for the current standard method. It is also noted that the ONS released population projections in 2024 that were high nationally (discussed [here](#)).

Recent rates of housing delivery

- 5.2.20 Recent rates of delivery have been high, as discussed above. However, the rate dropped considerably in 2023/24 and are anticipated to remain low for the next two or three years as there are barriers to permitting and delivering sites at both Bicester (grid capacity) and Kidlington (Oxford sewage treatment works).

Affordable housing need

- 5.2.21 Table 20 within the Cherwell Annual Monitoring Report (2023) sets out that an average of 218 affordable homes have been delivered per annum over the period 2020 to 2023, which amounts to 17.5% of homes being delivered as affordable (of which only a proportion will be for social rent, such that the homes are available to those in most acute need). In contrast, the Affordable and Specialist Housing Needs Assessment (2024) identifies a potential need for between 396 and 590 affordable homes per annum.
- 5.2.22 In this light, there is an 'affordable homes' argument for exploring growth scenarios involving setting the housing requirement at a figure above 20,029 homes (2020-2042), given that development viability (and competing policy asks with cost implications for developers) limits the rate at which affordable housing can be delivered, and recognising that the PPG states that a boost to the housing requirement "*may need to be considered where it could help deliver the required number of affordable homes*".
- 5.2.23 However, the question of 'uplifting' to reflect affordable housing needs is very complex, as succinctly explained recently by the [West Berks](#) Local Plan Inspector: "... *policy SP19 is expected to deliver a total of 2,190 affordable homes on market-led schemes... There would be a nominal deficit of around 3,420 against the identified need for... affordable homes although the link between affordable and overall need is complex as many of those identified as being in need of an affordable home are already in housing.*"

Unmet housing need

- 5.2.24 As discussed in the footnote above, there is a strong argument to suggest that there is no evidential reason to plan for further unmet housing need from Oxford City over-and-above the 4,400 homes already committed to. However, as discussed, this is on the basis of assumptions regarding Oxford City's need and supply figures. With regards to supply, there is little basis for questioning the 493 dpa figure discussed above, but there is a need to sensitivity test for a need figure above standard method (1,051 dpa).

⁵ There is potentially a numerical argument for suggesting that housing requirement figures below 20,029 homes might be explored, reflecting the following factors: 1) It is likely that Oxford City's LHN comes from the new standard method, which is 1,051 dpa or 23,121 homes over the period 2020-2042; 2) Oxford City's supply over this period can be assumed to be in the region of 493 dpa so 10,846 homes in total (N.B. the recent Inspector's Letter discusses a slightly lower supply figure of 481 dpa, but it is understood that were proposing to update this to 493 dpa); and 3) the shortfall is 12,275 homes, which is less than the 14,300 homes unmet need already committed to be delivered across the four districts over the period 2020-2042. However, the difference between the committed unmet need supply (14,300 homes) and the potential unmet need figure (12,275 homes) is not very significant (~2,000 homes) once it is spread across the four districts, plus the above calculations are based on assumptions that can be called into question, e.g. Oxford City's need could be higher and/or supply lower, plus there are potentially uncertainties around the next steps of the other districts, including high new standard method LHN figures.

- 5.2.25 For example, Oxford's existing Local Plan (2016-36) is based on a "need" figure of 1,346 dpa (see [Section 3](#) of the adopted Local Plan), although it can be questioned the extent to which this is a 'policy off' figure as opposed to a 'policy on' figure accounting for objectives around provision for affordable housing needs and economic growth objectives including linked to national Ox Cam Arc aspirations and the Oxfordshire Growth Deal (discussed below). Also, the outcome of the HENA (2022) was an identified need figure for Oxford City of 1,322 dpa, albeit on the basis of a methodology that no understood to have been flawed.
- 5.2.26 Were it to be assumed that Oxford City's LHN is ~1,300 dpa (in line with the two figures above) then this would lead to ~ 3,500 homes further unmet need over the period 2020-2042, which might then need to be spread across the four districts. This might be a fairly even distribution, but there is uncertainty, including noting that all three of the other districts may see a boost to standard method LHN over-and-above Cherwell District, most notably South Oxfordshire (108% increase under the draft standard method).
- 5.2.27 On balance though, it is *not* considered fair to assume a strong likelihood of Oxford City's LHN being significantly higher than the figure indicated by the new draft standard method. This is particularly on the basis of the [letter](#) written by the Local Plan Inspectors to Oxford City Council in respect of withdrawing the Local Plan in September 2024. The letter suggests a need to demonstrate 'exceptional circumstances' in order to plan on the basis of a housing need figure not derived from the standard method (although this can be debated) and then concludes at paragraph 47 that exceptional circumstances do not exist.
- 5.2.28 The most likely scenario is considered to be that Oxford City will undertake further plan-making on the basis of an assumption that need is understood from the standard method, e.g. the draft figure of 1,051 dpa which leads to no further unmet need over the period 2020-2042. At this time, Oxford City have not set out their next steps following the recommendation from their Inspectors to withdraw their Plan.⁶
- 5.2.29 In this regard, the following text from the Draft NPPF (2024) is of note (albeit subject to change plus the assumption is that the Cherwell LPR is being prepared under the 2023 version of the NPPF):
- "Plans come forward at different times, and there may be a degree of uncertainty about the future direction of relevant development plans or plans of infrastructure providers. In such circumstances strategic policy-making authorities and Inspectors will need to come to an informed decision on the basis of available information, rather than waiting for a full set of evidence from other authorities."*
- Economic development or infrastructure investment*
- 5.2.30 Whilst there is no clear case for boosting the housing requirement on account of unlocking or supporting infrastructure investment, the matter of supporting "growth ambitions linked to economic development" (NPPF para 67) is an important consideration. In 2023 the proposal was to boost the housing requirement on account of economy / employment grounds in light of the HENA and, whilst that study is now withdrawn as a source of evidence, that is not to say that there is no longer a case for doing so, including noting a potentially improving economic picture, as discussed below in Box 5.1.
- 5.2.31 The Oxford City Inspectors Letter focuses on:
- Commuting rates – the Oxford City Inspectors conclude that the HENA should have allowed for a continuation of high rates of in-commuting, rather than assuming that rates decrease leading to a need for additional homes locally in order to ensure a workforce sufficient to keep pace with jobs growth.
 - Employment rate – the Oxford City Inspectors conclude that the HENA should have assumed a higher rate, which would then have had the effect of reducing the number of new homes needed to fill new jobs.
- 5.2.32 The Inspectors refer to assumptions around both commuting rates and employment rates as representing a policy choice, and ultimately find the Oxford City Council choices to lack evidence/justification. However, policy choices are open to Cherwell District at the current time. In particular, there is an obvious policy choice in respect of supporting local jobs growth in order to reduce in-commuting. The Oxford Inspectors explain that *"net commuting into Oxfordshire in 2011 was 9,277, whereas in 2021 it was 16,994."*
- 5.2.33 There is no potential to further specify what a boost to the Cherwell LPR housing requirement on account of "growth ambitions" might involve. However, there is a need to remain open to the possibility, subject to further work including by OxLEP (now a company owned by the County Council) at the Oxfordshire scale and, at the regional scale, England's Economic Heartland and the Oxford to Cambridge Partnership.

⁶ Having said this, it is noted that Oxford City responded to the Inspectors letter stating their concern and alarm about the Inspector's conclusion that use of the standard method is appropriate in the Oxford context.

5.2.34 The following is a notable quote from the Cherwell Economic Needs Assessment (ENA, 2021):

“Cherwell sits at the southern end of the Growth Corridor (Oxford to Cambridge Arc) which is one of the economic focuses of the UK moving forward, with the opportunity to make the most from the Science and Technology excellence across the region. This is effectively still in its infancy and so time will tell whether true economic gains will be made from this region... The development of Oxford Parkway railway station... has added a much needed transport link to the southern end of the District and has helped promote Kidlington as a hi-tech and laboratory user market.”

5.2.35 Another source of evidence is the recently published Draft UK Industrial Strategy (2024), which sets out in the Executive Summary: *“A core objective of the industrial strategy is unleashing the full potential of our cities and regions. The industrial strategy will concentrate efforts on places with the greatest potential for our growth sectors: city regions, high-potential clusters, and strategic industrial sites.”*

5.2.36 Finally, whilst no organisations with a strategic economy/employment focus responded to the Draft Plan consultation in 2023,⁷ the Home Builders Federation (HBF) did notably state:

“As the Council will be more than aware Oxfordshire is a key part of the UK’s economy with the Oxfordshire Local Industrial Strategy agreed with Government in 2019 and which built on the significant investment over recent years from the Oxfordshire Local Economic Partnership. In the absence of a strategic plan for the county it is therefore beholden on each LPA to now prepare local plans that continue to support these economic ambitions and ensure that a lack of housing in the county is not, as is stated in paragraph 81 of the NPPF, a barrier to the investment needed to achieve the level of growth expected.”

5.2.37 The HBF go on to set out an argument for higher growth on economy/employment grounds (i.e. a level of growth over-and-above that which was proposed in the Draft Local Plan, 2023).

The Oxfordshire Growth Deal

5.2.38 In 2017 it was announced that Oxfordshire would receive up to £215m of new funding in order to support Oxfordshire’s ambition to plan for and support the delivery of 100,000 homes over the period 2011 to 2031.

5.2.39 However, there have been issues with delivering on the deal, such that whilst the Oxfordshire authorities have all adopted Local Plans since 2017 that commit to extensive growth, the headline target (2031 timeline) is not set to be achieved. In this regard, a letter from the Government in Dec 2022 explained:

“... progress since that point has not been as positive as we had hoped for. The Deal set out two commitments by the Oxfordshire authorities: the submission and adoption of a joint statutory spatial plan and to plan for and support the delivery of 100,000 new homes between 2011 and 2031 – backed up with a credible plan for delivery. With your abandonment of the joint statutory spatial plan and the delay to your Local Plans (with some districts now planning to deliver this number of homes to a 2036 timetable), the Oxfordshire authorities have failed to deliver on both of these commitments.”

5.2.40 The letter set out a new required profile for ‘accelerated housing’ and progress against this requirement was recently reported in the Future Oxfordshire Partnership Annual Report 2023/2024 (available [here](#)). It reports the number of homes accelerated and concludes: *“The original target for accelerated homes in the Housing and Growth Deal was 6,549 units, so we will exceed that by 1,780 homes.”*

5.2.41 On this basis, whilst the PPG specifically lists ‘housing deals’ as a circumstance *“when might it be appropriate to plan for a higher housing need figure than the standard method indicates”*, this is not thought to be a significant consideration with a bearing on the case for exploring Cherwell LPR growth scenarios involving supply sufficient to enable the housing requirement to be set at a figure above ‘need’.

Conclusion on housing quanta options (high level)

5.2.42 The situation has moved on since 2023, which creates a challenge for defining growth scenarios. However, on the basis of the discussion above it is clear that growth scenarios must as a minimum involve a level of supply sufficient to enable the housing requirement to be set at 20,029 homes (2020 to 2042).

⁷ One other relevant comments comes from Oxfordshire County Council: *“OCC responded to the Oxford City Council consultation on the jointly commissioned HENA in March 2023; our comments on the HENA also apply to this consultation. We expect the matter of what is the housing need number will need further work following comments made on this consultation and the Oxford Local Plan Regulation 19 consultation, and the likely subsequent examination of the Oxford Local Plan.”*

- 5.2.43 It is also reasonable to explore higher growth scenarios, particularly on the basis of: A) affordable housing needs; B) a potential case for growth ambitions linked to economic development; and C) residual uncertainties around unmet need. Further considerations relate to the Government's draft new standard method figure for the District and high rates of recent delivery (but rates have recently decreased).
- 5.2.44 The discussion above does not serve to indicate a reasonable high growth scenario, but a requirement set in the region of 25,000 homes, as a round number, might be considered reasonable. This would amount to a 60% increase on LHN (or a 25% increase on a 'need' figure that also accounts for the additional 4,400 homes unmet need). However, it is recognised that rolling forward the strategy from 2023 would mean a housing requirement set at around 28,000; also, the new draft standard methodology figure of 1,095 (if unchanged), taken alongside the committed 4,400 homes unmet need from Oxford, could suggest a housing requirement for the plan period of 27,031 (756 + 713 + 742 + 710 + 1,095 x 18 + 4,400).
- 5.2.45 The matter of precise quanta figures to reflect across the reasonable alternative growth scenarios is returned to within Section 5.5, subsequent to consideration of broad spatial strategy issues/options (the remainder of Section 5.2), site options (Section 5.3) and sub-area scenarios (Section 5.4).
- 5.2.46 Finally, the two boxes below consider two key aspects of wider development needs.

Box 5.1: A note on employment land need

The Economic Needs Assessment (2021) identifies a need for 187.5 ha of employment land in Cherwell over the period 2021 to 2040, which might be extrapolated to 2042 resulting in a need figure of ~207 ha. However, in October 2024 an update study was undertaken to account for updated economic forecasts, which show a considerable increase in jobs growth locally relative to the forecasts that underpinned the 2021 ENA, reflecting a more optimistic macro-economic outlook. This is then corroborated by recent completions data which shows an increase in employment completions in the three years since the completion of the ENA.

In summary, the latest forecast shows, growth of 20,100 jobs compared to 8,600 in the ENA, which results in a need for 250.5 ha of employment land to 2040, compared to 187.5ha in the ENA. This 250.5 ha figure can then be extrapolated to 2042, leading to an employment land need figure of **~277 ha**. This breaks down as: B1a (offices) – 30.8 ha; B1b – (R&D) – 33.6 ha; B1c/B2 (industrial) – 33.6 ha; and B8 (warehousing) – 59.4 ha. However, there is a need to caveat these figures by saying that other aspects of the ENA modelling have not been updated (only the Experian forecast), such that further work might result in a need to make adjustments.

Supply options are discussed below, but for context the key point to note here is that existing completions and commitments total in the region of 175 ha, such that the balance to be provided for through the LPR is in the region of **100 ha** (before consideration is given to the various categories of employment land).

This is a stretching target, but there is also a need to factor in a permissive criteria-based policy supportive of windfall sites, and one further consideration is that assumptions regarding the developable area within employment sites could potentially be adjusted (where an increase to the developable area assumption leads to a reduced need in terms of hectares).

Box 5.2: A note on Gypsy and Traveller accommodation needs

The most up to date assessment of need is a county-wide joint study commissioned in 2023 and covering the period 2042. The study addresses the need for gypsy and traveller, travelling showpeople and boat dwellers.

The needs of boat dwellers can be met through a criteria based policy, but: there is a need for 30 gypsy and traveller pitches, 10 of which need to be provided in the first 5 years of the plan period; and there is a need for 4 travelling showpeople plots of which none are required within the first five years. Importantly, the proposal is to account for the full cultural need, as opposed to only the needs of who meet the national 'planning definition'.

The study provides evidence on the potential supply of pitches identified through interviews and site information analysis. It indicates a potential supply of up to 33 additional pitches in Cherwell through the regularisation and expansion or intensification of existing sites, such that needs can be met without new allocations. It is also understood that there is no unmet need from Oxford, and no reason to suggest unmet need from elsewhere. However, there is a need to remain alive to issues and opportunities, e.g. recognising there are no public sites in the District, given that site size (and density) are important factors and also given that strategic sites (and also potentially employment sites) can give rise to an opportunity to deliver well-located new pitches.

Broad spatial strategy

Introduction

5.2.47 This is the second of two sections examining 'strategic factors'. The aim here is to present an overview of key broad spatial considerations with a bearing on the development of reasonable growth scenarios.

5.2.48 This section is broadly unchanged from the ISA Report (2023) and is structured so as to cover: 1) Cherwell's sub-areas; 2) the sub-regional context; and 3) overarching aims of the local plan review.

Cherwell's sub-areas

5.2.49 There are five well-established sub-areas, which are discussed below beginning with a joint discussion of Banbury and Bicester. Also, a sub-section below introduces the possibility of a new settlement.

Banbury and Bicester

5.2.50 Both towns have been a focus of growth over recent years and decades, but this has particularly been the case for Banbury. Over the period 2011 to 2024 Banbury saw 36.7% of completions compared to 29.6% at Bicester, and this accounts for an uptick in completions at Bicester since around 2020.

5.2.51 Nonetheless, there is a clear need to explore options that would see a further concentration of growth at both towns. Comparing the two:

- Banbury is the larger town, but Bicester has extensive commitments following the adopted Local Plan.
- Bicester is associated with a more readily apparent strategic growth opportunity, given its Garden Town status and position within the Oxfordshire Knowledge Spine and the Oxford to Cambridge (Ox Cam) Partnership area. However, there are some strategic constraints, including relating to grid capacity and road infrastructure, such that delivery of committed sites has been significantly delayed. Committed sites have been delivering at Banbury in a timely manner, but there are also well understood constraints to further growth, including relating to the position of the town within the surrounding landscape(s).

5.2.52 The adopted Local Plan directs growth to Bicester more so than Banbury, and there is a case for rolling forward this strategy at the current time, notwithstanding the aforementioned constraints / delivery issues. One important broad strategic consideration is the emergence of Ox Cam Arc aspirations since the time of preparing the adopted Local Plan, and Bicester now benefits from an improved rail service (albeit this improvement was envisaged at the time of preparing the adopted plan).

5.2.53 It is also the case that the existing and committed employment offer at Bicester is very strong, with six strategic employment sites (Table 1 of the adopted Local Plan) totalling 138.5 ha, in comparison to a total of 48 ha at Banbury. There is a focus on warehousing and distribution uses, reflecting Bicester's excellent road links, which have a low jobs density, but Siemens is now delivering a high tech employment facility close to M40 J9, which is a positive step towards diversifying the local employment offer.

5.2.54 In summary, there are a range of high level arguments to support a focus of growth at Bicester over-and-above Banbury (which is not to suggest that there are not important growth-related opportunities at Banbury, perhaps most notably around town centre regeneration, as discussed further below). However, there are also wider factors that must be taken into account when considering more precisely the appropriate balance of growth between the towns – see further discussion in Section 5.4.

Kidlington

5.2.55 The Kidlington area is set to see high growth over the plan period following the Partial Review (2020), which allocated land for 4,400 homes in the vicinity of Kidlington (although only a proportion directly abuts Kidlington). None of these homes have yet delivered, but given committed growth and wider factors the proposal is that Kidlington should sit within a second tier of the hierarchy as a 'service centre'.

5.2.56 Kidlington links closely with Yarnton (a category A village) and Begbroke (a category B village), as well as to land within Cherwell at the northern edge of Oxford (between Oxford and Oxford Parkway Station), including land allocated to come forward as an urban extension to Oxford. These settlements are all surrounded by the Oxford Green Belt. Also, Kidlington links to the village of Islip, where there is a train station, and to Woodstock, which is within West Oxfordshire and beyond the Green Belt.

- 5.2.57 The broad strategy was a focus of appraisal and consultation in 2021 (as per Bicester and Banbury), at which time the broad assumption was that Kidlington would see limited or low housing growth, given the Green Belt constraint (but there was consideration of Green Belt release for employment).
- 5.2.58 Kidlington is very-well linked to Oxford, via bus services along strategic road corridors, and via a strategic cycle route, plus Oxford Parkway Station is nearby. Furthermore, the Kidlington area is a significant employment hub, making a key contribution to the success of the Oxfordshire Knowledge Spine. In this light, the option of further strategic growth cannot be ruled out, despite the Green Belt constraint.

Heyford Park

- 5.2.59 Part of the former United States Airforce base of USAF/ RAF Upper Heyford was originally identified as a location for a new settlement in 1996, and by the time of the Local Plan (2015) 761 new homes had been consented along with the restoration and reuse of a further 296 former military dwellings. The Local Plan (2015) then allocated land for a further 1,600 homes and 1,500 jobs (building on the existing employment offer), through Policy Villages 5, with the Spatial Strategy explaining: *“Away from the two towns, the major single location for growth will be at the former RAF Upper Heyford base which will deliver 2,361 homes.”*
- 5.2.60 This led to permission being granted for a phased 1,175 home scheme in 2022 (ref. 18/00825/HYBRID) including a masterplan to guide the delivery of the 2015 allocation. It is important to note that the allocation and subsequent masterplan aim to respond to the very high degree of historic environment / heritage constraint affecting the former Cold War airfield, which contains three Scheduled Monuments, five Listed Buildings and many other non-designated heritage assets, and which is a conservation area in its entirety.
- 5.2.61 Given committed growth, Heyford Park is now designated as a service centre in the settlement hierarchy.
- 5.2.62 In parallel, the Cherwell LPR ‘Options’ consultation document (2021) gave high-level consideration to the possibility of additional strategic growth, taking into account the Oxfordshire Plan consultation document published in 2021. The Options consultation document presented two alternative courses of action – limit further growth beyond that which is committed or allocate land for further strategic growth – and these alternatives were appraised in the Interim SA Report published as part of the consultation.
- 5.2.63 The latest situation is that approximately 1,100 homes have been delivered (553 since the start of the plan period in 2020) and a further 1,048 homes are committed. In addition to the housing proposed, the approved masterplan includes 8.3ha of employment floorspace including a ‘Creative City’ area.
- 5.2.64 Also, the context is that: A) the Draft Local Plan (2023) proposed a 1,250 home extension on greenfield land to the south and east, but significant concerns were raised through the consultation including by the County Council and particularly in respect of poor transport connectivity / inadequate infrastructure; and B) the landowner has stated their intention to submit a planning application for a major larger scheme involving comprehensive planning for the airfield, involving an additional 6,000 homes or perhaps more.
- 5.2.65 The equivalent section of the Interim SA Report (2023) explained the following, which still holds true:
“The adopted Local Plan allocation (2015) discussed the importance of “a comprehensive and lasting approach to the whole site” and securing “a lasting arrangement on this exceptional large scale brownfield site”. These sentiments hold true at the current time, i.e. there is potentially an opportunity for further growth in order to secure realisation of a vision for Heyford Park as a unique service centre, including one with a high proportion of local jobs per household. However, securing transport infrastructure upgrades, and better alignment with transport objectives more generally, is a prerequisite for further growth.”

The rural area

- 5.2.66 There are three categories of villages within the rural area:
- Category A villages – Adderbury, Ambrosden, Bletchington, Bloxham, Bodicote, Deddington, Hook Norton, Launton, Steeple Aston and Yarnton.
- Of these, one village (Bodicote) naturally falls within the ‘Banbury sub-area’, two (Launton and Ambrosden) within the ‘Bicester sub-area’ and one (Yarnton) within the ‘Kidlington sub-area’. The other seven larger villages are considered under the ‘Rural sub-area’ heading in Section 5.4.
- Category B villages – certain of these are discussed under the Banbury, Bicester or Kidlington sub-area headings in Section 5.4, but the great majority fall under the ‘Rural’ sub-area heading.
 - Category C village – are small villages not well-suited to significant housing growth.

5.2.67 The villages (not including Kidlington or Heyford Park) are associated with very high recent and committed growth, largely on account of ‘speculative’ sites gaining planning permission at appeal (following a refusal by CDC) under the presumption in favour of sustainable development (see discussion in Section 2). Some of these sites are in sub-optimal locations, and piecemeal growth at villages in this way can put strain on infrastructure and the concern is that piecemeal growth at villages conflicts with well-established spatial strategy objectives including in terms of decarbonisation. Specifically, the numerical situation is:

- Completions since 2020 – 644 homes
- Current commitments – 1,129 homes
- Total completions and commitments at villages – 1,773 homes

5.2.68 This numerical situation serves to suggest limited argument for directing further growth to the villages.⁸ However, on the other hand:

- Completions and commitments at the villages are very unevenly distributed, such that there are some villages where there is an argument for the LPR to support growth in order to provide for locally arising housing needs and support services/facilities and village vitality.
- Parish Councils often welcome a housing requirement which can then be delivered by allocations made through a neighbourhood plan. The motivation might be delivering on growth-related objectives (e.g. new infrastructure), but there is also the context of NPPF paragraph 14, which sets out that where a neighbourhood plan allocates sites to meet its assigned housing requirement then planning applications for housing are unlikely to be considered under the presumption in favour of sustainable development.
- Notwithstanding the delay created by allocations being made through a neighbourhood plan, small sites at the villages typically benefit from strong development viability and low delivery risk and are often able to deliver without delay. This is an important consideration for the LPR, as the plan will only be found to be sound at Examination in Public if the Inspector(s) are satisfied that there will be a five year housing land supply at the point of plan adoption, which could potentially prove challenging (subject to further discussions around the precise nature of the 5YHLS calculation).

5.2.69 Overall, there are broad strategic arguments for and against directing further growth to the villages through the LPR, but there are a range of more detailed considerations that must factor-in; see Section 5.4.

New settlements

5.2.70 The NPPF encourages consideration of new settlements (para 73), and the adopted Local Plan supported a new community at Heyford Park, but that represented something of a unique opportunity, as discussed. One other new settlement option was also considered at the time of preparing the Partial Review (see page 119 of the SA Report) but rejected quite early in the process. Also, it is noted that all four of the other adopted Oxfordshire local plans include a focus on new settlements.⁹

5.2.71 The Draft Local Plan (2023) did not propose a new settlement, but the possibility was closely considered through work to define, appraise and consult upon reasonable growth scenarios. Specifically, two options were closely considered in Section 5 of the Interim SA Report – Shipton Quarry and Islip – before the option of a new settlement at Shipton Quarry was identified as preferable and progressed to the growth scenarios for appraisal and consultation.

5.2.72 Both options share the characteristic of being located in proximity to Kidlington and Oxford and, in turn, are located within the Green Belt. Islip benefits from a train station but has poor road connectivity. The land use at Shipton Quarry represents both an opportunity (the potential to make use of degraded land) but also an issue (there is biodiversity sensitivity) and much depends on potential to deliver a train station. The two options are discussed further in Section 5.4.

⁸ The level of growth from completions and commitments is comfortably in excess of what was anticipated by the adopted Local Plan. Specifically, Policy Villages 2 stated: “A total of 750 homes will be delivered at Category A villages [to 2031]. This will be in addition to the rural allowance for small site ‘windfalls’ and planning permissions... as at 31 March 2014.”

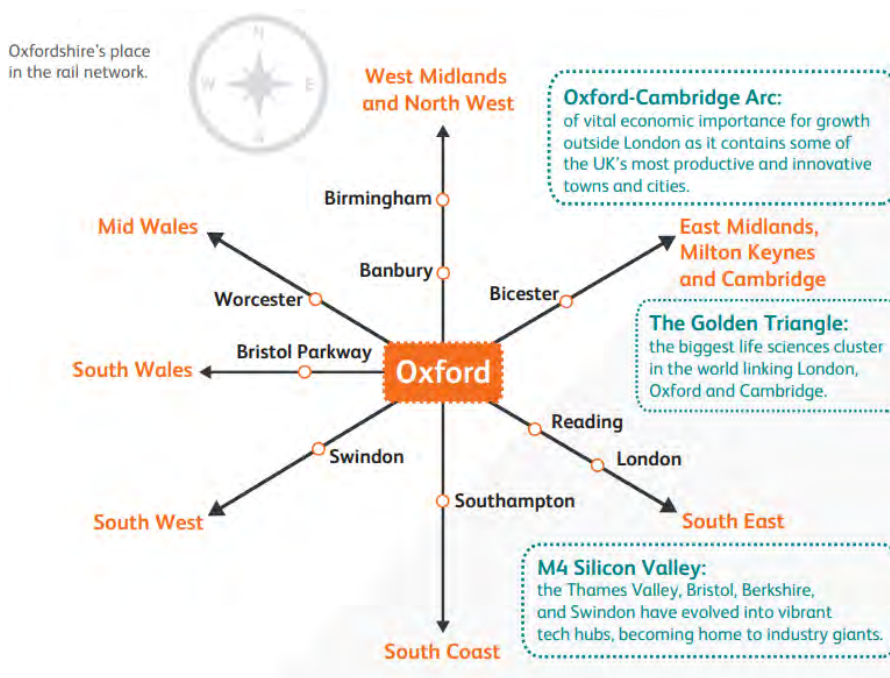
⁹ The emerging South and Vale Joint Local Plan supports new garden villages at Dalton Barracks and Berinsfield (both existing allocations; neither entirely a new settlement) and the West Oxfordshire Local Plan Review ‘Objectives and Ideas’ consultation document (2023) explained: “We already have one new settlement identified in the current Local Plan which is Salt Cross Garden Village... This will deliver around 2,200 new homes, 40 hectares of business land in the form of a new science and technology park and a broad range of supporting services and facilities. The new Local Plan could potentially look to focus any additional growth (beyond existing commitments) into a second new settlement somewhere in the District.”

Subregional context

N.B. this discussion is unchanged from 2023.

- 5.2.73 The discussion above has already served to introduce a number of the 'larger-than-local' reasons for giving careful consideration to the scale, distribution and types of growth supported through the local plan. Key objectives relate to supporting economic growth, but there are also a range of wider objectives with a bearing on the question of how to distribute growth optimally, within the sub-region and within Cherwell.
- 5.2.74 The figure below is an introduction to Oxford, Banbury and Bicester's sub-regional links. Discussion under subsequent headings then gives consideration to key sub-regional strategies.

Figure 5.7: Oxford in the sub-regional context, from the Oxfordshire ORCS, 2021



Oxford to Cambridge Arc / Partnership

- 5.2.75 In July 2021, the Government consulted on a 'vision' for the Arc, although anticipated subsequent work on 'spatial framework' was not progressed. Key figures within the [Vision document](#) deal with:
- **Productivity** – Figure 3.1 of the document shows that Gross Value Added (GVA) per capita is very high compared to the national picture and select other sub-regions nationally. The ambition was that: "By 2050, the Arc will be the world leading place for high-value growth, innovation and productivity."
 - **Economic clusters** – Figure 3.2 in the document shows the location of hubs for a range of key sectors, with the Oxfordshire Knowledge Spine clearly evident. Bicester is not explicitly shown, but it is important to note the level of committed employment growth: 119 ha as of 2021.
 - **Transport** – Figure 4.1 serves to clearly highlight a gap in east-west connectivity in the western part of the Arc, although this is set to improve upon opening of the Oxford to Bletchley section of East-West Rail. Poor connectivity is barrier to growth and leads to problematic traffic congestion along certain road corridors, including the A34 corridor, with implications for safety and bus services.
- 5.2.76 As well as an economic growth opportunity, the inherent characteristics of the Arc suggest an **environmental opportunity**. The Arc is broadly associated with a vale landscape associated with two river systems, bounded to the north and south by sensitive raised land. Within this vale landscape, in addition to the valued river corridors, a key defining feature is a series of three mid-vale ridges, associated with valued habitats and historic environment assets. In this light, there is an opportunity to develop and implement a vision that sees the Arc develop as one of the key national bio-regions, with clear goals set around biodiversity / nature recovery and wide ranging ecosystem service provision. In Cherwell, this translates as a need to recognise the Ox Cam Arc-wide strategic importance of the two key Thames tributaries – the Cherwell and the Ray – with perhaps the primary consideration being the Upper Ray Meadows, including Otmoor, and close links between this area and the Bernwood Forest.

5.2.77 More recently, the focus is on taking work forward through the Oxford to Cambridge Partnership.

England's Economic Heartland

5.2.78 England's Economic Heartland (EEH) is a partnership of councils and local enterprise partners, focused on coordinating investment in strategic infrastructure, particularly **transport infrastructure**. Oxfordshire is located at the southwest extent of the EEH area, on the boundary with Transport for the South East.

5.2.79 The EEH Regional Transport Strategy (2021) describes a “once in a generation opportunity” to:

- Improve the resilience of a transport system that is already under strain; one where congestion and unreliability acts as a brake on sustainable growth;
- Reduce reliance on the private car rates of car use and trip lengths above the national averages;
- Address the carbon impact of the transport system, where emissions are currently high and growing;
- Support rural communities and businesses, a demographic much larger than the national average; and
- More widely, address the extent to which poor transport connectivity serves to perpetuate inequality.

5.2.80 The next stage of the Regional Transport Strategy will involve a series of Connectivity Studies for key corridors, with Cherwell intersecting three of the ten: the M40 corridor; the Oxford to Milton Keynes corridor; and the Peterborough – Northampton – Oxford corridor. [See latest [here](#)]

5.2.81 EEH has also recently published strategies for both bus and active travel. With regards to the active travel strategy, this includes a review of Local Cycling and Walking Implementation Plans (LCWIPs) in the area. In Cherwell LCWIPs have been completed for Bicester and Kidlington, and Banbury's is in preparation.

Oxfordshire Local Enterprise Partnership (OxLEP)

5.2.82 OxLEP is very active, having produced a Strategic Economic Plan in 2016, a Local Industrial Strategy (LIS) in 2019 and several more recent publications, including a LIS Investment Plan in 2020 and a Net Zero report in 2021. The following, from the LIS Investment Strategy, is a helpful summary of the ambition:

“Oxfordshire has one of the highest concentration of innovation assets in the world with universities, and science, technology and business parks at the forefront of global innovation in transformative technologies and sectors such as Fusion Technology, Autonomous Vehicles, Quantum Computing, Cryogenics, Space, Life Sciences, and Digital Health. Together, they provide a rich and economically critical network of employment, R&D and creative nodes which offer significant opportunities to scale-up, develop new products and services, so enabling the UK to compete on the international stage in new exciting markets.”

5.2.83 Within the LIS, [Figure 6](#) presents six principles underpinning the ambition to ‘build a world leading innovation ecosystem’, with the following of particular relevance to the current task:

- Liveable place – there is a need to meet housing needs and focus on ‘place’;
- Keystone assets – key economic assets are discussed further below; and
- Talent proposition– amongst other things, schools capacity is a key consideration.

5.2.84 Elsewhere, the LIS Investment Plan explains: *“Oxfordshire’s Local Industrial Strategy is built around the five pillars of Ideas, People, Business Environment, Infrastructure, and Place.”* Investment priorities are then placed in a series spatial ‘bundles’, which can be seen in Figure 5.8. Bundles of key relevance are:

- **(1) Begbroke Science Park** – the Plan describes a *“wider A44 corridor vision to double capacity at Begbroke including new station & linking to Oxford Airport & Oxford Parkway.”* However, the timetable for both the A44 Rapid Transit Line and Begbroke Station schemes is uncertain.
- **(2) Living labs testbed** – there is support for *“smart living pilots at scale using emerging technologies integrated into major housing development to tackle Grand Challenges.”* As well as a focus on Bicester, there is also a focus on Heyford and the “Banbury Industrial Zone”.
- **(4) Motorsport Valley** – this applies to both Bicester and Banbury.
- **(5) Upper Heyford Creative City** – discussed further in Section 5.4.

5.2.85 With regards to the OxLEP Net Zero Pathways report (2021), this is a key consideration for the task of arriving at, and then appraising, reasonable growth scenarios. It is discussed further below.

Figure 5.8: Priority investment bundles from the LIS Investment Plan

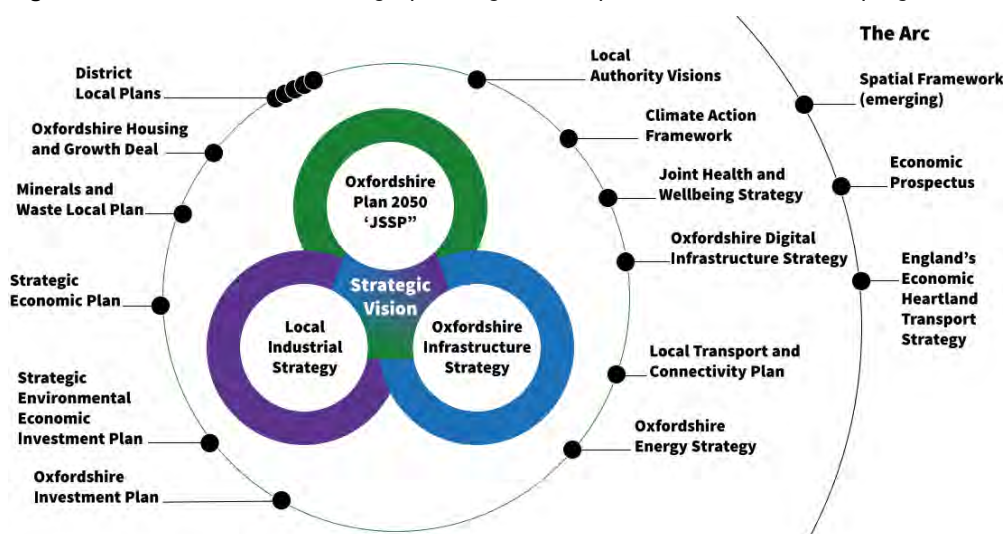


The Oxfordshire Plan

5.2.86 Despite the plan no longer being progressed, work to develop a strategic vision for the County remains relevant, as does the definition of ‘good growth’ in the Oxfordshire context. Also, there is a need to recall why an Oxfordshire Plan was seen as necessary, including around realising transformational opportunities, perhaps most notably in terms of infrastructure delivery. Coordinated planning across Oxfordshire is now the focus of the Future Oxford Partnership, including with the following stated aims:

- Coordinate local efforts to manage economic, housing and infrastructure development in a way that is inclusive and maximises local social and environmental benefits.
- Support the development of local planning policy that meets the national aim of net zero carbon by 2050, and contributes towards biodiversity gain whilst embracing the changes needed for a low carbon world.

Figure 5.9: The Oxfordshire strategic planning context, prior to a decision not to progress the JSSP



5.2.87 The following stages of work to explore Oxfordshire-wide spatial strategy options also remain of note:

- Growth typologies – a consultation in 2019 presented seven typologies, including urban intensification, new settlements, growth clusters and growth along transport corridors. In practice, there is a clear need to remain open minded to all seven of the growth typologies in the Cherwell context.
- Refined typologies – work in 2020 explored typologies with added spatial definition. Notable typologies included a focus on: strategic road junctions; new settlements with new strategic transport connections; and broad locations shown to have least environmental value and/or most opportunity for enhancement.
- Spatial strategy options – five (again, not entirely mutually exclusive) options were a focus of the 2021 consultation, namely: 1) Focus on opportunities at larger settlements and planned growth locations; 2) Focus on Oxford-led growth; 3) Focus on opportunities in sustainable transport corridors & at strategic transport hubs; 4) Focus on strengthening business locations; 5) Focus on supporting rural communities.

5.2.88 Focusing on the Oxfordshire Local Plan work completed in 2021, implications for Cherwell LPR reasonable growth scenarios (albeit with limited weight / importance) include:

- **New settlements** – none of the 2021 options suggested a particular focus on new settlements (beyond those already ‘planned for’, e.g. Heyford Park). However, new settlements could have formed part of the strategy under certain options, most notably Option 4 (sustainable transport corridors). Oxfordshire Plan work served to highlight the possibility of considering new settlement options well-linked to Oxford or along sustainable transport corridors, but no detailed areas of search were identified.
- **Focus on Oxford** – this option from 2021 serves as a reason to remain open to the possibility of exploring whether exceptional circumstances exist to justify Green Belt release, plus the discussion under several of the other options lends support for considering the possibility of further growth in the Kidlington area. However, it is noted that Option 2 from the 2021 consultation (Focus on Oxford) received the fewest statements of support, and the most objections, through the consultation.
- **Heyford Park** – was discussed as a potential location for further strategic growth under Options 1 and 4 in 2021 but is less suited from a perspective of seeking an Oxford and transport corridors focus.

Overarching aims of the local plan review

- 5.2.89 Set out below is a discussion of broad distribution issues / opportunities in respect of the three Cherwell LPR ‘overarching themes’ in turn. This discussion is also mostly unchanged since the 2023 ISA Report.

Maintaining and developing a sustainable local economy

- 5.2.90 Strategic housing growth directed to existing settlements could be supportive of economic objectives, mindful of notably different ‘offers’ (e.g. knowledge and creative sectors at Kidlington and Upper Heyford; automotive sectors and traditional industry at Banbury) and established objectives (e.g. the need to diversify the employment offer at Bicester, away from a dominance of warehousing). There is also a need to be mindful of the implications of housing growth-related traffic generation for economic objectives.
- 5.2.91 There are arguments for housing growth in support of economic objectives at all four top tier settlements, although perhaps less so Banbury. The town is home to the greatest number of jobs, but there is perhaps less case for housing growth from a perspective of supporting growth and change in respect of the local employment land offer. A key opportunity for Banbury is in respect of town centre regeneration, which is a matter with relatively limited bearing on the reasonable growth scenarios at the current time.

Meeting the challenge of climate change and ensuring sustainable development

- 5.2.92 A key Oxfordshire-wide [Pathways to Zero Carbon](#) report (2021) presents a range of key messages of relevance to the task of arriving at reasonable growth scenarios for the Cherwell LPR, notably around:

- **Transport** – broad distribution issues and opportunities are relatively well understood, with a need to direct growth to the most accessible and well-connected locations, support investment in sustainable transport corridors / strategic transport infrastructure and recognise that growth at scale can lead to opportunities, including around supporting trip internalisation and high rates of walking and cycling.

Directing growth to rural villages is generally not supported from a transport decarbonisation perspective. For example, work to appraise 48 scenarios for the Greater Cambridge Local Plan served to highlight a spatial strategy of supporting growth at villages as performing very poorly – see Option 5 in Figure 5.10.

- **Built environment** – relevant issues / opportunities are less well-understood. Considerations include:
 - The potential to require and achieve ‘operational emissions’ standards that go beyond the requirements of Building Regulations is heavily dependent on development viability which, in turn, relates to spatial strategy and site selection, and can lead to a clear argument for economies of scale.
 - Certain sites can be associated with a particular locational or scheme-specific opportunity, in terms of minimising operational emissions, notably in respect of supporting district-scale heat networks.
 - Minimising non-operational emissions, including from embodied carbon, is increasingly a focus of attention nationally, with a need to support ‘modern methods of construction’, including modular buildings, which can serve as an argument in favour of strategic growth locations / concentrations.
- **Low carbon innovation** – as discussed above, there is a need to support knowledge and high tech economy hubs, and also new / growing communities as ‘living labs’. For example, North West Bicester eco-town ([Elmsbrook](#)) has recently been discussed widely as a national low carbon exemplar.
- **Strategic renewables** – typically means solar farms, in the Oxfordshire context. This is less relevant to spatial strategy and site selection, recalling that schemes typically feed into the national grid (such that there is not necessarily a benefit to bringing schemes forward as part of strategic development).
- **Land use and carbon sequestration** – there is naturally a need to take account of the full range of ‘ecosystem services’ provided by areas of habitat that might be impacted by development; however, the carbon sequestration role of habitats is not likely to be a primary consideration in the Cherwell context. With regards to tree-planting, or other habitat creation aimed at carbon sequestration, it is important not to focus overly on ‘mitigating’ emissions in this way, at the risk of a reduced focus on avoiding emissions in the first instance, plus there is a need to ensure the right type of tree planting in the right locations.

- 5.2.93 Overall, the Pathways to Net Zero report is clear that there is a need for **a very high level of ambition**, and this must translate into spatial strategy and site selection. Many decarbonisation opportunities can be foreclosed without early, strategic consideration at the local plan-making stage of the planning process.

- 5.2.94 The necessary level of ambition is evident from Cherwell’s ambition to achieve district-wide **net zero by 2030**. This may well not be achievable (Figure 5.11), but the target serves to indicate a level of ambition.

Figure 5.10: Emissions scenarios to inform the Greater Cambridge Plan (Etude & Bioregional, 2021)

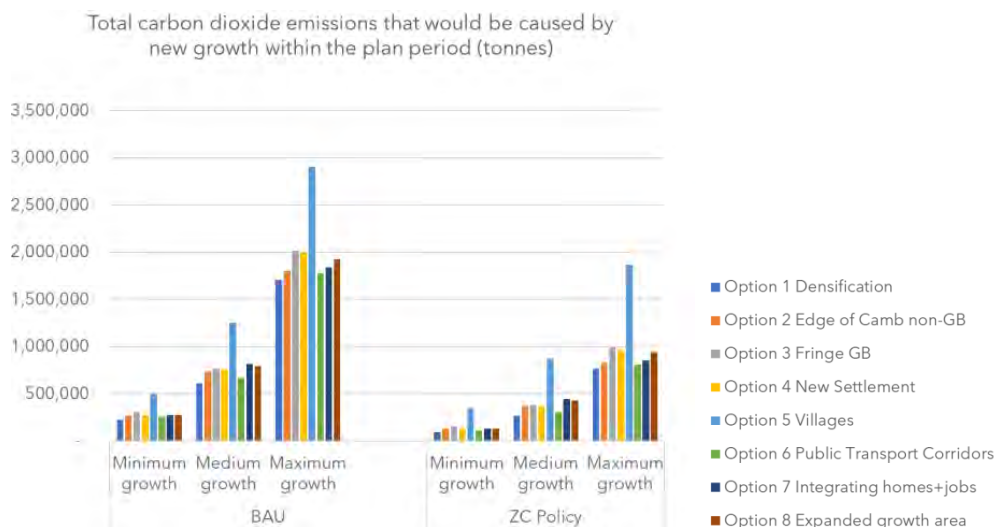


Figure 5.11: An infographic from the Pathways to Net Zero report (2021)

Shattering myths

“We should plant trees to offset our emissions”	“We need a more skilled & qualified workforce”	“Electric vehicles are coming to save us”	“Net-zero can be achieved by 2030”	“Fossil fuels are needed for economic growth”	“It all comes down to individual behaviours”
... we need to protect existing trees, but planting new trees can remove only a small fraction of current emissions, and we need to restore a mix of native ecosystems to reverse biodiversity loss.	... the skills challenge is not just a supply problem, we also need demand for skills, driven by markets for zero-carbon solutions.	... switching to cleaner fuels is insufficient for net-zero. We also need to reduce our transport demand and complete more of our journeys by walking, cycling, public and shared transport.	... without relying on offsets, the scale of investment, technological and lifestyle change, without national policy support, is unrealistic.	... renewable energy and other zero-carbon solutions represent opportunities for more efficient use of resources. Unlike spending on fossil fuels, investment can be kept local.	... while lifestyle change and sustainable choices will be crucial, these are influenced by infrastructures, systems of provision and social norms. Reshaping these requires action from myriad actors

Building healthy and sustainable communities

5.2.95 Key considerations relate to:

- **Housing needs** – in the knowledge that there will be needs associated with specific settlements. The implications of potential Oxford unmet need for the consideration of growth locations are quite well understood; however, locally arising needs from elsewhere (e.g. Banbury) are more difficult to pinpoint.

With regards to affordable housing needs, a primary consideration is the need to support development locations / schemes where viability is likely to be strong. This can serve as a reason for supporting strategic growth locations (subject to consideration of infrastructure costs), as well as a degree of geographic dispersal and a variety of sites, such that there is variety of ‘housing products’ on the market.

More generally, a diversity of housing sites, in terms of geographical location and type, is important from a perspective of ensuring a robust housing supply trajectory, i.e. avoiding unanticipated drops in supply.

- **Community infrastructure** – there are no known ‘headline’ opportunities to be addressed, e.g. directing growth so as to deliver a new secondary school to help address an existing need. However, clearly there is a need to direct growth so as to avoid overburdening existing community infrastructure, and there is clear merit to schemes that will deliver new community infrastructure capacity alongside housing, particularly where the effect will be to also benefit the existing community (‘planning gain’). Supporting 20 minute neighbourhoods, where possible, is an important objective.

- **Traffic congestion** – is an issue perhaps most notably at Banbury, where the great majority of traffic enters and leaves the town via the A422 Hennef Way, leading to implications for functioning of junctions along the road, including Junction 11 of the M40. The Air Quality Management Area (AQMA) along Hennef Way is understood to be associated with some of the worst levels of pollution in Oxfordshire.
- **Place-making** – many lessons on good place-making have been learned over recent years locally, perhaps most notably through planning for strategic growth at Bicester, in line with its status as a national Garden Town and Healthy New Town, and at Heyford Park as a new settlement. It is also clearly the case that place-making objectives lend support to town centre regeneration, with the Options consultation document (2021) including a particular focus on Banbury Canalside, and the subsequent Town Centres and Retail Study (2021) identifying a series of wider opportunities.

Concluding discussion

5.2.96 The Interim SA Report (2023) reached the following conclusions in respect of broad strategy:

- “There is a strong argument for *broadly* rolling forward the existing strategy, particularly the strategy of directing a high proportion of growth **Bicester** and **Banbury**, and to Bicester in particular.
- There are strategic arguments in support of growth in the **Kidlington** sub-area and at **Heyford Park**; however, it is difficult to reach a broad conclusion on scale at this stage in the process (see Section 5.4).
- There are limited strategic arguments in support of a **new settlement** (beyond that already planned at Heyford Park). However, the option cannot be ruled out at this stage in the process.
- There are limited strategic arguments for dispersing growth to the **rural area**, although consideration might be given to a limited boost to the rate of growth, in so far as sustainability considerations allow.
- In light of the recent Cherwell experiences, and also mindful of the Oxfordshire context (e.g. support for ‘living labs’ and decarbonisation ambition) there is support for **strategic growth locations**. However, there is a need to carefully consider place-making objectives (e.g. avoiding ‘sprawl’), and there are also clear arguments for **a mix of sites**, in terms of geographical spread and size / type.
- There are myriad **other strategic factors** that must feed-in to work to establish reasonable growth scenarios, e.g. maximising urban supply, avoiding environmental constraints / realising environmental opportunities, climate change adaptation and Green Belt protection. These factors all feed-in below.
- The discussion in this section has focused on broad distribution issues / options in respect of housing growth, but there are also significant considerations in respect of **employment land** – see Box 5.[3].”

5.2.97 Matters have evolved, but only to a limited extent, and it should be noted that broad spatial strategy was not a main focus of consultation responses received from organisations with a strategic remit in 2023 (see discussion in the current Consultation Statement). The County Council made a number of relevant comments, but these tend to focus on settlement strategy (see discussion in Section 5.4).

Box 5.3: Employment land broad strategy [discussion mostly unchanged from 2023]

Any strategic sites in contention for an employment allocation must align with broad distribution objectives, notably around: transport connectivity (particularly connectivity to the M40, A34 and A41); ‘sustainable transport’ connectivity; and supporting strategic employment agglomerations and spatial concepts (Oxfordshire Knowledge Spine, Banbury Industrial Zone, Motorsport Valley, Heyford Creative City). Furthermore:

- Bicester – there is a need to balance high demand for warehousing/distribution with strategic objectives around boosting the offer of higher value employment aligned with the Oxfordshire Knowledge Spine.
- Kidlington – there is certainly a growth opportunity, particularly in the Research and Design (R&D) sector, given a relatively central location in the Oxford Knowledge Spine; however, the Green Belt is a constraint.
- Heyford Park – there is a need to support enhanced efforts to invest in the sensitive refurbishment and repurposing of existing buildings within the conservation area. There is also a need to be mindful of nearby M40 Junction 10, where there are currently large-scale speculative employment applications.
- Banbury – perhaps the primary opportunity is in respect of making best use of brownfield land within the urban area; however, land is also being promoted for significant employment growth to the east of the M40.
- Rural area – engagement with the local businesses... has served to highlight the importance of smaller employment sites... with a view to supporting [smaller businesses] to grow and relocate if necessary...

5.3 Site options

- 5.3.1 This section considers the individual site options that are the building blocks for growth scenarios. Specifically, the aim is simply to signpost to the Council's Housing and Economic Land Availability Assessment (**HELAA**), which amounts to a shortlisting process.
- 5.3.2 Specifically, the HELAA considers 538 site options and for each one reaches a conclusion on whether the site is 'deliverable' (able to deliver within 5 years) or 'developable' (able to deliver within the plan period), in terms of both housing and employment land, after determined the site is both:
- Available and achievable – meaning there is a reasonable prospect of a planning application being made, accounting for development viability at the location in question (i.e. the potential to make a reasonable profit) and assuming that the site will be delivered in a way that accords with the typical policy asks made of developers, e.g. delivering affordable housing and biodiversity net gain. This is not always clear cut, particularly where the land is currently in a profitable use and recognising the costs and risks involved with seeking planning permission, even where a site is allocated in a plan.
 - Suitable – the aim is to reach a high level conclusion in light of a basic set of standard criteria. There is a clear recognition that not all sites deemed to be suitable through a HELAA will be deemed suitable for allocation through the local plan, in light of: A) more detailed analysis of the site (i.e. qualitative analysis drawing upon professional planning judgement that cannot reasonably be applied to all 538 HELAA sites in a way that ensures a level playing field); and B) consideration of the site in combination with others (recognising the potential for in-combination effects at a range of scales, e.g. at the settlement scale).
- 5.3.3 The HELAA identifies 121 sites that are non-committed (i.e. without either planning permission or an existing allocation) and deliverable/developable for housing, and 51 for employment.
- 5.3.4 Focusing on housing, the total capacity of these sites is 22,788 homes, which is more than twice as many homes than need to be provided for through LPR allocations under any reasonably foreseeable scenario.¹⁰
- 5.3.5 As such, it is reasonable to focus on HELAA-supported sites as **a shortlist** in Section 5.4.
- 5.3.6 However, there is the possibility of HELAA-rejected sites needing to be brought back into contention for allocation in light of strategic factors (again, accounting for factors at a range of scales, e.g. a HELAA-rejected site might deliver in combination with a HELAA rejected site to deliver or facilitate delivery of an infrastructure upgrade, or otherwise it might generally be the case that there is insufficient capacity from HELAA-supported sites at a settlement to deliver on local needs and wider objectives).
- 5.3.7 Finally, it should be noted that the discussion above is a notable evolution from that presented within Section 5.3 of the Interim SA Report (2023), at which time the focus was strictly on larger sites able to deliver a scheme of at least 3 ha (e.g. ~120 homes). These were known as **LPR sites** and Section 5.3 introduced a total of 63 LPR sites that formed the building blocks for work to define growth scenarios at that stage, with a second criteria being the need to relate reasonably well to a higher order settlement.
- 5.3.8 Subsequent detailed work through the HELAA means that it is 'HELAA-supported' sites that now provide the primary bottom-up starting point for work to define growth scenarios, but it also remains the case that it is reasonable to focus a degree of attention on larger / strategic site options (see Section 5.2). As such, within Section 5.4 consideration is given to all previous LPR sites that are now HELAA rejected.

¹⁰ As discussed in Section 5.2, a reasonable high growth scenario might see the housing requirement set at a figure in the region of 28,000 (at most) such that supply might need to be at most ~33,000 homes (such that there is a healthy 'supply buffer' over-and-above the housing requirement), whilst 'existing supply' from completions, commitments and windfall is ~22,800 homes (as discussed in Section 2). The difference between these two figures is almost 10,000 homes (33,000 – 22,800), hence the capacity of non-committed HELAA deliverable/developable sites (22,788 homes) is more than twice the number of homes feasibly needed.

5.4 Sub-area scenarios

Introduction

- 5.4.1 Discussion has so far focused on A) ‘top down’ consideration of strategic factors (growth quantum and broad spatial strategy); and B) ‘bottom-up’ consideration of site options. The next step is to consider each of the District’s sub-areas in turn, exploring how sites might be allocated in combination.
- 5.4.2 A key aim is to ensure vision-led planning, recognising that sub-areas will typically be the scale at which key stakeholders identify strategic issues and opportunities to be addressed/realised through the LPR.

What sub-areas?

- 5.4.3 Section 5.2 has already introduced the following five sub-areas:
- Banbury;
 - Bicester
 - Kidlington;
 - Heyford Park; and
 - the rural area.
- 5.4.4 It is recognised that the sub-areas must be defined loosely, particularly in respect of villages linked closely to a higher order settlement. Also, it is recognised that village clusters are an important consideration.

Methodology

- 5.4.5 The aim is to draw together the ‘top down’ and ‘bottom up’ inputs discussed above before concluding on ‘sub-area scenarios’ to take forward to Section 5.5, where the aim is to combine sub-area scenarios to form district-wide RA growth scenarios for formal appraisal and consultation.
- 5.4.6 The shortlist of deliverable/developable **HELAA sites** is a key bottom-up starting point, along with strategic site options previously discussed in 2023 (at the Draft Plan / Interim SA Report stage) as **LPR sites**.
- 5.4.7 Consideration is then also given to ‘top down’ considerations including alignment with the settlement hierarchy, infrastructure issues and opportunities and the case for a degree of focus on strategic sites.

Further note on methodology

- 5.4.8 The aim here is not to present a formal appraisal, but rather to contribute to “an outline of the reasons for selection” the reasonable alternative growth scenarios ultimately defined in Section 5.5, below. Accordingly, the discussions are systematic only up to a point, with extensive application of discretion and planning judgment. The aim is not to discuss all site options to the same level of detail, but rather to focus attention on those *judged to be more marginal*, i.e. where the question of whether or how to take the option forward is more finely balanced. In turn, those site options low down the order of preference can naturally be discussed relatively briefly where it is the case that better performing sites would together deliver a reasonable high growth scenario defined taking account of: A) the number of homes needed from LPR allocations district-wide; B) the case for distributing total growth over the plan period (accounting for completions, commitments and LPR allocations) broadly in line with the settlement hierarchy; and C) whether a high growth strategy would deliver particular benefits, e.g. a strategic infrastructure upgrade.
- 5.4.9 In respect of (A), it is important to reiterate that completions and commitments will deliver 21,402 homes over the plan period (plus 1,400 homes can be assumed from windfall, and a further 4,300 homes permitted at North West Bicester are expected to deliver post 2042), which is a figure in excess of the 20,029 homes figure discussed in Section 5.2 as a key ‘target’ for the LPR comprising LHN plus an additional need to provide for 4,400 homes unmet need from Oxford. In this light, there is the theoretical possibility of not allocating through the LPR. However, in practice there is a strong argument to suggest that this scenario is unreasonable, for reasons including: 1) there is a need for a ‘supply buffer’ to ensure a robust housing land supply trajectory over the course of the plan period, i.e. a situation whereby the housing requirement can be delivered year-on-year (to avoid the presumption in favour of sustainable development); 2) there are site and settlement-specific arguments for supporting growth that go beyond meeting housing need; and 3) there are arguments for setting the housing requirement at a higher figure.

Banbury

- 5.4.10 As per the discussion in Section 5.2, Banbury is associated with *relatively* limited growth opportunity, in comparison to Bicester, and there are significant constraints to growth. However, there is nonetheless a clear need to direct a good proportion of growth to Banbury, as the District's largest town. Also, sites at Banbury are delivering well at the current time and this is expected to continue across the early years post adoption of the LPR, which is contrast to Bicester and Kidlington, as discussed. This is an important consideration from a perspective of ensuring a five year housing land supply at plan adoption.¹¹
- 5.4.11 With regards to spatial strategy, an important starting point is the linked topics of topography, landscape, built form and historic character. The valued historic core is associated with the River Cherwell valley and the associated Oxford Canal corridor. From here, directions / potential directions of growth as follows:
- **West** (including NW/SW) – this is the primary direction of 20th and early 21st century residential expansion. There is a case for containing the town within the Cherwell valley, avoiding the town's built form 'spilling' into the valley of the Sor Brook, including noting changes to geology / landscape character and much historic environment sensitivity including Wroxham Abbey Grade II* Registered Park/Garden.
 - **East** – the Grimsbury residential neighbourhood was an early area of expansion, in the late 19th century and early 20th century. This was then followed by the M40 in the second half of the 20th Century, and it is now the case that industrial areas have expanded as far as the motorway ('Banbury Industrial Zone'). There is a strong argument for drawing upon the motorway for the purposes of containment, also mindful of the District's boundary with West Northamptonshire. However, on the other hand, there are certain arguments for (further) employment land east of the motorway, given the importance of road connectivity.
 - **North** – the key defining feature is the River Cherwell / Oxford Canal / Railway corridor and associated valley topography. To the east, a series of industrial areas came forward in the late 20th Century, followed by a residential neighbourhood following a local plan allocation (separated from the town by the industrial area, but well contained by the M40 and A423). To the west, a series of new residential neighbourhoods were delivered in the early years of the 2000s, contained to the south of a new road (Dukes Drive). One further neighbourhood has then come forward over recent years to the north of Dukes Drive, and three further sites have planning permission, including one that would extend the recently delivered site.
 - **South** – this area has been a focus of recent growth, plus there is extensive committed growth. Again, a key defining feature is the river / transport corridor, plus there is the village of **Bodicote** on raised ground to the west of the river corridor. Bodicote has expanded significantly beyond its historic core and has seen significant expansion to the east and south over recent years. There is a permitted site for 46 homes to the north and a pending planning application for 820 homes to the east (19/01047/OUT), plus committed and further potential growth locations at the southern edge of Banbury are nearby.
 - **Adderbury** – is located some way to the south of Banbury, although there is relatively good bus connectivity, with the Transport Assessment (2022) identifying the A4260 as the highest quality road corridor in the Banbury area. There is also a need to consider road traffic, given that the village is near equidistant between M40 junctions. Adderbury is a historic village associated with the Sor Brook, and also the former railway line to Chipping Norton. There is an extensive conservation area with a large number of listed buildings (it was historically a much larger village than Bodicote), with the village having expanded to the north in the 20th Century (Twyford), before more recent expansion to the southwest (219 homes have been completed since 2020, and a further 44 are committed). There are a number of sizeable HELAA sites, such that strategic growth is feasibly an option, particularly at Twyford. However, this option can be ruled out given a lack of clear growth-related opportunities and sequentially preferable locations for growth district-wide (including at villages more closely linked to a higher order settlement).
- 5.4.12 Finally, there is a need to note **town centre** regeneration opportunities (over-and-above Bicester). Canalside is a key site adjacent to the town centre, which is an option for allocation. However, there are several other town centre opportunity sites as discussed within the Town Centre and Retail Study (2021), which concludes a need for a town centre masterplan to “*ensure a comprehensive strategy and delivery.*”

¹¹ It is understood that grid capacity is less of a constraint to growth a Banbury relative to Bicester. However, there is some uncertainty, with the current Infrastructure Delivery Plan (IDP) explaining: “*The NGET substation at East Claydon is constrained by its current infrastructure and this limits the potential to supply significant levels of new development. NGET are undertaking a project to upgrade this substation and this is expected to be complete by 2031. All Banbury and Bicester sites are supplied from East Claydon NGET substation. Despite these capacity constraints, early phases of development should be able to come forward before this date, as some capacity is understood to be available.*”

- 5.4.13 A starting point is the **urban area**, where the latest proposal is to take forward two existing housing-focused allocations with amendments, namely Canalside (700 homes plus 7.5 ha employment) and Bolton Road (200 homes), plus Calthorpe Street is a new proposed allocation for 170 homes.
- 5.4.14 Focusing on Canalside, this is a challenging site on account of flood risk, and the ISA Report (2023) discussed the possibility of a reduced housing capacity, but there is now confidence in the 700 home capacity figure, albeit this will be subject to further work, such that there is an element of delivery risk. There has previously been consideration of some retail, which might have assisted with minimising flood risk concerns, but this could detract from town centre (consolidation) objectives, such that the proposal now is for residential development to the west of the River Cherwell and employment to the east, along with a new linear park along the length of the river within the site.
- 5.4.15 With regards to Bolton Road, the 2015 Local Plan allocated this site for retail and other town centre uses and residential, but the view now is that town centre uses would not be appropriate and so the new proposal is for a residential-led mixed use development. Calthorpe Street is then a new allocation that associated with few issues and development should serve to benefit the town centre conservation area.
- 5.4.16 Finally, within the urban area, Higham Way is now proposed for 3ha of employment. The ISA Report (2023) had explained: *“[The site] is allocated for 150 homes in the adopted local plan, and the working assumption is that the existing allocation will be rolled forward. However, there may well be a need to reconsider this, including considering... an employment only scheme, including due to flood risk.”*
- 5.4.17 There are no other clear options for allocation in the urban area, recognising that sites can come forward as windfall and there is a proposed windfall assumption (and a need to avoid double counting supply).
- 5.4.18 With regards to greenfield options, a first port of call is **HELAA026** (East of Bloxham Road; South of Salt Way East - Phase 2; also known as North of Wykham Lane; 600 homes). This was a proposed allocation in 2023 and featured as a constant across the RA growth scenarios at that time, and then it generated relatively limited concern through the consultation. Section 5.4 within the ISA Report presented a detailed discussion of issues etc, but that discussion need not be repeated here at the current time. Overall the clear conclusion is that this is the most strongly performing greenfield housing allocation option at Banbury.
- 5.4.19 There are then three further HELAA-supported non-committed greenfield sites, of which two are located to the north of Banbury. Both of are smaller sites that would deliver little beyond new housing.
- 5.4.20 Firstly, at the northwest extent of Banbury is **HELAA386** (Land North of Drayton Lodge Farm; 186 homes), which is a fairly unconstrained, but would risk development sprawl along the B4100 Warwick Road, noting: a recently delivered site to the southeast (Site 5 in Figure 5.13, below); an existing permitted site for 320 homes to the south (following a Local Plan allocation for 250 homes; Site 18 in Figure 5.13); and a site to the east that recently gained permission at appeal (discussed as site LPR48 in the ISA Report, 2023). The road corridor is supported by the Transport Assessment (2022), but it is obviously the case that links to Oxford and Bicester are relatively poor, and the town centre is distant. The road is associated with a linear plateau, with the land falling away to valleys to the west (Sor Brook) and east (Hanwell Brook), but there is potentially space for further expansion on the plateau. The Landscape Study assigns ‘low-moderate’ sensitivity in respect of land to the east (the site that recently gained permission at appeal) but ‘moderate’ sensitivity in respect of land to the west (the potential allocation option currently in question).
- 5.4.21 Secondly, **HELAA036** (Land off Dukes Meadow Drive, Banbury) is a complex site, but the first point to note is that the southern part of the site (a discrete field) was recently permitted for 78 homes at appeal, and the second point to note is that an EIA screening/scoping has previously been undertaken for 400 homes across the site as a whole. Focusing on the northeast part of the site (adjacent to the permitted 78 homes scheme): an application for a 176 homes was submitted and then withdrawn; an application for 114 homes was recently refused (23/03366/OUT); and now an application for 114 homes is pending (24/02514/OUT). Figure 5.12 shows the site as a whole, and within it both the permitted site for 76 homes and the site currently the subject of a pending application. Figure 5.12 also highlights sloping topography, which leads to a degree of landscape sensitivity, in that from Dukes Meadow drive looking east there are views down towards and across the Hanwell Brook valley. Also, there is a concern regarding further development creep / piecemeal sprawl to the north of Dukes Meadow Drive, both within the HELAA site and more widely (noting a site to the west that recently gained permission at appeal, as discussed above).
- 5.4.22 This site was discussed in the ISA Report (2023) as LPR62, and was overall judged to perform relatively poorly, with the report explaining:

“...the Landscape Sensitivity Assessment (2022) considers a large parcel of land (BAN14) stretching from land south of Hanwell in the west to the Hanwell Brook in the east. The land slopes significantly from west to east (towards the brook), such that there are long distance views. For this reason, and due to the nearby Hanwell Conservation Area, the study assigns an overall ‘medium-high’ sensitivity rating, such that it can be considered relatively sensitive in landscape terms. There is little reason to suggest this sensitivity score would not apply to LPR62, which comprises more than 1/3 of BAN14, plus land here is equidistant between strategic road corridors. A primary school is near adjacent, but there is a clear argument for avoiding expansion north of Dukes Meadow Drive...”

Figure 5.12: North of Dukes Meadow Drive



5.4.23 A final consideration in respect of both HELAA-supported sites to the north of Banbury is agricultural land quality, with all land in this area having been surveyed in detail, and found to comprise a mixture of grade 2, grade 3a and grade 3b quality land. Both of the HELAA sites include significant grade 2 quality land.

5.4.24 The next port of call is then land to the west of Banbury, along the B4035 Broughton Road. This sector of land was considered closely within the ISA Report (2023), with a joint discussion of land to the north of the road (referred to at the time as LPR50) and land to the south of the road (LPR51):

“The next sites to consider are LPR50 and LPR51, which are located either side of the B4035. Landscape is again a key consideration here, with the Landscape Study assigning ‘moderate-high’ sensitivity, reflecting the fact that the B4035 is associated with a shallow valley, with land rising to the north (LPR50) and south (LPR51). The very northern extent of LPR50 is now a committed site for 49 homes, but this is not thought likely to have a significant bearing on the landscape sensitivity of LPR50 overall. On the one hand, land here benefits from good access onto the B4035; however, on the other hand: the road serves a rural area, and so is unlikely to be served by a frequent bus service; there is no cycle path along the road; and there are potentially sensitive views from the road (subject to hedgerow height and leaf cover) to rising land on the approach to / upon leaving Banbury. There are also potentially sensitive views across this land to / from Crouch Hill (located just to the south), from the Banbury Fringe Walk and/or from Saltway Farm Shop. Overall, this is considered a sensitive rural gateway to Banbury. However, on the other hand, it is noted that land here has been surveyed in detail and found to comprise grade 3b quality agricultural land, such that it is not classed as best and most versatile, in contrast to sites discussed above. On balance, these two sites are judged to perform relatively poorly, but this is quite finely balanced in the case of LPR50, which could potentially have relatively limited landscape sensitivity (also, it is noted that the surface water flood zone along the valley affects LPR51 more so than LPR50). The possibility of a joint scheme involving LPR50 and LPR49 (adjacent to the north), could feasibly be considered, with a view to securing improved road access to LPR49, but this has not been proposed by the site promoters.”

5.4.25 The ISA Report ultimately favoured LPR50, to the north of the road (para 5.4.21 of the report), and the current situation is that the HELAA concludes that the eastern-most site within LPR50 is developable, namely **HELAA469**. Specifically, the HELAA explains that whilst the northern part of this site has permission for 49 homes (under construction), the southern part (linked to the B4035) also has capacity.

- 5.4.26 An issue though is that development within the southern part of HELAA469 (adjacent to the north of the road) would then likely lead to pressure for development south of the road, with a view to a suitably rounded urban edge, plus there would then be pressure for further expansion to the west within the remaining four HELAA sites that make up LPR50 and LPR51 as explored at the Draft Plan / ISA Report stage. The site that would be the first port of call to the south of the road (on account of linking to the urban edge) is **HELA034**, but the HELAA concludes: *“The site is considered to be unsuitable for development. The site includes Crouch Hill within its southern limit. Development in this location would cause adverse landscape and visual amenity impacts. The site has existing access off Broughton Road. Due to the existence of Crouch Hill in the south of the site, the site slopes up from Broughton Road.”*
- 5.4.27 Overall, there is a clear case for comprehensive planning within this sector of the Banbury urban edge, avoiding sub-optimal piecemeal growth with opportunities missed including infrastructure-related. As well as the permitted site for 49 homes within HELAA469 there is also a permitted strategic urban extension located very nearby to the north, comprising a previous Local Plan allocation (Site 3 in Figure 5.13) and a southern extension granted permission in 2024 (previously an allocation in the Draft Local Plan, 2023).¹² Furthermore, there are other nearby sites permitted, under construction or recently having delivered (including Site 16 in Figure 5.13). To reiterate, this is an important gateway into the town, with landscape sensitivities relating to the Sor Valley, Crouch Hill and a general change in character linked to geology.
- 5.4.28 Other options for the expansion of Banbury were judged to perform less well at the Regulation 18 stage (2023), and that remains the case at the current time.
- 5.4.29 In the northeast sector, **HELAA038** was discussed in 2023 as LPR60, and would extend permitted site HELAA042, but the ISA Report was not supportive of this option, explaining the situation as follows:
- “LPR60 – would involve a northwards extension of the aforementioned committed site for 90 homes, located to the east of the Hanwell Brook and to the west of the A423. The Landscape Study assigns overall ‘moderate’ sensitivity to land in this area (BAN15) but is clear that sensitivity is lowest adjacent to the Banbury settlement boundary, i.e. where there is already a committed site for 90 homes. Land within the site rises to the northeast, towards an adjacent crematorium, and drops away to the west, towards the Hanwell Brook, such that there is considered to be a landscape constraint...*
- ... The site benefits from direct access onto the A423, as well proximity to employment and community infrastructure delivered over recent years alongside housing growth (although this part of Banbury is distant from a secondary school). However, the Transport Assessment (2022) does not identify this as one of the higher quality A-road corridors at Banbury. On the other hand, it states: “... A423 Southam Road... there is scope for this route to be enhanced for walking and cycling in particular, with width available within or close to the highway expansion. Key challenges are the industrial nature of the road towards the town centre, and the rural edge towards Hanwell View.”*
- 5.4.30 At the current time, the HELAA concludes the following for HELAA038:
- Part of the Hardwick Farm, Southam Road strategic allocation (Banbury 2) of the adopted Local Plan Part 1 lies to the south of the site which allocates land for 90 dwellings. This has already received planning permission. The site is considered to be unsuitable for additional development... A previous planning application (14/00825/OUT) for the development of up to 230 homes, local retail and community facilities on this site and land to the south was dismissed at appeal stage due to the effect of the proposal on the character and appearance of the surrounding area and the setting of Banbury. These principles have not changed since the application was dismissed, therefore the site is unsuitable.*
- 5.4.31 Overall, there is considered to be a case for long-term comprehensive planning in respect of the entire northern sector of the Banbury urban edge, stretching from the B4100 corridor in the west to the A423 corridor in the east, taking in the Hanwell Brook valley, respecting the value/sensitivity of Hanwell and ensuring that opportunities for infrastructure delivery are fully realised (including community, transport and green/blue infrastructure). This opportunity was flagged in the ISA Report (2023), which discussed: *“...targeted investment in the Hanwell Brook corridor, along which there is currently no priority habitat, nor any public access (other than Hanwell Brook Wetland, adjacent to the Banbury settlement edge). Also, the possibility of improved flood storage to benefit the extensive urban areas at risk of flooding downstream could be explored (although this is not considered to be a realistic option to explore at the current time).”*

¹² This site was discussed in Section 5.4 of the ISA Report as LPR49

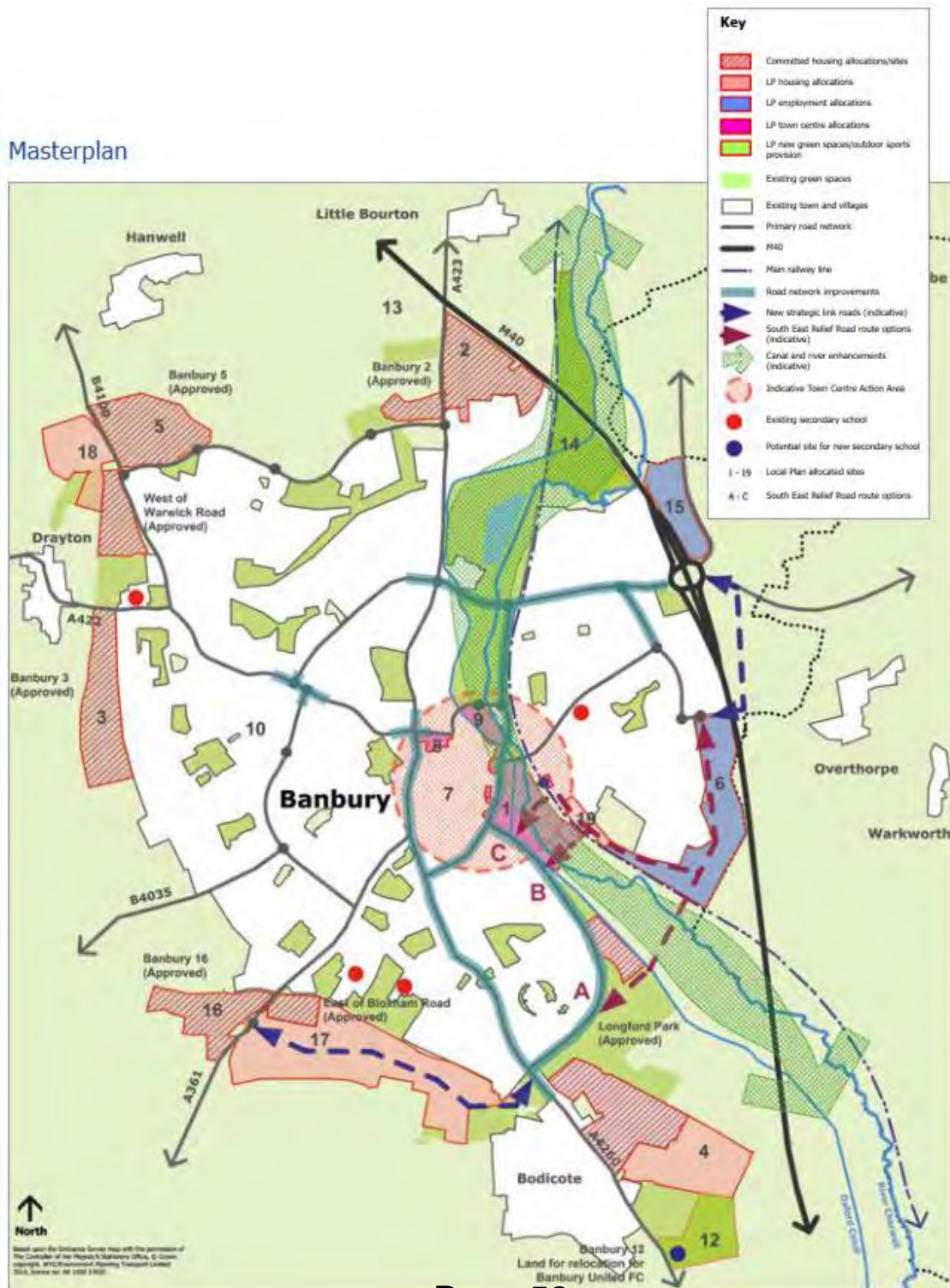
Conclusion on sub-area scenarios

- 5.4.32 Completions and commitments at Banbury will deliver 5,707 homes (including Canalside and Bolton Road at the capacity figures discussed above, with both sites warranting an allocation at the current time), plus there is clear support for a further 170 homes at Calthorpe Street. This is potentially a reasonable level of growth for Banbury, given constraints to growth and *relatively* limited strategic case for growth.
- 5.4.33 However, East of Bloxham Road (South of Saltway Phase 2) is considered to be a strongly performing site for additional allocation (600 homes). It was found to perform relatively well through the consultation in 2023, and adjustments have subsequently been made to the site boundary. Whilst extending a recently permitted scheme is never ideal (i.e. a preferable approach would have been to plan comprehensively across both sites, including with a view to negotiating planning gain), the committed site to the north is now under construction and, in turn, a benefit supporting 'Phase 2' is that the site has very strong delivery credentials; indeed, it is expected to deliver 200 homes in the crucially important first five years of the plan period (in the context of the plan needing to including a five year housing land supply at the point of adoption, and in the context of constraints to early delivery at both Bicester and Kidlington, as discussed).
- 5.4.34 In this light, reasonable **sub-area scenario 1** involves allocation of both Calthorpe Street and East of Bloxham Road, Banbury (Phase 2) leading to a total supply figure of 6,477 homes for Banbury, and there is not considered to be a reasonable lower growth scenario (which is not to say that consultees cannot put forward arguments for lower growth; they are welcome to do so through the current consultation, and it should be noted that both allocations are a focus of the appraisal presented in Part 2 of this report).
- 5.4.35 With regards to higher growth, there is limited strategic case to be made, and another consideration is that all three of the larger villages closely linked to Banbury are suited to a significant housing requirement (with allocations then made through a subsequent neighbourhood plan), as discussed further below.
- 5.4.36 It is recognised that there is the option of allocating North of Dukes Meadow Drive, in order to deliver an additional ~114 homes over-and-above the permitted site for 78 homes, but an expanded scheme would deliver limited additional benefits (beyond homes) and would give rise to additional concerns in terms of landscape impacts and problematic piecemeal growth to the north of Banbury. Also, this site does not perform very strongly in transport terms in comparison to others in contention for allocation district-wide, and there is the context of problematic traffic congestion and air quality in Banbury. On balance, it is considered appropriate for the current planning application to take its course, rather than exploring the option further here through appraisal of / consultation on reasonable growth scenarios.
- 5.4.37 It is then difficult to identify other options for delivering significant expansion of Banbury, with the next port of call potentially land in the vicinity of Broughton Road, to the west of the town, but this is not one of the higher quality road corridors, and there are landscape sensitivities, plus again concerns regarding problematic piecemeal growth with opportunities missed to deliver infrastructure / planning gain.
- 5.4.38 Overall, it is considered very important to plan comprehensively for the expansion of Banbury with a strategic and long-term perspective, e.g. noting how the situation has moved on since the Banbury Vision was adopted in 2016 – see Figure 5.13. Historic mapping can be viewed to gain an appreciation of the expansion of Banbury over the past ~120 years, and whilst the scale of expansion is not necessarily unusual, the characteristics of Banbury serve to highlight the need to caution against development sprawl. A further consideration is the possibility of a southeast relief road (see Figure 5.13) to ease the current situation whereby a high proportion of traffic enters and exists the town via the problematic A422 Hennef Way. However, it is not clear that this remains a realistic possibility at the current time. N.B. Figure 5.13 also clearly shows the committed new link road between the A361 and A4260 corridors.
- 5.4.39 As such, and in conclusion, **one sub-area scenario** is taken forward to Section 5.5 – see Table 5.2.
- 5.4.40 This is in respect of housing growth, but employment growth is a further consideration. There is only one significant allocation option, which is to support further growth to the east of the M40, but there are constraints and issues that are a barrier to growth here. It is far from clear that there is a strategic case for growth that outweighs these issues, but the matter is discussed further in Section 5.5.

Table 5.2: One reasonable housing growth scenario for the Banbury sub-area

	Number of homes	
	Scenario 1	Scenario 2
Completions and commitments	5,707	-
Calthorpe Street	170	-
East of Bloxham Road, Banbury (Phase 2)	600	-
Total	6,477	-

Figure 5.13: The Banbury Vision (2016)



Bicester

- 5.4.41 As per the discussion in Section 5.2, there is a clear argument for rolling forward the existing strategy of directing a greater proportion of growth to Bicester than to Banbury (i.e. the adopted local plan strategy), given that Bicester is associated with fewer constraints and a clear strategic growth opportunity.
- 5.4.42 With regards to growth opportunity, key considerations include: a position at the northern extent of the Oxfordshire Knowledge Spine; a central position within the Oxford to Cambridge Arc, with a new rail link to Bletchley (Milton Keynes) opening in 2025; excellent connectivity to the M40 and also the A34 (a key route linking Southampton to the Midlands); good links to Aylesbury Garden Town via the A41 and also a good train service to London; a desire to support a shift away from a dominance of warehousing and logistics employment uses, to a more mixed portfolio of sites, to include support for more knowledge sector jobs; the recent success of Elmsbrook, as the first delivered phase of the committed NW Bicester strategic scheme, which has gained national attention as an exemplar low carbon development; and the emerging success of Graven Hill – which is currently building-out – as England’s largest self-build housing scheme.
- 5.4.43 Bicester also has an established status as a Garden Town and a Healthy Town, which serves to highlight the potential for growth to bring with it benefits to the local community (‘planning gain’). However, there is a concern regarding infrastructure capacity to support growth, perhaps most notably in respect of transport infrastructure, with an established need for a southern link road. There is a clear focus on transport upgrades aimed at regarding traffic and supporting modal shift to walking / cycling and public transport.
- 5.4.44 With regards to spatial strategy, a key point to note is that whilst landscape and associated environmental constraints to growth are overall considered to be relatively low (also agricultural land quality constraints), Bicester is far from a ‘blank canvass’ for further growth, and not only due to infrastructure capacity issues. Bicester has expanded in a largely concentric fashion from its central historic core (Bicester was a small market town until the latter 20th Century), but there are a range of broad spatial considerations:
- **Southwest** (north of the A41) – the sector of land between the A41 and the Middleton Stoney Road has been developed as a major new community (Kingsmere) over the past 15 years. An important new link road between the two radial road corridors was successfully delivered as part of an early phase, as well as significant new community infrastructure, and the road forms a natural western boundary to Bicester, serving to ensure that a landscape gap is maintained to the historic village of Chesterton (along with a new community woodland in line with adopted Local Plan Policy Bicester 7). However, options for further growth in this sector do require consideration, given good transport connectivity. The proposal at the Regulation 18 Draft Plan stage (2023) was to support a mix of housing and employment land, but there is now considered to be the option of a pure employment focus, as an employment ‘gateway’ to Bicester.
 - **Northwest** – this is the location of the committed NW Bicester Ecotown, which has faced delivery challenges, including relating to fragmented land ownership, and the challenge of delivering a realigned Northwest Bicester ring road (A4095, Howes Lane), although the first phase (Elmsbrook) has now been delivered, at the eastern extent of the wider site, and a number of other planning applications have been approved or are currently under consideration. The historic village of Bucknell (including a Grade I listed parish church) is found to the north and is a constraint to further expansion. However, on the other hand, expansion of Bicester as far as Bucknell (beyond which is slightly rising land associated with a modest density of small woodland patches) and the M40 is an option to consider. To the northwest is Ardley (including land that could potentially deliver a reopened train station), M40 J10 and Heyford Park.
 - **Northeast** – this sector is associated with Caversfield Parish, to the west of the A4421, and Bicester Airfield to the east. At the western extent of this area, directly to the east of NW Bicester Ecotown, is Caversfield House, which is not itself listed, but which is associated with landscaped grounds and a Grade II* listed church, plus there is an associated historic farmstead. To the east is then an area known as Caversfield, comprising military housing originally built to serve RAF Bicester. The airfield itself, which remains in use as an aerodrome, and is the home of Bicester Heritage Business Park, is then to the east of the A4421. The entire airfield is a designated conservation area, and a key sensitivity is the cluster of 26 Grade II listed buildings at its southwest extent. As well as heritage and tourism constraint, land to the east of Bicester also has relatively poor transport connectivity.
 - **East** – to the southeast of the airfield is a new employment site and a stream associated with a wide flood plain. Beyond this is a sector of land that comes into consideration as a potential location for growth, although it is not very well linked in transport terms (given employment land at the eastern extent of Bicester). Also, there is a risk of eastwards sprawl across a flat and relatively featureless landscape.

Moving to the south, there are two railway corridors (EWR and the Chiltern Line), with the village of Launton located in-between, which has a strong historic core, albeit no conservation area. There is the option of expansion as far as defensible boundaries, namely the railway lines and flood risk zone.

- **Southeast** – this is the location of a major committed urban extension, which gained permission for 1,500 homes in 2018, with the employment land now having been delivered, adjacent to the A41. There is the possibility of further expansion, drawing upon the railway line to London and the A41 for containment, also mindful of Blackthorn Hill, which is a low hill in an otherwise very flat and low-lying landscape, and mindful of the sensitive landscape of the Upper Ray Meadows further to the southeast.

The A41 is a strategic transport corridor; however, there are challenges in respect of connectivity to/from the M40 and Oxford, given: the missing southern link road; nearby growth at Graven Hill; nearby Bicester village; and the B4100 (London Road) level crossing, particularly given forthcoming East-West Rail.

- **South** – at the settlement edge is the A41 associated with Bicester Village, including the EWR station, recent and committed employment land and a stream corridor. There is no further growth opportunity in this area, given a large scheduled monument (Alchester Roman town) and then to the south is the new community at Graven Hill. Land between Graven Hill and the flood risk zone potentially comes into contention, whether for residential or employment land, but there is a need to consider the village of Ambrosdon, plus there are transport connectivity challenges, as per land to the southeast of Bicester.

At this point it should be noted that options for a new southern sector of the Bicester ring road have been under consideration since the time of the Oxfordshire Local Transport Plan (LTP4, 2016).

Also, there is a need to briefly mention Upper Arncott, where the option of strategic growth is considered to perform poorly relative to options at Bicester and village locations more closely aligned with transport objectives, such that it is ruled out as unreasonable (and so not discussed below). There is low historic environment constraint, but notable biodiversity constraint (albeit possibly also some opportunity).

- **Chesterton and Wendlebury** – are smaller / small villages located to the southwest of Bicester, either side of the A41. This area comes into consideration as a potential location for growth given good transport connectivity, with good potential to cycle to Bicester, very good bus connectivity and the potential for employment land close to M40 J9.

Growth here could also assist with delivering a southern link road, albeit this should not be overstated, as growth anywhere at Bicester might reasonably be required to contribute funding, given the scheme's strategic importance.

- **Weston-on-the-Green** – the option of strategic growth here has been promoted, potentially in the form of a new settlement, given that Weston-on-the-Green is a smaller village (without a primary school). However, this option performs poorly, particularly on transport grounds, and given alternative new settlement options (Islip and Shipton Quarry) that would, or could, support good access to a train station. Also, at Weston-on-the-Green it would be a challenge to secure landscape containment, given a flat and expansive landscape. Development creep northwards, towards an airfield associated with slightly raised ground, could be envisaged. A preferable strategy is to focus growth at, or closer to, Bicester.

5.4.45 There are no urban sites that warrant an allocation, and so a logical starting point is **NW Bicester**. This is a complex site, but the story over time is as follows:

- The site was identified by the Government as a potential Ecotown in 2009, before Cherwell District council published a Masterplan in 2014. The site was then allocated for 6,000 homes in the current Local Plan (2015) before a Supplementary Planning Document (SPD) was adopted in 2016.
- All of the employment land allocated has been delivered, but only a small proportion of the residential, namely Elmsbrook / Firethorn at the eastern extent of the site (see Figure 5.14). Specifically, Elmsbrook has delivered as an exemplar scheme of 393 homes, following an application in 2010, whilst the adjacent Firethorn site recently gained permission at appeal for 530 homes and is now under construction.
- Hawkwell Village is a major planning application for 3,100 homes adjacent to the west of Elmsbrook / Firethorn that was submitted in 2021 (21/04275/OUT) and is now approved subject to agreement of S106 contributions (clearly a major undertaking for a scheme of this size and complexity). As can be seen in Figure 5.15, the site extends north significantly beyond the boundary of the NW Bicester Ecotown allocation (an extra 45 ha); however, the proposal is to deliver green / open space in this area.

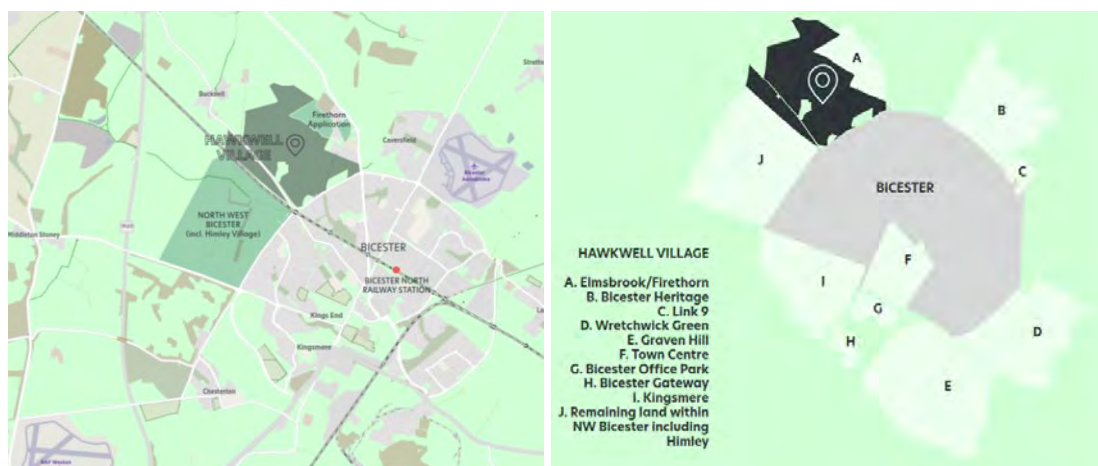
- In light of the Hawkwell Village application the Draft Local Plan (2023) extended the boundary of the site to include land to the north, namely LPR33 shown in Figure 5.16, and the plan also supported an additional 1,000 homes across the site as a whole (bringing the total number of homes to 7,000).¹³

This option was considered to perform strongly, and the latest proposal is to formalise the greenspace buffer by designating this land as one of several new proposed Strategic Gaps (to be shown on the LPR Policy Map and to be assigned a dedicated policy within the plan). However, the appraisal in 2023 did flag a need to consider the implications of increasing density within the built footprint of the site, and also explained: “... there is a need to revisit the adopted local plan allocation, given delivery challenges. There is also a need to be mindful of the work that has been undertaken through planning applications. However, equally, planning applications are subject to change, and LPR represents an opportunity to take a strategic, plan-led approach, mindful of lessons learned since the Masterplan... in 2014.

- It is now land to the west of the railway line that is the focus of attention, including land shown in the figures below as “remaining land within NW Bicester including Himley Village. The bulk of land here has been granted permission in the past (most notably 14/02121/OUT), but there are delivery challenges beyond the first 500 dwellings, including the challenge of delivering a realigned section of the Bicester ring road. Consideration was given to extending this western part of NW Bicester in 2023, but this option was not supported on balance, with the Interim SA Report explaining: “With regards to the option of allocating LPR34 for development, this would not necessarily serve to address the deliverability challenges with respect to the existing allocated site. The time for considering any expansion of the Ecotown would be once it is further along the path to delivery. A further consideration is adjacent Ardley Cutting SSSI, although this is potentially a green infrastructure opportunity as well as a constraint.”
- The proposal now is to further extend the site boundary including the area referred to in 2023 as LPR34 (see Figure 5.16). This is a large extension of ~100 ha, but the proposal is to designate around 1/3 of the extension as a Strategic Gap (specifically the northeast part of the extension area that comprises land to the southwest of Bucknell). The proposal is to increase the total number of homes delivered by the allocation by only a further 500 relative to the proposal in 2023 (which increased the capacity to 7,000), such that the effect could be to reduce density within the built footprint relative to 2023.

The latest extension option is considered to perform well, including as ongoing engagement and technical work serves to suggest that it will assist with delivery challenges. The existing site boundary in this area (west of the railway line) does not follow field boundaries, whilst the new proposed boundary would align strongly with field boundaries (indeed a single continuous hedgerow) along which there are two or three small woodland copses. The potential for land to the north to remain undeveloped in perpetuity can be envisaged, as this is slightly raised land (with views south to Bicester) associated with Middleton Road, which is a rural lane linking Bucknell to Middleton, along which there are historic farmsteads. It will clearly deliver green infrastructure and a valued rural setting to an expanded Bicester.

Figure 5.14: The Hawkwell Village application in the NW Bicester and wider Bicester context



¹³ The ISA Report explained: “One clear option for the LPR is to support an extended red line boundary (LPR33), as per the Hawkwell Village application, and to support an uplift in the number of homes across the Ecotown as a whole, taking account of detailed work completed through planning application processes and with a reasonable assumption made regarding the final sector of land (at the north west extent, either side of Langford Brook) where there is yet to be any planning application submitted. The built form would be higher density than previously envisaged, but there would be new strategic green / open space at the northern extent of the scheme / south of Bucknell, and the effect would be to support viability and ultimately deliverability.”

Figure 5.15: The promoter’s concept masterplan for Hawkwell Village (from the current application)

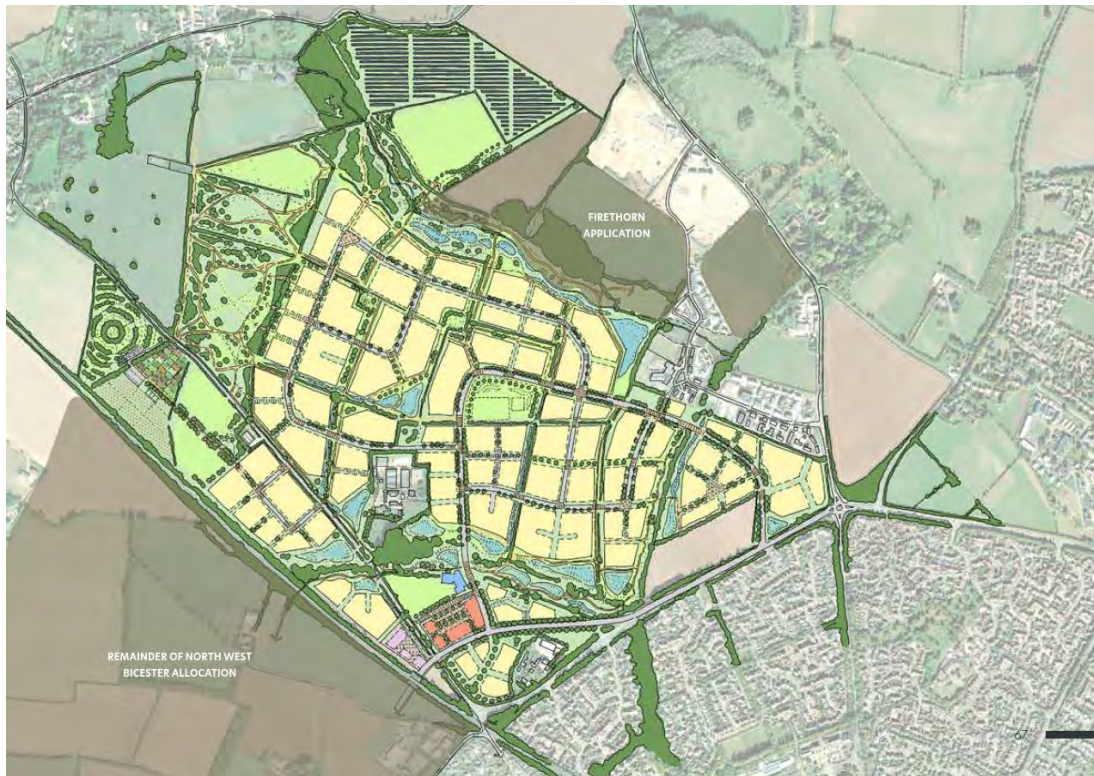
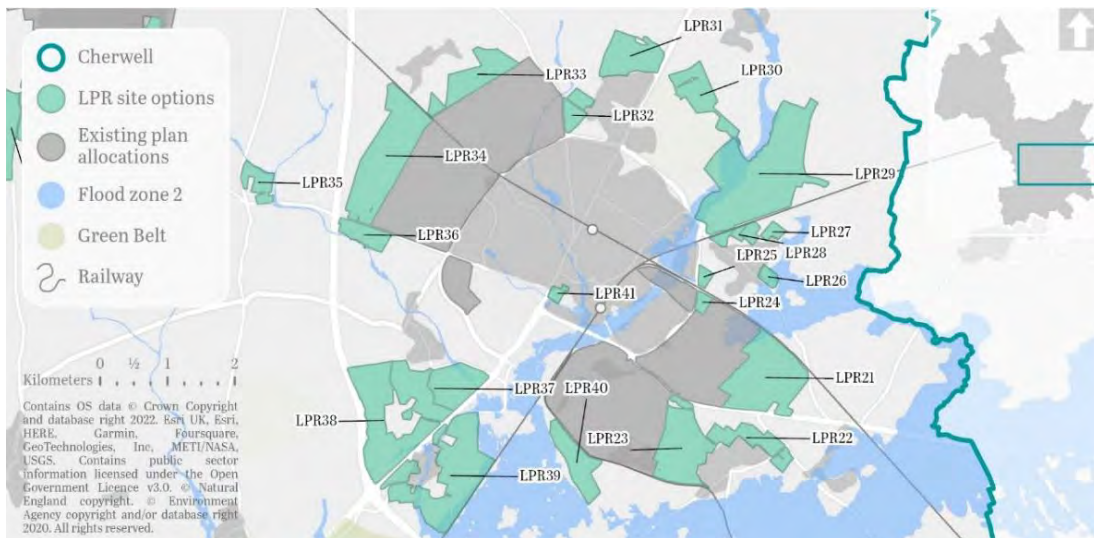


Figure 5.16: A figure from the Interim SA Report (2023) showing strategic site options at Bicester



5.4.46 From the starting point of NW Bicester, it is then logical to consider site options in geographic order, moving in a clockwise direction around the settlement edge.

5.4.47 The first sites to consider, therefore, are adjacent sites **HELAA067** and **HELAA075**, which are located adjacent to the east of NW Bicester, and which were considered as LPR32 in 2023, at which time they were ruled-out including because “an issue is maintaining a landscape gap to / protecting the setting of historic Caversfield.” The HELAA (2024) does not support either site, explaining for HELAA075:

“A planning application for the development of up to 200 residential units, access, amenity space and associated works including new village shop/hall was refused (13/01056/OUT) in October 2013 (also later dismissed at appeal) as, amongst other matters, the development would contribute significantly to coalescence between Bicester and Caversfield in an east-west direction. The Officer also noted that the area has a rural character... An outline application (24/00245/OUT) for demolition of existing structures and erection of up to 99 dwellings is currently under consultation, however the justification afforded to the earlier decision remains applicable. On this basis, the site is unsuitable for development.”

- 5.4.48 Moving to the east, **HELAA379** and **HELAA576** would involve expansion of Caversfield, with the former a new submitted site in 2023, and the latter previously having been considered in 2023 as LPR31. The Interim SA Report (2023) stated: *“LPR31 is relatively unconstrained in a number of respects but is judged to perform relatively poorly in terms transport connectivity and links to Bicester / relationship with the existing settlement edge, mindful of distance to the town centre and limited community infrastructure offer at Caversfield, e.g. there is no primary school. There would also be a concern regarding north-eastwards development creep along a flat and relatively featureless landscape, although the potential for well-targeted woodland creation to bound the northeast extent of a development scheme can be envisaged.”*
- 5.4.49 Additional delivery of homes within the part of HELAA576 (the newly submitted site) most closely related to Caversfield could potentially allow for a more logical strategic urban extension. However, the fact remains that there is little strategic argument for growth in this area, given transport objectives for Bicester and recognising the importance of supporting / not hindering the delivery of nearby NW Bicester.
- 5.4.50 Moving to the east is the sector of land east of Bicester between the A4421 and the railway line (EWR) including Bicester Airfield. The most significant site in this area is **HELAA529**, which was broadly considered as LPR29 in 2023, with the Interim SA Report explaining:
- “Next is LPR29, which is a reasonable option to consider for employment growth, given the current focus of employment land at the eastern edge of Bicester. However, it is generally the case that land east of Bicester is less-well linked in transport terms. There are limited constraints in some respects, and it is noted that the nationally available (low accuracy) agricultural land quality dataset suggests grade 4 quality land (in contrast to land north of Bicester, where the dataset suggests grade 3). However, there is a large area of surface water flood risk, including related to the adjacent railway, and there is a need to be mindful of downstream flood risk affecting Bicester, albeit it is primarily (or exclusively) employment areas that are at risk. Also, it is noted that the Landscape Study assigns ‘moderate’ sensitivity to land here, which amounts to relatively high sensitivity in the Bicester context (there is a notable density of footpaths in this area), and there is a potential concern regarding effective containment, i.e. a risk of ‘sprawl’.”*
- 5.4.51 These conclusions still hold true at the current time, plus certain other constraints affecting the site are discussed in the HELAA, before a conclusion is reached that the site is not developable.
- 5.4.52 However, the HELAA does support a site for employment that comprises the part of HELAA529 directly abutting the settlement edge, namely **HELAA339**. The HELAA concludes:
- “The site is considered suitable for employment development. The north of the site falls within Flood Zones 2&3 and the eastern site boundary abuts an Archaeological Area and a wooded area. The site is outside of the built-up limits of both Bicester and Launton, however the site is adjacent to employment land to the north (Employment Land at North East Bicester [Policy Bicester 11]). The railway line runs between the northern and southern parcels of the site, which helps to prevent the coalescence of Bicester and Launton. The site has good existing access via the A4421 roundabout, which also provides good onwards links to the A4421 and A41. Residential uses on this site would not be suitable as the site is located away from services and facilities and its development would likely promote significant car dependent travel...”*
- 5.4.53 Final sites in this sector are then abutting Bicester Airfield and are not available for residential or employment development, including the site discussed in 2023 as LPR30 and also HELAA086.
- 5.4.54 The next sites to consider are those associated with Launton.
- 5.4.55 The Interim SA Report (2023) presented a detailed discussion, pointing out that sites discussed at the time as LPR26 (HELAA178) and LPR27 (HELAA179) are permitted such that there is limited case for further growth at the village (also noting a signalised narrow bridge over the railway linking to Bicester).
- 5.4.56 **HELAA275** to the north of the village was flagged as potentially the sequentially preferable location for any further growth, at which time it was discussed as LPR28, but the HELAA does not support this site for quite clear cut reasons. The Interim SA Report (2023) stated: *“LPR28 – might deliver a modest expansion to Launton... and benefits from being located on the Bicester side of Launton but is adjacent to the Grade I listed parish church, manor farm (where there is a Grade II* listed tythe barn) and the railway line.”*

- 5.4.57 Finally, with regards to Launton (which is also discussed below under the 'rural area' heading), the Interim SA Report (2023) suggested that **HELAA308** "could be a reasonable option to consider for employment land"; however, this site is not supported by the HELAA (2024).¹⁴
- 5.4.58 The next sites to consider would involve an extension to the permitted SE Bicester strategic urban extension. Figure 5.17 shows the masterplan for the primary component of the permitted site (Wretchwick Green), which was granted permission in 2018, subsequent to the bulk of employment land (Symmetry Park) gaining permission earlier (now complete and also expanded northeast).
- 5.4.59 There are two adjacent sites to consider:
- **HELAA377** – was proposed for employment land in 2023 and there remains support for this allocation at the current time. The HELAA notably finds that: *"The existing development to the east of the site would act as a defensible boundary to limit further extension to the east."*
 - **HELAA436** – was a proposed strategic urban extension for 800 homes in 2023 and was judged to perform strongly to the extent that its allocation was held constant across the reasonable alternative growth scenarios. However, this decision was reached on balance,¹⁵ and the Draft Plan appraisal (Part 2 of the ISA Report, 2023) did raise a number of issues / identify some notable potential impacts.
- At the current time, the emerging proposed approach is not to allocate the site, including noting the altered strategic context (as discussed in Section 5.2) and given that delivery of the adjacent permitted site is significantly delayed (including due to grid capacity issues). However, there remains a case for continuing to test the option of allocation through the appraisal of reasonable growth scenarios. The site is identified as developable within the HELAA, which records a potential capacity of 1,500 homes plus employment land, but the assumption here (for the purposes of defining and appraising growth scenarios) is a scheme of ~800 homes as per the proposed allocation from the Draft Plan stage.
- 5.4.60 Figure 5.18 shows a high-level concept masterplan for HELAA436 (as it stood in 2023). The site is discussed further below as SE Bicester, but this is not to be confused with the adjacent committed urban extension (known as Wretchwick Green).
- 5.4.61 Finally, with regards to this sector of the urban edge, namely land to the south of the railway line (EWR) and north of the A41, HELAA072 was discussed as LPR24 within the Interim SA Report (2023) but was rejected as it comprises a local wildlife site and is adjacent to the committed "nature conservation area" shown in the Figure 5.17, below.

¹⁴ Section 5.4 of the ISA Report discussed the site as LPR25 and stated: *"LPR25 – could be a reasonable option to consider for employment land, specifically as an extension to Bicester Park. The possibility of further growth in this broad area might be considered, given road links to Bicester via the A4421, which has recently been upgraded as part of East West Rail works, to include a cycle path. However, it is nonetheless the case that the road link to Bicester is indirect, given intervening employment land. Also, the Landscape Study identifies land here as relatively sensitive in landscape terms, noting that Launton is a 'well-defined nucleated' village. It is also noted that there is a high density of historic field boundaries... as well as two public footpaths that link nearby communities to Launton, including its two public houses and grade 1 listed church."*

¹⁵ Section 5.4 of the ISA Report discussed the site as LPR21 and stated: *"There are a number of constraints to further expansion of [the permitted Wretchwick Green strategic urban extension] to the east... namely: a large local wildlife site, associated with an area of 'lowland meadow' priority habitat; Blackthorn Hill, which is associated with two windmills, one of which is Grade II listed, as well as a bridleway; overall 'medium-high' landscape sensitivity, according to the Landscape Study (such that this is one of the two most sensitive Bicester landscape parcels); a degree of surface water flood risk; and the possibility of better quality agricultural land than the adjacent committed site (according to the nationally available dataset). However, transport connectivity terms, the option of further expansion of Bicester in this direction performs well, relative to the alternatives, with good connectivity to the A41, and good cycle connectivity to the town centre / railway station, albeit the B4100 / EWR level crossing is a constraint, given East-West Rail (although options for addressing the constraint are under consideration), and there is a wider concern regarding connectivity to the M40 / Oxford in the absence of a southern link road..."*

Figure 5.17: The committed Wretchwick Green (SE Bicester) strategic urban extension



Figure 5.18: The promoter's vision for SE Bicester including HELAA436 (darker colour) from 2023



- 5.4.62 Moving west are sites that would involve an extension to the Graven Hill and/or Ambrosden.
- 5.4.63 Beginning with **HELAA490** adjacent to the west of Graven Hill, this site was discussed as LPR40 in 2023, with the conclusion that it *“performs relatively poorly, given clear access challenges / poor transport connectivity, mindful of: current access by rural lanes; the adjacent military railway / sidings; adjacent existing / former MOD buildings that fall outside of the current Graven Hill masterplan also the masterplan presented as part of planning application 21/03749/F; and an area of scrub or tree planting.”*
- 5.4.64 However, the HELAA now supports the site for employment land, concluding:
- “The site is suitable for employment uses. The site is located within one of the four areas identified as being the most accessible or capable of being most accessible within the district. The site is considered to be unsuitable for residential development within the adopted Development Plan due to its isolated nature. The suitability of development at the site would depend upon its integration with the Graven Hill allocation site to the north. The development of the site would represent substantial encroachment into the open countryside. The boundary to development at the Graven Hill allocation site to the north is presently formed by the railway line. The site could be unlocked by the proposed SE link road, which would provide investment and improved strategic links in this area...”*
- 5.4.65 Perhaps the key point to note is that the proposed route for the SE link road passes through the site, and assuming that the link road delivers then the site would represent a logical local for employment land. Development might ‘complete’ the expansion of Bicester in this direction, given the flood risk zone to the south, and along with biodiversity and historic environment constraints to the west and south.
- 5.4.66 Moving on to sites directly associated with Ambrosden, the Interim SA Report (2023) presented a detailed discussion, specifically in respect of LPR22¹⁶ and LPR23.¹⁷ However, the situation has now moved on, including following: **HELAA479** being granted permission for 75 dwellings in December 2023; **HELAA406** being granted permission for 55 homes in July 2024; and then **HELAA305** being granted permission at appeal for 120 homes in July 2024. The HELAA supports other sites at Ambrosden, most notably **HELAA077**, but there is no strategic case for directing further growth to Ambrosden through the LPR.
- 5.4.67 The final sites to consider are located to the west and southwest of Bicester, including sites associated with Chesterton, Wendlebury, Bignall Park and Junction 9 of the M40.

¹⁶ The Interim SA Report stated: *“LPR22 – would involve expansion of Ambrosden. There is some opportunity here, but there is no reason to suggest any particular benefit to developing LPR22 in full, i.e. there is limited ‘strategic’ growth opportunity. Considerations include: transport connectivity, e.g. noting the cycle path along Ploughley Road, to the north; in-combination traffic impacts, mindful of nearby committed and further potential strategic growth; maintaining Ambrosden’s association with Blackthorn Hill; quite weak field boundaries in this area; grade 3 quality agricultural land (according to the national dataset); significant recent housing growth, most recently a site granted permission at appeal for 84 homes to the west of the village (which will generate traffic through the village); and two pending planning applications to the east of the village.”*

¹⁷ The Interim SA Report stated: *“LPR23 – might feasibly be delivered in part in order to deliver an extension to Graven Hill or, alternatively, in full in order to deliver comprehensive growth between Graven Hill and Ambrosden. The former option may have a degree of merit, given good potential to draw upon an area of priority habitat woodland / surface water flood risk (including an area of former quarry) as an eastern boundary. Development might relate quite well to the eastern extent of the Graven Hill scheme, as understood from the current masterplan... and could potentially link well to the A41; however, the southern extent of Graven Hill... is set to deliver extensive employment land. A constraint is a historic farm at the northern extent of the site, associated with two Grade II listed buildings; however, it is noted that the farm is set well-back from roads in the area, and there are no public rights of way in the area, so there could be an opportunity to increase appreciation. It is also noted that the nationally available dataset suggests grade 4 quality agricultural land in this area. The latter option (development of LPR23 in full) would involve breaching the area of woodland / surface water flood risk and closing the landscape gap to Ambrosden. The concern is that development here would amount to an extension to Ambrosden more so than an extension to Bicester, given challenges in respect of linking to the A41. Specifically, there is an area of land between the site and the A41 that has not been made available for development. Were this land to be made available, then the possibility of comprehensive growth in this area - completing the expansion of Bicester as far as Blackthorn Hill or Blackthorn / the Upper Ray Meadows (bounded to the north by the railway line) - might be considered. Comprehensive growth might be in combination with other LPR sites in the vicinity and might facilitate delivery a southern link road (discussed above). However, the unavailable land in question is significantly affected by surface water flood risk. Also, it is noted that the nationally available dataset shows grade 3 quality land in this area, associated with Blackthorn Hill. Ambrosden is clearly associated with the hill, and there is an argument for retaining this characteristic feature. Finally, there is a need to be mindful of the proposal to deliver a major new area of employment land at the southern extent of Graven Hill (see the committed Graven Hill masterplan 21/03749/F)”*

5.4.68 Beginning with land adjacent to Junction 9 of the M40, there is a clear case for supporting employment development within **HELAA113**, including because part of the site is already permitted. This was the proposal at the Draft Plan stage, and there remains a strong degree of support at the current time.¹⁸

5.4.69 Land to the east (south of Chesterton, and adjacent to the A41) then comprises sites **HELAA111** (west) and **HELAA527** (east), which were jointly discussed as LPR37 within the Interim SA Report, as follows:

“LPR37 – were LPR38 to come forward as a new strategic employment area, then it would increase the argument for strategic growth south of Chesterton (LPR37), in order to largely ‘complete’ the expansion of Bicester in this sector. Chesterton is a smaller village in the settlement hierarchy, but there is a primary school, e.g. in contrast to the nearby smaller village of Weston-on-the-Green. There are also limited constraints in some respects, notably in terms of landscape sensitivity and agricultural land quality (discussed above). However, a primary argument for strategic growth in this area relates to transport connectivity, given an established ambition to develop the A41 corridor as a route that prioritises bus travel and walking/cycling. There is already a park and ride, serving the S5 ‘Stagecoach Gold’ service and a high quality cycle route into Bicester, albeit this is somewhat distant from developable part of LPR37 (as discussed below). The A41 ambition was discussed in LTP4 (2016), and then an update is presented in the Oxfordshire LTCP (2022; see page 168). It is also important to note that there is good potential to achieve good road access to land here from the existing road network.

With regards to constraints to growth, a key consideration is the Chesterton Conservation Area, which extends to the southern extent of the town, albeit the southern extent of the conservation area may have relatively low sensitivity. More generally, there is a need to note that a Roman Road (Akeman Street) passed through Chesterton. However, there would be good potential to mitigate historic environment impacts through masterplanning, plus it is noted that a 63 homes scheme has recently been delivered at the southern extent of the village. Beyond historic environment constraint, there is a need to note several narrow flood channels passing through the site, although these are mostly associated with field boundaries, suggesting good potential to integrate with green infrastructure. Also, it is noted that a planning application for 147 homes south of Chesterton was recently refused (ref. 23/00173/OUT).

Finally, with regards to LPR37, there is a need to note that the eastern half of the site is only being promoted for employment land, which is not supported, given the aspiration of consolidating the built-form of Bicester. Specifically, there is a clear argument for strategic housing-led growth at Chesterton to integrate with Bicester, via an improved A41 corridor, whilst retaining Chesterton’s local character and identity. There is the possibility of reimagining this corridor, with a focus on active and public transport, including linking the P+R to Bicester Village, if and when a southern link road is delivered.”

5.4.70 Ultimately, in 2023 the proposed approach involved an allocation for 500 homes in HELAA111 and non-allocation of HELAA527, and this approach was judged to perform strongly to the extent that it was held constant across the reasonable alternative growth scenarios. However, this decision was reached on balance, and the Draft Plan appraisal did raise a number of issues / identify some potential impacts.

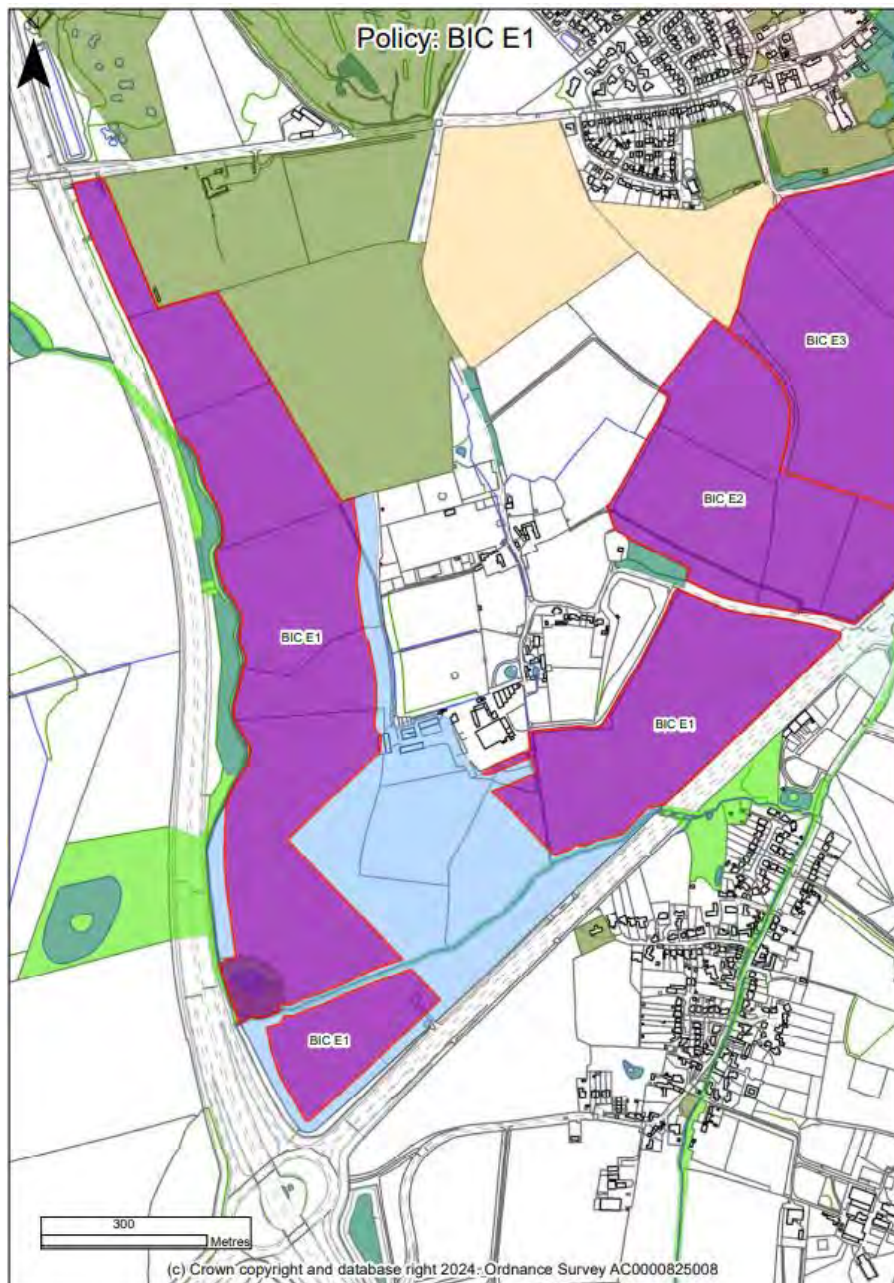
5.4.71 The situation has now moved on in several regards, including because the aforementioned site for 147 homes at Chesterton was granted permission at appeal in May 2024, and the latest proposed approach is to support a comprehensive employment ‘gateway’ across both HELAA111 and HELAA527.

5.4.72 There is considered to be a clear logic to this approach, including from a perspective of maintaining the character and function of Chesterton as a smaller village, and because this land links so effectively to the M40 corridor. The logic of mixing residential and employment uses (which will include B8 warehousing, which can be a ‘bad neighbour’ use) was always questionable, and there is now a good degree of confidence regarding the potential for an employment focus here to facilitate delivery of the SE link road.

¹⁸ Within Section 5.4 of the ISA Report the site was discussed as LPR38 and the report explained: *“LPR38 – is an option to deliver a strategic new employment area, given excellent road connectivity, namely a location at the junction of the A41 and the M40. This would be a major extension to a large scheme adjacent to the motorway junction that now has planning permission (ref. 22/01144/F) for “a new high quality combined research, development and production facility of 54,000 sq m designed specifically for Siemens Healthineers” that would create “up to 1,200 skilled jobs... when the facility is fully operational” (plus the scheme would assimilate an existing facility at Eynsham). Looking beyond the Siemens site, there is the potential to comprehensively plan for a wider employment area and then, in turn, potentially the entire sector of land between Chesterton / Bicester Golf Club and the A41. Also, it is noted that land adjacent to the north is permitted to deliver a major new sports facility (ref. 19/00934/F). The landscape in this entire sector has ‘low-medium’ sensitivity, according to the Landscape Study, and this is grade 4 agricultural land, according to the national dataset... However, there are a range of sensitivities, including some flood risk, including associated with some priority habitat, and the small hamlet of Little Chesterton, where there are no listed buildings, but nonetheless a sense of rural / historic character (albeit appreciation by nearby communities could be relatively limited...).”*

5.4.73 A benefit is also around protecting Little Chesterton and maintaining a rural setting to Chesterton (to include Little Chesterton). However, there does remain a need for an ongoing focus on ensuring that planning for this land is undertaken in a comprehensive fashion with a long-term perspective. The figure below shows the emerging proposed approach involving permitted employment (light blue), proposed employment (purple), permitted residential (beige) and greenspace including the new sports facility.

Figure 5.19: The emerging proposed approach for land south of Chesterton



5.4.74 Wendlebury can also be seen on the figure above, and the option of strategic growth here was closely considered through the appraisal of reasonable alternative growth scenarios in 2023, although it was then not taken forward as a preferred option / proposed allocation in the Draft Plan. The key site here is **HELAA470**, which was discussed as LPR39 within Section 5.4 of the Interim SA Report, as follows:

“LPR39 – is associated with Wendlebury, which has a strong rural and historic character, having expanded little since the extent shown on the pre-1914 OS map, and is notably located on National Cycle Route 51, which passes between Bicester (including the nearby Graven Hill new community, via Langford Lane) and the countryside villages to the west / Kidlington. However, it is recognised that the parish church is Grade II listed... and is located at the northern extent of the village, close to the A41. Also, it is recognised that the Landscape Study assigns ‘low-moderate’ sensitivity, and that the national dataset suggests grade 4 quality agricultural land.

A large area of land is being promoted for a 2,800 home new community, to include making land available for a southern link road. However, the proposed scheme would extend east well-beyond the extent of LPR39; specifically, it would extend significantly east of the railway line to Oxford, where all land is affected by flood risk and there is extensive floodplain grazing marsh priority habitat (according to the nationally available dataset), associated with the Upper Ray Meadows, with a wetland SSSI located ~2km downstream. The proposal is to address flood risk by land raising, but this approach would risk conflicting with the nationally required sequential approach to avoiding flood risk, given alternative sites available that are located outside of flood risk zones. There is also a notable flood risk channel associated with Wendlebury itself, although there is a proposal (as part of the 2,800 home scheme) to deliver a new relief channel to address this. Finally, it is understood that archaeological constraint is likely to extend beyond the scheduled monuments adjacent to the north of the site (a Roman town)."

5.4.75 The HELAA does not support this site; however, there is considered to be a strategic case for continuing to explore the possibility of strategic growth here, including noting the new proposal for comprehensive employment-growth to the north of the A41. See further discussion below.

5.4.76 The final sites are then located directly to the west of Bicester and adjacent to Bignall Park, namely:¹⁹

- **HELAA507** – is located in the gap between Bicester and Chesterton and would not relate well to either.
- **HELAA531** – was discussed as LPR36 in 2023, at which time the discussion in Section 5.4 of the ISA report served to highlight onsite and adjacent constraints associated with Bignall Park, and also pointed out that expansion of Northwest Bicester in this direction would likely not help with delivering the site. The HELAA at the current time does not support the site and explains: *"The landowner has confirmed that this site is being promoted solely for residential uses and is therefore unavailable for employment..."*

Conclusion on sub-area scenarios

5.4.77 The first point to make is that there is support for the changes to North West Bicester. The complex story over time is set out above, but relative to the 2023 Draft Plan stage the proposal is to significantly extend the site but only to boost assumed supply by 500 homes (and so a 1,500 home increase relative to the adopted allocation), which serves to negate concerns flagged in 2023 regarding a boost to densities.²⁰

5.4.78 The proposal is to present NW Bicester as an adjusted committed site, as opposed to presenting the proposed extension as a new allocation. This being the case, completions and commitments at Bicester total 7,749 homes in the plan period, plus 4,300 homes at NW Bicester will deliver beyond the plan period.

5.4.79 This is potentially a reasonable level of growth, recognising that this level of growth in combination with completions and commitments elsewhere (13,653 homes), support for two allocations at Banbury (770 homes) and a windfall assumption (1,400 homes) leads to a total supply district-wide of 23,572 homes, which is comfortably above the 20,029 homes figure discussed in Section 5.2 as a reasonable lower growth housing requirement. As such, reasonable **sub-area scenario 1** involves no new LPR growth.

5.4.80 However, there is also a need to remain open to higher growth, given arguments for higher growth district-wide and the strategic case for growth at Bicester. In this regard, a first port of call is HELAA436 (SE Bicester), which was judged to be a strongly performing site in 2023 (albeit under a different strategic context). The appraisal did flag some concerns, including noting that the site would extend a permitted strategic urban extension, but the site benefits from a location on a strategic transport corridor, and could deliver some targeted benefits. Another key issue with the site is that its timetable for delivery is unknown, because the timetable for delivering the adjacent permitted site is unknown, and it could even potentially be that the allocation option delivers beyond the end of the plan period. Nonetheless, it remains a reasonable option to test, given a case for taking a long-term, vision-led approach to growth at Bicester and across the wider south of the District. Allocation of this site leads to **sub-area scenario 2**.

¹⁹ For completeness, one other LPR site was discussed in the Interim SA Report, namely LPR41. The report explained: *"Finally, LPR41 comprises sports pitches adjacent to the north of Bicester Village, and to the south of Bicester Community Hospital, in close proximity to the town centre. An application has recently been submitted for a new 1.8-hectare community park, together with a new car and cycle hub and improvements to guest services at Bicester Village; see bicesterpublicconsultation.co.uk/. A key consideration is ensuring a strategy for Bicester Village that aligns with long term plans for the A41 corridor, with an aspiration for greater use of a Park and Ride to access Bicester Village."*

²⁰ The Interim SA Report (2023) explained: *"The current proposal is to support delivery of an additional ~1,000 homes [without extending the built footprint], which is a significant increase in capacity / density, such that this figure will need to be kept under review, including with a view to ensuring a scheme with a strong green and blue infrastructure network integrated throughout (also a good mix of homes, to include family housing, and good space standards). However, at the current time, it is not clear that there is an alternative, lower growth figure that would achieve the deliverability objectives."*

- 5.4.81 At the Draft Plan / Interim SA Report stage (2023) the other site allocation to feature within the RA growth scenarios was Wendlebury, with the assumption of a 1,000 home scheme despite the site being promoted for 2,850 homes. The site (HELAA227) was shown to have a range of issues/impacts through the appraisal, no support for the site was found through the consultation and the response received from the site promoters did not directly respond to any of the issues raised (in fact it did not reference the SA). However, on balance, it remains an appropriate and reasonable option to test at this stage, including with a view to ensuring a strategic approach to growth along the A41 (noting the option of an 'employment gateway' to the north) and because growth in this direction would be entirely contained by the flood risk zone. Also, the site could potentially assist with delivering a new southern link road, although it is not clear that this would be the case to any significant extent. The issue is that the site is being promoted for 2,850 homes including with a significant part of the scheme within the flood risk zone (the 2023 consultation response refers briefly to a mitigation, but it is not clear precisely what this involves / would involve). There is no certainty regarding what if any scheme could be delivered whilst avoiding growth in the flood risk zone; however, on balance it is considered again appropriate to assume a 1,000 home scheme, whilst acknowledging such a scheme may not be seen as viable by the landowner(s) / site promoter.
- 5.4.82 Finally, with regards to Wendlebury, there is the question of whether it should be assumed to deliver: A) in addition to SE Bicester (as the sequentially less suitable site) such that its allocation would involve a high growth strategy for Bicester; B) in place of SE Bicester or C) both in addition to and in place of. There is a case for high growth at Bicester, but delivery could be a limiting factor. Taking a pragmatic approach option (B) is favoured, leading to **sub-area scenario 3**.
- 5.4.83 Finally, whilst there are several other omission sites subject to limited constraint, these tend not to align well with strategic objectives for Bicester particularly around transport and/or are in relative proximity to NW Bicester, which must be supported to now deliver in a timely manner. In particular:
- At Ambrosden whilst there are sites supported by the HELAA, there is not considered to be a strategic case for a LPR allocation, including given the extent of recent and committed growth.
 - To the north of the A41 there is clear support for a comprehensive employment gateway, although ongoing consideration might be given to whether there are any strategic opportunities (benefits for the village) to be realised by supporting some further housing growth within the northern part of HELAA111.
 - The east of Bicester there is the option of further employment land, but there are preferable locations, and the time for reconsidering this option could be subsequent to clarity around a southern link road.
- 5.4.84 In conclusion, there are **three sub-area scenarios** taken forward to Section 5.5. This is in respect of housing growth, but employment growth is another key consideration. The emerging proposed approach involves high growth, including a major focus along the A41 close to M40 J9 (plus a new proposed site on the A41 to the east and another adjacent to Glaven Hill), but there are alternative approaches that could be considered, including the option of lower growth. Employment land is discussed further in Section 5.5.

Table 5.3: Three reasonable housing growth scenarios for the Bicester sub-area

	Number of homes		
	Scenario 1	Scenario 2	Scenario 3
Completions and commitments	7,749 (plan period)		
SE Bicester	-	800	
Wendlebury	-	-	1,000
Total	7,749	8,549	8,749

Kidlington

- 5.4.85 As per the discussion in Section 5.2, there are certain arguments for directing further strategic growth to the Kidlington area, relating to: proximity to Oxford, an established and growing employment offer that contributes significantly to the success of the wider Oxfordshire Knowledge Spine; and strong transport connectivity. Also, Kidlington itself (as opposed to the wider sub-area, including Yarnton/Begbroke and the Oxford-edge) is associated with notably low recent / committed growth, as a percentage increase in dwelling stock, in comparison to Banbury and Bicester, which is potentially a factor influencing relatively high house prices. However, on the other hand, the majority of the area falls within the Oxford Green Belt, and across the wider sub-area there is considerable committed growth following the Partial Review (2020).
- 5.4.86 Strategic site options can be categorised as follows: Edge of Woodstock; Edge of Oxford; Yarnton / Begbroke; Kidlington; Islip; New settlement options.
- 5.4.87 Each of these areas / categories is considered in turn below.

Edge of Woodstock

- 5.4.88 **HELA329** was a proposed allocation in 2023 and was judged to perform strongly to the extent that allocation was held constant across the reasonable alternative growth scenarios at that time.
- 5.4.89 It is notably located outside of the Green Belt, and is well-connected in transport terms, given: a location at the intersection of the A44 (a key strategic public transport and cycling corridor) and the A4095, which links to Bicester and Witney; and excellent potential to cycle to employment opportunities (Langford Lane / Oxford City Airport). Allocation will help secure strategic transport improvements in the 'North Oxfordshire Corridor' including a new public transport hub at London Oxford Airport.
- 5.4.90 The site is quite well-contained in landscape terms, in that it is bounded to the west by the Woodstock urban edge (a site under construction, nearing completion) and by roads on the other sides (along with thick hedgerows / tree belts). However, an issue is that the site contains a scheduled monument (Blenheim Villa) as well as a wider area of archaeological interest at its western extent, plus there is significant noise pollution associated with the road junction, leading to a need to focus built form at the northeast corner of the site. This was the approach reflected in a recent withdrawn planning application for 500 homes (ref. [22/01715/OUT](#)), and officers now believe an appropriate capacity is 450 homes (N.B. the site has a longer planning history, including a 2014 application for 1,500 homes, plus land for a primary school, across both this site and the site now under construction to the east).
- 5.4.91 Any scheme would have to be 'heritage and landscape-led', delivering extensive greenspace including to minimise concerns regarding impacts to nearby Blenheim Palace World Heritage Site. This potentially gives rise to a tension around linking effectively with Woodstock (the centre of which would be ~1.5km distant, although new facilities have been delivered as the town has expanded east over the years, and the town's secondary school is within 400m of the site). However, work is ongoing to explore options.
- 5.4.92 Finally, a key issue is access to a primary school, as there would be no potential to deliver one onsite. Further work is needed to identify the most appropriate strategy (as per the situation in 2023).

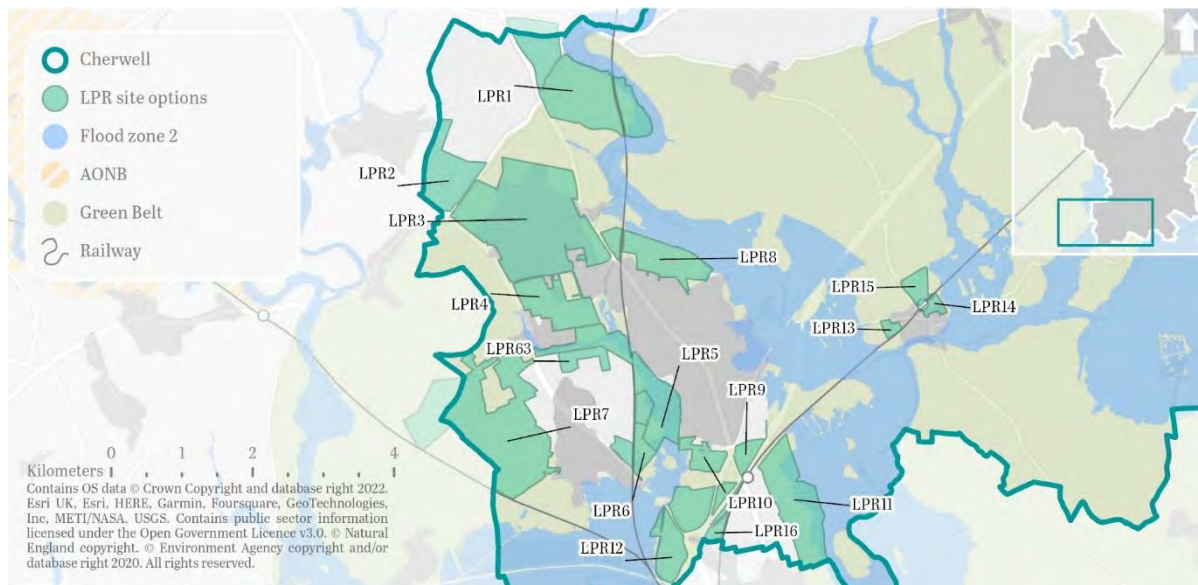
The edge of Oxford

- 5.4.93 The equivalent section of the Interim SA Report (2023) presented a detailed discussion of three 'LPR sites' here, namely LPR11, LPR12 and LPR16 (see Figure 5.20). However, there is not considered to be a need to dwell on options for growth in this area at the current time, recognising the Green Belt constraint, the extent of committed growth and the need to liaise closely with Oxford City Council on growth options.²¹

²¹ Of particular note was the discussion of LPR11, in respect of which the ISA Report explained: "LPR11 – would involve extending Partial Review allocation 6a (690 homes plus a local centre and a primary school). There is an argument for this on account of the adjacent Parkway station, and because the River Cherwell flood risk zone might form a long term defensible Green Belt boundary. However: an extended scheme would deliver little over-and-above the committed scheme, other than additional housing; it is generally the case that issues / options in this area were considered at the time of preparing the Partial Review, and the committed scheme involves a proposal for new greenspace to form a defensible Green Belt boundary, and also mindful of heritage assets at St. Frideswide Farm (including a Grade II* listed farmhouse). The Landscape Study assigns LPR11 only 'medium' sensitivity; however, there is a clear sensitivity regarding encroachment on the River Cherwell corridor (mindful that public accessibility along the river corridor could potentially be enhanced in the future). An expanded scheme drawing on field boundaries and/or the flood risk zone as a defensible boundary (also mindful of significant surface water flood zones) could feasibly be explored, but the effect would be to delay the scheme coming forward and delivering much needed new housing...".

5.4.94 The option of Green Belt release feasibly remains open to the Council, but there is a need to demonstrate 'exceptional circumstances', which is inherently challenging on account of extensive non-Green Belt options for growth, including options for growth at Banbury and Bicester discussed above. Also, within the Oxford Green Belt there is an arguably preferable option for growth located at Kidlington (as opposed to on the edge of Oxford), as discussed further below.

Figure 5.20: A figure from the Interim SA Report (2023) showing strategic site options in the Kidlington area



Yarnton / Begbroke

5.4.95 Again, whilst the Interim SA Report (2023) discussed six LPR sites in turn (LPR sites 4, 5, 6, 7, 9, 10) there is not considered a reasonable need to dwell on allocation options at the current time, noting that in September 2024 the Council resolved to grant planning permission for a major mixed-use scheme (23/02098/OUT) in line with Partial Review allocation PR8 (Land East of the A44).

5.4.96 On this basis, it is evident that good progress is being made towards delivering on the growth strategy for this area committed through the Partial Review – see Figure 5.21. N.B. one point to note is that the new station for Yarnton / Begbroke shown on the figure is now not expected to deliver in the near future.

5.4.97 A key point to note is that the recent permission includes land safeguarded for employment through the Partial Review that was discussed in 2023 as LPR63. The focus in 2023 was squarely on LP63, with the report explaining that the six remaining LPR sites “perform relatively poorly” including recalling that all fall within the Oxford Green Belt (LPR63 had previously been removed from the Green Belt).

5.4.98 Of the remaining LPR sites, attention potentially focuses on LPR4, which would involve extending Begbroke to the north and closing the gap to the Langford Lane employment area.²² Also, the possibility of further growth in this sector of land might be considered alongside a strategic review of uses/land at Oxford City Airport (LPR3, which relates to Kidlington more than Yarnton / Begbroke).²³

5.4.99 It is recognised that this is a thriving employment cluster and that growth here could align with national aspirations in respect of supporting “high-potential clusters” (Draft UK Industrial Strategy, 2024). However, the right time for reconsidering the future of this area will be once existing housing, employment and infrastructure has delivered, and key partners have undertaken further work to establish long term visions.

²² In respect of LPR4, the Interim SA Report explained: “There are two fields feasibly in contention for allocation, with the western field constrained by airport flight path, such that it likely only comes into contention for employment land. The eastern field might deliver housing and/or employment but is sensitive from a Green Belt perspective (albeit the landscape study assigns only ‘low-medium’ sensitivity) and is within ~200m of a SSSI. A third and final part of the site comprises current built form, including an ambulance station.”

²³ In respect of LPR3, the Interim SA Report explained: “There is an argument for reviewing the Green Belt to remove existing employment land, and there is also the option of considering a modest eastwards expansion of this thriving employment area into the Green Belt, noting that some of the land here makes only a ‘moderate’ contribution to Green Belt purposes. With regards to the wider airport, this is not a realistic option at the current time, including as the airport is well-used, serving an extensive area (e.g. Silverstone) and with a clear role in the local economy. The airport benefits from permitted development rights, supportive of airport related development.”

Figure 5.21: The Partial Review Key Diagram



Kidlington

5.4.100 The primary site to consider here is **HELAA152**, which was a proposed allocation at the Draft Plan stage (2023), although this was marginal, particularly on account of the site comprising Green Belt. As such, the site was also explored as a variable across the reasonable alternative growth scenarios appraised within the Interim SA Report (specifically, the site was not allocated under several of the growth scenarios).

5.4.101 The site was introduced as LPR8 within Section 5.4 of the Interim SA Report (2023), as follows:

“... the Green Belt Study finds the part of the site closest to the settlement edge to make only a ‘moderate’ contribution to Green Belt purposes. Furthermore, the option of development here has merit in wider planning and sustainability terms, such that there could be potential to demonstrate exceptional circumstances for Green Belt release. In particular, the site benefits from excellent proximity and walking/cycling connectivity to strategic employment land (Langford Lane / Oxford City Airport, also Begbroke Science Park) and Kidlington centre. Also, there is an argument for housing growth at Kidlington, which is associated with relatively low recent and committed housing growth, as a proportion of dwelling stock, relative to Banbury and Bicester, which could have a bearing on relatively high house prices (also, anecdotal evidence suggests a prevalence of properties being sub-divided), albeit there is high committed growth in the wider sub-area. As well as a need to ensure a new defensible Green Belt boundary, and avoid encroachment on the River Cherwell, a key sensitivity is Kidlington Conservation Area, which abuts the site to the east, including a prominent Grade I listed church. There is also a need to consider the Oxford Canal, to the west, where a Grade II listed canal bridge is linked to the conservation area by a historic footpath that passes adjacent to the site, via a Grade II listed railway bridge.”

- 5.4.102 The points hold true at the current time, and the HELAA (2024) also sets out: “The combined landscape sensitivity of the site is considered to be medium and visual sensitivity to be medium to high. The site has a relationship with the open landscape to the north and to the historic environment to the east...”
- 5.4.103 Further considerations relate to: A) achieving sufficient/good access to the site from the Moor is understood to be challenging, but there is no clear reason to suggest that there is not a technical solution; and B) the proposal in 2023 is to deliver a new cricket club, but it is difficult to evidence a clear/strong need for this, given the existing cricket club site at Stratfield Brake.

Islip

- 5.4.104 The HELAA identifies four sites as deliverable or developable, despite falling within the Oxford Green Belt, namely **HELAA144, 331, 452 and 471**. The combined capacity is in the region of 272 homes.
- 5.4.105 Focusing on HELAA144, to the north of the village, this is a brownfield site but the Interim SA Report (2023) raised a concern regarding growth here from a Green Belt perspective. With regards to the other options, the Interim SA Report (2023) favoured the option of growth to the east of the village (LPR14).²⁴
- 5.4.106 There is a case for housing growth at Islip given limited recent growth and a train station.²⁵ However, Islip is a category B village in the settlement hierarchy, which greatly limits the strategic case for growth, and there are considerations around the in-combination effects of growth across these sites, including from a Green Belt and transport perspective.
- 5.4.107 This being the case and given the strategic context in respect of the number of homes needed district-wide, it is considered reasonable not to take forward any option involving Green Belt release for small or medium-scale growth at Islip. There is greater potential to demonstrate exceptional circumstances for Green Belt release at Kidlington (HELAA275), and cumulative Green Belt impacts can be a factor.

New settlement options

- 5.4.108 On the one hand there is limited numerical argument for allocating a new settlement, given the number of homes that could potentially be delivered by a focus of growth at Banbury and Bicester, as discussed above, plus there is the option of an urban extension to Kidlington (as discussed). Also, any new settlement would ideally only be allocated subsequent to work to consider (i.e. compare and contrast) options across the Oxford sub-region as a whole. However, on the other hand, there is a need to explore high growth options and options involving taking a long-term vision-led approach to growth in the Oxford sub-region in the absence of a sub-regional plan.
- 5.4.109 There is a long list of three new settlement options feasibly in contention: Weston-on-the-Green, Islip and Shipton Quarry. However, Weston-on-the-Green has already been discussed above, and is considered to be the sequentially least preferable option of the three, particularly on transport grounds, albeit it is located outside of the Green Belt, whilst the other two sites are located within the Green Belt.
- 5.4.110 This leaves two options associated with the Kidlington sub-area: Islip (**HELAA427**) and Shipton Quarry (**HELAA484**). Both are associated with a wide range of issues / opportunities; however, on balance, Shipton Quarry is considered to be the preferable option to explore further. Islip already benefits from a rail station, whilst the proposal at Shipton Quarry is to deliver a new station; however, there are clear Green Belt, road transport and historic environment sensitivities at Islip; and, whilst flood risk zones could assist with containment, there are challenges associated with slightly raised land directly to the northwest of the village and the former fuel depot directly to the northeast. Another consideration is that Shipton Quarry could be well-placed to deliver significant employment land (discussed further in Section 5.5).

²⁴ The Interim SA Report (2023) explained: “LPR13 and LPR14... make a ‘moderate-high’ contribution to Green Belt purposes, according to the Green Belt Study (2022), and it is LPR14 that appears to be preferable site in transport terms, given that it is near adjacent to the train station and the primary school, and because there is the potential to reach the A34 without needing to pass through the conservation area (or, at least, its core). However, the site has been discussed as having a capacity of between 40-170 homes (mindful of an onsite grade 2 listed farmhouse, and also the near adjacent conservation area)... and it is not clear that the site would deliver any strategic benefit to Islip, other than new housing.”

²⁵ The Interim SA Report (2023) explained: “Islip appears not to have seen any significant housing development for at least 20 years (on the basis of clear satellite imagery from 2004) and, indeed, from a review historic OS maps it appears that the only significant housing growth for perhaps 50 or more years has involved a small number of homes (circa 30-40) to the west of the railway line. Another consideration is potentially around the small village primary school, where latest information shows a capacity of 120 students and a student roll of 93.”

5.4.111 There are also clear sensitivities at Shipton Quarry, including as the site is designated as a Local Wildlife Site (LWS) and a geological SSSI; however, the site benefits from being located at the edge of the Green Belt, with part of the site associated with relatively low Green Belt sensitivity; and the potential for sensitive development that addresses the biodiversity / geology constraint can be envisaged.

5.4.112 Much detailed work has been undertaken in support of proposals at both locations, with quite a wide range of options explored, serving to highlight the challenging nature of the sites. Focusing on Shipton Quarry, the most recent proposal is for 2,500 homes, with the potential for a second phase extending the site further to the west also discussed; however, there is a concern that insufficient consideration is given to the onsite constraints, and so it is judged appropriate to assume 2,000 homes (as per in 2023).

Conclusion

5.4.113 There is strong support for allocation of Land east of Woodstock, for 450 homes, albeit the site is not without its issues. This is **sub-area scenario 1**, and then there are two higher growth scenarios (as per 2023), namely additional allocation of Land North of the Moors for 300 homes (**sub-area scenario 2**) or additional allocation of Shipton Quarry for 2,000 homes (**sub-area scenario 3**). A scenario involving allocation of both sites is not taken forward to Section 5.5 as a pragmatic step, plus all three growth locations could lead to in-combination impacts, e.g. on Kidlington (traffic) or the river corridor.

5.4.114 In summary, there are **three sub-area scenarios** taken forward to Section 5.5.

Table 5.4: Three reasonable housing growth scenarios for the Kidlington sub-area

	Number of homes		
	Scenario 1	Scenario 2	Scenario 3
Completions and commitments	A precise figure is not known, but it is known that: Kidlington and Woodstock are associated with 172 completions and no commitments; and the rest of the sub-area is associated with 4,400 homes committed growth following the Partial Review.		
East Woodstock	450	450	450
North of the Moors	-	300	-
Shipton Quarry	-	-	2,000

Heyford Park

5.4.115 The equivalent section of the Interim SA (ISA) Report (2023) explained:

“It is relatively straightforward to arrive at reasonable growth scenarios for Heyford Park, relative to the three sub-areas discussed above. There are clear arguments for exploring additional growth, and any further additional growth must be comprehensive rather than piecemeal; however, there is also a need to consider the option of no further growth at Heyford Park, e.g. noting relatively poor transport connectivity.”

5.4.116 The allocation option then appraised (in addition to the option of no allocation, i.e. support only for the committed level of growth / existing masterplan) involved 1,235 homes, and the appraisal (Section 6 of the ISA Report) flagged a range of issues and opportunities (also note that the site promoters concept master plan from 2021 was presented as Figure 6.1 in the ISA Report). For example, the appraisal found the site to be fairly unconstrained in biodiversity terms, although Berks, Bucks and Oxon Wildlife Trust then responded to the consultation: *“We are greatly concerned by the continuing development in this area which is exceptionally rich in high value wildlife sites, and species. The cumulative impact of this allocation, along with the potential nearby proposed NSIP, as well as continuing development at Heyford Park is of great concern... We will await further information but we may well object to this allocation.”*

5.4.117 The appraisal also included a focus on in-combination effects with growth at Bicester and potential growth at Shipton Quarry, with shared transport corridors obviously a key consideration, but another consideration being *“an ambition to deliver strategic enhancements along the River Cherwell / Oxford Canal corridor...”*

5.4.118 The 1,235 home scheme appraised was then taken forward as a preferred option within the Draft Plan, as explained in Section 7 of the ISA report, which explained (as a quote from CDC Officers):

“Heyford Park – it is recognised that this is a challenging location for growth from a transport perspective, but the strategy is specifically designed to deliver new transport infrastructure / service upgrades and precludes additional development coming forward before 2030 or without clear mechanisms in place to ensure the necessary infrastructure is forthcoming. The approach will also support improved containment / trip-internalisation in the longer-term. It is acknowledged that this part of the district is relatively constrained in terms of comprising better quality agricultural land; however, it might well be the case (following further investigations), that the land is only grade 3a quality, i.e. the lowest grade of land classed as ‘best and most versatile’. There is also a need for further work in respect of wastewater infrastructure, plus there is a clear need for further close working with Historic England regarding the historic environment / heritage constraint (in respect of the former airfield and more widely).”

5.4.119 However, the situation has now moved on in two related respects.

5.4.120 Firstly, the County Council is now clear that a 1,250 home allocation is not supported from a transport perspective, even after having accounted for the potential to deliver new infrastructure and support increased trip internalisation within Heyford Park as a whole. There is a very strong focus on ensuring that growth in Oxfordshire aligns with a vision-led approach to transport planning (including noting that there are new references to this approach in the Draft NPPF (2024), which means focusing growth at larger settlements and/or at locations well connected by public and active transport. Whilst there is the potential to reopen a train station at Ardley, the potential to do so and suitably link Heyford Park residents to the station would be highly uncertain under a scenario involving a 1,250 home allocation. With regards to bus connectivity, whilst services could be improved, it is very difficult to envisage the possibility of suitability fast and frequent bus connectivity between Heyford Park and Oxford, recognising that efforts might alternatively be focused on maintaining and improving services along the main road corridors, most notably the A34/41 and the A44 (see Figure 5.22, which is taken from the Transport Study, 2022).

5.4.121 Secondly, the site promoters have made clear that their vision for Heyford Park involves comprehensive growth involving at least an additional 6,000 homes beyond what is already committed. The site promoters had been intending to submit a planning application for a scheme of that size, as discussed [here](#), but that now appears to be delayed, potentially in light of the Governments’ New Towns Task force, which is seeking submissions for potential New Towns involving at least 10,000 homes. Major growth involving an additional 6-10,000 homes could be transformational in terms of both trip internalisation / self-sufficiency and transport connectivity, and there is also a need to note the context of a possible strategic rail freight interchange (see latest updates [here](#) and [here](#)) as well as current pending speculative planning applications for employment sites adjacent to Junction 10 of the M40. However, it is well-beyond the scope of the current LPR to consider an allocation of 6,000+ homes at Heyford Park, not least because of the timing aspect (i.e. given a clear case against delaying the plan to allow further consideration of the issues/options). It is also important to note that the Government has committed to a new plan-making regime involving preparation of strategic (sub-regional) plans to feed-into and inform the preparation of local plans, and a future strategic plan would clearly be an appropriate forum for exploring issues/options.

5.4.122 Finally, it is important to be clear that larger scale growth would require very detailed work to explore historic environment issues and impacts. Historic England stated through the consultation in 2023:

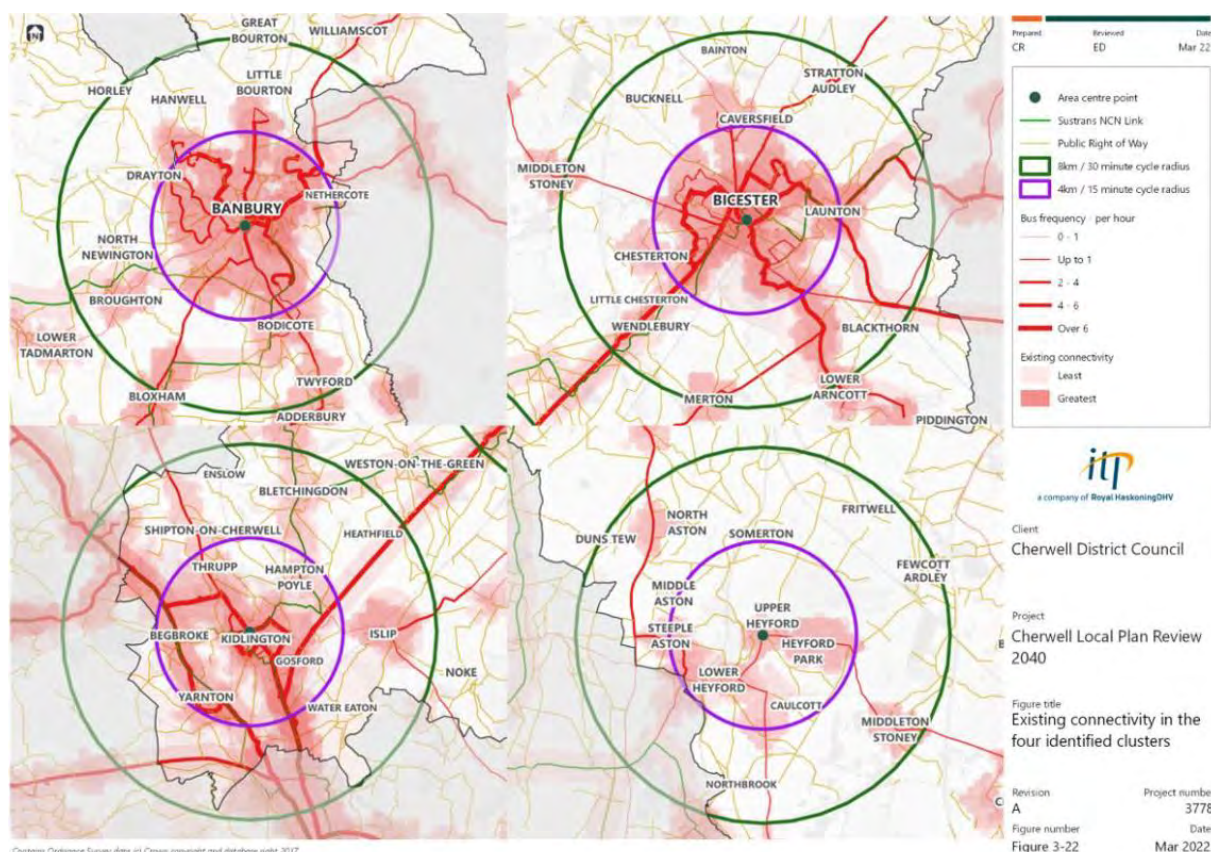
“Historic England broadly supports the proposed new allocation [1,250 homes to the south], while seeking to avoid further intensification within the Upper Heyford conservation area, especially avoiding any development on the flying field.”

5.4.123 In conclusion, there is only **one reasonable growth scenario** for Heyford Park at the current time.

Table 5.5: One reasonable housing growth scenario for Heyford Park

	Number of homes	
	Scenario 1	Scenario 2
Completions and commitments	1,601	-
Total	1,601	-

Figure 5.22: Bus frequency along road corridors and overall connectivity of potential growth locations



The rural area

5.4.124 As discussed in Section 5.2, the rural area has seen significant growth over recent years, plus there is extensive committed growth, primarily from non-allocated ('speculative') sites that have gained planning permission at appeal under the presumption in favour of sustainable development. This suggests limited strategic case for supporting further growth in the rural area through the LPR, and this argument is bolstered on the basis of the discussion above, which has identified supply options from higher order settlements able to deliver up to 24,022 homes (including completions, commitments and a windfall allowance) which compares to a minimum housing requirement of 20,029 homes (see Section 5.2).

5.4.125 However, on the other hand, recent and committed growth in the rural area is not evenly distributed, and there can be village specific arguments for growth (to meet housing needs, including affordable housing, to deliver on objectives relating to infrastructure and village services/facilities, and generally to help maintain village vitality). Furthermore, development sites at villages tend to benefit from strong viability (such that they can deliver on affordable housing and wider policy asks), low delivery risk and an ability to deliver relatively early in the plan period, which is an important consideration, as discussed. Finally, there is a need to recognise that Parish Councils are often not only willing and able to prepare a neighbourhood plan that allocates sites for development but are keen to do so given NPPF para 14.

5.4.126 As such, for each of the category A villages there is a clear need to consider growth options on their merits and consider whether growth might be supported either through an LPR allocation or the assignment of a housing requirement to the Parish Council. Each of the category A villages is considered in turn below.

Adderbury

5.4.127 The village has already been discussed above, on account of relating closely to Banbury and being associated with larger site options that could feasibly deliver strategic growth. The conclusion reached is that the village is not suited to being assigned strategic growth through the LPR, but the Parish Council requires a housing requirement to take forward through a neighbourhood plan.

5.4.128 The village has seen high recent growth, with 313 homes completed since the start of the plan period (2020), and a further 83 homes have permission. As such, there is a case for a modest housing requirement (which could then always be exceeded). On the other hand, the village benefits from good links to Banbury and the capacity of the three non-permitted HELAA-supported sites is 117 homes.

Ambrosden

5.4.129 The village relates closely to Bicester and has already been discussed above. There are several HELAA-supported sites, but there is very limited strategic case for growth given recent and committed growth within the Parish and nearby at Bicester, plus there is the option of further growth nearby on the edge of Bicester (SE Bicester). The Parish Council is not looking to prepare a neighbourhood plan.

Bletchingdon

5.4.130 A neighbourhood plan is being prepared jointly by Bletchingdon Parish and Hampton Gay & Poyle Parish, but the Parish Councils do not wish to allocate through the plan.

5.4.131 Bletchingdon is a relatively small village and is not well-linked to the strategic road network nor a train station, but the village does benefit from proximity to Kidlington. A scheme is nearing completion that delivers a village primary school alongside just 58 homes (including 18 affordable homes) and, in total, 113 homes delivered between 2020-24, but there is very low further committed growth (3 homes).

5.4.132 There are two HELAA supported sites with capacities of 81 homes and 44 homes respectively, but the smaller site is deemed more suitable and would deliver a more appropriate quantum of homes (it is not known that the larger site would deliver significant benefits over-and-above the smaller site).

5.4.133 As such, there is the option of allocating the smaller site through the LPR. The site is subject to very limited constraint but would involve a piecemeal extension of the scheme currently nearing completion (including a primary school) and would not draw upon a field boundary for containment, such that there is a concern regarding ongoing piecemeal expansion over time (which can typically lead to a risk of opportunities missed to deliver infrastructure, but it is not clear that this concern applies in this instance).

Bloxham

5.4.134 The village relates reasonably well to Banbury (the Transport Assessment, 2022, highlights the village as having good bus and cycle links), plus Bodicote and Adderbury are nearby. There has been piecemeal growth to the southeast over recent years, and 313 homes have delivered since 2020, with a further 31 homes are permitted. There is also a pending application for 150 homes ([24/02541/OUT](#)).

5.4.135 There are two HELAA supported sites with capacities of 83 homes and 73 homes respectively, both located at the southeast edge of the village adjacent to recently delivered sites, but the smaller site is deemed more suitable. The Parish Council is set to prepare a neighbourhood plan.

Bodicote

5.4.136 The village has already been discussed above as being associated with limited strategic case for growth on account of recent and committed growth, both within the Parish and very nearby at Banbury.²⁶

5.4.137 However, there is one non-permitted HELAA-supported site, namely Bodicote House, which is located within the settlement confines and currently comprises the offices of Cherwell District Council. The site is clearly suitable for redevelopment, although the capacity is somewhat uncertain on account of the need to sensitively account for heritage constraints. On balance, at the current time capacity is thought to be around 75 homes. The Parish Council is set to prepare a neighbourhood plan.

²⁶ It can also be noted that the option of larger scale growth to the south was discussed as LPR53 within Section 5.4 of the Interim SA Report (2023). The report explained: *“The Landscape Study does not examine this site; however, there is likely to be a degree of landscape sensitivity, with land at the southern extent of Bodicote gently falling away towards the Sor Brook, plus there is a high concentration of public rights of way nearby, including a bridleway that forms part of national cycle network. However, it is historic environment constraint that is potentially a foremost consideration, with the strong likelihood that expansion to the south of Bodicote would generate significant car trips through the village conservation area, plus there is historic environment value associated with the Sor Brook. Taking these constraints into account, alongside an understanding that Bodicote is a larger village in the settlement hierarchy, and mindful of the level of recent / committed growth at Bodicote and nearby (including a recent expansion to the south, adjacent to the A4260), LPR53 is judged to perform relatively poorly.”*

Deddington

- 5.4.138 The Deddington Neighbourhood Plan was 'made' in late 2023 and includes an allocation for 85-90 homes. The allocation was made in light of a housing need assessment, and in light of recent completions and commitments, with 180 homes having completed between 2020 and 2025 and 18 homes with permission.
- 5.4.139 The ~90 home allocation in the made Neighbourhood Plan is not accounted for within the headline figure for completions and commitments district-wide that has been reported above (21,402 homes). As such, the intention is to assign 90 home housing requirement that has already been met.

Hook Norton

- 5.4.140 The village is located in a rural area to the north of Chipping Norton (8km) and is a visitor destination on account of its brewery along with a large conservation area and a surrounding rolling landscape (the Cotswolds National Landscape is nearby). There has been modest growth over recent years to the north of the village, and 200 homes have completed since 2020 with a further 45 homes permitted.
- 5.4.141 There are two HELAA supported sites with capacities of 73 homes and 43 homes respectively, and the larger site is considered to be preferable. The Parish Council is set to prepare a neighbourhood plan.

Launton

- 5.4.142 The village relates very closely to Bicester, where there is set to be high growth over the plan period, and within the parish there have been 133 homes completed since the start of the plan period and a further 69 homes have planning permission. There is only one very small non-permitted site HELAA-supported site, and the Parish Council is not looking to prepare a neighbourhood plan.

Steeple Aston

- 5.4.143 A Mid Cherwell Neighbourhood Plan Review is in preparation for the parishes of Ardley, Fritwell, Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, Somerton, Steeple Aston and Upper Heyford.
- 5.4.144 Outside of Heyford Park Parish (where there is extensive committed growth associated with Heyford Park) there are 144 completions and 19 commitments, with the focus at Steeple Aston and Fritwell.
- 5.4.145 There are five entirely non-committed HELAA supported sites with a combined capacity of 59 homes, but also several committed sites that potentially have additional capacity.

Yarnton

- 5.4.146 This area is set to be a focus of strategic growth through the Partial Review, and the Parish Council is not looking to prepare a neighbourhood plan. There is one small HELAA-supported site, but it is located within the settlement confines such that it could potentially come forward as windfall.

Category B villages

- 5.4.147 There is very limited strategic case to directing growth to Category B villages (outside of support for appropriately located windfall sites); however, one Parish Council is set to prepare a neighbourhood plan and wishes to allocate, namely Milcombe, which is located close to Bloxham.
- 5.4.148 Milcombe has seen significant recent growth, with 84 homes completed since 2020, and a further 37 homes have permission, including a scheme for 35 homes recently allowed at appeal (22/02104/F).

Conclusion

- 5.4.149 The table below presents a commentary on the emerging proposed approach. Overall, the emerging proposed approach is to direct 565 homes to the rural area through the LPR, over-and-above completions and commitments totally 1,773 homes, and there is no clear case for exploring higher growth scenarios.
- 5.4.150 There is a case for exploring modestly lower growth (also adjustments to the approach taken in respect of LPR allocations versus assigning housing requirements), but lower growth scenarios would only involve modestly fewer homes, such that there is only **one sub-area scenario** to take forward to Section 5.5.

Table 5.6: Commentary on the emerging proposed approach to assigning growth in the rural area

Parish	Proposed approach	Commentary
Adderbury	75 home requirement	There is a clear case for a lower housing requirement, given recent and committed growth in the Parish.
Ambrosden	No new LPR growth	This approach is strongly justified.
Bletchington	Allocate a site for 44 homes	The site gives rise to few concerns other than on account of the lack of involving piecemeal / incremental growth and given the lack of a defensible boundary at its northern edge.
Bloxham	75 home requirement	There could be a case for a lower housing requirement, given recent and committed growth. However, it seems likely that the sites that will come into consideration for allocation will likely be larger sites, which lends support for a 75 home requirement.
Bodicote	75 home requirement	There is a clear case for allocating the one supported HELAA site through the LPR in order to avoid unnecessary delay. The Parish might then also be assigned a very small housing requirement.
Deddington	90 home requirement but has already been delivered.	There is no clear case for higher growth, i.e. a housing requirement that triggers a review of the recently made Neighbourhood Plan.
Hook Norton	75 home requirement	There could be a case for a lower housing requirement, given recent and committed growth in the Parish, plus accounting for village sensitivities and rurality. The Parish could still seek to exceed the requirement by allocating a larger site and ensuring it delivers to its full capacity to realise planning gain, e.g. in terms of affordable housing and infrastructure.
Launton	No new LPR growth	Strongly justified having accounted for the HELAA.
Steeple Aston & other Mid Cherwell Parishes	100 home requirement	This would appear broadly appropriate, given the HELAA, and given the Mid Cherwell Parishes may be able to identify additional site options.
Yarnton	No new LPR growth	Strongly justified including given the HELAA.
Category B villages	25 home requirement assigned to Milcombe (also see discussion above regarding Mid Cherwell)	Milcombe is suited to the lowest possible housing requirement, including on account of recent and committed growth. This could potentially be a figure lower than 25 homes, e.g. 10 homes.

5.5 Reasonable growth scenarios

Introduction

- 5.5.1 Having gone through a process (see Figure 5.1) involving consideration of strategic factors (Section 5.2), site options (Section 5.3) and settlement scenarios (Section 5.4), the final task is to draw together the understanding generated in order to arrive at a single set of reasonable growth scenarios for appraisal and consultation (so as to discharge a central requirement of the SA process, as understood from Regulation 12(2) of the SEA Regulations, which is to appraise and consult upon “reasonable alternatives”).
- 5.5.2 In practice, this involves considering ways of combining the sub-area scenarios introduced above.

Combining sub-area scenarios

- 5.5.3 A summary of the reasonable sub-area scenarios is presented in Table 5.8 (N.B. for the Kidlington sub-area, it is appropriate to differentiate between sites Green Belt, namely Kidlington and Shipton Quarry, and sites outside the Green Belt, namely East of Woodstock).
- 5.5.4 In summary, there is: one reasonable growth scenario for the Banbury sub-area, for the non-Green Belt part of the Kidlington sub-area, for Heyford Park and for the rural sub-area; and three reasonable growth scenarios for the Bicester sub-area and the Kidlington-area Green Belt.

5.5.5 There are nine feasible combinations of the sub-area scenarios introduced above and all would deliver a reasonable quantum of homes once account is also taken of completions and commitments (21,402 homes) and a windfall assumption (1,400 homes), hence there are 9 reasonable growth scenarios.

5.5.6 A final consideration is employment land, with options / scenarios discussed in Box 5.3. The conclusion of the discussion is that there is only one reasonable scenario at the current time.

Table 5.8: Summary of the sub-area scenarios (N.B. LPR allocations only).

Sub area		Scenarios
Banbury		One scenario: 770 homes
Bicester		Three scenarios: 0, 800 or 1,000 homes
Kidlington	Green Belt	Three scenarios: 0, 300 or 2,000 homes
	Non- Green Belt	One scenario: 450 homes
Heyford Park		One scenario: 0 homes
Rural area		One scenario: 565 homes
Total over-and-above completions, commitments and windfall	Minimum	1,785 homes
	Maximum	4,785 homes

Table 5.9: The reasonable growth scenarios (with constants greyed-out and high growth indicated with blue text)

Scenario		1	2	3	4	5	6	7	8	9	
Completions & commitments		21,402	21,402	21,402	21,402	21,402	21,402	21,402	21,402	21,402	
Windfall		1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400	
Strategic allocations	Banbury	770	770	770	770	770	770	770	770	770	
	Bicester	0	0	0	800	800	800	1000	1000	1000	
	Kidlington	Green Belt	0	300	2,000	0	300	2,000	0	300	2,000
		Non-Green Belt	450	450	450	450	450	450	450	450	450
	Heyford Park	0	0	0	0	0	0	0	0	0	
Rural area		565	565	565	565	565	565	565	565	565	
Total new homes		24,587	24,887	26,587	25,387	25,687	27,387	25,587	25,887	27,587	
Per annum (pa) 2020-2042		1,118	1,185	1,266	1,209	1,223	1,304	1,218	1,233	1,314	
% over the 911 dpa minimum housing requirement		23%	30%	39%	33%	34%	43%	34%	35%	44%	

Box 5.3: Employment land supply options / scenarios

The proposed approach, as introduced across Section 5.4, is to allocate seven non-committed sites for a total of 97.5 ha of employment land, and in each case the proposal is for a flexible allocation for “Mixed Use B2, B8, and E(g)”. Specifically, the proposal is to allocate sites at: Banbury – two sites in the urban area for a total of 10.5 ha; and Bicester – five sites for a total of 87 ha, including three adjacent sites to the west along the A41.

This 97.5 ha ‘new supply’ figure broadly aligns with the ~100 ha residual need introduced in Box 5.1 (in Section 2). However, it is recognised that certain of the proposed allocations are associated with an element of delivery risk, namely the sites in the Banbury urban area and the site at Bicester adjacent to Graven Hill.

As such, there is a high level case for exploring growth scenarios involving additional allocation of land for employment. However, on the other hand, there is also a need to factor in a permissive criteria-based policy supportive of windfall sites, and one further consideration is that assumptions regarding the developable area within employment sites could potentially be adjusted (where an increase to the developable area assumption leads to a reduced need in terms of hectares). Currently the developable area assumptions assume a strongly ‘landscape-led’ approach, notably within the proposed Bicester ‘employment gateway’ south of Chesterton.

With regards to omission sites that come into contention, the first point to make is that two of the housing-led schemes that feature across the growth scenarios introduced above could well deliver notable or significant new employment land, namely Shipton Quarry and Wendlebury, but the reality is that there is very little certainty at this stage, i.e. there would be a need for further work to explore the concept for any new settlement etc. Both site promoters have suggested the potential to deliver around 7ha of employment land.

With regards to employment land omission sites, a first port of call is HELAA528 to the east of Bicester, which is supported by the HELAA. However, allocation would lead to a very high employment land supply at Bicester.

The next port of call is then the cluster of employment sites to the east of Banbury (east of the M40), which were given close consideration within Section 5.4 of the Interim SA Report (2023), at which time they were referred to as LPR57, LPR58 and LPR59. The report set out:

“... there are clear landscape sensitivities, with the Landscape Study assigning ‘moderate-high’ landscape sensitivity, particularly mindful of the Overthorpe Ridge. Land to the south of the A422 might benefit from relatively good containment (as opposed to risking sprawl along the A361), but Nethercote is a hamlet / farmstead with a degree of historic character, plus there are clearly links to the nearby Overthorpe Conservation Area, on raised land to the east. The site promoters point to the potential to deliver a new road link between the A422 and the Overthorpe Road / M40 crossing [see Figure 5.13, above]. However, this potential road link should not be conflated with a southeast relief road. It is not clear the extent to which this new road link would deliver strategic benefit to Banbury (particularly in terms of relieving traffic along the Hennef Way), other than in terms of enabling employment growth east of the M40 whilst avoiding worsening the current situation. The Oxfordshire Local Transport and Connectivity Plan (2022) draws a distinction between the two road options.”

Also, Section 6 of the Interim SA Report (2023) also discussed a need to remain open to employment land growth at Banbury (N.B. it raised the possibility of warehousing need being footloose, but it is now accepted that the need figure discussed above is specific to Cherwell, with footloose needs relating more to very large scale warehouses). However, West Northamptonshire Council, then notably commented through the consultation in 2023: *“The Council has previously cautioned against proposals that would see the further allocation of land for employment near to Junctions 10 and 11 of the M40, which could have a significant impact on the highway network and the character and functioning of the area, with it and the south western corner of West Northamptonshire which it directly adjoins being rural in nature, character and appearance...”*

Following on from this, there is also the option of employment land growth at Junction 10 of the M40, to the east of Heyford Park, where there are currently speculative planning applications. However, this is not supported including for the reasons set out by West Northamptonshire Council. As discussed under the Heyford Park heading in Section 5.4, there is a need to ensure a strategic approach to growth in this area with a long term perspective, and the latest proposal for an expanded North West Bicester also feeds into this.

Finally, and as discussed in Section 5.4, there is a need to give ongoing consideration to further strategic employment growth (R&D sector) in the Kidlington area, but this is not considered to be an option for the LPR.

In conclusion, in light of this discussion there is not considered to be a reasonable need to further test employment omission sites through the appraisal of reasonable growth scenarios. The District is set to deliver a large amount of new employment land in the early years of the plan period, and then there will be the potential to revisit options for the latter years of the plan period through a plan review within five years.

6 Growth scenarios appraisal

6.1 Introduction

6.1.1 The aim of this section is to present an appraisal of the reasonable growth scenarios introduced above and further introduced in Table 6.1. To reiterate (see Section 4), these are the “reasonable alternatives”.

6.1.2 In summary, the scenarios vary in terms of four site allocations, which are considered to be those that are most marginal, on the basis of the process set out in Section 5.

Table 6.1: The reasonable growth scenarios – summary

Scenario		Total homes (2020-2042)	Homes per annum	Employment
Completions, commitments, windfall, constant allocations plus allocation of...				
1	N/a (constants only)	24,587	1,118	Whilst employment sites are held constant, Shipton Quarry and Wendlebury have the potential to deliver employment land.
2	North of the Moors, Kidlington ('Kidlington')	24,887	1,185	
3	Shipton Quarry	26,587	1,266	
4	South East Bicester (east of Wretchwick Green)	25,387	1,209	
5	South East Bicester + Kidlington	25,687	1,223	
6	South East Bicester + Shipton Quarry	27,387	1,304	
7	Wendlebury	25,587	1,218	
8	Wendlebury + Kidlington	25,887	1,233	
9	Wendlebury + Shipton Quarry	27,587	1,314	

6.2 Appraisal methodology

6.2.1 The appraisal is presented under 12 headings – one for each of the topics that together comprise the SA framework – before a final section presents conclusions, including a summary appraisal matrix. Under each heading, the aim is to: **1)** rank the scenarios in order of performance (with a star indicating best performing); and then **2)** categorise the performance in terms of 'significant effects' using **red** / **amber** / **light green** / **green**.²⁷ Further points to note on methodology are as follows:

- Variable sites – are a primary focus of the appraisal here, although 'constant' sites are taken into account when reaching conclusions on significant effects. Constant sites are a focus of appraisal in Section 9.
- Assumptions – there is a need to make a range of assumptions, e.g. around the nature of schemes that would come forward, infrastructure delivery etc. The appraisal aims to strike a balance between exploring and explaining assumptions on the one hand whilst, on the other hand, ensuring conciseness.
- Site specific materials – typically submitted by site promoters, are taken into account with due caution, given a risk of bias and mindful that site-specific proposals are subject to change.

²⁷ **Red** indicates a significant negative effect; **amber** a negative effect of limited or uncertain significance; **light green** a positive effect of limited or uncertain significance; and **green** a significant positive effect. No colour indicates a neutral effect.

6.3 Air and wider environmental quality

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
2	★1	★1	★1	★1	★1	★1	★1	★1

- 6.3.1 **Banbury** is an air quality hotspot in the District, with a particularly problematic Air Quality Management Area (AQMA) along the A422 Hennef Way, which sees heavy traffic, as the main road linking to the M40 (albeit few if any sensitive receptors intersect the AQMA). However, the approach to growth at Banbury is held constraint across the reasonable growth scenarios. Banbury is discussed further in Section 9.
- 6.3.2 There is also an AQMA constraining the centre of **Bicester**, intersecting a number of properties and an important walking / cycling route, including in the vicinity of Bicester Community Hospital. Bicester is one of the three ‘variables’ across the growth scenarios, and so there is a need to carefully consider the air quality implications of higher growth (Scenarios 3 to 9).
- 6.3.3 Beginning with Wendlebury, growth here would lead to traffic through the AQMA, e.g. car journeys towards Milton Keynes. However, there is a need to factor-in good rail connectivity (including to Milton Keynes, following EWR), excellent access to the M40, the potential for good cycle connectivity and also the timing of development relative to the anticipated national switch-over to EVs.
- 6.3.4 With regards to SE Bicester (southeast of Wretchwick Green), the Transport Assessment (TA, 2022) is fairly supportive of growth here, ranking the site ‘mid table’ amongst the full suite of options considered (specifically, the allocations previously proposed at the Draft Plan stage; see the table on page iv of the report). The overall score in the TA is 11, which is not ideal, but the TA explains that “*A41 bus priority may assist future sustainable transport.*” Also, the current proposal is for the scheme to be separated from the committed scheme by a large local wildlife site, and for the new scheme to be split into two parts, separated by Blackthorn Hill, hence there would be a need to carefully consider the potential for all-weather walking / cycling through these green assets, e.g. to reach the local centre to the north.
- 6.3.5 Also, and importantly, higher growth at Bicester could facilitate delivery of a southern link road, which could (subject to further investigation) do much to address current issues of traffic congestion and air quality. The Wendlebury site in question might help to deliver the western sector of this road; however, it is important to be clear that any strategic growth locations at Bicester would likely be required to contribute to required strategic road infrastructure. If the road can be delivered then there would be good potential to reduce traffic along the A41 to the west of Bicester, potentially facilitating the road corridor to be reimagined as a public transport and walking / cycling corridor, linking growth / potential growth locations / Bicester P&R (which could develop into a ‘transport hub’) to Bicester Village and the town centre. However, the potential to achieve this aim is feasibly reduced now, relative to the Draft Plan stage, given the new proposal is to support a sole focus on employment land to the north of the A41 west of Bicester.
- 6.3.6 The other two sites that are a variable across the reasonable growth scenarios – **Kidlington** (North of the Moors) and **Shipton Quarry** – are associated with a range of transport-related issues and opportunities, but it is difficult to relate these to air quality objectives, with any confidence. Kidlington is in proximity to Oxford City, where there is an area-wide AQMA; however, it is not clear that proximity serves to indicate constraint over-and-above the other sites in question, recognising that Oxford is a sub-regional hub.
- 6.3.7 Having said this, Shipton Quarry is a location for growth that would represent a major departure from the existing strategy, and is not being factored in to ongoing work being led by the County Council, including the [Central Oxfordshire Travel Plan](#). Also, there is a need to consider the possibility of Heyford Park coming back into consideration as a location for growth in the future, noting shared road corridors.

- 6.3.8 Finally, related to air quality, are matters relating to **environmental quality / health**. In this regard, it is fair to highlight noise pollution as a potential issue at Wendlebury, given the location of the site between the M40, the A41 and EWR, plus the site might be bisected by a link road (as discussed). However, the majority of the land directly adjacent to the M40 falls outside of the site red line boundary, as it is currently in use as a solar farm, and land adjacent to the railway is constrained by flood risk. Land closest to the M40/A41 junction might be well suited to employment, but this would be subject to viability.
- 6.3.9 In **conclusion**, none of the proposed allocations that feature across the growth scenarios give rise to a significant concern, either alone or in combination (also accounting for proposed allocations that are held constant across the growth scenarios, as discussed further in Section 9), and higher growth at Bicester could assist with delivering a new link road to reduce traffic through the town centre. As such, the order of preference reflects the fact that air quality is a significant issue in Oxford such that there is a case for the Cherwell Local Plan including flexibility for further unmet need from Oxford, should this be necessary. On the other hand though, it is recognised that support for a higher growth scenario could potentially result in a need to delay the LPR in order to allow time for further work (technical work on transport solutions, transport modelling and engagement with key partner organisations) which, in turn, would give rise to a risk of continued growth under the presumption in favour of sustainable development at locations that do not align well with transport objectives, and associated air quality objectives.
- 6.3.10 Matters are discussed further below, under 'Transport'.

6.4 Biodiversity

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
★1	★1	3	2	2	4	★1	★1	3

- 6.4.1 Of the four sites that are a variable across the reasonable growth scenarios, it is **Shipton Quarry** that is subject to greatest biodiversity constraint, recognising that the entire central part of the site – specifically that part of the site that comprises the former quarry – is designated as a local wildlife site (LWS).
- 6.4.2 On the one hand, the habitats present presumably largely result from recent quarrying activities, as opposed to comprising semi-natural habitats that have developed as a result of many decades or centuries (potentially many centuries) of land use. This could serve to indicate relatively good potential to deliver extensive built form within the LWS – along with high quality green and blue infrastructure – without leading to major conflicts with strategic biodiversity objectives (given an assumption of carefully targeted compensatory habitat enhancement and creation, such that an overall biodiversity net gain is achieved in line with policy). However, on the other hand, the position of the LWS within the landscape could serve to indicate particular value and sensitivity. Specifically, there is a need to be mindful of the close association of the LWS with the River Cherwell corridor, and it is due to this close association that the LWS is identified as falling within a Conservation Target Area (CTA).
- 6.4.3 The site promoters point to the potential for development to deliver targeted biodiversity enhancements. However, there have been major changes to specific proposals over recent years, which serves to highlight the extent of the challenge. Specifically, whilst in 2020 the proposal was to retain the main area of existing ponds as a “primary nature conservation 'bowl'”, by 2021 the proposal had evolved significantly, with an ‘ecology park’ proposed for land to the east of the railway line and adjacent to the River Cherwell (where the land is currently under arable cultivation, and subject to flood risk). There is clear merit to the idea of a biodiversity-focused country park to the east of the railway line, given the association of the land here with the Oxford Canal and a large meander of the River Cherwell. However, at this stage, it is far from clear that a suitably high net biodiversity gain could be achieved – as measured at a suitable landscape scale (e.g. at the scale of the River Cherwell corridor) – given the LWS constraint, and despite the proposal to deliver a well-targeted, biodiversity-focused new country park.

6.4.4 The concept masterplans received from the site promoter in 2020 and then in 2021 are presented below, as Figure 6.1 and 6.2. In 2020 the proposal was for 1,500 – 2,000 homes, with the potential for a second phase involving land to the northwest (~2,000 homes). The latest proposal, on the basis of the information submitted in 2021, is for 2,500 homes (at 40 dwellings per hectare, dph) with the potential for a second phase involving 2,500 homes across land to the west. Also shown below, as Figure 6.3, is a Google Earth image from 2006, showing extensive vegetation across the site (more than shown by the latest imagery).

6.4.5 Finally, it is important to note that much of the former quarry is also designated as a geological Site of Special Scientific Interest (SSSI), on account of exposed geological strata. It is not clear that this is a major constraint to development, given the potential to retain exposed strata and greatly increase the ability for the public to access, understand and appreciate the SSSI (the site is not currently accessible). However, this is a matter that warrants further consideration, in discussion with Natural England (who did not comment in 2023). The proposal in 2020 was for a primary area of retained geological strata to link closely with the main area of open space (i.e. open space shown at the western extent of Figure 6.1).

Figure 6.1: Concept plan for Shipton Quarry, as submitted by the site promoter in 2020



Figure 6.2: Concept plan for Shipton Quarry, as submitted by the site promoter in 2021

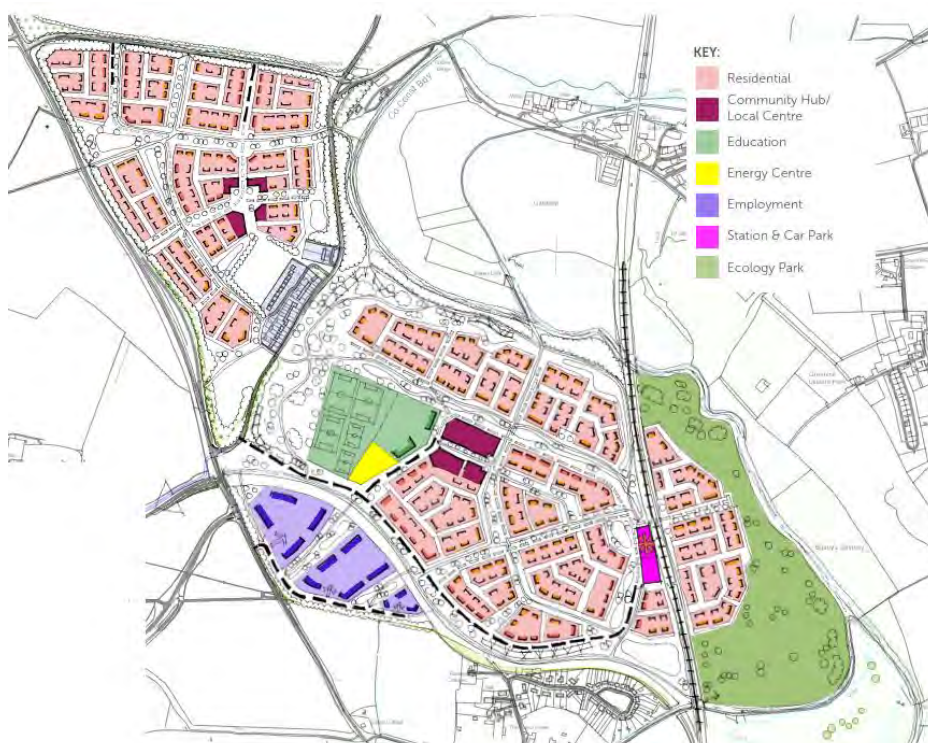


Figure 6.3: Satellite imagery from 2006 (Google Earth)



- 6.4.6 The next 'variable' site for consideration is **Wendlebury**, where the site promoters suggest a 2,850 home scheme, involving significant development to the east of the railway line to Oxford (see Figure 6.4), but the assumption here is that development would *not* extend beyond the railway line, primarily on account of flood risk and biodiversity constraints to the east.
- 6.4.7 Specifically, nearly all land to the east of the railway line falls within a fluvial flood risk zone, and much of the land is identified as floodplain grazing marsh priority habitat by the nationally available dataset (albeit there is no designated LWS, and satellite imagery shows some recent arable cultivation). The site promoters have previously proposed to address flood risk by "land raising and lowering", but there is a clear need to avoid flood risk in the first instance, as far as possible, in line with the sequential approach (discussed below). With regards to land lowering, it is recognised that this could support targeted wetland habitat creation, and also that the site promoters suggest the potential to achieve a 20% biodiversity net gain overall. However, there is no certainty regarding the potential for this strategy to prove successful, from a biodiversity perspective, and there is a need for caution given that land here is sensitive on account of its association with the Upper Ray Meadows [Living Landscape](#), and noting that Wendlebury Meads and Mansmoor Closes SSSI is less than ~2km downstream. The land in question (i.e. the priority habitat east of the railway line) does not fall within a CTA, but it is identified by the Cherwell Green and Blue Infrastructure Strategy (2022) as falling within the [Core Zone](#) of the Oxfordshire Nature Recovery Network.
- 6.4.8 With regards to the assumed option of a ~1,000 home scheme to the west of the railway line (avoiding built development within the flood risk zone), this is thought to give rise to relatively limited concerns, from a biodiversity perspective, although there would still be a need to carefully consider hydrological linkages to the SSSI downstream. It is important to be clear that the entire Wendlebury Area falls within the extent of the Upper Ray Meadows and Bernwood Forest Living Landscape, within which the Wildlife Trust focuses its conservation efforts. The Living Landscape is discussed within the Green and Blue Infrastructure Strategy (2022), under the 'Otmoor, Bernwood and Ray' [heading](#).
- 6.4.9 The next site for consideration is then **SE Bicester**, which is again sensitive on account of its proximity to the Upper Ray Meadows. In particular, there is a concern because a large LWS, comprising lowland meadows priority habitat (linked to a flood risk zone), lies between the committed urban extension and the new allocation option. It could be that development is able to deliver an enhancement (over-and-above what would occur under a baseline scenario), and an overall biodiversity net gain, but this is unclear at this stage, e.g. noting the likely need for transport infrastructure to pass through the LWS (albeit likely only in the form of an all-weather walking / cycling route). There is also a need to question the strategy of extending beyond Blackthorn Hill, given sensitive landscapes further to the southeast. However, the site promoter's vision for a series of linked green spaces is noted (see Figure 5.18, above).

Figure 6.4: Site promoter concept for Wendlebury (N.B. larger scheme than assumed here)



6.4.10 With regards to **Kidlington** (North of the Moors), overall this site is considered to give rise to relatively limited biodiversity concerns, given that the firm assumption is that a long term defensible Green Belt gap would be retained to the River Cherwell corridor, to the north, although development would impact on a series of hedgerows that intersect the site, which are shown on [historic mapping](#) (N.B. the hedgerow at the northern extent of the site has been recently planted). It is also noted that Rushy Meadows SSSI is located less than 1km distant, to the southwest; however, there is much intervening built form, and generally in the vicinity of the SSSI, and significant hydrological connectivity seems unlikely. The possibility of access arrangements impacting on an area of trees with TPOs is another consideration.

N.B. Kidlington is also in relative proximity to the internationally important Oxford Meadows Special Area of Conservation (SAC). However, the distance involved (~4km) serves to limit concerns around potential impact pathways. Matters were considered through the Habitats Regulations Assessment (HRA) in 2023.

6.4.11 Finally, there is a need to note the evidence provided by Berks, Bucks and Oxon Wildlife Trust through the consultation in 2023, specifically in respect of the two sites that were proposed for allocation at the and are now a variable across the growth scenarios, namely SE Bicester and Kidlington:

- SE Bicester – *“We are very greatly concerned by this site allocation and object to it being taken forward. It takes Bicester even further eastwards towards the Upper Ray CTA and the large assemblage of protected sites, species, and BBOWT reserves in that area, protecting highly vulnerable lowland meadow, and bird breeding sites. We consider this further extension presents a considerable risk to the CTA, and the protected sites, through increased recreational impact, hydrological impact, air pollution, and ecological isolation, and from the impacts of urbanisation on rare species such as the curlew and other species. Also, the site includes Meadows NW of Blackthorn Hill Local Wildlife Site within it and even if the LWS is entirely excluded from development and managed for wildlife the likely impact of being surrounded by development on both sides is of great concern.”*
- Kidlington – *“We are greatly concerned by this site allocation and object to it being taken forward. It takes Kidlington even further towards the Lower Cherwell Valley CTA and directly into the NRN Recovery Zone. We consider this extension to Kidlington presents a considerable risk to the wildlife of the CTA, the river valley, and the protected sites, through increased recreational impact, hydrological impact, air pollution, and ecological isolation, and from the impacts of urbanisation on species that are not adapted to tolerate such urbanisation. We therefore object to this allocation.”*

6.4.12 In **conclusion**, a first point to make is that under this heading (in contrast to the discussion under Air quality), it is difficult to conclude that higher growth aimed at allowing flexibility for further unmet need is a significant factor (also, higher growth in Cherwell District would require careful consideration from a perspective of avoiding air pollution from traffic impacting Oxford Meadows SAC). As such, the order of preference reflects a view that Shipton Quarry (in particular) and SE Bicester stand-out as subject to significant or notable biodiversity constraint. Focusing on Shipton Quarry, the site is closely associated with the River Cherwell corridor – which is a conservation priority area – which serves to indicate a degree of sensitivity, albeit also potentially opportunity. There is also a potential concern regarding Wendlebury, on account of the close association of land here with the Upper Ray Meadows broad landscape, which is another conservation priority area of sub-regional and potentially wider importance (in combination with the Bernwood Forest, to the south); however, concerns are considered quite limited, on the assumption of a scheme that is far more modest in scale than that currently proposed by the site promoter. Kidlington is considered to be the least constrained site, notwithstanding the concerns raised by BBOWT in 2023.

6.5 Climate change adaptation

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
★1	★1	★1	★1	★1	★1	2	2	2

6.5.1 The key consideration here is the need to avoid development – in particular new homes – encroaching on fluvial flood risk zones, noting the possibility of expanded flood risk zones under climate change scenarios. A secondary consideration is surface water flood risk, noting that it is often possible to deal effectively with surface water flood risk through masterplanning and sustainable drainage systems (SuDS). Another consideration is development impacting on water flows and, in turn, down-hill / down-stream flood risk; however, it is difficult to pinpoint issues / opportunities ahead of detailed work, and it is typically the case that SuDS can be implemented to ensure no net worsening of run-off rates, and often a betterment.

6.5.2 Three of the variable sites are subject to limited constraint, namely:

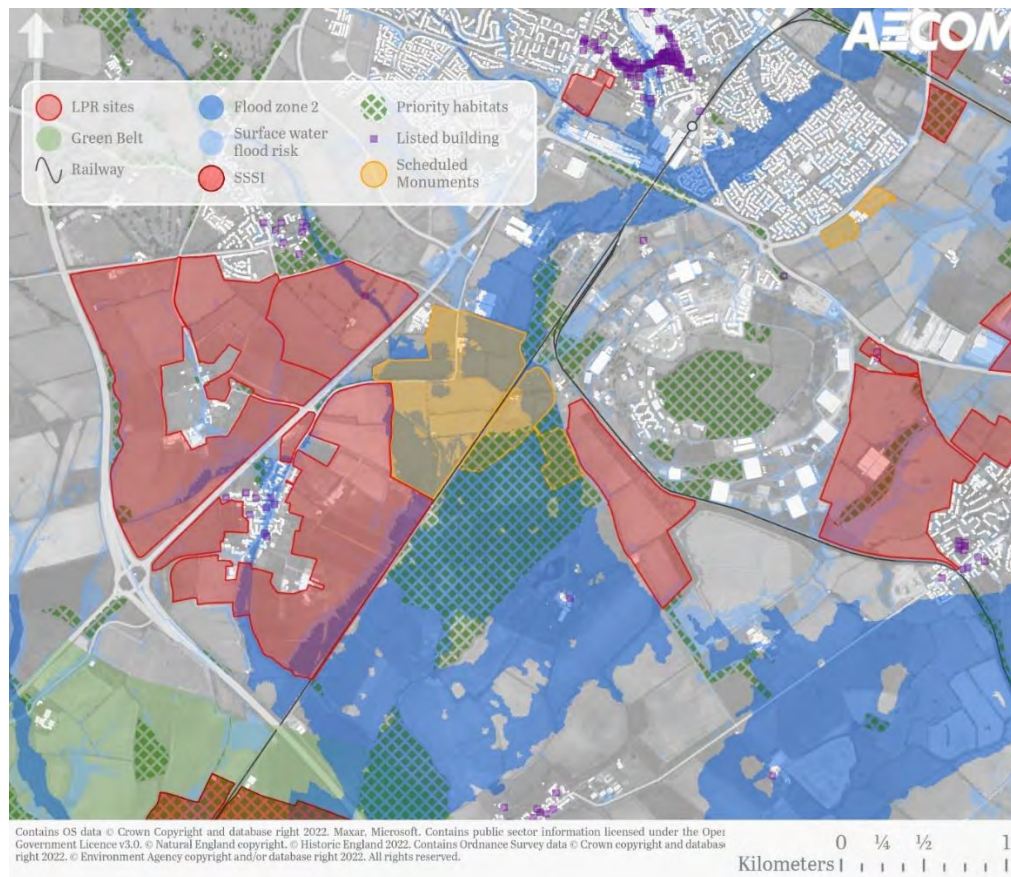
- **Kidlington** (North of the Moors) – is closely associated with the River Cherwell corridor, but the firm proposal is to retain a Green Belt buffer between the site and the fluvial flood risk zone. The fluvial flood zone intersects the eastern extent of the site; however, there is a strong argument for delivering green / blue infrastructure within this part of the site in any case, to address historic environment constraint.
- **SE Bicester** – there is some surface water flood risk either side of Blackthorn Hill, where new homes are proposed. However, the permitted site to the north provides a good example of how surface water flood risk can often be sufficiently addressed at the development management stage, noting that the site intersects surface water flood zones to a significant extent (see masterplan in Section 5).
- **Shipton Quarry** – the nationally available datasets showing fluvial and surface water flood risk serve to indicate limited constraint, and the site promoters commented through the consultation in 2023: *“Detailed work has been undertaken on the proposed development at The Shiptons that demonstrates that the site does not flood. Part of the site is within the flood plain and would be subject to flooding, but this area is part of the new Country Park and will not accommodate vulnerable uses.”* However, ongoing scrutiny is warranted given the inherent characteristics of the site, namely significantly lowered land (i.e. a quarry) adjacent to the River Cherwell.

6.5.3 However, **Wendlebury** (Bicester) is heavily constrained by flood risk, given the close association of land to the southwest of Bicester with the extensive floodplains of the Upper Ray Meadows, which is a recognised landscape area, of at least sub-regional significance, as discussed above under ‘Biodiversity’.

6.5.4 The assumption here, for the purposes of exploring reasonable growth scenarios (through appraisal and consultation) is that built form (particularly residential) would avoid fluvial flood risk zones, in line with the nationally required sequential approach to avoiding flood risk, hence the assumption is a ~1,000 home scheme as opposed to the 2,850 homes scheme proposed by the site promoters. However, even a ~1,000 home scheme would likely be constrained on account of flood risk (subject to further investigation), noting: A) land to the east of Wendlebury is bounded on all sides by fluvial flood risk zones, such that there is a need to consider the potential for safe access and egress during a major flooding event, albeit it is recognised that the flood zone to the north is very narrow; and B) the surface water flood zone extends notably beyond the fluvial flood zone in the vicinity of the railway line. There are three further points to make, regarding links between flood risk and development options in this area:

- Wendlebury itself is significantly affected by a fluvial flood risk channel, with numerous homes intersecting the flood risk zone. The site promoters propose to proactively address this, by delivering a 'flood bypass' of the existing village, which is potentially a significant opportunity for 'planning gain'. However, this proposal is made in the context of a proposed 2,850 home scheme (to include extensive development within the existing fluvial flood risk zone), hence it will be for the site promoters to confirm that the flood bypass could be delivered as part of a more modest scheme, e.g. ~1,000 homes.
- With regards to existing flood risk affecting Wendlebury, there is also a need to consider planned and potential upstream development north of the A41 (as discussed in Section 5). All of the land here drains to Wendlebury, specifically two recognised streams and two further surface water flood channels (i.e. all four channels converge at Wendlebury), hence there is a need for caution, albeit there could also be the potential for development north of the A41 to deliver a betterment, in terms downstream flood risk affecting Wendlebury. Indeed, this is understood to be a matter that was a focus of the planning application process for the recently permitted strategic employment scheme.
- In general, the flood risk 'picture' is quite complicated in the vicinity of the A41 corridor southwest of Bicester, and Bicester as a whole, because this is low lying land associated with a high density of tributaries of the River Ray (including several that converge at Wendlebury). The situation is not helped by the fact that only one tributary is named on the OS map, namely the Gagle Brook. This is potentially a barrier to strategic planning for growth alongside flood risk management / climate change resilience. Figure 6.5 aims to present an overview of the flood risk picture affecting Bicester.

Figure 6.5: Select constraints to growth in the south west Bicester area



6.5.5 Finally, the site promoters commented as follows through the consultation in 2023:

“Flood risk at the site is defined by Environment Agency flood modelling. The model has been reviewed and refined with detailed site survey inputs and adjustments for appropriate climate change. The model has been used to develop a sustainable flood mitigation strategy that facilitates developable areas in the south of the scheme with no increase flood risk to third party land. Further the mitigation strategy reduces the existing flood risk to the wider Wendlebury settlement by accommodating a flood bypass channel conveying flood waters from the village into the proposed onsite flood mitigation areas.”

6.5.6 In **conclusion**, there is a clear need to flag a concern with the option of strategic growth at Wendlebury. The site promoters suggest the potential for mitigation, and the assumption here (for the purposes of the appraisal) is a reduced scheme to ensure that flood risk is avoided (which leads to a delivery risk), but overall it is appropriate to flag a residual risk. There are also question-marks regarding flood risk at Shipton Quarry, which would require further investigation. With regards to significant effects, it is considered appropriate to predict moderate or uncertain negative effects only for the worst performing scenarios. Canalside at Banbury is a constant across the growth scenarios (and so is a focus of discussion in Section 9), and is affected by significant flood risk, but this has been explored in detail through a Level 2 Strategic Flood Risk Assessment (SFRA) in line with the expectations of the Environment Agency (as set out in the consultation response received in 2023, which did not object to any sites on flood risk grounds).

6.6 Climate change mitigation

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
=	=	=	=	=	=	=	=	=

6.6.1 The scope of discussion here focuses on per capita greenhouse gas emissions from the **built environment**, with alignment of the reasonable growth scenarios with strategic transport objectives a focus of discussion under other topic headings.

6.6.2 A detailed discussion of the potential for the LPR to support strategic objectives around minimising per capita built environment greenhouse gas emissions and, in turn, support rates of decarbonisation in line with district, county and national net zero carbon targets, is presented in Section 9.

6.6.3 The focus of discussion here is in respect of the potential for each of the reasonable growth scenarios to support a focus of growth at strategic-scale scale schemes, and to support higher density mixed use communities, with a view to minimising per capita built environment emissions. Another important consideration is directing growth to locations where there might be development viability ‘headroom’ supportive of delivering net zero carbon development to an exacting standard (meaning with net zero achieved in line with the energy hierarchy, to include without resorting to offsetting, i.e. ‘onsite’ net zero).

6.6.4 In this respect, **Shipton Quarry** *potentially* performs well, as a location for growth, relative to the other three site options that are a variable across the growth scenarios. This is on account of the scale of the proposed scheme (the site promoters suggest 2,500, with the potential for a further phase of 2,500, but the assumption here is simply ~2,000 homes). There is also *some* potential for a nucleated built form, specifically within the eastern part of the site (see Figure 6.2), where the new community would be somewhat centred on a local centre and train station, where there might be potential for higher densities (and land levels may support this). Also, it is noted that an employment area is proposed near adjacent to the eastern residential area, which could lead to an opportunity to balance demand for heat and power across the day. Finally, it is worth noting that the potential for hydropower could feasibly be explored.

- 6.6.5 However, the latest proposal is for a scheme that is less nucleated than that previously proposed in 2020 (Figure 6.2), plus the built form could become less-nucleated-still, were the proposed second phase to eventually come forward, to the west of the A4260. Also, there is a need to consider the possibility of abnormal development costs impacting on the availability of funds to direct towards planning for net zero development, i.e. given the costs involved with energy infrastructure and high efficiency standards.
- 6.6.6 It is also helpful and appropriate to review materials received from the site promoter, including with a view to building an understanding of their commitment to directing limited funds to built environment decarbonisation focused measures (i.e. in a way that maintains overall development viability), albeit site specific proposals are naturally subject to change (including in response to national and local policy).
- 6.6.7 With regards to the promotional document received from the site promoters, it is notable for dedicating four of the first five sections to a high level discussion of climate change policy, but then subsequently providing very little detail regarding the merits of the site (most importantly) or the specific proposed scheme (which is subject to change), from a built environment decarbonisation perspective.
- 6.6.8 In particular, there is very little information provided to evidence a conclusion that supporting growth at Shipton Quarry would lead to an opportunity over-and-above other competing strategic growth locations (N.B. it is recognised that the site is associated with a strategic transport opportunity, namely a new train station). Rather, the document primarily presents high level statements that could apply to any strategic site, for example: *“A new energy centre is located centrally which will be used to help power activity...”* It is recognised that this is a fast moving policy area, such that there is a need to ‘future proof’ proposals, but there is nonetheless a need to take a proactive strategic approach. The other main commitment is very high level: *“The intention is to create a truly sustainable eco-community with low carbon... buildings designed to a highly insulated ‘fabric first’ approach supplemented with renewable energy options and network energy systems... This would work in conjunction with the wider sustainable measures of sustainable travel, ecological enhancements, sustainable drainage, and potential carbon sequestration.”*
- 6.6.9 The next site for consideration is **Wendlebury**, where the site promoters have proposed a 2,850 home scheme, but the current assumption is delivery of ~1,000 homes. The promotional material received through the Options consultation (2021) does include a clear commitment to net zero development, with a helpful distinction made between operational / in use emissions and non-operational emissions (e.g. embodied emissions in building materials). However, the terminology / commitments are not defined with any precision, which leaves them open to interpretation (see further discussion in Section 9), and leaves open the potential for confusion (and even ‘greenwash’). Beyond this, the promotional material does not present any built environment decarbonisation-related masterplanning proposals (e.g. ground solar linking to large scale battery storage, e.g. within ‘energy centres’), which could be necessary to enable net zero development, albeit there will likely also be a major role for smaller scale battery storage to balance power supply and demand, including EV batteries. However, the possibility of a Modern Methods of Construction (MMC) facility at the site has been suggested, with a view to delivering ‘offsite construction’ of homes (likely to include ‘modular’ construction) not only for Wendlebury, but also for other development sites in the sub-region. This is a considerable opportunity, as there is an urgent need nationally to support MMC.²⁸ However, it is unclear whether the facility would remain a viable option under a ~1,000 home scenario.
- 6.6.10 In the case of **SE Bicester**, the proposal is for the scheme to be split into two distinct parts, either side of Blackthorn Hill, and the smaller eastern part is proposed to form a ‘linear village’, which might be questioned from a decarbonisation perspective. Also, there is an understood need for considerable investment in infrastructure (including transport and green infrastructure), such that it would be important to confirm funding available for decarbonisation measures. Finally, it is noted that the “Towards a net zero carbon community” section within the submitted vision document (September 2021; N.B. pre-dating the emerging plan policies) does not discuss built environment emissions.

²⁸ For example, a recent “net zero whole life carbon roadmap for the built environment” prepared by the UK Green Building Council’s (UKGBC) concludes the following under the banner of ‘non-operational’ emissions: *“Embodied carbon emissions make up approximately 50% of building lifecycle emissions, yet are currently unregulated, and measurement and mitigation within design and construction is entirely voluntary. Solving this issue is both a demand and supply issue...”*

- 6.6.11 The final variable site option is **Kidlington** (North of the Moors), which is a smaller site (~300 homes). This is a site that is not likely to be associated with any abnormal development costs (although there are some uncertainties around access), and development viability is relatively strong at Kidlington, so there is every potential to bring forward development in line with district-wide policy on built environment decarbonisation (see Section 9). However, the size of the site – also mindful of its somewhat linear shape, and a potential need for modest densities, at least in part, given constraints – could feasibly mean that the built environment decarbonisation opportunity is lower than is the case for the sites discussed above.
- 6.6.12 In **conclusion**, all of the variable sites would involve strategic growth and/or growth in areas with strong development viability, such that there would be good potential to deliver net zero development to an exacting standard (particularly net zero achieved onsite, i.e. without resorting to offsetting, and otherwise in line with the energy hierarchy). Hence there is a case for higher growth. However, the lower growth scenarios would allow space for a future sub-regional strategic plan to consider growth locations in and around Oxford with a focus on minimising both built environment and transport greenhouse gas emissions. As part of this, development viability could be factored-in (which varies significantly across the County).
- 6.6.13 With regards to the predicted ‘moderate or uncertain’ negative effect across the scenarios, this is a reflection of the established need to take urgent action through spatial strategy / site selection in order to deliver local plans that align with national and local decarbonisation commitments and targets (notably the District’s ambition to achieve net zero by 2030). This being the case, there is a high bar to predicting even a neutral effect against the objective.

6.7 Communities

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
★1	2	2	★1	2	2	2	2	2

- 6.7.1 There are a **range of objectives** that fall under the broad ‘communities’ heading, including relating to crime, digital infrastructure, education and skills, health and poverty / disadvantage and social exclusion. However, it is considered appropriate to present a single, rounded discussion, at this stage.
- 6.7.2 A headline consideration is the need to ensure that new and existing communities have good access to **community infrastructure** with capacity. As part of this, there is a need to avoid creating or exacerbating capacity issues and support growth strategies that would deliver new or upgraded community infrastructure, including in response to existing issues / opportunities (such that there is ‘planning gain’). Another issue can also be ensuring community infrastructure has sufficient patronage/use to remain viable, although this is primarily an issue for rural areas (e.g. primary schools), so less relevant here.
- 6.7.3 Beginning with **Shipton Quarry**, there is a good opportunity to deliver a comprehensive new community, with a clear sense of place within the landscape, including mindful of the potential to focus development on the quarry, railway line and the meander of the River Cherwell / bend in the Oxford Canal. Also, a scheme could relate suitably well to higher order settlements at Woodstock and Kidlington. However, the discussion of a possible western expansion, which would break the boundary of the A4260 (Banbury Road) and risk closing the landscape gap to Woodstock, potentially runs contrary to the above statements.
- 6.7.4 A further consideration is that development here would have *relatively* limited impact on existing communities, albeit there would be impacts to the adjacent community of Shipton-on-Cherwell. Also, and more generally, the River Cherwell corridor is a historic settled landscape (see further discussion below).

- 6.7.5 Moving on to **Wendlebury**, there is a need to recall the current assumption of a ~1,000 home scheme, in contrast to the much larger scheme proposed by the site promoters. A primary consideration here is potentially impacts to Wendlebury, which is a historic parish. Development would wrap around the existing community, and so clearly lead to impacts, albeit there would be the potential for mitigation, and there would be the potential to deliver significant new infrastructure to the benefit of the existing community, e.g. a primary school and improved road and cycle connectivity. Also, there may be an opportunity to address the flood risk that currently affects the village, as discussed. Other wider considerations are then in respect of the potential to deliver comprehensive western expansion of Bicester, as far as the M40 and flood risk zones, via growth at Wendlebury in-combination with growth to the north of the A41, including with a long term aspiration to transform transport connectivity / support modal shift, as discussed above.
- 6.7.6 The next site for consideration is **SE Bicester**. The proposal here has certain merit, from a ‘communities’ perspective, particularly in terms of the proposal to increase access to Blackthorn Hill, as a new area of accessible parkland (potentially assisting in terms of building an appreciation of Bicester in its landscape setting, and therefore supporting local ‘sense of place’). Also, there could be benefit associated with improved walking/cycling connectivity between Ambrosden and Launton (the current bridleway passes along Blackthorn Hill, but then hits something of a dead-end, in the form of a road with no footpath).
- 6.7.7 However, the furthest point of the proposed site (east of Blackthorn Hill), would be ~3.5km from the centre of Bicester ‘as the crow flies’, and there are barriers to movement (albeit potential for good bus connectivity). Also, the local centre within the committed adjacent SE Bicester urban extension would be approaching 1.5km distant, and there are barriers to movement, in the form of employment land, Blackthorn Hill and a local wildlife site (LWS; in turn, a related consideration is the potential to deliver an all-weather walking / cycling route through the LWS). The distance from the further point of the proposed eastern ‘linear village’ (according to the site promoter’s vision document received in 2021) to the local centre would be considerably further than 1.5km via an all-weather route (i.e. avoiding crossing the hill).
- 6.7.8 The final site in question is **Kidlington** (North of the Moors), where the equivalent appraisal in 2023 suggested “fairly limited communities-related issues and opportunities, as a smaller site that would form a fairly modest extension to a higher order settlement.” However, latest understanding is that the proposed allocation did generate significant levels of local concern through the consultation in 2023.
- 6.7.9 The site benefits from good proximity to the centre of Kidlington, and the proposal is to deliver significant new green space (e.g. a village green and/or a cricket pitch, subject to further investigation). There is a need to consider the public footpaths passing through / adjacent to the site, as well as road access (the Moors is a link road, between main road, shown by the Transport Assessment (2022) to experience significant peak time traffic), but no particular issues are envisaged at this stage. There are also considerations around meeting local housing needs, as discussed further below.

Figure 6.6: Proposed green infrastructure at North of the Moors, Kidlington

The plan opposite summarises the green and blue infrastructure potential of the site. It is based on an extensive evidence base and substantial engineering input and has been used as a base line to underpin the emerging Master Plan. This plan can be used to inform and complement Policy LPR8A of the emerging Cherwell Local Plan 2040.

- Existing PRoWs
- Active Travel Routes Connecting into Existing PRoWs
- Vehicular, Pedestrian and Cycle Access
- Retained and Enhanced Existing Green Infrastructure
- Woodland and Hedgerow Planting
- Primary SUDS Zones and Wetlands
- Swales
- Recreational Green Space
- Heritage Orchards (Cemetery Extension)
- Multi-functional Green Space
- Flood Zone 2
- Flood Zone 3
- TPO Trees and Groups
- Conservation Area
- Accessible Green Space



- 6.7.10 Aside from access to community infrastructure, a related consideration is access to **green / blue infrastructure**, including high quality countryside. In this respect: Shipton Quarry and Kidlington are both considered to perform well, particularly given their association with the River Cherwell and canal corridor; and at both SE Bicester and Wendlebury there is reasonable access to the expansive landscapes of the Upper Ray Meadows via public rights of way. Focusing on Wendlebury, there is a bridleway that links to Otmoor (albeit at a distance and via the M4 junction); however, there is a concern regarding impacts to route 51 of the National Cycle Network (NCN), which currently links expanding Bicester Garden Town to high quality countryside to the west, via quiet rural lanes and the historic village of Wendlebury, where there is a historic and presumably popular public house.
- 6.7.11 In **conclusion**, all or most of the variable sites could deliver significant new community infrastructure alongside new homes, which is a key consideration. However, in each case this would be of somewhat limited significance, e.g. none would deliver a new secondary school to address an existing local need. As such, the order of preference reflects a view that planning for higher growth at this stage would generate considerable local concern, given the uncertainty that exists around Oxford City's next steps (and, perhaps most notably, there would be significant local concerns around attempting to argue exceptional circumstances for Green Belt release given the evolved strategic context since 2023). Also, SE Bicester was previously an allocation and generated relatively low levels of concern locally.
- 6.7.12 With regards to significant effects, there is a need to consider the package of allocations that are a constant across the reasonable growth scenarios, as discussed in Section 5 and Section 9. These sites are associated with a range of communities-related issues / opportunities, which informs an overall conclusion of neutral effects across all growth scenarios.

6.8 Employment & economic growth

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
=	=	=	=	=	=	=	=	=

- 6.8.1 As discussed in Section 5.5, there is a case for remaining open to additional employment land supply:
- **Shipton Quarry** – could deliver significant new employment land of note (Figures 6.1 and 6.2). There is no identified need to support new employment land in this area, but there could be merit to delivering employment land as part of a new settlement, and new employment here would be quite closely linked to the existing and growing strategic employment hub at Kidlington / Begbroke / Oxford City Airport (located only ~2km to the south), such that there could be an argument for extending the Oxfordshire Knowledge Spine spatial concept to the north, to include a new settlement at Shipton Quarry. There could also be merit to employment land closely linked to Woodstock.
 - **Wendlebury** – the site promoters currently suggest the potential for 7ha (albeit in the context of 2,850 home allocation), which would be quite well located, close to the M40 / A41 junction. Furthermore, development at Wendlebury could be supportive – and potentially quite strongly supportive – of long term aspirations for delivering transport and connectivity improvements at Bicester, which is a significant consideration from a perspective of seeking to ensure the town is able to realise its potential as a focal point for employment / economic growth at the junction of the Oxfordshire Knowledge Spine and the Oxford to Cambridge Arc. The possibility of a delivering a Modern Methods of Construction (MMC) facility has also been discussed (albeit in the context of 2,850 home allocation), which could be supportive of sub-regional growth objectives.
- 6.8.2 With regards to **SE Bicester**, the proposal is not to deliver employment land, but the site would benefit from a location adjacent to new employment land. Having said this, job densities at the employment land are likely to be quite low, in contrast to at Wendlebury, where the recently permitted Siemens scheme near adjacent (north of the A41) is set to create *“up to 1,200 skilled jobs... when the facility is fully operational”*.

- 6.8.3 Finally, with regards to **Kidlington**, whilst the site would not deliver new employment land, there is a need to consider that the site is located within walking / easy cycle distance of a major employment land hub.
- 6.8.4 In **conclusion**, under all scenarios there would be a suitably proactive approach to employment land allocations, which are extensive reflecting the buoyant and nationally significant sub-regional economy (Oxfordshire Knowledge Spine and Oxford to Cambridge Arc). There would be a significant supply boost relative to the Draft Plan stage, but there remains a case for additional supply. There is a need to provide for employment land needs both in order to support the realisation of strategic economic growth and productivity objectives and also with a view to collocating jobs and homes in order to avoid problematic commuting patterns (including from a decarbonisation perspective).
- 6.8.5 A case can be made for supporting all of the variable growth locations, e.g. with Shipton Quarry and Kidlington falling within the Oxford Knowledge Spine, and higher growth at Bicester potentially supportive of employment growth objectives (including if growth helps to fund a new southern link road). Shipton Quarry (in particular) and Wendlebury might deliver new employment land, but there is much uncertainty.
- 6.8.6 There is a case for a higher housing growth strategy in support of the sub-regional economy, but there are also major uncertainties, as discussed in Section 5.2. Equally, there is a case for not moving too fast too soon, e.g. the Kidlington area has extensive committed growth which might be allowed time to progress / deliver before considering further growth with a long term perspective, potentially via a sub-regional plan.


6.9 Historic environment

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
★1	2	2	★1	2	2	2	2	2

- 6.9.1 **Kidlington** (North of the Moors) – stands out as potentially subject to the highest degree of constraint, despite being a smaller site (~300 homes), on account of the adjacent Kidlington Conservation Area, which includes a prominent Grade I listed church and a high density of Grade II listed buildings.
- 6.9.2 There is also a need to account for the historic footpath that runs adjacent to the site, linking the conservation area to the Oxford Canal (and specifically a listed bridge), via a listed bridge over the railway. However, the firm proposal is to avoid or suitably mitigate impacts by delivering a large area of open space at the eastern extent of the scheme, as a buffer to the conservation area. Also, the proposal is that growth will not extend beyond the railway and so not encroach on the Oxford Canal. It is also important to note that the eastern extent of the Moors is associated with a degree of historic character, with two Grade II listed buildings, including one that would be near adjacent to the likely new access junction for the development site, and is associated with a series of trees with TPO designation.
- 6.9.3 There is also understood to be some archaeological sensitivity, for example the consultation response received from Oxfordshire County Council in 2023 explaining that the site “is located in an area of archaeological interest related to Iron Age, Roman and medieval settlement.” However, this was not one of the proposed allocations for which the OCC response concluded “considerable” archaeological interest.
- 6.9.4 **Shipton Quarry** is likely the next most constrained of the variable site options, given a close association with the River Cherwell corridor, which is a landscape strongly associated with historic settlement, and its position adjacent to the Oxford Canal Conservation Area. In particular, the cluster of villages to the immediately to the south (Shipton-on-Cherwell, Hampton Gay and Thrupp) is associated with a blanket conservation area, and a notable feature is two churches in close proximity, on either side of the river (although one of the churches is only Grade II listed, e.g. contrast to Kidlington). Also, at Enslow, to the north, the Oxford Canal Conservation broadens-out, to take in an area historically associated with a mill, a wharf and a former railway station.

- 6.9.5 Finally, it is important to note that there is a small scheduled monument (a long barrow) within the greenfield part of the site located to the northwest of the quarry. The feature is below ground (the field in question is under arable cultivation, and the outline of the archaeological feature is barely visible on historic satellite imagery, if at all), but it is an important constraint. In this light, it is concerning that it is not highlighted or mentioned as a constraint within the promotional materials that have been provided to date.
- 6.9.6 The remaining two variable growth locations are then subject to less constraint.
- 6.9.7 Beginning with **Wendlebury**, there is no designated conservation area and nine Grade II listed buildings within the village (including the parish church, which is located near-adjacent to the A41) does not amount to a high density. Nonetheless the village has a clear historic character that is likely valued by the residents of an expanding Bicester Garden Village. Another important consideration is the location of an extensive scheduled monument adjacent to the north of the site, which is the site of the Roman settlement of Alchester (considerable detail / indicative detail is shown on [historic mapping](#)). The site promoters discuss the potential to support access to / appreciation of the scheduled monument, which is supported; however, it could well be the case that there is high archaeological sensitivity within the site, linked to the scheduled monument. Also, there is also a need to consider the impacts of a possible new southern Bicester link road (albeit there is a likelihood of the link road continuing to be considered as an option regardless of development). This might follow the route of the lane located to the south of the bulk of the scheduled monument, which is clearly less sensitive than the lane to the north (which the promoters suggest could be downgraded to a cycle / pedestrian route); however, there is still a potential concern.
- 6.9.8 Finally, with regards to **SE Bicester**, Blackthorn Hill is associated with a Grade II listed windmill (and also a second windmill); however, the proposal is to enhance access to Blackthorn Hill, and the potential for enhanced appreciation of the listed windmill can be envisaged (see Figure 5.18). Historic England commented through the consultation in 2023: “... we note the mill lost its sails many years ago, arguably reducing the contribution of an open rural setting to its significance.”
- 6.9.9 In **conclusion**, all of the variable site options are subject to a degree of constraint, and this is also the case for allocations that are held constant across the scenarios. However, of the variable site options it is considered appropriate to highlight SE Bicester as subject to the least constraint, i.e. focusing growth here could be seen as a proactive means of delivering growth whilst minimising impacts.

6.10 Homes

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
9	8	7	6	5	4	3	2	1 

- 6.10.1 The order of preference reflects the conclusion, as set out in Section 5.2, that there are a range of arguments for **higher growth**, which might be summarised as: A) affordable housing needs; B) potentially case for growth ambitions linked to economic development; and C) residual uncertainties around unmet need. Also, there is a need to note the Government’s draft new standard method figure for the District, which is 38% higher than the existing figure that is the basis for the current plan, and another consideration is high rates of recent housing delivery (although delivery rates have recently decreased significantly).
- 6.10.2 These factors suggest that it is appropriate to rank the performance of the scenarios in order of total growth quantum, but one other factor is that Wendlebury and Kidlington would likely be able to deliver earlier in the plan period than is the case for SE Bicester and Shipton Quarry.

- 6.10.3 Having said this, even Scenario 1 performs well in absolute terms, because there would be potential to set the housing requirement at a figure reflecting: A) Cherwell's standard method housing need in full (2023 standard method); and B) the existing agreed unmet need from Oxford (4,400 homes). Furthermore, there would be a large (23%) 'supply buffer' over-and-above the requirement as a contingency for delivery issues, which is an important factor given known delivery challenges.
- 6.10.4 Also, under Scenario 1 it is understood that the housing requirement would be set in line with the established need figure from the start of the plan period, as opposed to an upward stepped requirement to reflect delivery challenges / limited supply able to deliver in the early years of the plan period. This is positive, although it is noted that supply is only marginally above the housing requirement across the early years of the plan period (such that there is potentially a case to be made for a stepped requirement). That said, it is not thought likely that any of the variable growth locations would be able to boost supply in the early years of the plan period (in order to provide comfort in respect of maintaining a five year housing land supply as measured against the housing requirement).
- 6.10.5 Finally, with regards to site-specific considerations, Kidlington is of note as a medium sized site not thought likely to be associated with issues that could delay delivery or lead to arguments for reduced affordable housing (albeit there are some uncertainties around achieving good access). Also, Kidlington benefits from proximity to Oxford and is associated with relatively low recent and committed housing growth, as a proportion of dwelling stock, relative to Banbury and Bicester, which could have a bearing on relatively high house prices (also, anecdotal evidence suggests a prevalence of properties being sub-divided), albeit there is high committed growth in the wider sub-area.
- 6.10.6 A final consideration is around delivering specialist accommodation, which is an argument in favour of larger-scale sites (and so potentially an argument against Kidlington). Focusing on providing for Gypsy and Traveller accommodation needs, as discussed in Section 5.2 there is no established need to allocate any new land for pitches in the District, but the situation is potentially subject to change, and larger-scale strategic sites can be well-placed to deliver new pitches.
- 6.10.7 In **conclusion**, the alternatives are ranked in order of total growth quantum with an adjustment made to favour sites likely (or potentially) able to deliver earlier in the plan period. With regards to significant effects, whilst there are a range of uncertainties even the lowest growth scenario is considered to perform well in an absolute sense, the housing requirement would be set in line with established housing need (across the entire plan period) and supply would significantly exceed the housing requirement over the course of the plan period as a contingency for delivery issues ('supply buffer').

6.11 Land, soils and resources

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
★ 1	2	★ 1	2	3	2	★ 1	2	★ 1

- 6.11.1 A foremost consideration here is the need to avoid the loss of agricultural land classed as 'best and most versatile' (BMV), which the NPPF defines as that which is grade 1 (highest quality), grade 2 or grade 3a. The nationally available agricultural land quality dataset shows significant variation in agricultural land quality across the borough; however, this dataset has low accuracy (it does not differentiate between grades 3a and 3b) and very low spatial resolution, such that it must be used with caution. Another dataset is available showing agricultural land quality with a much higher degree of resolution and accuracy, namely the "post 1988" dataset (which reflects the outcomes of field surveys); however, this dataset is very patchy.
- 6.11.2 Taking the sites in turn:

- **Kidlington** – comprises Grade 3 quality land, according to the nationally available dataset.

- **Shipton Quarry** – is obviously partly degraded land, namely a former quarry, but the proposal is also to develop significant areas of agricultural land to the north, south and east of the quarry. The national dataset shows Grade 3 quality land in this area, although there is also a notable band of Grade 4 quality land (i.e. land that is not likely to be BMV in practice) following the river corridor.
- **SE Bicester** – the adjacent committed site to the west has been surveyed in detail and found to comprise Grade 3b quality land, but that the nationally available dataset shows a band of better quality (provisionally Grade 2 quality) land associated with Blackthorn Hill.
- **Wendlebury** – is strongly associated with an area of land that the national dataset shows to be Grade 4 quality, such that it is not likely to comprise BMV agricultural land in practice.

N.B. it is unfortunate that none of these key site options have been surveyed in detail ('post 1988 criteria'). Site promoters are encouraged to submit survey work to the national register, with a view to informing the local plan process, as opposed to waiting until the planning application stage (given limited or no potential to avoid / mitigate loss of agricultural land through the development management process).

- 6.11.3 Maintaining a focus on agricultural land, it is also noted that Natural England did not make any comments regarding spatial strategy or site selection through the consultation in 2023, but did recommend: *“To support plan allocations... sites (over 5ha agricultural land) should have a site-specific Soils Management Plan informed by a detailed Agricultural Land Classification (ALC) and soil resource survey...”*
- 6.11.4 A further consideration is the need to avoid sterilisation of minerals resources that could potentially be viably extracted, as understood from the [policies map](#) of the Oxfordshire Minerals and Waste Local Plan (2017). However, it is not clear that this is a significant issue at any of the sites in question, and it is also important to note that safeguarding is not absolute, as explained by the Minerals Safeguarding Practice Guidance (Mineral Products Association, 2019): *“Allocation of sites for non-minerals development within MSAs and proximate to safeguarded minerals infrastructure sites should be avoided where possible... However, safeguarding is not absolute. Where other considerations indicate...”*
- 6.11.5 In **conclusion**, Wendlebury is shown by the nationally available low resolution dataset to comprise lower quality agricultural land, and there is a clear case for directing growth to Shipton Quarry. Overall though, there will be a significant loss of best and most versatile agricultural land under all of the growth scenarios. With regards to growth quantum, it is not possible to suggest that lower growth is preferable, as Cherwell District does not stand-out as relatively constrained in the sub-regional context. For example, South Oxfordshire has a notably higher coverage of land shown to be Grade 2 quality by the national dataset.

6.12 Landscape

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
★ 1	2	2	2	2	2	★ 1	2	2

- 6.12.1 Beginning with the site that is arguably the most sensitive, namely **Kidlington** (North of the Moors), an immediate point to note is that the site is located within the Oxford Green Belt. However, the Green Belt Study (2022) identifies the site as making only a 'moderate' contribution to Green Belt purposes. The Landscape Study (2022) did not assess the site, but it has subsequently been the focus of an assessment, which draws an important distinction between the eastern part of the site (currently a well-defined urban edge, overall high sensitivity) and land to the west (“The settlement edges are generally weakly defined... which lessens the sense of rurality and tranquillity. Residential development would fit with the character of the adjacent settlement edge...”; overall moderate sensitivity). In this regard it is important to note the proposed layout (Figure 6.6), but some concerns do remain (linked to historic environment sensitivity). There is also a need to note the footpaths passing through and adjacent to the site, which are likely to be quite popular walking routes, and also mindful of the adjacent Kidlington Conservation Area.

- 6.12.2 On the other hand, the site benefits from strong containment, in landscape terms, on the assumption that there would not be further development ‘creep’ to the north or west, i.e. a long term defensible Green Belt buffer would be maintained to the River Cherwell / Oxford Canal corridor. It could be suggested that the effect of development would be to increase the close association of Kidlington with the River Cherwell, albeit the village was historically associated with a transport corridor following slightly raised ground between the River Cherwell and the Rowel Brook corridors. A final point to note is that the land does rise slightly, within the site, away from the settlement boundary.
- 6.12.3 **Shipton Quarry** is then the next site for consideration, mindful that the quarry and land to the east and south falls within the Oxford Green Belt, with only the proposed land parcel to the northwest falling outside of the Green Belt. There is likely to be some capacity in Green Belt terms, including mindful of the location of the site at the very edge of the Green Belt, and the Landscape Study assigns the site ‘low-medium’ sensitivity (with the assumption that the scheme would extend beyond the quarry). There is also good potential for effective containment in most directions, namely containment provided by the River Cherwell / Oxford Canal corridor to the south and east, and a notable hill (Whitehill) to the north (also a thick hedgerow / tree belt). However, there is a concern regarding development creep / sprawl to the west of the A4260, with the site promoters suggesting that a further 2,500 homes could be delivered here in the future. It is commendable for the site promoters to be open about their long term aspirations; however, there would be a concern regarding the potential for effective containment of growth within a relatively flat and featureless landscape, given the location of Woodstock to the west, albeit there would be some potential to draw on topography to form a defensible long term boundary, ensuring that any new settlement remains firmly associated with the Cherwell valley / corridor.
- 6.12.4 Moving on to **SE Bicester**, whilst Bicester is generally associated with lower landscape sensitivity, there is significant variation around the perimeter of the town. In this context, the SE Bicester is associated with notable landscape sensitivity, given its relationship to the settlement edge and Blackthorn Hill. The landscape study assigns ‘medium-high’ sensitivity, such that this is one of the two most sensitive Bicester landscape parcels. There is good potential to masterplan and design the scheme so as to minimise landscape impacts, and it is recognised that there are potentially opportunities associated with increasing access to Blackthorn Hill (where there is a historic windmill, and from where it may be possible to gain an appreciation of Bicester in its landscape setting), but there is clearly a degree of inherent constraint.
- 6.12.5 Finally, **Wendlebury** has a strong rural and historic character, which is likely to be recognised and appreciated, as discussed. However, the Landscape Study assigns only ‘low-moderate’ sensitivity, and there would be the potential for growth to be very well contained by the M40 and flood risk zones.
- 6.12.6 In **conclusion**, all of the variable growth locations are subject to a degree of landscape constraint, but there is a case to suggest that directing growth to Wendlebury could represent a proactive approach to delivering housing growth whilst minimising landscape impacts, including accounting for the River Ray flood plain, which would entirely contain growth, i.e. avoid any risk of future development creep / sprawl.

6.13 Transport

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
★1	★1	★1	★1	★1	★1	★1	★1	2

- 6.13.1 Supporting the achievement of transport objectives is of great importance locally, and there is a need for a strategic approach, working in close collaboration with the County Council. Transport objectives have close ties to a wider range of other planning and sustainability objectives, including in respect of decarbonisation, health / wellbeing and economic growth. With regards to decarbonisation objectives, it is important to be clear that supporting the achievement of strategic transport objectives is one of the primary mechanisms by which local plans can support the achievement of decarbonisation goals.

6.13.2 As an initial point, there is merit to favouring large mixed use schemes that will tend to support, or enable: A) a degree of self-containment, i.e. a situation whereby residents' need to travel beyond the local area is minimised and, in turn, there are relatively high rates of walking and cycling; B) good access to high quality transport infrastructure (with capacity), in particular public transport infrastructure, such that longer trips (in particular commuting trips at peak times) can be made in such a way that minimises per capita greenhouse gas emissions and traffic congestion; and C) masterplanning best practice, including mobility hubs and high quality active travel infrastructure; and 'Future mobility' interventions and related digital solutions, e.g. around transport on demand.

6.13.3 In this light, and building upon the discussion presented under 'Air quality', considerations include:

- **Shipton Quarry** – is associated with some inherent transport challenges, on account of its location near equidistant between the District's two main road corridors, namely the A44 and the A34. However, there are also a range of transport-related arguments in favour of the site and the specific proposed scheme. In particular, there is a firm commitment to deliver a new train station, albeit this would not be centrally located within the site. Also, the site benefits from good proximity to Kidlington (most importantly) and Woodstock. Furthermore, there is merit to the proposed scheme, with transport infrastructure, innovation etc seemingly a central pillar of the masterplanning concept, plus the proposal to deliver significant new employment land onsite is supported. However, as per all the sites in question, there is a need to be mindful that the proposed scheme is subject to change. Indeed, the assumption here is that the scheme would deliver ~2,000 homes, mindful of onsite constraints (notably biodiversity and historic environment), in contrast to the ~2,500 homes discussed by the site promoter.

N.B. this discussion is unchanged from 2023, but the site promoters stated through their consultation response in 2023: *"The SA has failed to recognise that The Shiptons primary emphasis is looking to significantly reduce the use of private cars in its entirety, delivering a self-contained settlement that allows its residents to use alternative forms of transport as the quickest and easiest method of transport to travel around the new community, and where longer distant trips are required these can be achieved via the new rail service to the site. The Shiptons vision is also to provide a direct active travel route to Woodstock, thereby allowing Woodstock to have access to a rail service, as well as working with the County to establish further active travel routes to surrounding communities."*

- **Wendlebury** – is ~3.5km from Bicester town centre, but development could be supportive of strategic transport objectives for Bicester, as has been discussed. Ultimately, there is much uncertainty at this stage, including because the current assumption is a scheme of ~1,000 homes, in order to avoid constraints, which is in contrast to the ~2,850 homes discussed by the site promoter (noting that the site promoter did not acknowledge the Interim SA Report in their 2023 consultation response). There could be a need for considerable investment to achieve good road access to the site.
- **Kidlington (North of the Moors)** – is broadly supported, from a transport perspective, given excellent potential to walk / cycle to key destinations, including: schools and other services / facilities in Kidlington; strategic employment areas at Kidlington / Oxford City Airport and Begbroke; and Oxford Parkway Station. However, it is recognised that there is no rail connectivity (the Partial Review key diagram presents an indicative location for a new train station between Yarnton and Kidlington, but delivery cannot be assumed), and that the site is located between primary bus corridors. There is also a need for further work to confirm the potential to achieve good access to the site from the Moors.
- **SE Bicester** – is well located on the A41, but there are challenges in respect of accessing Bicester town centre (including due to a problematic EWR level crossing) and accessing Oxford / the M40, in the absence of a southern Bicester link road. There is also the need for further work to confirm walking / cycling connectivity from southern extent of the site to a local centre and Bicester town centre.

6.13.4 In **conclusion**, there is a transport-case to be made for all of the variable growth locations (Kidlington – proximity to Oxford and employment areas; Shipton Quarry – rail connectivity; SE Bicester – A41 and link road funding; Wendlebury – A41, employment areas, link road funding and potentially link road delivery).

6.13.5 Furthermore, there is a transport-case for planning for increased flexibility in respect of unmet need, given the crucial importance of minimising commuting longer distances to employment, and because long term certainty around growth locations is conducive to effective strategic transport planning. However, the pragmatic reality is that higher growth scenarios would mean delaying the plan considerably in order to allow for further detailed transport modelling and consultation/engagement with key partner organisations. Delaying the plan would then lead to a risk of development continuing to come forward in sub-optimal locations under the presumption in favour of sustainable development.

6.14 Water

1	2	3	4	5	6	7	8	9
Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
2	3	1★	1★	3	1★	1★	3	1★

6.14.1 Capacity at wastewater / **sewage treatment works** is typically the issue that has the greatest bearing on the consideration of local plan reasonable alternative growth scenarios.

6.14.2 Capacity at existing treatment works can often be increased to accommodate increased flows (at least hydraulic capacity of the works; biological and chemical capacity of the receiving water course to accept an increase in treated water can prove more challenging). However, there are cost implications, and a risk of unforeseen issues and delays. As such, there is merit to directing growth to locations with existing capacity and/or no barriers to increased capacity.

6.14.3 However, there is currently limited available evidence to enable differentiation between the degree of constraint affecting existing treatment works and, in turn, the merits of competing growth locations that are a variable across the growth scenarios.

6.14.4 Evidence comes from the Oxfordshire Water Cycle Study (2021), which was prepared with a view to informing the Oxfordshire Plan, prior to a decision being made not to progress the plan; however, the report’s conclusions are high level. Appendix A of the Study assigns a ‘red’ (constrained) rating to Banbury, Bicester and the northern part of Kidlington in terms of sewage treatment works capacity but suggests that there may be less constraint affecting the southern / western part of Kidlington. It also finds:

“An assessment of wastewater treatment capacity found that there are significant differences in the percentage of existing treatment capacity which would be used up by growth, depending on the spatial option selected, with the greatest pressure coming from Option 2 which focusses all growth around Oxford. Whilst this spatial scenario would be highly likely to require a very significant expansion of treatment capacity at Oxford... this does not necessarily make this an unfavourable option. Large upgrades at a small number of key works may be more efficient than upgrading large numbers of... treatment works...”

6.14.5 Further evidence comes from Thames Water’s response to the Draft Plan consultation in 2020, where for all allocations they concluded: *“... we do not envisage infrastructure concerns regarding wastewater network or wastewater treatment infrastructure capability in relation to this site/s. It is recommended that the Developer and the Local Planning Authority liaise with Thames Water at the earliest opportunity to advise of the developments phasing.”*

6.14.6 This was notably the response provided for the option of a 300 home allocation at **Kidlington** (which was a proposed allocation in 2023 and is now a variable across the current growth scenarios), but there is now a concern regarding capacity at Oxford STW, which could potentially serve this site (it has not been possible to establish whether this would be the case, but there appears to be a strong likelihood).

6.14.7 The Infrastructure Delivery Plan (IDP, 2024), which explains: *“The Oxford Waste water Treatment Works site is key for water treatment in the south of Kidlington. This site is complex and Thames Water are considering options to expand capacity here in consultation with the Environment Agency.”*

6.14.8 The following recent [statement](#) from Oxford City Council is also of note:

“We have long been raising the major problems created by the historic lack of investment by Thames Water in the Oxford Sewage Treatment Works, and its subsequent lack of capacity.

This lack of investment has now led to the Environment Agency objecting to both the City Council’s proposed Local Plan 2040, and to housing and commercial planning applications... This is a very significant environmental and economic issue for both Oxford and Oxfordshire.

This is all part of a wider range of problems including the quality of water in our rivers and the sewage blockages and spills that have caused so much upset to householders and communities across our city.

Protecting and improving the water quality in our rivers and streams is fundamental, as is having adequate water supply and sewage capacity. We need to have the right infrastructure in place to do this...

- 6.14.9 With regards to information received from site promoters, for **Wendlebury** the site promoters explain that *“the outline strategy for the majority of the site is likely to rely on conveying wastewater directly to Bicester Sewage Treatment Works approximately 1.5 km to the north-east of the site. This would be via a new rising main from a terminal pumping station built on the site. The site levels are such that there would be a further two pumping stations in addition to the terminal pumping station.”*
- 6.14.10 As a general point, it is fair to say that large scale strategic growth locations can tend to be associated with a degree of merit, relative to a strategy involving greater dispersal of growth across smaller sites. They provide an opportunity to arrange infrastructure in an idealised way and can support innovative systems, including an ‘integrated’ approach to water management, which links: sourcing water (typically abstraction from an aquifer, but also rainwater harvesting and wastewater reclamation); managing demand (e.g. an ambitious target is 85 l/p/d); wastewater treatment (as discussed); discharge of treated wastewater (which can be important for avoiding low flows); and the recharging of groundwater (large strategic sites give rise to an opportunity in respect of careful planning of high quality SuDS).
- 6.14.11 With regards to the **supply of water** (both for homes / businesses and riverine / wetland habitats), this is not likely to be something that has a significant bearing on the choice between LPR growth scenarios, because the issues are sub-regional (and the assumption must be that lower growth in Cherwell would necessitate higher growth elsewhere in Oxfordshire). The Oxfordshire Water Cycle Study concludes:
- *“The Thames Water WRMP demonstrates how the Swindon and Oxfordshire (SWOX) water resource zone has moved into a situation of supply-demand deficit and, without intervention, this will increase as a result of population growth, climate change and sustainability reductions.”*
 - *“The WRMP goes on to outline a set of demand management and supply improvement measures to address this. Key to this is development of the Abingdon Reservoir by 2037... although it should be noted that this is currently being evaluated alongside other Strategic Resources Options.”*
 - *“The Standard Method and Business-As-Usual household growth forecasts being considered by the Oxfordshire Plan are all at or below the Thames Water forecast. The Transformational rate of growth would be above what Thames Water has planned for; however, this is a long-term plan with opportunity for Thames Water to respond to changing demands. Furthermore, demand for water in the SWOX [zone] is also dependent upon growth in neighbouring planning authorities.”*
- 6.14.12 In **conclusion**, the appraisal reflects issues affecting Oxford STW, albeit it has not been possible to confirm that the Kidlington site would drain to this STW, and there is likely to be a technical solution in time (at a cost and with associated risks to funding and delivery). This also leads to an argument for higher growth scenarios that would provide flexibility for potential further unmet need from Oxford City. W
- 6.14.13 With regards to significant effects, whilst the equivalent appraisal in concluded ‘moderate or uncertain’ negative effects for all growth scenarios appraised, it is now considered only appropriate to flag negative effects for the worst performing scenarios. Thames Water did not raise any concerns through the consultation in 2023 in respect of STW capacity, and this was similarly the case with the Environment Agency, who stated: *“The WCS should also identify where STWs... are frequently operating their storm overflows. It would be good to see a policy that commits to not connecting new developments to STWs with known hydraulic capacity issues, until these are resolved. The WCS should identify these.”*²⁹

²⁹ There was no comment made on the reasonable alternative growth scenarios in 2023, despite the following request: *“...it would be greatly appreciated if stakeholder could provide their views on the reasonable alternative growth scenarios, with a view to ensuring a suitably strategic and proactive approach to water.”*

6.15 Appraisal summary

6.15.1 The table (or ‘matrix’) below presents a summary of the appraisal of reasonable growth scenarios presented above. The table includes a row for each component of the SA framework (introduced above), and within each row, the aim is to **1)** rank the scenarios in order of performance (with a star indicating best performing and “=” used where it is not possible to differentiate with confidence); and then **2)** categorise performance in terms of significant effects using **red** (significant negative) / **amber** (moderate/uncertain negative) / **light green** (moderate/uncertain positive) / **green** (significant positive) / no colour (neutral).

6.15.2 It is important to be clear that the appraisal is not undertaken with any assumptions made regarding the degree of importance / **weight** that should be assigned to each topic, such that the intention is not for a total score to be calculated for each of the scenarios (and, in any case, any attempt to do so is complicated by a need to account for both order of preference and conclusions reached on significant effects).

Table 6.2: The reasonable growth scenarios – summary appraisal findings

	1	2	3	4	5	6	7	8	9
	Constants	Kidlington	Shipton Quarry	SE Bicester	SE Bicester, Kidlington	SE Bicester Shipton Quarry	Wendlebury	Wendlebury, Kidlington	Wendlebury, Shipton Quarry
Air / env quality	2	★	★	★	★	★	★	★	★
Biodiversity	★	★	3	2	2	4	★	★	3
Climate change adaptation	★	★	★	★	★	★	2	2	2
Climate change mitigation	=	=	=	=	=	=	=	=	=
Communities	★	2	2	★	2	2	2	2	2
Economy & employment	=	=	=	=	=	=	=	=	=
Historic env	★	2	2	★	2	2	2	2	2
Homes	9	8	7	6	5	4	3	2	★
Land	★	2	★	2	3	2	★	2	★
Landscape	★	2	2	2	2	2	★	2	2
Transport	★	★	★	★	★	★	★	★	2
Water	2	3	★	★	3	★	★	3	★

6.15.3 The appraisal shows a mixed picture, but it is immediately apparent that **Scenario 1** has merit given it: is the preferable scenario under the greatest number of topics (7); and has equal fewest predicted negative effects (3). However, there is some uncertainty because Scenario 1 is the lowest growth scenario such that there would not be flexibility to provide for any unmet housing need from Oxford City beyond the 4,400 homes already committed. Equally, under **Scenario 8**, which is the highest growth scenario, there is considerable uncertainty regarding what weight to give to the fact that there would be flexibility to provide for further unmet need (should it be established that there is any). There is a strong case to suggest low likelihood of further unmet need, but the possibility cannot be ignored, because planning proactively for unmet need is important for the achievement of a wide range of sustainability objectives.

6.15.4 Having made these overarching points, the following bullet points consider topics in turn:

- **Air quality** – the proposed allocations that feature across the scenarios give rise to limited concern, and higher growth at Bicester could assist with delivering a link road to reduce traffic through the town. As such, the appraisal reflects the fact that air quality is a key issue in Oxford such that there is a case for the Cherwell LPR including flexibility for further unmet need, notwithstanding the uncertainties.
- **Biodiversity** – under this heading it is difficult to conclude that higher growth aimed at allowing flexibility for further unmet need from Oxford is a significant factor (also, higher growth in Cherwell District would require careful consideration from a perspective of avoiding air pollution from traffic impacting Oxford Meadows SAC). As such, the order of preference reflects a view that Shipton Quarry (in particular) and SE Bicester stand-out as subject to significant or notable biodiversity constraint.
- **Climate change adaptation** – flood risk is the focus here, and there is a clear need to flag a concern with the option of strategic growth at Wendlebury. The site promoters suggest the potential for mitigation, and the assumption here (for the purposes of the appraisal) is a reduced scheme to ensure that flood risk is avoided (which leads to a delivery risk), but overall it is appropriate to flag a residual risk.
- **Climate change mitigation** – all of the variable sites would involve strategic growth and/or growth in areas with strong development viability, such that there would be good potential to deliver net zero development to an exacting standard (particularly net zero achieved onsite, i.e. without resorting to offsetting, and otherwise in line with the energy hierarchy). Hence there is a case for higher growth. However, the lower growth scenarios would allow space for a future sub-regional strategic plan to consider growth locations in and around Oxford with a focus on minimising both built environment and transport-related greenhouse gas emissions. With regards to the predicted ‘moderate or uncertain’ negative effect across the scenarios, this is a reflection of the established need to take urgent action through spatial strategy / site selection in order to deliver local plans that align with national and local decarbonisation commitments and targets (notably the District’s ambition to achieve net zero by 2030). This being the case, there is a high bar to predicting even a neutral effect against the objective.
- **Communities** – all or most of the variable sites could deliver significant new community infrastructure alongside new homes. However, in each case this would be of somewhat limited significance, e.g. none would deliver a new secondary school to address an existing local need. As such, the order of preference reflects a view that planning for higher growth at this stage would generate considerable local concern, given the uncertainty that exists around Oxford City’s next steps. Also, SE Bicester was previously an allocation and generated relatively low levels of concern locally.
- **Economy and employment** – under all scenarios there would be a suitably proactive approach to employment land allocations, which are extensive reflecting the buoyant and nationally significant sub-regional economy (Oxfordshire Knowledge Spine and Oxford to Cambridge Arc). There would be a significant supply boost relative to the Draft Plan stage, but there remains a case for additional supply.

A case can be made for supporting all of the variable growth locations, e.g. with Shipton Quarry and Kidlington falling within the Oxford Knowledge Spine, and higher growth at Bicester potentially supportive of employment growth objectives (including if growth helps to fund a new southern link road). Shipton Quarry (in particular) and Wendlebury might deliver new employment land, but there is much uncertainty. There is a case for a higher housing growth strategy in support of the sub-regional economy, but there are also major uncertainties, as discussed in Section 5.2. Equally, there is a case for not moving too fast too soon, e.g. the Kidlington area has extensive committed growth which might be allowed time to progress / deliver before considering further growth with a long term perspective, potentially via a sub-regional plan.

- **Historic environment** – all of the variable site options are subject to a degree of constraint, and this is also the case for allocations that are held constant across the scenarios. However, of the variable site options it is considered appropriate to highlight SE Bicester as subject to the least constraint, i.e. focusing growth here could be seen as a proactive means of delivering growth whilst minimising impacts.
- **Homes** – the order of preference reflects the fact that there are a range of arguments for higher growth, which can be summarised in Section 5.2 as: A) affordable housing needs; B) residual uncertainties in respect of unmet need; and C) a potentially case to be made around growth ambitions linked to economic development. Also, there is a need to note the Government's draft new standard method figure for the District, which is 38% higher than the existing figure that is the basis for the current plan, and another consideration is high rates of recent housing delivery (although it is important to note that delivery rates have recently decreased significantly).

None of the sites that would be additionally allocated under Scenarios 2 to 9 would be likely to deliver early in the plan period (assuming the Oxford STW constraint affecting Kidlington), but there is nonetheless a 'housing' case to be made by committing early to sites that will deliver in the longer term.

Having said this, even Scenario 1 performs well in absolute terms, because there would be potential to set the housing requirement at a figure reflecting: A) Cherwell's standard method housing need in full (2023 standard method); and B) the existing agreed unmet need from Oxford (4,400 homes). Furthermore, there would be a larger (23%) 'supply buffer' over-and-above the requirement as a contingency for delivery issues, which is an important factor given known delivery challenges.

- **Land** – Wendlebury is shown by the nationally available low resolution dataset to comprise lower quality agricultural land, and there is a clear case for directing growth to Shipton Quarry. Overall though, there will be a significant loss of best and most versatile agricultural land under all of the growth scenarios.
- **Landscape** – all of the variable growth locations are subject to a degree of landscape constraint, but there is a case to suggest that directing growth to Wendlebury could represent a proactive approach to delivering housing growth whilst minimising landscape impacts, including accounting for the River Ray flood plain, which would entirely contain growth, i.e. avoid any risk of future development creep / sprawl.
- **Transport** – there is a transport-case to be made for all of the variable growth locations (Kidlington – proximity to Oxford and employment areas; Shipton Quarry – rail connectivity; SE Bicester – A41 and link road funding; Wendlebury – A41, employment areas, link road funding and potentially link road delivery). Furthermore, there is a transport-case for planning for increased flexibility in respect of unmet need, given the importance of minimising commuting for employment, and because long term certainty around growth locations is conducive to effective strategic transport planning. However, the pragmatic reality is that higher growth scenarios would mean delaying the plan considerably in order to allow for further detailed transport modelling and consultation/engagement with key partner organisations. Delaying the plan would then lead to a risk of development continuing to come forward in sub-optimal locations under the presumption in favour of sustainable development.
- **Water** – the appraisal reflects issues affecting Oxford STW, albeit it has not been possible to confirm that the Kidlington site would drain to this STW, and there is likely to be a technical solution in time (at a cost and with associated risks to funding and delivery). This also leads to an argument for higher growth scenarios that would provide flexibility for potential further unmet need from Oxford City. With regards to significant effects, whilst the equivalent appraisal in concluded 'moderate or uncertain' negative effects for all growth scenarios appraised, it is now considered only appropriate to flag negative effects for the worst performing scenarios. Thames Water did not raise any concerns through the consultation in 2023 in respect of STW capacity, and this was similarly the case the Environment Agency

6.15.5 The aim is for the above appraisal findings to inform a decision regarding which of the scenarios best represents sustainable development on balance.

7 The preferred approach

7.1 Introduction

- 7.1.1 As discussed, it is not the role of the appraisal to arrive at a conclusion on which of the growth scenarios is best, or 'most sustainable' overall. Rather, it is the role of the plan-making authority to arrive at that conclusion, informed by the appraisal. This section presents the response of CDC to the appraisal.

7.2 Selecting the preferred scenario

- 7.2.1 The following statement explains CDC officers' reasons for supporting **Scenario 1**.

Statement provided by Officers in light of the appraisal

"The appraisal provides strong support for Scenario 1, and whilst the arguments in favour of higher growth scenarios are accepted, there is no clear case for higher growth at the current time, i.e. given current understanding of housing needs and ahead of knowing Oxford City's next steps. The proposed Local Plan Review is considered to represent a positive approach to providing for development needs and is considered to be justified in that it represents *"an appropriate strategy, taking into account the reasonable alternatives, and based on proportionate evidence"* (NPPF para 35).

The Proposed Plan sets out a vision and proposes homes, employment land, infrastructure and other essential services required to support the local community over the Plan period. The district-wide strategy is supported by area strategies for Banbury, Bicester, Kidlington, Heyford Park and the Rural Areas.

Since the commencement of the Local Plan Review there have been a number of notable changes, not least to the evidence and relating to housing and employment need. The HENA is no longer supported as a source of evidence following methodology issues raised through the Examination of the Oxford City Local Plan and this Local Plan Review now seeks to use the standard method as its starting point for calculating housing need. The uncertainty around providing for additional unmet housing needs for Oxford City, and whether this would result in an increase, should the City take forward a new plan based upon the standard method remains unclear, nevertheless the previously identified unmet need remains within the new housing requirement of this Local Plan Review. Arguments for adopting a higher figure, considered at Section 5.2 of the SA Report are not supported, nor is it considered that a lower housing requirement below the standard method would be appropriate.

The spatial strategy remains largely unchanged from earlier versions of the Local Plan and previous Plans with development focussed at Bicester and Banbury. New settlements are considered and assessed, but at this point, the need does not exist to pursue this as an alternative option or as an addition to the strategy of the Plan.

The appraisal considers nine growth scenarios including and beyond our preferred Scenario 1. Scenario 1 is the preferable scenario under the greatest number of topics and has equal fewest likely negative effects. Scenarios 2-9 present with mixed results and there are clear benefits to a number of these scenarios. However, there are also clear drawbacks. For example, and notably:

- Scenarios 7, 8 and 9 do not perform as well under climate change adaptation, primarily with a focus on flood risk. This includes scenario 8 – the highest growth scenario.
- Scenarios 2, 3, 5, 6, 8 and 9, whilst providing higher growth scenarios, include sites within the Green Belt and it is not considered that exceptional circumstances exist to release this land for development."

Part 2: What are the appraisal findings at this stage?

8 Introduction to Part 2

- 8.1.1 The aim here is to present an appraisal of the Proposed Submission LPR as a whole.
- 8.1.2 In practice, the appraisal builds upon the appraisal of Growth Scenario 7 presented in Section 6. Specifically, the appraisal revisits the appraisal of Growth Scenario 7 with added consideration given to:
- site allocations that are a 'constant' across the growth scenarios appraised in Section 6; and
 - draft policies (both district-wide and site-specific).

Overview of the plan

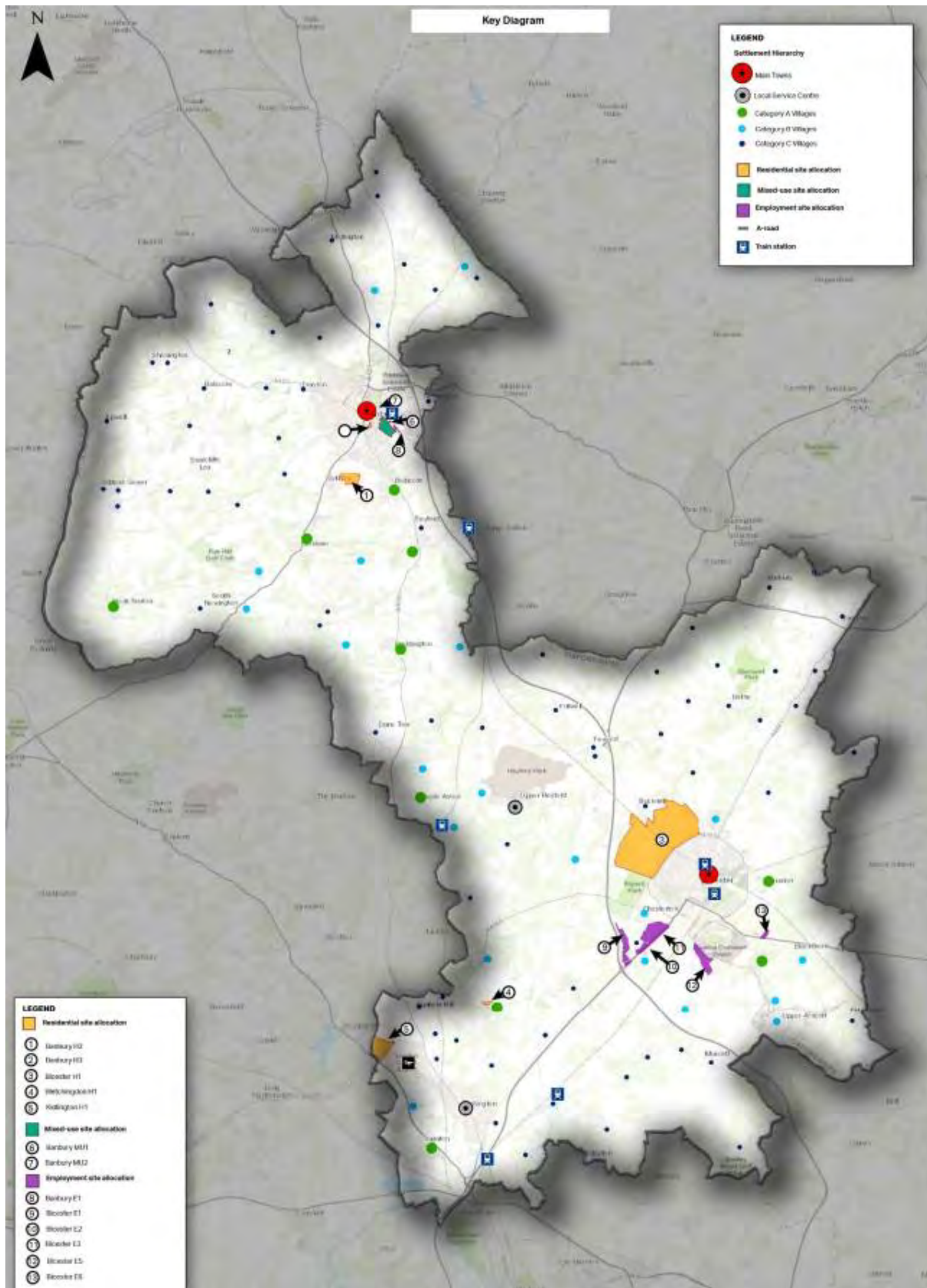
- 8.1.3 The plan document firstly presents policies under three thematic headings: 1) Meeting the challenge of climate change and ensuring sustainable development; 2) Maintaining and developing a sustainable local economy; and 3) Building healthy and sustainable communities. Secondly, the plan presents policies specific to Banbury, Bicester, Kidlington, Heyford Park and the Rural Area in turn.
- 8.1.4 The appraisal aims to focus on the proposed housing requirement and the proposed approach to spatial strategy and site selection, whilst also considering how other policies will serve to mitigate the impacts of growth and ensure that growth-related opportunities are realised.³⁰ As such, the appraisal particularly focuses on: 1) Policy LEC 1 Meeting Business and Employment Needs; 2) Policy COM 1: District Wide Housing Distribution; and 3) the area strategies.

Appraisal methodology

- 8.1.5 Appraisal findings are presented across 13 sections below, with each section dealing with a specific sustainability topic. For each sustainability topic the aim is to discuss the merits of the Proposed Submission LPR, as a whole, before reaching an overall conclusion on significant effects.
- 8.1.6 Specifically, the regulatory requirement is to "identify, describe and evaluate" the significant effects of "the plan" taking into account the available evidence and also mindful of wide-ranging effect characteristics, e.g. effects can be short or long term, direct or indirect, and where:
- An effect is a predicted change to the baseline situation, which is not simply a snap shot of the current situation, but also a projection of the current situation in the absence of the Local Plan. As part of this, there is a need to recognise that housing growth locally would continue in the absence of the LPR.
 - The significance of any given effect is judged taking into account not only the magnitude of the predicted change to the baseline situation but also established objectives and targets (e.g. in respect of net zero).
- 8.1.7 Every effort is made to predict effects accurately; however, this is inherently challenging given the strategic nature of the LPR. The ability to predict effects accurately is also limited by knowledge gaps in respect of the baseline (both now and in the future). In light of this, there is a need to make considerable assumptions regarding how the LPR will be implemented and the effect on particular 'receptors'.
- 8.1.8 The appraisal aims to be systematic and to explain assumptions. However, there is also a need for conciseness and accessibility, for example noting that a Government Committee in 2022 emphasised a need to: "*streamline the current bureaucracy and overcomplication associated with... assessments.*" Also, in 2023 SA was described within a Government consultation as "*... a nightmare... unintelligible...*"
- 8.1.9 In practice, there is a particular focus on the proposed approach to land supply / spatial strategy or, in other words, the proposed allocations in isolation and in combination (also accounting for permissions).
- 8.1.10 This approach is also taken mindful that the Government's Planning Practice Guidance (PPG) is clear that SA should focus on significant effects, which translates as a need to focus primarily on the merits of the proposed approach to land supply (allocations and broad locations; see NPPF paragraph 69) to meet objectively assessed needs and wider plan objectives. There is inherently relatively limited potential to predict significant effects for borough-wide thematic policy, mindful that significance is defined in the context of the plan as a whole. Equally, it is the proposed approach to land supply / spatial strategy that generates overwhelmingly greatest interest amongst local residents and wider stakeholders.

³⁰ This approach is taken of the need to focus the appraisal on significant effects.

Figure 8.1: The key diagram



9 Appraisal of the draft plan

9.1.1 This section presents an appraisal of the LPR as a whole under the SA framework.

9.2 Air and wider environmental quality

9.2.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- **Banbury** – is an air pollution hotspot, particularly linked to high levels of traffic to and from M40 J11. As such, the relatively modest level of growth proposed through the LPR is supported. The Transport Assessment (TA, 2022) strongly supports Canalside (e.g. see the summary assessment matrix in the report's executive summary, and Table 5-3 of the report, which presents key conclusions), and there is now an opportunity to direct new homes away from the railway line, relative to the previous approach.

However, the proposed greenfield allocation is not directly linked to a 'green' rated transport corridor (see Figure 5.1 in the TA), and Table 5-3 of the TA assigns a modest overall transport score to the site. More specifically, Table 5-3 finds only the western part of the site to have "reasonable" connectivity, and this is an area of sensitivity now proposed for greenspace. The wider context is the new link road between two radial A-road corridors, along which there might be the potential to support a bus service.

- **Bicester** – is also associated with a problematic air quality management area (AQMA). The proposed relatively high growth strategy should assist with funding strategic transport infrastructure upgrades, most notably a southern Bicester link road (which would allow the A41 to be prioritised for public transport and walking/cycling), but it is important to note the change of strategy since the Draft Plan stage, with an enhanced focus on NW Bicester, where there are delivery (and potentially viability) challenges.

It can also be noted that the TA (2022) is fairly supportive of both of the proposed residential allocations that are now no longer included in the plan (one replaced by an employment allocation). Specifically, both sites are ranked 'mid table' amongst the sites assessed (see the table on page iv).

- **Kidlington** – the proposed allocation east of Woodstock is strongly supported by the TA, and work has been ongoing to confirm the transport opportunity, and also to masterplan the site in such a way that ensures good links to Woodstock whilst also respecting historic environment sensitivities, although there remains a degree of concern regarding distance to a primary school (with capacity). Noise pollution from the adjacent A-roads is a constraint but was explicitly addressed as part of a recent application.
- **Heyford Park** – is no longer proposed for growth over-and-above that which is already allocated (2015), which is tentatively supported from an air quality perspective. In 2023, when there was support for additional growth, the Interim SA Report had stated: *"There are naturally challenges given Heyford Park's location, including in terms of public transport connectivity and problematic traffic through rural villages, but the proposed growth strategy aims to support investment in transport infrastructure, a higher frequency bus service and (potentially, in the long term) higher rates of trip internalisation."*
- The **broad strategy** of meeting housing and employment needs, including unmet housing needs from Oxford, is supported, given the alternative of increased pressure for growth at locations outside the District that are potentially less well-connected in transport terms.
- There is also the matter of directing 565 homes to **non-strategic sites** at villages. This approach is supported, as it is thought to strike an appropriate balance (see Section 5.4). Higher growth could risk problematic car dependency / travel, but lower growth could risk village services / facilities. It is also important to note that the TA shows accessibility / connectivity to vary significantly between villages.
- With regards to **development management policy**, the key matter is clarifying expectations of developers in respect of site-level infrastructure delivery and developer contributions towards strategic infrastructure delivery, primarily in terms of transport infrastructure, but also community infrastructure (with a view to supporting trip internalisation and modal shift to walking / cycling). The plan presents many encouraging proposals, but these warrant ongoing scrutiny, including in discussion with site promoters and partner organisations, and including from a viability perspective.

9.2.2 In conclusion, as per the discussion in Section 6, it is appropriate to predict a **neutral effect** at this stage, albeit with some uncertainty. The strategy / proposed package of allocations warrants further scrutiny and, whilst development management policy is supported, there is a need to avoid false comfort, ensuring that a suitably proactive approach is taken to addressing strategic transport objectives through the plan.

9.3 Biodiversity

9.3.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- **Bicester** warrants being a focus of attention, particularly given the sensitive landscape of the Upper Ray Meadows, to the south of the town, and perhaps the key point to note is support for deletion of the previously proposed SE Bicester allocation (South East of Wretchwick Green).

There are also biodiversity sensitivities in the Chesterton area, given a series of flood / surface water flood channels (albeit there is limited priority habitat) and mindful of a SSSI ~3km downstream. The new proposal is for a sole focus on employment land, and it is noted that assumed developable area within each of the allocations is low, including with a view to allowing space for green / blue infrastructure.

Finally, the new proposal (relative to 2023) to extend the western part of North West Bicester is notable from a biodiversity perspective, including given nearby Ardley Cutting SSSI, but this is potentially a green infrastructure opportunity as well as a constraint. As discussed in Section 5.4, there is now confidence that the new proposed boundary is defensible, such that an expanded Bicester will have a clear setting not only to the north of the Upper Ray Meadows but also to the south of valued farmed countryside. The new proposed approach also helps to ensure space for generous green infrastructure within the site.

- At **Banbury** the proposed allocation gives rise to relatively limited biodiversity concerns. However, it is noted that BBOWT commented through the consultation in 2023: *“We note that this is close to the Northern Valleys CTA and are concerned by the impact. It is important that the integrity of this CTA and its sites, habitats and species is not negatively impacted, and indeed that positive action to support the CTA through for example appropriate habitat creation is required if the site is taken forward.”*

Finally, with regards to Canalside, which is a committed site (existing allocation) but where there has been consideration of options as part of the process of preparing the LPR (it was a proposed allocation in 2023), the Environment Agency notably commented through the Draft Plan consultation:

“Extreme care should be taken when designing the layout of this development, in particular any additional river crossings and we advise consultation... to ensure that the negative impact is minimised. This will need careful consideration as this could impact on the deliverability of this site.”

- The proposed allocation at **Kidlington** (Woodstock) also gives rise to relatively limited biodiversity concerns, although there are significant tree belts along two sides of the site, which comprise priority habitat. BBOWT commented briefly through the consultation in 2023 regarding proximity to a SSSI, but the SSSI to the east is a geological SSSI, and that to the west is located on the opposite side of Woodstock (such that there is a case for supporting growth to the east of the town). It is also noted that BBOWT are “greatly concerned” regarding the previously proposed allocation at Kidlington itself (North of the Moors), which is no longer included in the plan (but is explored in detail in Section 6, above).
- **Heyford Park** – is no longer proposed for growth over-and-above that which is already permitted, which is tentatively supported from an air quality perspective, noting that BBOWT were “greatly concerned” regarding the previous proposal in 2023 for an LPR allocation. However, the Interim SA Report (2023) has concluded that the allocation option “gives rise to limited concerns, from a biodiversity perspective”.
- The **broad strategy** of including a focus at larger strategic sites is supported, because such sites can give rise to a particular opportunity in respect of masterplanning with biodiversity in mind, and also supporting investment in offsite interventions in support of strategic objectives. For example, Figure 9.1 below shows the latest concept plan for the proposed greenfield allocation south of Banbury. It is unfortunate that the scheme could not have been planned comprehensively with the site under construction to the north, but there is now confidence in the ability to define a new long-term urban edge that is respectful of the surrounding landscape, historic environment and biodiversity sensitivities.

With regards to **development management policy**, it is again the case that the primary consideration is providing strategic guidance in respect of the expectations on developers, in terms of avoiding areas of sensitivity and delivering enhancements. Early clarity can assist with effective masterplanning and ensuring green/blue infrastructure feeds into viability calculations alongside wider infrastructure. In particular, the following requirement for all five of the Bicester employment allocations is of note:

“Preservation and enhancement of habitats and species on site, particularly protected species and habitats and creation and management of new habitats to achieve an overall net gain in biodiversity including the creation of a local nature reserve and linkages with existing BAP habitats. Opportunities for wetland habitats along the existing waterways on the edges of the site.”

This represents a stringent approach, but there is a need to ensure that site-specific policy is well-targeted, noting considerable variability across the sites (with key sensitivities south of Chesterton).

- Also, and importantly, **Core Policy 12** (Biodiversity net gain, BNG) sets out to go beyond the statutory minimum requirement (10%), by requiring: “At least 20% biodiversity net gain will be sought in the Nature Recovery Network Core and Recovery zones, and the strategic allocations in this Plan.” This is strongly supported, from a biodiversity perspective, and is considered to be a well-targeted policy. It is also noted that the plan includes a strong focus on setting out strategic green / blue infrastructure priorities, and so it will be important to consider the circumstances under which developers might fund such schemes in order to generate biodiversity credits, for the purposes of biodiversity net gain calculations.

9.3.2 In conclusion, accounting for changes to site allocations since 2023 alongside district-wide policy and site specific policy it is now appropriate to predict a **‘moderate or uncertain’ positive effect** for the LPR as a whole, recalling that the baseline situation is one whereby development continues to come forward. The ISA Report (2023) concluded by suggesting “a need to take close account of consultation responses received” and also a need for “detailed work ahead of plan finalisation, e.g. for SE Bicester” and it is considered that the LPR has progressed well in these respects. Natural England did not raise major concerns with strategy / sites in 2023, although there is a need to liaise further on Ardley Cutting SSSI.

Figure 9.1: Concept plan for south of Banbury



9.4 Climate change adaptation

9.4.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- A key issue is the fluvial flood risk affecting **Canalside** at Banbury. The site is an existing allocation for 700 homes, and this remains the current proposal, but the Interim SA Report (2023) had explained:

“... there is an identified opportunity to deliver fewer homes and a greater amount of employment land, which would be preferable from a flood risk perspective... The site is allocated for 700 homes in the adopted local plan (2015), such an adjusted allocation could well represent an improvement on the baseline situation. However, there remains uncertainty at the current time, before a final decision is made on the proposed intensity of uses on the site, accounting for both new homes and employment land. Also, climate change has come more to the fore since 2015... Housing-led brownfield regeneration schemes in areas of flood risk are not uncommon nationally, given good potential to mitigate flood risk, including through: avoiding vulnerable uses on the ground floor; measures to ensure safe access / egress; flood resistant design (e.g. to prevent water from entering); and flood resilient design (e.g. to ensure structural integrity is maintained and to facilitate drying / cleaning). However, given climate change concerns, there is nonetheless a need to question the merits of directing new homes to areas that have historically been seen as appropriate for less vulnerable uses...”

The Environment Agency did not raise major concerns through the consultation in 2023, but stated the following in respect of Canalside and Higham Way (the latter site now being proposed for employment):

“To ensure these sites are justified and deliverable, a Level 2 SFRA that assesses whether these sites can be built without increasing flood risk elsewhere and ensuring future occupants would be safe is required... The best available flood risk information should be used... the best available model we hold is the Cherwell (Banbury) 2015... The Cherwell 2015 model considers the impacts of the Banbury Flood Alleviation Scheme (FAS), which reduces the risk of flooding to both proposed allocations... [Also] your Level 2 SFRA should consider future maintenance, funding and impacts of climate change associated this flood defence, as well as flood risk should the defence fail or be breached.”

A Level 2 SFRA has now been completed, and makes the following recommendations:

“It is recognised that Flood Zone 2 covers over 75% of the site, therefore it will be necessary to locate a substantial amount of infrastructure outside of Flood Zone 1. The proposed use of the site is mixed with 9 hectares of land reserved for employment. A site level sequential approach should be applied, prioritising more vulnerable residential development in Flood Zone 1 and Flood Zone 2 where possible.

Less vulnerable employment development is also preferred in these zones however can be located in Flood Zone 3a if more space is required for residential uses. A large part of the southern part of site is within Zone 3b, which limits the area available for both residential and employment development...

Development should be set at a floor level to provide an appropriate freeboard above the design flood level taking account of climate change. Climate change mapping for the 100-yr + 25% event shows a significant increase in flood extent relative to Flood Zone 3a (58% of site area).

Existing access to the site is within Flood Zone 2, any access road should be designed appropriately to allow safe access/egress.

Impacts of built development within the allocated sites on floodplain storage and flood flows should also be considered. It is currently unclear what quantum of development can be delivered without increasing flood risk elsewhere.

Parts of the site also fall within areas benefitting from flood defences which will reduce the flood risk shown. The impacts on floodplain storage and role played by flood defences should be considered as part of a level 2 SFRA with further assessment in a site specific FRA.”

Overall, therefore, it is clear that there remain a range of issues and uncertainties, such that there is a need for ongoing scrutiny of the appropriate development density on the site, albeit recognising the need to balance development viability and the crucial importance of making best use of this underutilised land on the edge of Banbury town centre and very close to the train station. Just on downstream flood risk, the Interim SA Report (2023) stated: *“Downstream flood risk is potentially an issue; however, there is a need to account for the fact that there is already extensive built form across the site, so it could well be that there is the potential to maintain or enhance the current flood storage capacity of the site (which isn't to say that there are not alternative uses that could deliver more flood storage capacity still).”*

Finally, there is a need to consider adjacent Higham Way, the new proposed approach is supported. The Interim SA Report (2023) stated: *“The likelihood appears to be that the plan will ultimately support employment uses on the site (only), but the door is currently left open to rolling forward the existing 2015 allocation for 150 homes. Downstream flood risk is potentially more of an issue here, as there is more limited existing built form on the site.”*

It is also important to note **policy requirements** as follows:

“To assess the potential flood risk in the Canalside area, a [Level 2 SFRA] has been undertaken... This confirms that with the implementation of the Flood Alleviation Scheme and the implementation of other measures on the site the site can be redeveloped safely. Applications will be required to follow the requirements set out in the Strategic Flood Risk Assessment and a detailed Flood Risk Assessment (FRA) for the site will be required with any planning application.

Additional requirements for this large complex site include...

... The Council believes that the most effective and equitable means of promoting development at Canalside will be based on an outline planning application being made by consortia of key landowners and/or their developer partners, supported by a masterplan. It is expected that key landowners will have agreed a means of capturing and mutually benefiting from the uplift in land values as a result of a successful development scheme. However, if supported by a strategic masterplan, proposals within sub areas A or B may be permitted provided that they clearly demonstrate that they will contribute towards the delivery of the Council's wider vision for the whole Canalside area. Proposals for smaller parcels may exceptionally be supported where it is clearly demonstrated that the development will positively contribute towards the comprehensive and integrated regeneration of the site as a whole.”

- Elsewhere, there are limited concerns. There is a series of fluvial / surface water flood channels in the **Chesterton** area (see Figure 6.5), and there is a need to be mindful of downstream flood risk affecting Wendlebury, but there will be good potential to integrate flood zones as part of a blue infrastructure strategy, and high quality sustainable drainage systems (SuDS) should serve to ensure no increased downstream flood risk. For Bicester in general the EA notably commented in 2023:

“We strongly recommend detailed flood models are provided at this stage for any sites... This applies both to locations where detailed modelling is not yet available as well as to areas where current detailed models do not include appropriate climate change allowances... There have previously been difficult situations in Cherwell District when detailed models for allocated sites were not created until the planning application stage, and the models showed a significant increase of flood risk on site which meant it was difficult or not possible to deliver the scale of development allocated.”

- 9.4.2 In conclusion, given that a Level 2 SFRA has been prepared in accordance with the expectations of the Environment Agency it is now appropriate to predict an overall **neutral effect**. However, there are residual risks and uncertainties at Canalside to be further considered through Flood Risk Assessment.

9.5 Climate change mitigation

- 9.5.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- Focusing on built environment greenhouse gas emissions, as per the discussion in Section 6, and all other things being equal, there can be support for **larger strategic sites** over-and-above smaller sites. This is because such sites can be associated with economies of scale, which can help to make investment on decarbonisation focused interventions more of a viable proposition, and because opportunities can be realised through strategic masterplanning, for example higher density mixed use areas around local centres or transport hubs, which might support a district-scale heat network and/or large scale battery storage facilities distributed through the scheme to balance power supply (typically from rooftop solar) and demand over the course of the day. In this light, there is a degree of support for the proposed strategy, and it is not clear that there is a reasonable alternative strategy that performs better (see Section 6). However, this matter – of exploring growth at scale and/or growth directed to sites where strong viability, in order to realise decarbonisation opportunities – warrants further scrutiny.
- The largest of the proposed allocations is **South of Banbury**, which is of somewhat limited scale (600 homes, as an extension to an existing strategic urban extension that is under construction), but there is also a need to consider the proposal to support an additional 1,500 homes at **North West Bicester** (relative to the adopted local plan, and 500 additional homes relative to the proposal in 2023).

NW Bicester has been promoted as an Ecotown for a decade now, such that the decarbonisation ambition has been subject to considerable scrutiny. Most recently, permission was recently (July 2023) granted at appeal for a 530 homes scheme (Ref. [21/01630/OUT](#)) adjacent to the Elmbrook part at the eastern extent of the NW Bicester allocation, which is the only part of the allocation to have delivered to date, and has gained national attention as a low carbon exemplar. The appeal decision explains that the 530 home scheme (known as “Firethorn”, which is the name of the developer) will deliver “True Zero Carbon”, which is defined as: “over a year the net carbon dioxide emissions from all energy use within the buildings... are zero or below.” The key question is whether / the extent to which there is allowance for offsetting, as opposed to achieving zero carbon onsite, which is a matter discussed within the [appeal decision](#). Ultimately, the approach taken to net zero is considered highly ambitious; however:

“the appeal development cannot viably provide for 30% affordable housing... whilst delivering a True Zero Carbon development... and mitigating its infrastructure impacts... However, the appellant has offered a minimum of 10% affordable housing, which will require a reduced developer margin.”

The recent 3,100 home Hawkswell Village planning application (ref. [21/04275/OUT](#); 3,100 homes) has not been reviewed in detail, but the proposal to deliver an adjacent small solar farm is also noted. There is a need to consider whether this would feed the national grid, which could make it quite a different proposition (from an energy hierarchy perspective) to rooftop solar directly feeding the development.

- The proposed allocation at **Kidlington** (Woodstock) is smaller, but it could be associated with strong viability, which could well be supportive of delivering homes to a stringent ‘net zero’ standard. Indeed, this was the proposal as part of a recent withdrawn planning application (see the Design and Access Statement, [here](#)). Also, it is worth noting that the site has a longer planning history, including a 2014 application for 1,500 homes across both this site and the site now under construction to the west.

- With regards to **development management policy**, the key policy here is Policy CSD 2: Achieving Net Zero Carbon Development – Residential, which has been notably adjusted since the Draft Plan stage (2023), at which time the SA Report concluded: *“the proposed approach is supported, as it appears to suitably push the boundaries of what is likely to be viable (subject to further investigations), reflecting the urgency of the issue (i.e. the 2030 net zero ambition).”*

The key point to note is that there is a clear requirement for achieving a stringent definition of net zero definition, which essentially means net zero development achieved in line with the energy hierarchy. Specifically, this means an efficiency (‘fabric first’) approach, i.e. such that there is not undue reliance on renewable heat and power generation, and also with offsetting only as an absolute last resort, i.e. such that net zero is achieved ‘onsite’. This is strongly supported, from a decarbonisation perspective, although it is important to recognise that the costs will feed into development viability calculations, such that there could be implications for achievement of other objectives, notably in respect of affordable housing delivery (see the Whole Plan Viability Study, 2024) if sites with challenging viability credentials are to be supported to come forward in a timely fashion, i.e. in line with the committed trajectory.

The following recommendation from 2023 has clearly been actioned: *“... most importantly, there will be a need for close scrutiny of the extent to which there is allowance for residual onsite emissions to be offset, recognising that offsetting sits at the bottom of the energy hierarchy...”*

Secondly, Policy CSD2 read in the context of the wider suite of climate change focused policies is commendably clear, such that the following recommendation from 2023 has been suitably actioned:

“... there is a need to consider whether it might be possible to consolidate the current series of policies into one, with a view to supporting clarity and ease of understanding for the public, given the central importance of this issue (it will be an aspect of the local plan that generates a high degree of interest, and the local plan has an important educational role)... the supporting text should be reviewed for conciseness and clarity, with a view to clear messaging suited to the task of building public understanding, interest and capacity to engage in respect of the decarbonisation agenda. As stated within recent CSE/TCPA research (see footnote): “Empowering people with the skills to make their case must go hand in hand with enhancing their knowledge of the challenges and opportunities which will shape the future.”... As part of ensuring clear messaging, there is a need to ensure that there is not an undue focus on sequestration, at the expense of avoiding emissions in the first instance. Also, the text might explain that whilst transport emissions are set to decrease rapidly, due to the national switch-over to EVs, emissions from the built environment risk staying stubbornly high without policy intervention.”

The reader is able to understand important distinctions including between: A) climate change mitigation / decarbonisation and climate change adaptation / resilience; B) minimising greenhouse gas emissions from the built environment versus from transport; and C) minimising built environment emissions associated with operational use versus wider emissions, including ‘embodied’ emissions, that contribute to ‘whole lifecycle’ built environment emissions.

Focusing on ‘whole lifecycle’ emissions, it is important to note that Policy CSD 5: Embodied carbon is also strongly supported, and its approach aligns with the following recommendation from 2023: *“... there is a need to consider whether a specific requirement should be set for specific developments, or categories of development (e.g. strategic versus non-strategic), albeit it is recognised that doing so could prove a complex and ultimately challenging exercise.”* The question arises as to whether the targeted approach in Policy CSD 5 could also be applied under Policy CSD 2, but it is recognised that the risk would be that Policy CSD 2 becomes overly complicated.

However, the following recommendation from 2023 potentially remains somewhat outstanding: *“... use of the “be clean, be lean, be green, be seen” hierarchy should be reviewed. The distinction between “be clean” and “be green” is not as intuitively clear as might ideally be the case; and, whilst “be seen” is a key,³¹ it does not appear to feed through into policy.”* In respect of “be seen” though, it is recognised that Policy CSD2 now requires: *“Developments of 50 or more new dwellings will be required to monitor and report energy performance for the first 5 years of occupation.”* This threshold is potentially supported, as there can be concerns around the costs and administration of monitoring.

³¹ [Research](#) on *Spatial planning for climate resilience and Net Zero* published by the Centre for Sustainable Energy (CSE) and the Town and Country Planning Association (TCPA) was published in July 2023. With regards to the “be seen” stage of the energy hierarchy, the research explains: *“The system of assessing, monitoring and enforcing the energy and carbon performance of buildings requires a radical overhaul to make it fit for purpose. This could be achieved (in part) through requiring developers to submit in-use energy and carbon data from new developments (for example from smart meters installed in new buildings).”*

The main outstanding question is around the metrics required under Policy CSD 2, with the proposal to apply the Building Regulations method as opposed to requiring that schemes are evaluated the energy-based methodology. Under the Building Regs method the question for any given planning application is the extent to which the development can improve on a Target Emissions Rate (TER), measured in percentage terms up to a possible 100% improvement, whilst the energy based methodology involves scrutiny in absolute terms, measured in terms of kWh /m2/yr. It has wide-spread support amongst specialists, including because it is very easily understood by non-specialists and because actual 'as built' performance can be monitored simply using a smart meter. A high proportion of recent and emerging local plans nationally present an energy based policy. However, on 13th December 2023 a Written Ministerial Statement was released which appears to prohibit its use. The two approaches are compared and contrasted in a recent report [here](#) and another even more recent report [here](#).

The Interim SA Report (2023) presented a brief review of recent and emerging local plans applying the energy-based method, and since that time it has emerged more fully as an approach with strong support amongst industry specialists and many local plan-makers. The Interim SA Report explained: *"The national policy environment is complex and constantly evolving, but a number of authorities have adopted, or are proposing, concise 'energy-based' net zero policies... These policies typically involve a clear focus on: A) space heating demand of less than 15kWh/m2/yr; B) overall energy use of less than 35kWh/m2/yr; C) on-site renewable generation equivalent to onsite use; and D) offsetting only if absolutely necessary."*

- 9.5.2 In conclusion, the proposed development management policy is very strong, which is a key consideration, but there is also a need to maintain a focus on realising built environment decarbonisation opportunities through spatial strategy and site selection. On balance, a **'moderate or uncertain positive effect'** is predicted, but this is marginal, as it is difficult to conclude with confidence that the LPR does all it can to support the achievement of the District's 2030 net zero target (but it will clearly have a very positive effect on the baseline). It is also recognised that built environment decarbonisation was not a focus of consultation responses received from key partner/stakeholder organisations in 2023, despite the following key recommendation set out at the equivalent point of the Interim SA Report:

"Moving forward, as well as inputs from stakeholder organisations with an interest in decarbonisation, site promoters are encouraged to submit detailed evidence to demonstrate the potential to viably minimise onsite emissions, ideally to zero carbon. As part of this, it will be important to take account of the latest national precedents, including in respect of definitions of net zero..."

9.6 Communities

- 9.6.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- A headline key issue relates to the potential for residents of the proposed **East of Woodstock** allocation to access a primary school, as there would be no potential to deliver one onsite. The Interim SA Report recommended that "further work is needed to identify the most appropriate strategy" and whilst it is recognised that detailed work has been ongoing, there remains an element of uncertainty at the current time. In other respects this site is quite strongly supported, from a 'communities' perspective, particularly given the potential to deliver a very high proportion of the site as accessible greenspace, plus the site benefits from nearby facilities in the east of Woodstock, including a secondary school. The greenspace could have the effect of separating the new community from Woodstock to some extent, but the centre of Woodstock would still be within a reasonable distance (~1.5km). Also, it is important to recall that new residents will be located on a very high quality bus and cycle transport corridor (and the allocation will be supportive of further enhancements to the corridor, thereby benefiting existing residents).
- The second key matter to discuss is the new proposal to support a pure focus on employment land to the south of **Chesterton** (north of the A41), as opposed to a mix of homes and employment. This is supported from a 'communities' perspective, as discussed in Section 5.4. The possible drawback is around impacting the ability to realise the 'vision' for the A41 corridor as a walking, cycling and public transport corridor (once a southern link road is delivered), but there are no clear concerns in this regard.

The Interim SA Report had recommended: *"It will be important to ensure a comprehensive approach to growth [south of Chesterton / north of the A41] with a view to most fully realising opportunities for new / upgraded community, transport and green / blue infrastructure, with a view to securing 'planning gain'..."*

- There is also a need to briefly consider the proposal to support additional homes across an expanded **NW Bicester** allocation (see Section 5.4). Perhaps the key point to note is that from a ‘communities’ perspective there is merit to consolidating growth locations with a view to supporting community engagement and buy-in, in support of place-making. A changing Bicester might now be understood in terms of: A) recent growth areas (notably Kingsmere to the west); B) Graven Hill as the country’s largest self-build community, which is reaching maturity as a new community; C) North West Bicester as the major committed focus for plan-led growth, but also South East Bicester (Wretchwick Green); D) recent, committed and proposed new employment growth areas, most notably a new employment ‘gateway’ to the west); E) a changing town centre and wider urban area including linked to East West Rail; and E) recent and committed non-strategic growth at Ambrosden and Launton as a result of the District being subject to the presumption in favour of sustainable development (‘planning by appeal’).
- Finally, at **Banbury**, there is support for the urban growth locations from a communities perspective, and it is also understood that the proposed greenfield allocation generated relatively limited concern through the consultation in 2023. The Interim SA Report (2023) stated “no immediate concerns” but recommended *“there is generally a need to confirm plans for community infrastructure, given extensive nearby committed growth.”* In this regard work has been ongoing (e.g. see Figure 9.1, above) and the site-specific policy includes a range of clear requirements. However, these are mainly around avoiding constraints (e.g. *“a substantial landscape buffer between the developable area and Wykham Lane to maintain its rural character... Developable area to be pulled back from areas of archaeological interest...”*) as opposed to realising growth related opportunities. It is noted that the site is not expected to deliver any significant new onsite community infrastructure, although it will deliver improved active travel routes and will help to maintain and potentially enhance bus services.

Maintaining a focus on Banbury, the following from the Interim SA Report has been actioned: *“... there is also a need to note the overall limited growth strategy, given that certain wards are in the 20% most deprived areas in England. However, the focus on Canalside is supported, and it is not clear that there is any alternative strategy that would perform better, from a perspective of supporting regeneration, or otherwise addressing relative deprivation. Also, it is anticipated that town centre regeneration sites will be examined for allocation subsequent to the current consultation.”*

- With regards to **development management policy**, a wide range of policies are broadly supportive of communities objectives; however, and again, the key matter is clarifying expectations of developers in respect of site-level infrastructure delivery and developer contributions towards strategic infrastructure delivery. The plan presents many encouraging proposals, and clearly policies now benefit from having been subject to consultation (recalling that consultation on a full draft plan under Regulation 18 is a voluntary step), but policies/requirements warrant ongoing scrutiny, including from a viability perspective.

9.6.2 In **conclusion**, the plan has been adjusted since 2023 with a clear focus on community concerns, and whilst it is recognised that some concerns do remain, a priority is adopting the LPR in good time so as to avoid further sites coming forward under the presumption in favour of sustainable development (including ‘planning by appeal’). Community concerns with growth are also allayed on account of the proposed suite of development management policies, both site-specific and district-wide, and there is confidence in respect of Whole Plan Viability (and, in turn, confidence that the site allocations can deliver in a way that aligns with policy). Overall a **‘moderate or uncertain positive effect** on the baseline is predicted.

9.7 Economy and employment

9.7.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- As discussed in Section 6, the LPR represents a suitably proactive approach to employment land allocations, which are extensive reflecting the buoyant and nationally significant sub-regional economy (Oxfordshire Knowledge Spine and Oxford to Cambridge Arc). There would be a significant supply boost relative to the Draft Plan stage, although there remains a case for additional supply.
- Site-specific considerations include:
 - Higham Way – is supported as an employment site (contrary to the 2015 Local Plan allocation), as it comprises brownfield close to Banbury town centre and train station and is subject to flood risk.
 - Canalside – will now deliver a mixed use scheme, but there remains the possibility of greater focus on employment, given flood risk. Also, there is a considerable element of existing employment land, such that there is a degree of uncertainty regarding the net increase in employment land.

- South of Chesterton / north of the A41 – the new proposed approach here, involving a comprehensive employment gateway between M40 Junction 9 and Bicester, is strongly supported from a perspective of realising local and sub-regional / regional employment and economic growth objectives.
 - Land Adjacent to Symmetry Park, North of A41, South East Bicester – will extend the employment land that was recently delivered as the first phase of the committed SE Bicester strategic urban extension (N.B. its rapid delivery serves as evidence for the high demand for employment land in this area).
 - Supporting housing growth in **the Kidlington area** is also an important consideration from an economy/employment perspective, given a location within the Oxford Knowledge Spine. The proposed allocation east of Woodstock is supported in this regard, and it is noted that this will comprise the first plan-led significant housing growth in this area for a number of years (setting aside growth under the Partial Review, which was with the objective of meeting Oxford's needs as opposed to Cherwell's). However, it is important to note the reduced housing growth strategy relative to the Draft Plan stage.
 - Also, there is a need to account for **wider objectives**, e.g. relating to regeneration / place-making and locally arising needs. This includes the objective of diversifying employment land at Bicester, ensuring that it builds a reputation as a central hub within the Ox Cam Arc, albeit it also has an important role to play in terms of warehousing / distribution, given its excellent road transport connectivity. The proposed approach is supported in this regard, although there remains a need to give ongoing consideration to comprehensive planning along the A41 corridor aimed at realising objectives including via supporting the delivery of a new southern link road.
 - There is a focus on strategic employment allocations, hence the question arises around support for **smaller employment sites**. There will be good potential for sites to come forward as windfall given suitably permissive policy, but there will likely not be significant windfall in the Oxford Green Belt. There is also a need for ongoing consideration of smaller employment sites at Bicester, to diversify the offer; however, in this regard it is recognised that strategic employment allocations at Bicester can and will be masterplanned in order to support a range of types of employment land. The Interim SA Report (2023) recommended ongoing consideration of smaller employment sites including to assist with “resilience”.
 - Finally, with regards to **Heyford Park**, there are no major concerns with the new proposed approach of *not* supporting further growth. With regards to the previous proposed approach, the Interim SA Report (2023) explained: “... whilst it is not anticipated that [the proposed approach from 2023] would directly deliver any new employment land, it may be supportive of long term aspirations for sensitive development / redevelopment / refurbishment / repurposing of buildings within the airfield conservation area, including with a focus on employment floorspace...”³²
 - With regards to **development management policy**, a range of policies are supportive of ‘economy and employment’ objectives, including those that deal with assigning policy protection to employment land. Core Policy 77: London-Oxford Airport is of note, as the airport plays an important economic role. A final key consideration is assumed developable areas within employment allocations. On one hand low developable areas can support employment areas that are attractive places to work, although on the other hand there is a need to make best use of land and maximise jobs densities.
- 9.7.2 In conclusion, whilst the equivalent appraisal in 2023 flagged a potential negative effect, it is now considered appropriate to predict a **‘moderate or uncertain’ positive effect** on the baseline. Having said that, it will be important to be suitably proactive in respect of supporting windfall sites, and there is also a need to give ongoing consideration to strategic planning for the Kidlington area in order to realise employment / economic growth objectives that are of clear larger-than-local significance.

³² The Interim SA Report (2023) also explained: “There could feasibly be further opportunity in respect of using historic buildings for employment; however, there are significant sensitivities. It is understood (from the site promoter’s submission to the Options consultation, 2021), that Heyford Park currently supports ~100 businesses, including within Creative City (which involved refurbishing six buildings). Also, the recently granted planning permission for 1,175 homes (18/00825/HYBRID) includes some new employment land. It is understood that the ratio of homes to jobs within Heyford Park will be around 1:1 once the consented scheme(s) come forward, which serves to highlight (when taken into account alongside the heritage context) the potential to foster a unique employment land offer, despite a relatively rural location.”

9.8 Historic environment

9.8.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- All the proposed housing **allocations** are subject to a degree of constraint, but there are not thought to be any concerns regarding in-combination impacts. The following reflects a broad order of concern:
 - East of Woodstock – is constrained on account of its proximity to Blenheim Palace World Heritage Site. However, the land in question is not thought likely to contribute significantly to setting of the Palace or its associated landscaped parklands, including mindful of the influence of road infrastructure in the area, plus there is as a small intervening patch of woodland. The firm proposal is to concentrate development in the northeast corner of the site, so as to avoid and suitably buffer a scheduled monument (also a wider area of archaeological interest), which also serves to reduce concerns regarding Blenheim Palace. The scheduled monument is a below ground feature, but a recent planning application identified the potential to enhance appreciation through public art.
 - South of Chesterton – is near adjacent to the Chesterton Conservation Area, which extends to the southern extent of the village, and the new proposal is to develop additional land to the east relative to 2023 (but avoid development directly south of Chesterton). This land to the east has some sensitivity, noting the adjacent conservation area (albeit land within the conservation area abutting the proposed allocation comprises open space / parkland, with the village's historic core located slightly further to the north). There is a historic farm within the site, which whilst not listed is shown on [historic mapping](#)), a Grade 2 listed bridge over the Gaggle Brook and also mature historic field boundaries.

More generally, there is a need to note that a Roman Road (Akeman Street) passed through Chesterton, between Cirencester and Aylesbury (this could indicate the likelihood of archaeology). However, there would be good potential to mitigate historic environment impacts through masterplanning, plus it is noted that a 63 homes scheme has recently been delivered at the southern extent of the village, and another scheme is committed. Finally, the new proposed approach is to maintain a landscape buffer between Chesterton and the small hamlet of Little Chesterton, which has a modest degree of historic character, with most of buildings visible on historic mapping, and given an association with a network of historic lanes, footpaths and field boundaries / streams / drainage channels; however, the Landscape Study (2022) does not raise any such concerns.
 - South of Banbury Extension – is associated with land that gently descends to the south, towards the valley of the Sor Brook, which is valued historic landscape. However, the potential to utilise Wykham Lane as a defensible boundary means that there are few concerns regarding long-term 'creep'. A Grade II listed farmhouse adjacent to the east, a cluster of listed buildings at Wykham Farm to the south west, and another historic farm is adjacent to the south (shown on the pre-1914 OS map; now offering a farm shop). Also, the Bodicote Conservation Area is to the east (where Wykham Lane meets the high street), plus there are a number of popular footpaths in the vicinity. However, there will not be road access to Wykham Lane, and there is good potential to deliver greenspace as mitigation. In this regard the amendment to the site boundary since 2023 is strongly supported.
 - Canalside – this is a historic industrial area, with a range of Victorian industrial buildings, mixed with more modern industrial buildings, and there is one Grade II listed building (the Old Town Hall).
 - There is also support for the new proposed approach in respect of **Heyford Park**. Historic England raised limited concerns regarding the proposed allocation from 2023 but would likely have a significant concern with further growth over-and-above that proposed in 2023. There are a range of issues (also potentially opportunities), perhaps most notably in respect of the RAF Heyford Conservation Area.
- With regards to **development management policy**, it is again the case that the primary consideration is providing strategic guidance in respect of the expectations on developers, in terms of avoiding historic environment / heritage impacts, and realising any opportunities. Also, the suite of proposed thematic district-wide policies is proposed supportive of historic environment objectives. However, these are largely generic policies as opposed to policies responding to the Cherwell-specific context and, in this regard, the Government's commitment to National Development Management policies is noted.

9.8.2 In conclusion, whilst the equivalent appraisal in 2023 flagged a potential negative effect, it is now considered appropriate to predict a **neutral effect** on the baseline, given adjustments made since the Draft Plan stage (most notably in respect of Heyford Park) and further work on site-specific policy.

9.9 Homes

9.9.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- The key proposal is to set the **housing requirement** at 911 dwellings per annum (dpa) in line with a figure that reflects both Local Housing Need (LHN) and the previously agreed level of unmet need from Oxford City. This is considered a suitably proactive approach, although there remain certain arguments for higher growth, as discussed in Section 5 and 6 of this report. It should be noted that at the Draft Plan stage (2023) the proposal was to set the housing requirement at 1,293 dpa, but that was under a significantly different strategic context (see discussion in Section 5.2).
- The identified **housing supply** is 23% above the housing requirement, over the plan period as a whole, which is strongly supported, as a 'supply buffer' acts as a contingency for delivery issues, and there are certain sites in the identified supply where there are delivery risks, e.g. Canalside and NW Bicester. However, the supply buffer is lower earlier in the plan period, such that there remains a case for considering the possibility of an upward stepped housing requirement (i.e. a situation whereby the housing requirement is lower in the early years of the plan period and then commensurately higher in latter years), which would not be supported from a housing perspective (because of the urgency around providing for housing needs, including affordable housing needs). Having said this, it is recognised that if it transpires that the plan is unable to maintain a five year supply against the housing requirement in the early years of the plan period then the presumption in favour of sustainable development could be triggered, with the effect of boosting housing supply (albeit potentially in sub-optimal locations).
- In terms of the **distribution** of growth, there is support for strong alignment with the settlement hierarchy, including by directing growth to Kidlington and not supporting a new settlement.³³ However, reduced growth at Kidlington and Bicester (at least in the plan period) relative to the Draft Plan stage (2023) is of note, because both settlements are very well connected to Oxford (where there is acute housing need).
- **Affordable housing** needs is another matter that relates to spatial strategy, as well as to development management policy, as there can be an argument for setting the housing requirement above LHN, in order to meet affordable housing needs more fully, and there is a need to direct housing towards sites with strong development viability, as far as possible, in order to support affordable housing delivery.

Whilst the proposal in 2023 was to require 30% affordable housing across the District, the new proposed approach is a 'step up', namely: Banbury - 30%; Bicester - 30%; Kidlington - 35%; Elsewhere - 35%. Also, the proposed tenure mix is stringent: *"All qualifying developments will be expected to provide 70% of the affordable housing as social or affordable rented dwellings and 30% as other forms of affordable homes."* This new proposed approach is supported from a 'housing' perspective, although there are implications 'whole plan viability', specifically the balance between setting requirements of developers, in terms of the funds that must be directed to affordable housing and other policy asks (e.g. decarbonisation, space and accessibility standards, biodiversity net gain), and ensuring deliverable housing sites. It is noted that a 530 home scheme at NW Bicester recently gained permission at appeal despite providing for only 10% affordable housing (although this was reflective of particular site-specific issues, plus there is a claw back mechanism to secure greater affordable housing if viability improves).

- A final matter for consideration here is meeting **specialist accommodation** needs. In particular, meeting the needs of Travelling Communities (Gypsies and Travellers, and also Travelling Showpeople) is a key issue nationally. The implications of not meeting Traveller accommodation needs are wide ranging. For Travellers, poor accommodation can be a barrier to maintaining the traditional way of life, can lead to tensions with settled communities and certainly contributes to issues of relative deprivation, with Travellers tending to have poor outcomes in terms of health and wellbeing, educational attainment and a range of other indicators. Friends, Families and Travellers (FFT) is a national organisation focused on the needs of Travellers. FFT present a vision for change under four headings: Health, Hate, Accommodation and Education, and a range of other research is also presented on the website, some of which was quoted within the Interim SA Report (2023). A recent RTPI blog on the issue of local plans "kicking the can down the road" is also of note. Finally, by way of context, a major consultation is currently underway in Kent aimed at finding sites to provide for over 500 pitches.

³³ With regards to the new proposal of not supporting further growth at Heyford Park, it should be noted that the Interim SA Report (2023) flagged potential support for the 'delivery model' proposed by the site promoters, aimed at low delivery risk and low risk of unforeseen cost issues, e.g. that could have a bearing on affordable housing delivery. They emphasise *"a delivery model that provides a wide range and choice of products and includes the Private Rental Model (PRM). There is a wide range and choice of market housing together with affordable homes (affordable homes are delivered by Heyford Regeneration)..."*

Focusing on Cherwell, there is not currently a need to allocate land for further pitches, but there is a need to maintain a watching brief in respect of needs and ensure a suitably permissive approach to windfall. The Interim SA Report (2023) presented a detailed discussion of 'site selection', and in respect of Policy COM 9 (Travelling Communities) recommended: "[The policy] suggests that sites should be within 3km of town or village, but there can be good potential to deliver suitable sites in closer proximity [e.g. walking distance]."

- 9.9.2 In conclusion, whilst the equivalent appraisal in 2023 flagged a potential negative effect, it is now considered appropriate to predict a **'moderate or uncertain' positive effect** on the baseline, given changes to the strategic context and adjustments made since the Draft Plan stage including in respect of affordable housing, plus it has now been confirmed that there is no need to allocate land to provide for Gypsy and Traveller accommodation needs.

9.10 Land, soils and resources

- 9.10.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- Supporting housing growth at **Canalside**, as well as an intensification of employment uses, is clearly supported, in terms of making the best use of brownfield land so as to reduce pressure on greenfield.
- In this respect, the proposed change to the **NW Bicester** strategic allocation is of note, in that the new proposal is to safeguard extensive productive agricultural land (south of Bucknell) as greenspace.
- The proposed greenfield allocation at **Banbury** is a rare example of a site that has been surveyed in order to establish agricultural land quality with confidence. The land is found to comprise Grade 2 quality land, i.e. land that comfortably falls within the bracket of 'best and most versatile' (BMV; which the NPPF defines as land that is Grade 1, Grade 2 or Grade 3a quality). It is noted that the land in question comprises notably higher quality agricultural land than is the case for the committed site to the north. This presumably reflects the association of the new proposed allocation with the valley of the Sor Brook.
- At **Bicester** there is overall lower agricultural land quality, particularly to the south and southeast of the town. None of the proposed allocations have been surveyed in detail, but are quite unlikely to comprise BMV land, on the basis of the nationally available provisional (i.e. low resolution and low accuracy) dataset and going by land that has been surveyed in detail around the town.
- With regards to the proposed allocation **east of Woodstock**, the adjacent committed site has been surveyed in detail and found to comprise Grade 3b quality land. The nationally available provisional dataset serves to suggest that the proposed allocation comprises 'Grade 3' quality land, which in practice may or may not be land that is BMV (the nationally available dataset does not split Grades 3a and 3b).
- At **Heyford Park** the new proposed approach is potentially supported from an agricultural land perspective (the national dataset shows some Grade 2 quality land in the vicinity) and another consideration is the need to avoid sterilisation of minerals resources that could potentially be viably extracted, with Heyford Park intersecting a Minerals Safeguarding Area, as understood from the Oxfordshire Minerals and Waste Local Plan (2017). Safeguarding is not absolute, but the County Council raised an objection (to the previous proposed approach) through the consultation in 2023.
- With regards to **development management policy**, Policy CSD 6: Renewable Energy is of note, which identifies the need to avoid loss of BMV agricultural land as a key criterion when considering planning applications for new solar farms. In this respect, there is a need to consider that there is quite notable broad variation in agricultural land quality across the District, although areas of lower quality agricultural land can tend to be associated with sensitivities in other respects, e.g. biodiversity.

Finally, it is noted that Natural England commented in 2023:

"Several large site allocations for residential development are put forward in this plan... which are located on greenfield sites with the potential for significant loss of Best and Most Versatile Agricultural Land. To support plan allocations (and subsequent planning applications) sites (over 5ha agricultural land) should have a site-specific Soils Management Plan informed by a detailed Agricultural Land Classification (ALC) and soil resource survey..."

This request can be questioned in the context of the mitigation hierarchy (i.e. the importance of avoiding impacts in the first place, ahead of mitigation) and given little if any potential to mitigate impacts in respect of agricultural land lost within development site red line boundaries.

9.10.2 In conclusion, there is inevitably release significant areas of greenfield land that is currently in productive use for agriculture, reflecting the need to identify a supply of 'deliverable' and 'developable' sites for the plan period as a whole (NPPF paragraph 69). The District is not highly constrained in agricultural land terms, and the proposed lower growth strategy for Banbury is noted, but overall there will likely be a significant loss of BMV land, hence there is a need to predict a **'moderate or uncertain' negative effect.**

9.11 Landscape

9.11.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

- **Landscape sensitivity** assessment has been a key input to site selection, as discussed in Section 5.4.
- At **Banbury**, there is quite a high prevalence of landscape sensitivity around the settlement edge (see the 'points of the compass' discussion in Section 5.4), but efforts have clearly been made to direct growth away from the most sensitive areas. The landscape study assigns 'low-moderate' sensitivity to the proposed allocation to the south of the town; however, the site is notably associated with the valley of the Sor Brook. Furthermore, it will extend an existing committed scheme, which currently is set to be quite well-contained at its southern boundary by a tree belt. Having said this, the modifications made to the site boundary since 2023 are strongly supported (see Figure 9.1), and there is considered to be little if any risk of further development creep / sprawl.
- **Bicester** is generally associated with lower landscape sensitivity, but there is significant variation around the perimeter of the town, as discussed in Section 6. The proposed extension to the existing NW Bicester allocation is broadly supported, from a landscape perspective, as the effect will be to secure a long term defensible landscape gap between Bicester and the village of Bucknell, and the potential for a defensible boundary can now be envisaged, as discussed above. Also, there are fairly limited sensitivities associated with land to the south of Chesterton, with the Landscape Study (2022) assigning 'low-medium' sensitivity. However, the new proposed development parcel southeast of Chesterton is associated with some sensitivities, as discussed above under the historic environment topic heading. Finally, the new proposed approach of avoiding further expansion to the southeast is supported from a landscape perspective, as discussed in Section 6, particularly noting the role of Blackthorn Hill with the expansive and sensitive landscape of the Upper Ray meadows beyond.
- At **Kidlington** the proposed allocation is not covered by the Landscape Study (2022) but has been examined by studies completed in the past, specifically to inform the Partial Review (2020). Overall, the site is considered to have relatively limited landscape sensitivity, as relatively flat sites benefiting from quite strong landscape containment, in that it is bounded to the west by the Woodstock urban edge (a site under construction) and by roads on the other sides (along with thick hedgerows / tree belts). Also, the proposal is to deliver a very significant amount of new strategic greenspace within the site. The site will need to be delivered at a low density, which can be questioned from a landscape ('sprawl') perspective, but there is ongoing work to explore masterplanning options.
- With regards to **Heyford Park**, the Landscape Study (2022) assigns low-medium sensitivity, but there are a number of inherent issues, given a raised plateau landscape between the valleys of the River Cherwell to the west and the River Ray to the east, hence there is inherently a degree of concern regarding development 'spilling' down-hill over time. Any further growth must be comprehensive and undertaken with a long term perspective, hence there is support for the adjusted strategy since 2023. The appraisal in 2023 also noted: *"A key issue is the landscape gap to the Lower Heyford Road."*
- Finally, with regards to the **employment allocations**, there can be inherent landscape sensitivities; however, the greenfield allocations are mostly closely associated with major road corridors, and to the west of Bicester there is a need to recall the context of the recently permitted Siemens site. With regards to the Graven Hill site, there is merit in that the site should be well contained by flood risk, biodiversity and historic environment sensitivities, as discussed in Section 5.4.
- With regards to **development management policy**, an important question is in respect of the degree to which masterplanning parameters are set though the local plan, including with a view to providing confidence that landscape impacts will be minimised, versus allowing flexibility for masterplanning at the planning application stage, with a view to avoiding delivery issues. In this regard it is noted that a high level concept plan has now been prepared for South of Banbury, and there is also clarity regarding the extent of the proposed Strategic Gap south of Bucknell within the North West Bicester allocation.

9.11.2 In conclusion, taking account of site-specific policy and work that has been undertaken in respect of Strategic Gaps it is now considered appropriate to predict a **'moderate or uncertain' positive effect.**

9.12 Transport

9.12.1 The following bullet points present a discussion of key issues / opportunities and potential impacts:

N.B. please also see discussion in earlier sections, including Air quality.

- Beginning with the matter of **broad strategy**, the discussion in Section 6 sets out broad support for the preferred growth scenario in terms of its alignment with strategic transport objectives. In particular, there is broad support for a strategy whereby objectively assessed development needs are proactively met through local plans, as well as support for a strategy that includes a strong focus on directing new homes to strategic development sites. Supporting growth at Bicester over-and-above Banbury is supported, for the reasons set out above under the ‘air quality’ heading, and there is also support for growth at Kidlington from a transport perspective. There is also strong support for resisting further growth at Heyford Park that could prove to be piecemeal, as discussed in Section 5.4, albeit there are certain tensions and uncertainties, e.g. in respect of the previously proposed approach the Interim SA Report (2023) suggested: “... *the effect of growth could be to support achievement of a long term vision for Heyford Park as a service village with a strong degree of self-containment.*”
- Further **site specific comments** are as follows:
 - South of Banbury – will extend an existing committed strategic allocation, which had been masterplanned to ensure good access to a distributor road and a local centre. The western part of the site links to a main road corridor and has “reasonable bus connectivity”, according to the Transport Assessment (2022), but this part of the site will now be delivered as greenspace.
 - South of Chesterton – is very well located on a strategic transport corridor, but a key issue will be securing good walking and cycling connectivity to Bicester town centre and rail station. As discussed, there is a need to confirm implications for the change of strategy for the A41 corridor vision (but there is confidence that an employment focus can and likely will support delivery of a southern link road).
 - East of Woodstock – is very strongly supported from a transport perspective, as has been discussed, albeit there is a need for further work around the ability to walk from the site to a primary school.
- With regards to **development management policy**, this is clearly something that is a considerable focus of the current consultation document. Just taking Banbury as an example, core policies deal with “delivery of strategic transport schemes”, “safeguarding of land for strategic transport schemes” and “development in the vicinity of Banbury Rail Station”, whilst there is a development management policy dealing specifically with the matter of “Banbury Inner Relief Road and Hennef Way”.

9.12.2 In conclusion, whilst the appraisal in Section 6 predicts a neutral effect for the proposed growth scenario, having taken account of area-wide and site-specific policy it is possible to predict a **moderate or uncertain positive effect** on the baseline in respect of the LPR as a whole, recalling that the baseline situation is one whereby there is problematic unplanned growth in Cherwell and elsewhere within a sub-region where aligning growth with strategic transport objectives is of paramount importance. There does remain an element of uncertainty given the age of the Transport Assessment (2022) and much ongoing work to explore transport issues and opportunities (e.g. through Local Cycling and Walking Infrastructure Plans, LCWIPs) but this is not unusual in the national context and certainly not in the Oxfordshire context.

9.13 Water

9.13.1 With regards to the **spatial strategy** / package of proposed allocations, there is little potential to comment further, over-and-above the discussion presented in Section 6. There are no clear reasons to suggest any significant concerns, in respect of water resources or water quality, but there is a need to gather further evidence, including through further consultation with the Environment Agency and the water company.

9.13.2 With regards to thematic core / **development management policy**, the current consultation document explains: “*In considering development proposals, we will seek to reduce the impact of development on the water environment, maintain water quality, ensure adequate water resources and promote sustainability in water use. Some development can also remediate contaminated land which may be having an adverse impact on controlled water and human health.*”

9.13.3 Also, the proposal is to require that all new homes meet the water efficiency standard of a maximum of 110 litres per person per day (lpppd). This is the 'optional' higher standard allowed by Building Regulations and is common practice. Some authorities nationally seek to justify a more stringent standard of 90 lpppd (e.g. Uttlesford), but there are significant development viability implications, and it is difficult to suggest what other policy area might be 'flexed' in order to create viability headroom to then allow for this.

9.13.4 In conclusion, as per the discussion in Section 6, it is appropriate to predict a **neutral effect**.

9.14 Overall conclusions on the LPR

9.14.1 Having taken account of development management policies (both district-wide/thematic and, crucially, site-specific) which are not entirely taken into account as part of the growth scenarios appraisal in Section 6 (to ensure a level playing field) it is possible to reach more positive conclusions for the plan as a whole under a number of headings relative to the conclusions reached for Scenario 1 in Section 6.

Topic	Conclusion on Scenario 1	Conclusion on the LPR as a whole
Air / env quality		
Biodiversity		
Climate change adaptation		
Climate change mitigation		
Communities		
Economy		
Historic environment		
Homes		
Land		
Landscape		
Transport		
Water		

9.14.2 There will be the potential to make adjustments to the plan through the forthcoming examination in public, and a small number of recommendations are made. However, it is inherently difficult to confidently make recommendations because actioning them will have implications that are difficult to foresee and account for here. For example, whilst it would be easy to recommend further policy stringency in respect of affordable housing, this would have cost/viability implications such that there could be a need to accept trade-offs in respect of wider objectives (e.g. net zero or biodiversity net gain). Equally, whilst it is easy to suggest the possibility of further site-specific policy, this takes time and resources, and there is always a risk of being overly prescriptive, such that there is reduced flexibility at the development management stage, potentially impacting delivery.

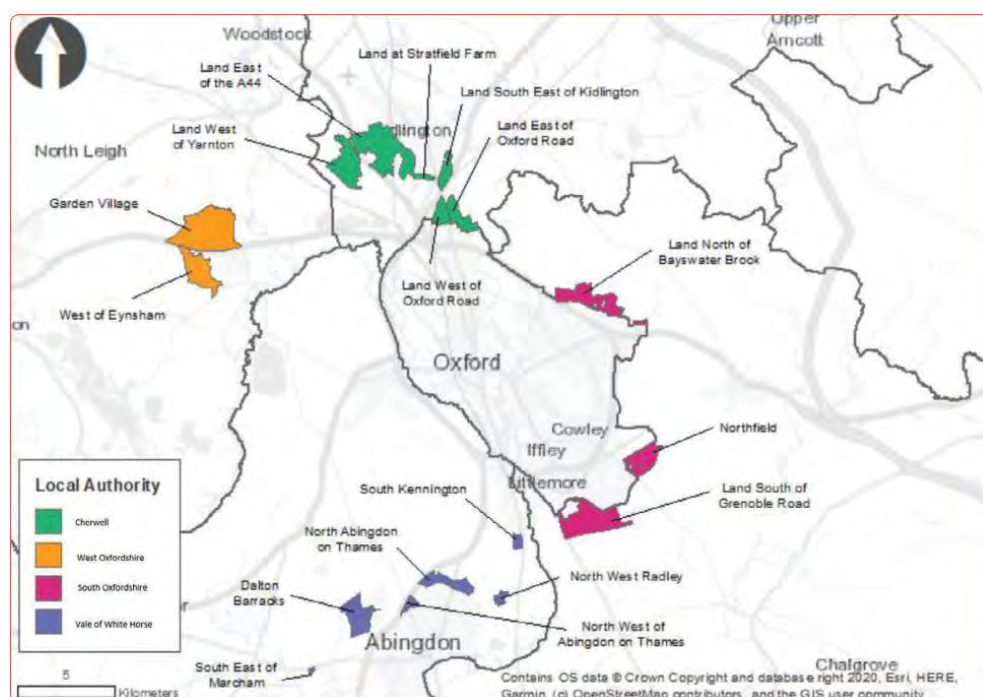
9.14.3 Finally, it should be noted that the current version of the Local Plan was prepared taking account of the appraisal presented within Section 9 of the Interim SA Report (2023). There is no requirement for SA to be iterative in this way, but it helps to demonstrate a robust and sound plan-making process.

Cumulative effects

9.14.4 The SEA Regulations, which underpin the SA process, indicate that stand-alone consideration should be given to 'cumulative effects', i.e. effects of the local plan in combination with other plans, programmes and projects. In practice, this is an opportunity to discuss potential long term and 'larger than local' effects:

- **Housing needs** – this is a primary larger than local consideration, with all local plans needing to consider known, likely or potential unmet needs from closely linked neighbouring areas. The proposed housing requirement reflects a proactive approach to providing for Oxford’s unmet needs. However, and as discussed, Oxford City’s next steps in respect of their local plan are not known at the current time, hence there is a need to maintain a watching brief.
- **The economy** – there is a need to ensure that employment land is provided in line with regional and national objectives. In this light, the LPR focus on supporting strategic employment growth at Bicester is supported, as the town is closely associated with the Oxfordshire Knowledge Spine and the Ox Cam Partnership area. This report has discussed the need for ongoing consideration of a long-term growth strategy for the Kidlington area, including Oxford City Airport (which performs a key regional function), and further warehousing and distribution at Banbury also warrants ongoing consideration.
- **Transport corridors** – many of the key strategic opportunities around growth facilitating new or upgraded strategic transport infrastructure are ‘local’, rather than cross-boundary, e.g. aspirations for the A41 corridor at Bicester, and improved sustainable transport connectivity at Upper Heyford. However, there are also a range of cross-border considerations, e.g. bus services linking growth locations to Oxford, and A44 corridor considerations in respect of growth at Woodstock.
- **Oxford Meadows SAC** – the possibility of in-combination impacts is a focus of a stand-alone Habitats Regulations Assessment (HRA), the conclusion reached that there are no significant concerns.
- **Landscape scale nature recovery** – this is a key larger than local consideration, with a particular need to focus attention on: A) the River Cherwell / Oxford Canal corridor; and B) the Upper Ray Meadows (which link to the Bernwood Forest). Both broad landscapes are of Ox-Cam wide, and hence arguably national, significance. Strategic growth associated with, or nearby to, these broad landscapes could lead to funds being directed towards the realisation of strategic ambitions. A Local Nature Recovery Strategy (LNRS) is forthcoming, under the Environment Act 2021, but steps must be taken in the interim.
- **Green Belt** – there is a need to maintain the integrity of the Oxford Green Belt and, in this regard, the new proposed approach is strongly supported.
- **Decarbonisation** – ‘Bicester Eco-town’ has been discussed nationally for at least a decade. In turn, there is a strong argument for a national exemplar strategy. One matter for consideration could be the possibility of seeking to deliver a sub-regional modern methods of construction (MMC) facility.
- **Agricultural land** – self-sufficiency of food projection is increasingly a key national consideration.
- **Water** – is a key larger than local consideration, e.g. noting recent issues around capacity at Oxford Sewage Treatment Works. A ‘Phase 1’ Oxfordshire [study](#) was completed in 2021.

Figure 9.2: A figure taken from the submission version of the Oxford Local Plan 2040 (2024)



Part 3: What are the next steps?

10 Plan finalisation

- 10.1.1 Once the period for representations on the Local Plan / SA Report has finished the intention is to submit the plan for examination in public alongside a summary of the main issues raised through the Regulation 19 publication period. The Council will also submit the SA Report.
- 10.1.2 At examination one or more Government-appointed Inspector(s) will consider representations before identifying modifications necessary for soundness. Modifications will then be prepared (alongside SA if necessary) and subjected to consultation (alongside an SA Report Addendum if necessary).
- 10.1.3 Once found to be 'sound' the Local Plan will be adopted. At the time of adoption a 'Statement' must be published that sets out (amongst other things) "the measures decided concerning monitoring".

11 Monitoring

- 11.1.1 Within the SA Report the requirement is to present "measures envisaged concerning monitoring".
- 11.1.2 The following are suggestions / ideas for monitoring, although it is recognised that, in practice, there is a need to balance ambition with time and resource implications:
- Biodiversity – there will be a need to establish a regime for ensuring that decision making in respect of biodiversity net gain as part of planning applications is undertaken under a strategic spatial framework – informed by the forthcoming Local Nature Recovery Strategy – and then monitor effectiveness.
 - Communities – there could be merit in targeted monitoring of growth/change across the cluster of Green Belt allocations. For example, incidences of residents commuting to work by active or public transport.
 - Community infrastructure – Wokingham Borough is commended as an authority that sets out very clear information on progress in respect of delivering infrastructure at strategic growth locations (see [here](#)).
 - Climate change mitigation – monitoring should focus on clarity. This can be a confusing policy area, but it is very important that the interested public can understand / engage and scrutinise applications.
 - Climate change adaptation – a focus on monitoring development sites intersecting a surface water flood zone could be considered but would likely prove challenging. Regardless, there is a need for clarity on the different forms of flood risk.
 - Economy and employment – the nature of need/demand for office floorspace and industrial/logistics floorspace changes very quickly. Regular monitoring of delivery would assist with future assessments.
 - Historic environment – it can be difficult to know what monitoring indicators are most appropriate to apply. What is quite typical is to monitor the number of assets on the Heritage at Risk register, but this will not give a good picture of the local plans impacts or contextual changes to the historic environment.
 - Homes – this topic is already a focus of monitoring, but additional indicators could be explored, for example with figures broken down further by area and by housing type and tenure. Also, there is an increasing focus on tenure split for affordable housing, which might feed into monitoring. A focus on Gypsy and Traveller accommodation could also serve to inform future needs assessments.
 - Transport – there is a clear need for targeted detailed monitoring. As well as road traffic and air quality, there is a need for improved data on bus patronage and use of cycle routes. Also, understanding of strategic transport infrastructure issues and opportunities changes significantly over time (with work led by SCC), hence there is a need to consider local plan implications on an ongoing basis.
 - Water – there is a need for monitoring of the situation regarding wastewater treatment capacity and potentially also wider water quality. Also, there is a case for monitoring water efficiency standards.

Appendix I: Regulatory requirements

As discussed in Section 1, Schedule 2 of the Environmental Assessment of Plans Regulations 2004 explains the information that must be contained in the SA Report. However, interpretation of Schedule 2 is not straightforward. Table A links the structure of this report to an interpretation of Schedule 2, whilst Table B explains this interpretation. Table C then presents a discussion of more precisely how the information in this report reflects the requirements.

Table A: Questions answered by the SA Report, in-line with an interpretation of regulatory requirements

		Questions answered	As per regulations... the SA Report must include...
Introduction		What's the plan seeking to achieve?	<ul style="list-style-type: none"> An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes
		What's the sustainability 'context'?	<ul style="list-style-type: none"> Relevant environmental protection objectives, established at international or national level Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
	What's the SA scope?	What's the sustainability 'baseline'?	<ul style="list-style-type: none"> Relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan The environmental characteristics of areas likely to be significantly affected Any existing environmental problems which are relevant to the plan including those relating to any areas of a particular environmental importance
		What are the key issues and objectives that should be a focus?	<ul style="list-style-type: none"> Key environmental problems / issues and objectives that should be a focus of (i.e. provide a 'framework' for) assessment
Part 1	What has plan-making / SA involved up to this point?		<ul style="list-style-type: none"> Outline reasons for selecting the alternatives dealt with (and thus an explanation of the 'reasonableness' of the approach) The likely significant effects associated with alternatives Outline reasons for selecting the preferred approach in-light of alternatives assessment / a description of how environmental objectives and considerations are reflected in the draft plan
Part 2	What are the SA findings at this current stage?		<ul style="list-style-type: none"> The likely significant effects associated with the draft plan The measures envisaged to prevent, reduce and offset any significant adverse effects of implementing the draft plan
Part 3	What happens next?		<ul style="list-style-type: none"> A description of the monitoring measures envisaged

Table B: Interpreting Schedule 2 and linking the interpretation to our report structure

<u>Schedule 2</u>	<u>Interpretation of Schedule 2</u>	
<i>The report must include...</i>	<i>The report must include...</i>	
(a) an outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes;	An outline of the contents, main objectives of the plan and relationship with other relevant plans and programmes	i.e. answer - <i>What's the plan seeking to achieve?</i>
(b) the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What's the 'context'?</i>
(c) the environmental characteristics of areas likely to be significantly affected;	The relevant environmental protection objectives, established at international or national level	
(d) any existing environmental problems which are relevant to the plan or programme including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC;	The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan'	i.e. answer - <i>What's the 'baseline'?</i>
(e) the environmental protection objectives, established at international, Community or Member State level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation;	The environmental characteristics of areas likely to be significantly affected	
(f) the likely significant effects on the environment including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors;	Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance	i.e. answer - <i>What are the key issues & objectives?</i>
(g) the measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan;	Key environmental problems / issues and objectives that should be a focus of appraisal	
(h) an outline of the reasons for selecting the alternatives dealt with and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information	An outline of the reasons for selecting the alternatives dealt with (i.e. an explanation of the 'reasonableness of the approach')	i.e. answer - <i>What has Plan-making / SA involved up to this point?</i> [Part 1 of the Report]
(i) a description of the measures envisaged concerning monitoring.	The likely significant effects associated with alternatives, including on issues such as... ... and an outline of the reasons for selecting the preferred approach in light of the alternatives considered / a description of how environmental objectives and considerations are reflected in the draft plan.	
	The likely significant effects associated with the draft plan	i.e. answer - <i>What are the assessment findings at this current stage?</i> [Part 2 of the Report]
	The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects of implementing the draft plan	
	A description of the measures envisaged concerning monitoring	i.e. answer - <i>What happens next?</i> [Part 3 of the Report]

Table C: 'Checklist' of how and where (within this report) regulatory requirements are reflected.

Regulatory requirement	Information presented in this report
Schedule 2 of the regulations lists the information to be provided within the SA Report	
a) An outline of the contents, main objectives of the plan or programme, and relationship with other relevant plans and programmes;	Section 2 ('What's the plan seeking to achieve') presents this information.
b) The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme;	These matters were considered in detail at the scoping stage, which included consultation on a Scoping Report. The outcome of scoping was an 'SA framework', which is presented within Section 3 in an adjusted form.
c) The environmental characteristics of areas likely to be significantly affected;	
d) ... environmental problems which are relevant... ...areas of a particular environmental importance...;	
e) The environmental protection objectives, established at international, Community or national level, which are relevant to the plan or programme and the way those objectives and any environmental, considerations have been taken into account during its preparation;	The Scoping Report presented a detailed context review and explained how key messages from this (and baseline review) were then refined in order to establish an 'SA framework', which is presented within Section 3. With regards to explaining " <i>how... considerations have been taken into account</i> ", Section 7 explains 'reasons for supporting the preferred approach', i.e. how/why the preferred approach is justified in-light of alternatives appraisal.
f) The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors.	Section 6 presents alternatives appraisal findings in respect of reasonable growth scenarios, whilst Section 9 presents an appraisal of the local plan as a whole. All appraisal work naturally involved giving consideration to the SA scope and the potential for various effect characteristics/dimensions.
g) The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan or programme;	Section 9 presents recommendations.
h) An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information;	Sections 4 and 5 deal with 'reasons for selecting the alternatives dealt with', with an explanation of reasons for focusing on growth scenarios / certain growth scenarios. Section 7 explains 'reasons for supporting the preferred approach', i.e. explains how/why the preferred approach is justified in-light of the alternatives (growth scenarios) appraisal. Methodology is discussed at various places, ahead of presenting appraisal findings.
i) ... measures envisaged concerning monitoring;	Section 11 presents this information.
j) a non-technical summary... under the above headings	The NTS is a separate document.
The SA Report must be published alongside the draft plan, in-line with the following regulations	
Authorities... and the public, shall be given an early and effective opportunity within appropriate time frames to express their opinion on the draft plan or programme and the accompanying environmental report before the adoption of the plan or programme (Art. 6.1, 6.2)	This SA Report is published alongside the Proposed Pre-Submission Local Plan in order to inform representations and plan finalisation.
The SA Report must be taken into account, alongside consultation responses, when finalising the plan.	
The environmental report prepared pursuant to Article 5, the opinions expressed pursuant to Article 6 and the results of any transboundary consultations entered into pursuant to Article 7 shall be taken into account during the preparation of the plan or programme and before its adoption or submission to the legislative procedure.	This SA Report will be taken into account when finalising the plan for publication (see Section 10). Also, it should be noted that an Interim SA Report was published alongside the Draft Local Plan in 2023. It presented the information required of the SA Report.

This page is intentionally left blank

Report to Inform Habitats Regulations Assessment

Cherwell Local Plan Review 2042

Cherwell District Council

Project number: 60684933

November 2024

Quality information

Prepared by	Checked by	Verified by	Approved by
Amelia Kent Principal Ecologist (ACIEEM)	James Riley Technical Director (CEnv MCIEEM)	Max Wade Technical Director (CEcol FCIEEM)	James Riley Technical Director (CEnv MCIEEM)

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	16/11/22	Draft	JR	James Riley	Technical Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

Cherwell District Council

Prepared by:

Amelia Kent
Principal Ecologist (ACIEEM)

AECOM Limited
Midpoint, Alencon Link
Basingstoke
Hampshire RG21 7PP
United Kingdom

T: +44(0)1256 310200
aecom.com

© 2024 AECOM Limited. All Rights Reserved.

This document has been prepared by AECOM Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1. Introduction	5
Background to the Project.....	5
Legislation.....	5
Report Layout.....	6
2. Methodology	7
Introduction.....	7
A Proportionate Assessment.....	7
The Process of HRA.....	8
The Geographic Scope.....	10
The 'in Combination' Scope.....	11
3. Test of Likely Significant Effects	12
Policies and Allocations in the Local Plan Review.....	12
Summary of Policy and Allocations Screening.....	53
4. Appropriate Assessment	54
Recreational Pressure.....	54
Water Quality and Resources.....	57
Atmospheric Pollution (Atmospheric Nitrogen Deposition).....	59
5. Conclusions	62
Appendix A Background to European Sites and Map	63
A.1 Oxford Meadows SAC.....	63
A.2 Cothill Fen SAC.....	63
Appendix B Air Quality Modelling Results (see separate report for methodology) ...	65

Tables

Table 1. Physical scope of the HRA - European sites of interest.....	10
Table 2. Likely Significant Effects of Cherwell Local Plan Review policies and allocations.....	13
Table 3. New Strategic Housing Site Allocations in Cherwell Local Plan Review.....	52
Table 4: Main sources and effects of air pollutants on habitats and species.....	59
Table 5. Air quality modelling results for transect T4 at 5.72m from the SAC showing oxides of nitrogen, ammonia and combined nitrogen deposition.....	61
Table 6. Total Annual Mean NO _x (ug/m ³) for Transect T1 – T5.....	65
Table 7. Total Annual Mean NH ₃ (ug/m ³) for Transect T1 - T5.....	67
Table 8. Total Annual Mean Nitrogen Deposition (kg N/ha/yr) for Transect T1 – T5.....	69
Table 9. Change in the DS-DM Scenarios – Alone Impact.....	71

1. Introduction

Background to the Project

- 1.1 AECOM was appointed by Cherwell District Council to produce a report to inform the Council's Habitats Regulations Assessment (HRA) of the potential effects of the Cherwell Local Plan Review on the National Site Network of Special Areas of Conservation, Special Protection Areas and Ramsar sites. For simplicity these sites are referred to as European sites throughout this report. The objectives of the assessment are to:
- Identify any aspects of the Local Plan Review that would cause an adverse effect on the integrity of European sites either alone or in combination with other plans and projects; and
 - To advise on appropriate policy mechanisms for delivering mitigation where such effects were identified.
- 1.2 The HRA of the Cherwell Local Plan Review is required to determine if there are any realistic linking pathways present between a European site and the Local Plan Review and where Likely Significant Effects cannot be screened out, an analysis to inform Appropriate Assessment is undertaken to determine if adverse effects on the integrity of the European sites will occur as a result of the Local Plan Review alone or in combination.

Legislation

- 1.3 The need for HRA is set out within the Conservation of Habitats & Species Regulations 2017 (**Box 1**). European sites (also called the National Site Network) can be defined as actual or proposed/candidate Special Areas of Conservation (SAC) or Special Protection Areas (SPA). It is also Government policy for sites designated under the Convention on Wetlands of International Importance (Ramsar sites) to be treated as having equivalent status to European sites.

Box 1: The legislative basis for Habitats Regulations Assessment

Conservation of Habitats and Species Regulations 2017 (as amended)

"A competent authority, before deciding to ... give any consent, permission or other authorisation for a plan or project which... is likely to have a significant effect on a European site or a European offshore marine site (either alone or in combination with other plans or projects) ... must make an appropriate assessment of the implications for that site in view of that site's conservation objectives ... The authority shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the European site ..."

- 1.4 The Habitats Regulations applies the precautionary principle to European sites. Plans and projects can therefore only be permitted having ascertained that there will be no adverse effect on the integrity of the site(s) in question. Plans and projects may still be permitted if there are no alternatives to them and there are Imperative Reasons of Overriding Public Interest (IROPI) as to why they should go ahead. In such cases, compensation would be necessary to ensure the overall integrity of the site network.
- 1.5 In 2018, the 'People Over Wind' European Court of Justice (ECJ) ruling¹ determined that 'mitigation' (i.e. measures that are specifically introduced to avoid or reduce the harmful effects of a plan or project on European sites) should not be taken into account when forming a view on likely significant effects. Mitigation should instead only be considered at the appropriate assessment stage. Appropriate assessment is not a technical term: it simply means 'an assessment that is appropriate' for the plan or project in question. As

¹ Case C-323/17

such, the law purposely does not prescribe what it should consist of or how it should be presented; these are decisions to be made on a case by case basis by the competent authority.

- 1.6 Over the years the phrase 'Habitats Regulations Assessment' has come into wide currency to describe the overall process set out in the Conservation of Habitats and Species Regulations from screening through to Imperative Reasons of Overriding Public Interest (IROPI). This has arisen in order to distinguish the process from the individual stage described in the law as an 'Appropriate Assessment'. Throughout this report we use the term Habitats Regulations Assessment for the overall process.

Report Layout

- 1.7 **Chapter 2** of this report explains the process by which the HRA has been carried out. **Chapter 3** explores the relevant pathways of impact. **Chapter 4** summarises the Test of Likely Significant Effects of the policies and site allocations of the Plan considered 'alone' and 'in-combination'. **Chapter 5** contains the conclusion and a summary of recommendations

2. Methodology

Introduction

- 2.1 This section sets out the approach and methodology for undertaking the Habitats Regulations Assessment (HRA).

A Proportionate Assessment

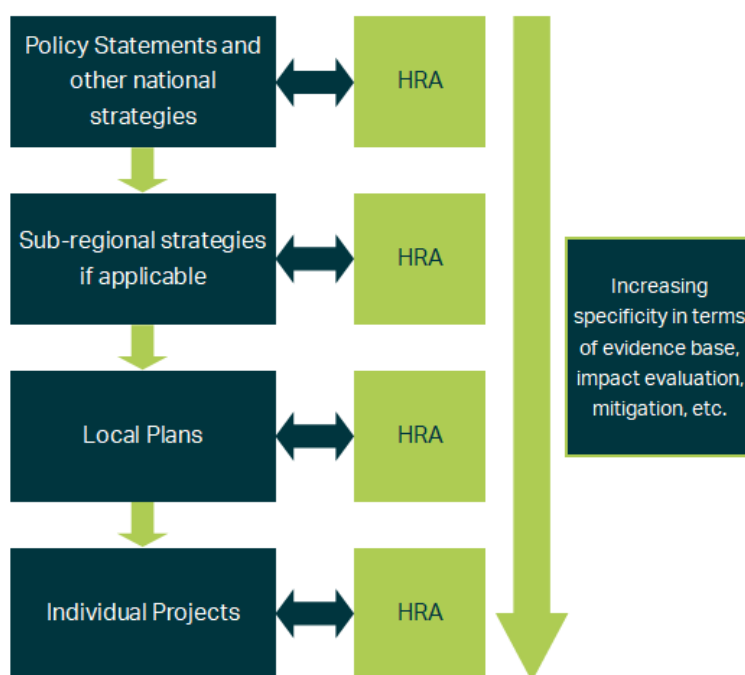
- 2.2 Project-related HRA often requires bespoke survey work and novel data generation in order to accurately determine the significance of effects. In other words, to look beyond the risk of an effect to a justified prediction of the actual likely effect and to the development of avoidance or mitigation measures.
- 2.3 However, the draft MHCLG guidance² (described in greater detail later in this chapter) makes it clear that when implementing HRA of land-use plans, the Appropriate Assessment (AA) should be undertaken at a level of detail that is appropriate and proportional to the level of detail provided within the plan itself.
- 2.4 *“The comprehensiveness of the [Appropriate] assessment work undertaken should be proportionate to the geographical scope of the option and the nature and extent of any effects identified. An AA need not be done in any more detail, or using more resources, than is useful for its purpose. It would be inappropriate and impracticable to assess the effects [of a strategic land use plan] in the degree of detail that would normally be required for the Environmental Impact Assessment (EIA) of a project.”*
- 2.5 More recently, the Court of Appeal³ ruled that providing the Council (competent authority) was duly satisfied that proposed mitigation could be *“achieved in practice”* then this would suffice to meet the requirements of the Habitat Regulations. This ruling has since been applied to a planning permission (rather than a Plan document)⁴. In this case the High Court ruled that for *“a multistage process, so long as there is sufficient information at any particular stage to enable the authority to be satisfied that the proposed mitigation can be achieved in practice it is not necessary for all matters concerning mitigation to be fully resolved before a decision maker is able to conclude that a development will satisfy the requirements of reg 61 of the Habitats Regulations”*.
- 2.6 In other words, there is a tacit acceptance that AA can be tiered and that all impacts are not necessarily appropriate for consideration to the same degree of detail at all tiers as illustrated in **Box 2**.

² MHCLG (2006) Planning for the Protection of European Sites, Consultation Paper

³ No Adastral New Town Ltd (NANT) v Suffolk Coastal District Council Court of Appeal, 17th February 2015

⁴ High Court case of R (Devon Wildlife Trust) v Teignbridge District Council, 28 July 2015

Box 2: Tiering in HRA of Land Use Plans



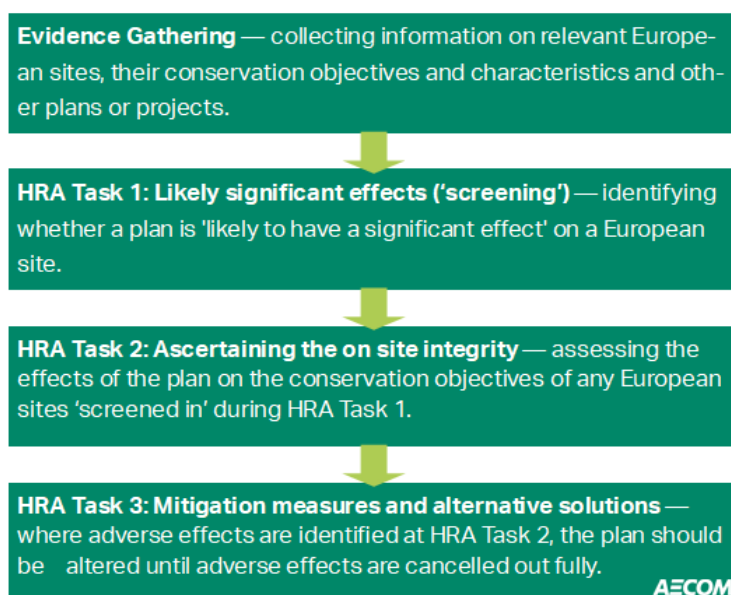
- 2.7 At the same time, it is necessary to have confidence that sites allocated in a Local Plan have a reasonable prospect of being deliverable without fundamental Habitats Regulations Assessment issues.
- 2.8 The most robust and defensible approach to the absence of fine grain detail at this level is to make use of the precautionary principle. In other words, the plan is never given the benefit of the doubt (within the limits of reasonableness); it must be assumed that a policy/measure is likely to have an impact leading to a significant adverse effect upon an internationally designated site unless it can be clearly established otherwise.

The Process of HRA

- 2.9 Central government have released general guidance on appropriate assessment.⁵ **Box 3** outlines the stages of HRA according to guidance. The stages are essentially iterative, being revisited as necessary in response to more detailed information, recommendations, and any relevant changes to the plan until no likely significant effects remain.

⁵ <https://www.gov.uk/guidance/habitats-regulations-assessments-protecting-a-european-site>

Box 3: Four-Stage Approach to Habitats Regulations Assessment



2.10 The following process has been adopted for carrying out the subsequent stages of the HRA.

Task One: Test of Likely Significant Effects

- 2.11 The first stage of any Habitats Regulations Assessment is a test of Likely Significant Effects - essentially a high-level assessment to decide whether the full subsequent stage known as Appropriate Assessment is required. The essential question is:
- 2.12 *"Is the Plan, either alone or in combination with other relevant projects and plans, likely to result in a significant effect upon European sites?"*
- 2.13 In evaluating significance, AECOM have relied on professional judgment and experience of working with the other local authorities on similar issues. The level of detail concerning developments that will be permitted under land use plans is rarely sufficient to make a detailed quantification of effects. Therefore, a precautionary approach has been taken (in the absence of more precise data) assuming as the default position that if a likely significant effect (LSE) cannot be confidently ruled out, then the assessment must be taken to the next level of assessment Task Two: Appropriate Assessment. This is in line with the April 2018 court ruling relating to 'People Over Wind' where mitigation and avoidance measures are to be included at the next stage of assessment.

Task Two: Appropriate Assessment

- 2.14 European Site(s) which have been 'screened in' during the previous Task have a detailed assessment undertaken on the effect of the policies on the European site(s) site integrity. Avoidance and mitigation measures to avoid adverse significant effects are taken into account or recommended where necessary.
- 2.15 As established by case law, 'appropriate assessment' is not a technical term; it simply means whatever further assessment is necessary to confirm whether there would be adverse effects on the integrity of any European sites that have not been dismissed at screening. Since it is not a technical term it has no firmly established methodology except that it essentially involves repeating the analysis for the likely significant effects stage, but to a greater level of detail on a smaller number of policies and sites, this time with a view to determining if there would be adverse effects on integrity.
- 2.16 One of the key considerations during Appropriate Assessment is whether there is available mitigation that would entirely address the potential effect. In practice, the Appropriate Assessment takes any policies or allocations that could not be dismissed following the high-level Screening analysis and analyse the potential

for an effect in more detail, with a view to concluding whether there would actually be an adverse effect on integrity (in other words, disruption of the coherent structure and function of the European site(s)).

The Geographic Scope

2.17 There is no single guidance document that dictates the physical scope of an HRA of a plan in all circumstances. Therefore, in considering the physical scope of the assessment AECOM was guided primarily by the identified impact pathways rather than by arbitrary “zones”, i.e. a source-pathway-receptor approach. Current guidance suggests that the following European sites be included in the scope of assessment:

- All sites within the District; and
- Other sites shown to be linked to development within Cherwell through a known “pathway” (discussed below).

2.18 Briefly defined, impact pathways are routes by which a change in activity within the plan area can lead to an effect upon a European site. In terms of the second category of European site listed above, DLUHC guidance states that the AA should be “*proportionate to the geographical scope of the [plan policy]*” and that “*an AA need not be done in any more detail, or using more resources, than is useful for its purpose*” (MHCLG, 2006, p.6).

2.19 Locations of European designated sites are illustrated in **Appendix A, Figure 1**, and full details of all European designated sites discussed in this document can be found in **Appendix B**, specifying their qualifying features, conservation objectives and pressures and threats to integrity taken from the Site Improvement Plan for each site, although it is noted that the Conservation Objectives and Supplementary Advice on Conservation Objectives take precedence over Site Improvement Plans as they are generally more recent. Table 1 below lists all those European designated sites included in this HRA.

2.20 The Physical scope of this exercise includes all European sites within Table 1 below. Part of Oxford Meadows SAC sits within the Cherwell District and Cothill Fen lies approximately 8km south of the District boundary. All other European sites are relatively remote from Cherwell, the next closest being 17km from the District boundary.

Table 1. Physical scope of the HRA - European sites of interest

European Site	Description	Qualifying Features	Potential Pathways to the Plan	Impact relating to the Plan	Distance from Cherwell District
Oxford Meadows SAC	Oxford Meadows is one of two SACs that represent lowland hay meadows (<i>Alopecurus pratensis</i> , <i>Sanguisorba officinalis</i>) in the Thames Valley. It includes vegetation communities that are perhaps unique in the world in reflecting the influence of long-term grazing and hay-cutting on lowland hay meadows. The site has benefited from the survival of traditional management, which has been undertaken for several centuries, and so exhibits good conservation of structure and function. The site is selected because Port Meadow is the larger of only two known sites in the UK for creeping marshwort <i>Apium repens</i>	Lowland hay meadows Creeping marshwort	Hydrological change Invasive species	Partially within District boundary	
Cothill Fen SAC	Cothill Fen is an exceptionally important site with an outstanding range of nationally rare habitats which support a large number of rare invertebrates and plants. The habitats consist of calcareous fen, calcareous grassland, woodland and scrub of varying degrees of wetness. The habitat supports over 330 species of vascular plant and over 120 nationally scarce or rare	Calcium-rich springwater-fed fens Alder woodland on floodplains	Water pollution Hydrological changes Air pollution	8km south of District boundary	

European Site	Description	Qualifying Features	Potential Pathways to the Plan	Impact relating to the Plan	Distance from Cherwell District
---------------	-------------	---------------------	--------------------------------	-----------------------------	---------------------------------

invertebrates, including the nationally rare Southern Damselfly *Coenagrion mercuriale*.

The 'in Combination' Scope

- 2.21 It is a requirement of the Regulations that the impacts and effects of any land use plan being assessed are not considered in isolation but in combination with other plans and projects that may also be affecting the European designated site(s) in question.
- 2.22 When undertaking this part of the assessment it is essential to bear in mind the principal intention behind the legislation i.e. to ensure that those projects or plans which in themselves have minor impacts are not simply dismissed on that basis but are evaluated for any cumulative contribution they may make to an overall significant effect. In practice, in combination assessment is therefore of greatest relevance when the plan would otherwise be screened out because its individual contribution is inconsequential. The overall approach is to exclude the risk of there being unassessed likely significant effects in accordance with the precautionary principle. This was first established in the seminal Waddenzee⁶ case.
- 2.23 For the purposes of this HRA, we have determined that the key other documents with a potential for in-combination effects are:
- Cherwell's Air Quality Action Plan⁷
 - Oxfordshire's Local Transport and Connectivity Plan⁸
 - West Oxfordshire Local Plan (2018)⁹
 - Vale of the White Horse Local Plan 2031 (2019)¹⁰
 - South Oxfordshire Local Plan (2020)¹¹
 - Emerging South Oxfordshire and Vale of White Horse Joint Local Plan 2041¹²
 - Oxford Local Plan (2020)¹³
 - West Northamptonshire Joint Core Strategy (2014)¹⁴
 - Vale of Aylesbury Local Plan (2021)¹⁵
- 2.24 The traffic modelling undertaken for the Oxfordshire authorities does make an expected allowance for growth across all the authorities to 2042. It should be noted that, while the broad potential impacts of these plans will be considered, this document does not carry out a full HRA of these Plans and projects. Instead, it draws upon existing HRAs that have been carried out on the Plans and projects.

⁶ Waddenzee case (Case C-127/02, [2004] ECR-I 7405)

⁷ <https://www.cherwell.gov.uk/download/downloads/id/7702/air-quality-action-plan-2017.pdf> Accessed 19/11/2024

⁸ <https://www.oxfordshire.gov.uk/sites/default/files/file/roads-and-transport-connecting-oxfordshire/LocalTransportandConnectivityPlan.pdf> Accessed 19/11/2024

⁹ <https://westoxon.gov.uk/media/fejmpen/local-plan.pdf> Accessed 19/11/2024

¹⁰ [Local-Plan-2031-Part-1.pdf](https://www.westoxon.gov.uk/media/fejmpen/local-plan.pdf) Accessed 19/11/2024

¹¹ [SODC-LP2035-Publication-Feb-2021.pdf \(southoxon.gov.uk\)](https://www.southoxon.gov.uk/media/fejmpen/local-plan.pdf) Accessed 19/11/2024

¹² https://www.southandvale.gov.uk/app/uploads/2024/10/Joint-Local-Plan-2041-Publication-Version_October-2024.pdf

¹³ https://www.oxford.gov.uk/downloads/download/1176/oxford_local_plan_2016-2036 Accessed 19/11/2024

¹⁴ <https://www.westnorthants.gov.uk/west-northamptonshire-joint-planning-unit-jpu> Accessed 19/11/2024

¹⁵ [Vale of Aylesbury Local Plan \(VALP\) \(buckinghamshire.gov.uk.s3.amazonaws.com\)](https://www.westnorthants.gov.uk/west-northamptonshire-joint-planning-unit-jpu) Accessed 19/11/2024

3. Test of Likely Significant Effects

- 3.1 This section of the report sets out the Test of Likely Significant Effects, determining whether there is any potential for a significant effect on European sites either alone or 'in combination' with other plans and projects. The potential impact pathways explored, and discussed in detail later in the report, are air quality, recreational pressure, water quality and water levels/flows (water resources) with regard to Oxford Meadows SAC in particular but also considering Cothill Fen SAC.

Policies and Allocations in the Local Plan Review

- 3.2 Tables 2 and 3 overleaf set out each policy and proposed site allocation in the Cherwell Local Plan Review. For each policy a judgment is made in the last column of the table as to whether it could present any conceivable impact pathway to European sites. Since impact pathways arising from policies depends primarily on the proximity of allocated sites to European sites, Table 3 then identifies each allocation and its proximity to the nearest European site.

Table 2. Likely Significant Effects of Cherwell Local Plan Review policies and allocations.

Note that HRA only concerns itself with negative effects on European sites. Therefore, positive effects policies may have on European sites are not discussed in the table below.

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy SP 1: Settlement Hierarchy	This policy is a policy which sets out the hierarchy of settlements within the district.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 1: Mitigating and Adapting to Climate Change	This is a policy that sets out the criteria required of developments to mitigate and adapt to climate change	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 2: Achieving Net Zero Carbon Development - Residential	This is a policy that sets out the criteria required of residential developments to work towards achieving net zero carbon	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 3: Achieving Net Zero Carbon Development, Non-residential	This is a development management policy that sets out the criteria required of non-residential developments to work towards achieving net zero carbon	<p>No likely significant effect</p>

Page 139

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy CSD 4: Improving energy and carbon performance in existing buildings	This is a development management policy supporting proposals for development which will significantly improve the energy and carbon performance of that building.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 5: Embodied carbon	This is a policy supporting proposals for new development of ≥1 homes or ≥100m2 floor space should include a general narrative on options considered (and where possible, implemented) to minimise embodied carbon.	<p>No likely significant effect</p> <p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 6: Renewable Energy	This is a policy that supports renewable and low-carbon energy provisions providing any adverse impacts can be addressed satisfactorily	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 7: Sustainable Flood Risk Management	This is a policy to manage and reduce the risk of flooding in the district.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy CSD 8: Sustainable Drainage Systems (SuDS)	This is a policy which ensures the use of sustainable drainage systems in all major development	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 9: Water Resources and wastewater infrastructure	This is a policy to prevent any development proposals adversely affecting the water quality of surface or underground water bodies, including rivers, canals, lakes, groundwater and reservoirs, or habitats which are water dependent, as a result of directly attributable factors	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 10: Protection of the Oxford Meadows SAC	This is a policy to prevent any obstruction of ground water flows and preserve water quality, to maintain the stability of the hydrological regime within the SAC and therefore its integrity as a site of international importance.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..This policy also provides specific protection to internationally important sites.</p>
Policy CSD 11: Protection and Enhancement of Biodiversity	This is a policy to ensure the restoration, protection and enhancement of biodiversity assets and facilitation of their adaptation to climate change wherever possible. It also protects internationally important sites by ensuring that any	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of</p>

Page 141

Policy Reference	Brief Description	Potential Likely Significant Impact
	development which has the potential to impact an SAC, SPA and/or Ramsar would be subject to an HRA and not permitted unless it could be demonstrated that there will be no likely significant effect or that the effects can be mitigated.	development and therefore provides no link for adverse effects on European sites. This policy also provides specific protection to internationally important sites.
Policy CSD 12: Biodiversity Net Gain	This is a policy which ensures the requirement to demonstrate 10% net gain in biodiversity is achieved. Additionally, 20% biodiversity net gain will be sought in the Nature Recovery Network Core and Recovery zone and new urban extensions will also be required to achieve 20% biodiversity net gain.	No likely significant effect This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.
Policy CSD 13: Conservation Target Areas	This is a policy which aims to protect and provide biodiversity enhancement to Conservation Target Areas	No likely significant effect This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..
Policy CSD 14: Natural Capital and Ecosystem Services	This is a policy which ensures that a natural capital assessment is undertake for each development to demonstrate the impact of the development on the environment and any environmental net gain to be secured.	No likely significant effect This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy CSD 15: Green and Blue Infrastructure	This policy outlines the requirements of development to be required to protect and enhance green and blue infrastructure and assets.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 16: Air Quality	This is a policy which aims to address the impact of poor air quality, to improve air quality and mitigate its impacts.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 17: Pollution and Noise	<p>Development will not be permitted if it results in an unacceptable risk to public health or safety, the environment, general amenity or existing uses due to the potential of air pollution, noise nuisance, vibration, odour, light pollution, surface/ground water sources or land pollution.</p> <p>In order to reduce, manage and mitigate noise to improve health and quality of life, residential and other development proposals should manage noise by:</p> <ul style="list-style-type: none"> i. Avoiding significant adverse noise impacts on health and wellbeing, quality of life and amenity including residential amenity; ii. Mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without placing unreasonable restrictions on existing noise-generating uses; iii. Separating new noise-sensitive development from major noise sources (such as road, rail, air transport and some types of industrial use, and some types of leisure and recreational uses) through the use of distance, screening, layout, orientation, uses and materials – in preference to sole reliance on sound insulation; 	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
	<p>iv. Where it is not possible to achieve separation of noise-sensitive development and noise sources without undue impact on other sustainable development objectives, then any potential adverse effects should be controlled and mitigated through applying good acoustic design principles and design solutions including the use of appropriate materials; and</p> <p>v. Promoting new technologies and improved practices to minimise noise at source, and on the transmission path from source to receiver receptor..</p>	
Policy CSD 18: Light Pollution	This is a policy which aims to avoid unnecessary light pollution.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>
Policy CSD 19: Soils, Contaminated Land and Stability	<p>Development proposals will not be permitted where the land is contaminated and not capable of appropriate remediation without compromising development viability or the delivery of sustainable development. For sites where land contamination is suspected, an adequate site investigation survey will need to be prepared (by a competent person) to demonstrate that land contamination issues have been fully addressed or can be satisfactorily addressed through the development.</p> <p>Development will not be permitted in locations where there are risks from land instability. Development within areas known or suspected to be at risk of slope instability or poor ground conditions will need to demonstrate the following:</p> <ul style="list-style-type: none"> i. its structural integrity will not be compromised by slope instability ii. the development does not exacerbate any instability on the site or elsewhere iii. the development can tolerate ground conditions by special design, and iv. there is long-term stability of any structured built on made, filled or mined ground. <p>For sites suspected of land instability, an adequate site investigation survey will need to be prepared (by a competent person) to demonstrate that land instability issues have been fully addressed.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites..</p>

Page 14

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy CSD 20: Hazardous Substances	This is a policy which relates to the criteria by which the use, movement or storage of hazardous substances will be accepted.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy CSD 21: Waste Collection and Recycling	<p>This policy aims to minimise waste and pollution, and to reduce the impact of waste on climate change. Future developments are expected to support the application of the waste hierarchy of prevention, preparing for re-use, recycling, other recovery then disposal.</p> <p>In order to facilitate the sustainable management of waste in the future it is essential that all developments provide adequate facilities for the separation of waste and recyclables and for its satisfactory storage prior to collection. On-site facilities for separating or storing waste should be adequate to meet the needs of occupiers of any proposed new development. Such facilities should be well-designed so that they do not result in harm to the local environment.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy CSD 22: Sustainable Transport and Connectivity Improvements	This policy is a policy which aims to ensure that transport improvements contribute positively to attractiveness, safety of place, and quality of life in Cherwell and respond sensitively to the natural and historic environment	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy CSD 23: Assessing Transport Impact/Decide and Provide	This is a policy which aims to help the delivery of public transportation and active travel improvements to manage the districts road network in a manner that reduces traffic and congestion.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy CSD 24: Freight	This is a policy which aims to manage number and intensity of transport movements relating to freight	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy CSD 25: The Effective and Efficient Use of Land – Brownfield Land and Housing Density	<p>Policy that states all new housing developments must have a minimum density of dwellings per hectare (net):</p> <ul style="list-style-type: none"> • 45 dwellings/hectare within existing settlements of Banbury, Bicester, Kidlington, and Heyford Park; • 40 dwellings /hectare urban extensions (less than 50 hectares) • 35 dwellings /hectare urban extensions (more than 50 hectares), and • 35 dwellings /hectare rural and other areas 	<p>No likely significant effect</p> <p>The density of development (as opposed to the total number of dwellings) does not provide linking impact pathways.</p>
Policy LEC 1 Meeting Business and Employment Needs	<p>This policy details the area of employment and business land required within the plan period this includes 145.7ha of employment land. 37.38ha of land are remaining to be developed as shown below.</p> <p>Retained allocations from 2015 Local Plan will provide 37.38 hectares of land as shown below.</p>	<p>Potential likely significant effects</p> <p>This policy identifies new highway infrastructure development within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality

Location	Allocation	Total Allocation Size	Allocation without planning permission)
Banbury	Banbury 6: Employment Land West of the M40	35 ha	5.9 ha
Bicester	Bicester 4: Bicester Business Park	29.5 ha	8.76 ha
Bicester	Bicester 11: Employment land at NE Bicester	15 ha	2.5 ha
Bicester	Bicester 12: South East Bicester	40 ha	16.52 ha
Rural Areas	Villages 5: Former RAF Upper Heyford	12 ha	3.7 ha
Total			37.38 ha

Policy Reference

Brief Description

Potential Likely Significant Impact

The following parcels of land are identified for future development on the following strategic and retained Local Plan 2015 allocations:

Site name	Allocation	Total Allocation Size
Banbury M/U1: Canalside	Mixed Use B2, B8, and E(g)	7.5
Banbury E1: Higham Way	Mixed Use B2, B8 and E (g)	3
Bicester E1: Land east of M40 J9 and South of Green Lane	Mixed Use B2, B8, and E(g)	30
Bicester E2: Land south of Chesterton	Mixed Use B2, B8, and E(g)	9
Bicester E3: Land at Lodge Farm	Mixed Use B2, B8, and E(g)	25
Bicester 4: Land south west of Graven Hill	Mixed Use B2, B8, and E(g)	17
Bicester 5: Land adjacent Symmetry Park	Mixed Use B2, B8, and E(g)	6
Total		97.5

Page 147

Policy LEC 2:
Development at Existing or Allocated Employment Sites

This is a development management policy which aims to protect existing employment sites to ensure an appropriate level of employment provision is provided for over the LP period.

No likely significant effect

Protection of existing employment sites will not pose likely significant effects on European sites.

Policy LEC 3: New Employment Development on Unallocated Sites

The policy states that new employment development will be supported on unallocated sites

The policy does not allocate sites for development in the LP area merely states it will support development where the proposals adhere to the criteria set in the Policy.

No likely significant effect, but down the line HRA.

Although the policy states the council will support new employment development on unallocated sites, the policy does not make commitment

Policy Reference	Brief Description	Potential Likely Significant Impact
		to locations for these sites. Therefore, impact pathways cannot be assessed for this policy. Developments proposals providing new employment development on unallocated sites will be required to undergo HRA at the project level where it is determined proposals present a linking impact pathway.
Policy LEC 4: Ancillary uses on existing or unallocated Employment Sites	This is a policy which provides criteria which the proposal must adhere to be supported with regards to uses on designated employment sites.	No likely significant effect This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.
Policy LEC 5: Community Employment Plans	This is policy which seeks to ensure opportunities for local employment apprenticeships and training can be created through proposals for employment/business development.	No likely significant effect This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.
Policy LEC 6: Supporting a Thriving and Resilient Farming Sector	This is a policy which seeks to ensure that farms remain or become economically viable, adapt to climate change, reduce pollution and lead to a significant improvement in the appearance or rural character of the area.	No likely significant effect This policy does not identify a quantum or location of

Page 118

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy LEC 7: Best and Most Versatile Agricultural Land	This is policy which seeks to ensure that the best and most versatile agricultural land will be protected from unplanned development to maximise opportunities for food and other agricultural production.	<p>development and therefore provides no link for adverse effects on European sites.</p> <p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy LEC 8: Rural Diversification	This is a policy which provides criteria which proposals must adhere to be supported with regards to proposals for economic activities through diversification of farms.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy LEC 9: Tourism	This is a policy setting out criteria that proposals for new tourist and visitor facilities, including hotels have to adhere to.	<p>No likely significant effect</p> <p>Although the policy states that the council will support new tourist and visitor facilities including hotels, the policy does not allocate development it is merely committing to support proposals for development where they can adhere to certain criteria.</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy LEC 10 Town Centre Hierarchy and Retail Uses	<p>The policy is a development management policy which focuses on the promotion of the continued role and functions of town/urban centres to positively contribute towards their viability, vitality, character and public realm.</p> <p>The policy does also mention that it will support the provision of new local centres containing retail development within allocated strategic housing sites and any leisure and retail outside of town centres which requires planning permission will be subject to an impact assessment appropriate to its use.</p>	<p>No likely significant effect</p> <p>Although the policy states that the council will support new local centres with retail development within and leisure and retail development outside of town centre, the policy does not allocate development it is merely committing to support proposals for development where they can adhere to certain criteria.</p>
Policy LEC 11: Primary Shopping Areas	<p>This policy is a development management policy which focuses on proposals resulting in the loss of an E Class use, setting out criteria where this will be supported by the council.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy LEC 12: Outdoor Markets	<p>This is a policy which sets out criteria that proposals for permanent and temporary street markets and car boot sales must adhere to, to be supported by the council.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy LEC 13: Shopfronts and signage	<p>This is a policy which sets out criteria that proposals including new or altered shopfronts and advertisement must adhere to, to be supported by the council.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of</p>

Page 150

Policy Reference

Brief Description

Potential Likely Significant Impact

Policy COM 1: District Wide Housing Distribution

The identified housing requirement for Cherwell for the 2020 to 2042 period is 20,029 homes.

Development will be permitted in order to achieve the housing supply set out below:

Calculation of Need	Total
Previous Standard Method 2020 to 2024 (756+713+742+710)	2,921
Current Standard Method (706dpa x18 years)	12,708
Cherwell Need	15,629
Oxford Unmet Need Carried Forward	4,400
Total Need (15,629 + 4400)	20,029
Annual Need (20,029/22) years	911

This means there is a total housing need to plan for of 20,029 homes

The overall housing supply will be as follows

Housing Supply	Total
Existing Supply	21402
Additional Supply	
Windfalls (2027-2042) 100pa	1400
East of Bloxham Road, Banbury (Phase 2)	600
Southeast of Woodstock	450
Calthorpe Street, Banbury	170
Rural Allocation	565
Total	3,185
Total Supply	24,587

Strategic Allocations

Development will be supported at the new strategic site allocations shown below where it meets the requirements set out within the Site Development Templates and in accordance with the policies of the Development Plan taken as a whole. A

development and therefore provides no link for adverse effects on European sites.

Potential likely significant effects

This policy identifies new highway infrastructure development within the Cherwell District.

This policy may have linkage to the following impact pathways:

- Recreational pressure
- Water resources, quality and hydrological change
- Air quality

Policy Reference

Brief Description

Potential Likely Significant Impact

developer-led, comprehensive master planned approach will be expected with consultation undertaken in accordance with the Council's Statement of Community Involvement.

Cherwell will provide 24,587 homes from 2020 - 2024 as follows

Area	Completions 20/24	Total
Banbury	1632	6477
Bicester	1476	7749
Heyford Park	553	1601
Kidlington/Woodstock	172	622
Rural Areas	644	2338
Partial Review Sites	0	4400
Windfall Projection	0	1400
Totals	4477	24587

Non-Strategic Allocations

Development will also be supported at non-strategic allocations at the Larger Villages where development meets the requirements set out within the Site Development Templates or within Neighbourhood Plans, and in accordance with the Development Plan taken as a whole.

Non-strategic allocations at the Larger Villages will either be identified in this plan, adopted Neighbourhood Plans, or future parts of the Local Plan, in accordance with the identified housing requirement figures for the Larger Villages as shown within the Rural Area Strategy.



Policy Reference	Brief Description	Potential Likely Significant Impact
Policy COM 2: Affordable Housing	This is a policy which details the requirements of developments to provide affordable housing.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 3: Housing Size / Type	This is a policy which details the mix of housing required for developments	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 4: Specialist Housing	This is a policy which defines where and when specialist housing should be included within development proposals.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 5: Residential Space Standards	This is a policy which relates to the required internal and external space for all new dwellings	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 6: Self-Build and Custom-Build Housing	This is a policy which encourages the development of self-build and custom-build housing in appropriate locations.	<p>No likely significant effect</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
		This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.
Policy COM 7: Sub-Division of Dwellings and Homes in Multiple Occupation	This is a policy which details conversion of existing dwellings to provide two or more self-contained units of accommodation or to a large HMO will be permitted provided that they would be unlikely to cause demonstrable harm to the amenities and privacy of neighbouring properties.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 8: Residential Caravans	This is a policy that details the criteria for granting temporary consent for a residential caravan	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 9: Travelling Communities	This is a policy which details the criteria for which placement of travelling community sites will be considered against.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 10: Protection and Enhancement of the Landscape	This is a policy which aims to preserve the character and appearance of the landscape through restoration, management and enhancement of existing areas, features or habitats and where appropriate the creation of new ones including the planting of woodlands, trees and hedgerows.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
		provides no link for adverse effects on European sites.
Policy COM 11: Cherwell Local Landscape Designations	<p>This is a policy proposes 7 Cherwell Local Landscape Designations and avoid loss or harm to the aspects of local landscape value and qualities 'above ordinary' value.</p> <p>Cherwell local landscape designations (as shown in the Policies Map) are:</p> <ul style="list-style-type: none"> • Cherwell Valley; • Ironstone Downs; • Muswell Hill; • North Ploughley; • Otmoor • Thames Valley; and • Upper Cherwell Valley 	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 12: The Oxford Green Belt	This is a policy which aims to prevent the continuation of urban sprawl encroaching into the countryside.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 13: Settlement Gaps	This is a policy that aims to ensure that the settlements character is retained and physical and visual separation is maintained between settlements.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 14: Achieving Well-Designed Places	This is a policy which details criteria by which development will be accepted in terms of complementing and enhancing its surroundings	<p>No likely significant effect</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
		This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.
Policy COM 15: Active Travel – Walking and Cycling	This is a policy which aims to ensure that public realm improvements and infrastructure are designed to create attractive places that make walking and cycling a safer, healthier and more attractive travel choice.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 16: Public Rights of Way	This is a policy which aims to ensure that public rights of way including bridleways and byways are protected and enhanced to maintain connectivity of these networks.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 17: Health Facilities	<p>This policy related to the provision of health facilities. The policy states “the council will support the provision, extension and co-location of health facilities in sustainable locations”.</p> <p>The rest of the policy is development management which provides criteria for which the development of health facilities should be designed based on.</p>	<p>No likely significant effect</p> <p>Although the policy states that the council will support provision of healthcare facilities, the policy is merely committing to support proposals for development where they can adhere to certain criteria.</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy COM 18: Creating Healthy Communities	This is a policy which details the criteria by which developments must adhere with regards to promoting healthier communities.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 19: Hot Food Takeaways	This is a policy which sets out criteria that proposals for fast food takeaways must adhere to, to be supported by the council.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 20: Providing Supporting Infrastructure and Services	This is a policy which sets out the details on and off-site infrastructure requirements.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 21: Meeting Education Needs	<p>This policy relates to the provision of educational facilities within the Local Plan (LP) area. The policy states that the council, in partnership, will ensure the provision of pre-school, school, community learning and other facilities. However, the policy does not specifically allocate locations for educational facilities within the policy, merely a commitment to provide facilities within the LP area within the LP period.</p> <p>The rest of the policy is development management which provides criteria for which the development of educational facilities should be designed based on.</p>	<p>No likely significant effect, but down the line HRA</p> <p>Although the policy states that the council will ensure the provision of educational facilities the policy does not make commitment to locations for these sites. Therefore, impact pathways</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
		<p>cannot be assessed for this policy.</p> <p>Developments proposals providing educational facilities will be required to undergo HRA at the project level where it is determined proposals present a linking impact pathway.</p>
<p>Policy COM 22: Public Services and Utilities</p>	<p>This is a policy which aims to improve the public services/utilities within the district through planning proposals and working with Oxfordshire County Council.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
<p>Policy COM 23: Local Services and Community Facilities</p>	<p>This is a policy which relates to the criteria by which the addition or removal of a community facility would be accepted</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
<p>Policy COM 24: Open Space, Sport and Recreation</p>	<p>This is a policy which relates to the criteria by which the addition or removal of open space, sport and recreational facilities would be accepted</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore</p>

Page 158

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy COM 25: Local Green Space	This is a policy which relates to the criteria by which the additional green space would be accepted	provides no link for adverse effects on European sites.
Policy COM 26: Historic Environment	This is a policy which states the need for conservation of our historic environment is key to protecting and enhancing the character of the district	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 27: Conservation Areas	<p>The policy aims to conserve and/or enhance the special character, appearance and setting of Cherwell District's Conservation Areas through development management criteria for all development proposals within Conservation Areas.</p> <p>The policy is a development management policy.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 28: Listed Buildings	This is a policy setting out criteria that proposals on listed building have to adhere to when adding to, altering, and/or changing the use of the listed building.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy COM 29: Registered Parks and Gardens and Historic Battlefields	This is a policy setting out criteria that proposals on registered parks, gardens and historic battlefields should conserve or enhance these areas	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy COM 30: The Oxford Canal	<p>This policy seeks to protect and enhance the Oxford Canal.</p> <p>The policy also states “[the council] will support proposals to promote transport, recreation, leisure and tourism related uses of the canal, as well as supporting enhancement of the canals active role in mixed use development in an urban setting.”</p>	<p>No likely significant effect</p> <p>Although the policy states that the council will support the provision of recreation, leisure, tourism and mixed use mixed-use development along the canal, the policy does not allocate development. It is merely committing to support proposals for development where they can adhere to certain criteria.</p>
Policy COM 31: Residential Canal Moorings	This is a policy setting out criteria that proposals for permanent residential moorings on the Oxford Canal have to adhere to.	<p>No likely significant effect</p> <p>Although the policy states that the council will support permanent residential moorings on the canal, the policy does not allocate development it is merely committing to support proposals for development</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
		where they can adhere to certain criteria.
<p>Policy BAN 1: Banbury Area Strategy</p>	<p>This policy allocates development within the Banbury area both in the form of strategic and non-strategic development. A total of 1670 dwellings will be delivered through strategic allocations.</p> <p><u>Allocations - Residential</u></p> <ul style="list-style-type: none"> • East of Bloxham Road (South of Salt Way East - Phase 2) – 600 dwellings • Calthorpe Street – 170 dwellings • Canalside – 700 dwellings • Bolton Road – 200 dwellings <p><u>Allocations – Employment</u></p> <ul style="list-style-type: none"> • Higham Way – 3 ha • Canalside Regeneration – 7.5 ha 	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment areas within the Cherwell District.</p> <p>This policy may have a linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
<p>Policy BAN 2: Delivery of Strategic Transport Schemes within the Banbury Area</p>	<p>This policy identifies highway infrastructure which is needed to mitigate the impact of planned growth within the Banbury area and improve active travel and sustainable transport.</p> <p>Transport infrastructure at Banbury will be required as follows:</p> <ul style="list-style-type: none"> • Delivery of the walking, wheeling and cycling routes identified within the LCWIP; • Delivery of bus service improvement schemes including Tramway Road and Cherwell Street corridors; • Rejuvenating or relocating Banbury Bus Station; • Re-designing Banbury Railway Station forecourt to improve multi-modal interchange; • Provision of additional connections between the east of Banbury and the town centre including: <ul style="list-style-type: none"> – Provision of a vehicular connection from Cherwell Street to Chalker Way to improve access to main employment area east of Banbury; – Provision of footbridge or crossing improving active travel connections to the Railway Station via Canalside. 	<p>Potential likely significant effects</p> <p>This policy identifies new highway infrastructure development within the Cherwell District.</p> <p>This policy may have a linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure

Policy Reference	Brief Description	Potential Likely Significant Impact
	<ul style="list-style-type: none"> • Improving accessibility of north - south routes with a particular emphasis on sustainable modes including: <ul style="list-style-type: none"> – Ruscote Avenue/Queensway; – North Bar/South Bar and the – Cherwell Street/ Windsor Street corridor; • Delivering improvements to the east-west strategic routes to support sustainable travel including: <ul style="list-style-type: none"> – Hennef Way A422 corridor; – Warwick Road Corridor; – Review of Banbury Town Centre traffic circulation to reduce through movements and improve the safety of active travel modes including bus routeing and improving walking routes to the railway station; • Measures within the Market Place and immediate area to provide an improved community place; • Provision of more direct transport links between the south of the town and the north- east area of employment, including bus and active travel connectivity, and new spine road and increased level of bus service between the A361 and A4260 	<ul style="list-style-type: none"> • Water resources, quality and hydrological change • Air quality
<p>Policy BAN3: Development in the vicinity of Banbury Railway Station</p>	<p>This policy identifies the need for Tramway Road improvements that will support an improved road layout and facilities around the train station, improve bus journey reliability into the town centre from southern areas of the town, and reduce trips taken using the A4260/Bridge Street junction.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
<p>Policy BAN 4: Green and Blue Infrastructure in the Banbury Area</p>	<p>This policy sets out a list of green and blue infrastructure priorities, including:</p> <ol style="list-style-type: none"> i. the need for an improved interface between Spiceball Park and the canal/river green corridor linking with the town centre. This should be delivered as part of the town centre enhancements and form a fundamental part of any development proposals ii. the continued development of the country park extending the green corridor to the north of the town connecting the urban area with the rural hinterland beyond iii. the greening of the town centre, improving east – west connectivity from People’s Park to an enhanced green corridor along the river/canal corridor iv. the greening of the primary north – south vehicular route along the South Bar Street/ Horsefair corridor in conjunction with improved traffic solutions to ease congestion in these areas 	<p>No likely significant effect</p> <p>This is a policy that promotes delivery and safeguarding of green and blue infrastructure. Banbury is remote from European sites with the Oxford Meadows SAC being over 26km to the south.</p>

Page 162

Policy Reference	Brief Description	Potential Likely Significant Impact
	<ul style="list-style-type: none"> v. the development of a new green, accessible link along the southern edge of the development to the south of Salt Way connecting new development and associated open space adjacent to the Bloxham Road in the west and Longford Park in the east, and vi. the connection of Salt Way to the improved north – south green corridor along the canal/ river corridor. 	
<p>Policy BAN 5: Horton Hospital Site</p>	<p>The policy supports the redevelopment of the site for hospital related uses and medical services. The policy requires improved public transport and measures to ensure no increase on parking pressures on nearby residents. Also requires conservation and enhancement of the grade II listed hospital buildings.</p>	<p>Potential likely significant effects</p> <p>This policy allows for the development of new dwellings health care facilities or education facilities within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
<p>Policy BAN 6: Banbury Opportunity Areas</p>	<p>This policy outlines redevelopment proposal locations</p> <ul style="list-style-type: none"> • Bridge Street/Concorde Avenue • George Street/Cherwell Street/ Bridge Street 	<p>No likely significant effect</p> <p>This is a policy that promotes opportunity for redevelopment of areas within Banbury</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy BAN M/U 1: Banbury Canalside	<p>This policy is a site allocation for Banbury Canalside.</p> <p>The allocation is for a mixed use redevelopment of land to provide housing, employment, commercial, recreational and community uses adjacent to Banbury Town Centre.</p> <p>The policy sets out key delivery requirements, key constraints and additional requirements for large complex sites.</p> <p>Banbury Strategy Area Policy sets out an allocation of 700 dwellings and 7ha of employment for this site.</p>	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment area within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change <p>Air quality</p>
Policy BAN H2: East of Bloxham Road, Banbury (South of Salt Way East - Phase 2) Policy BAN H3: Calthorpe Street	<p>This policy is a Site allocation for housing on the southern periphery of Banbury.</p> <p>The policy sets out key delivery requirements, key constraints and additional requirements for large complex site.</p> <p>Land at east of Bloxham Road, Banbury is allocated as an extension to on-going development to the south of Salt Way. It will accommodate approximately 600 dwellings at a density of 38 dwellings per hectare.</p>	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment area within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy BAN H3: Calthorpe Street	<p>This policy is for residential-led redevelopment for Calthorpe Street. It will accommodate 170 dwellings for housing as well as:</p> <ul style="list-style-type: none"> • The Calthorpe Street and Marlborough Road frontages being rebuilt. • A pedestrian and cycling link is provided between Calthorpe Street and Marlborough Road. 	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment area within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
Policy BAN M/U2: Bolton Road	<p>This policy is for residential-led redevelopment for Bolton Road. It will accommodate 200 dwellings for housing in a 2ha development area.</p>	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings area within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality

Policy Reference	Brief Description	Potential Likely Significant Impact												
Policy BAN E1: Land at Higham Way	This policy is for employment-led development of a former waste management facility with a 3ha development area potential	<p>Potential likely significant effects</p> <p>This policy allocates net new employment area within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality 												
Policy BIC 1: Bicester Area Strategy	<p>This policy allocates development within the Bicester area both in the form of strategic and non-strategic development. 7,750 homes will be delivered at Bicester between 2020 and 2042 including the following strategic site allocations:</p> <table border="1" data-bbox="403 949 1736 1284"> <thead> <tr> <th data-bbox="403 949 761 1005">Site</th> <th colspan="2" data-bbox="761 949 1478 1005">Housing Numbers</th> <th data-bbox="1478 949 1736 1005"></th> </tr> <tr> <td></td> <th data-bbox="761 1005 1120 1061">2020 - 2042</th> <th data-bbox="1120 1005 1478 1061">Post 2042</th> <td></td> </tr> </thead> <tbody> <tr> <td data-bbox="403 1061 761 1284">North West Bicester</td> <td data-bbox="761 1061 1120 1284">3,200</td> <td data-bbox="1120 1061 1478 1284">4,300</td> <td data-bbox="1478 1061 1736 1284">Site Allocation replacing Policy Bicester 1 to provide an additional 1500 homes NW Bicester</td> </tr> </tbody> </table>	Site	Housing Numbers				2020 - 2042	Post 2042		North West Bicester	3,200	4,300	Site Allocation replacing Policy Bicester 1 to provide an additional 1500 homes NW Bicester	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment area within the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
Site	Housing Numbers													
	2020 - 2042	Post 2042												
North West Bicester	3,200	4,300	Site Allocation replacing Policy Bicester 1 to provide an additional 1500 homes NW Bicester											
<p>The following existing strategic site policies are retained and will not be replaced:</p>														

Policy Reference

Brief Description

Potential Likely Significant Impact

- Policy Bicester 2: Graven Hill
- Policy Bicester 3: SW Bicester
- Policy Bicester 12: SE Bicester
- Policy Bicester 13: Gavray Drive

Employment: 87 hectares of employment land will be provided for business and employment growth on the following strategic employment sites:

Site	Employment Hectares
Land East of M40 J9 and South of Green Lane	30
Land Adjacent to Symmetry Park, North of A41, South East Bicester	6
Bicester 4 (Bicester Business Park)	3.3
Land South of Chesterton	9
Land at Lodge Farm, Chesterton	25
Land SW of Graven Hill	17
TOTAL	87

Policy BIC 2: Delivery of Strategic Transport Schemes within the Bicester Area

This policy outlines the information from The new Oxfordshire Local Transport and Connectivity Plan (LTP5) 2022) which identifies a number of key projects in the Bicester Area Strategy:

- *'A south-east peripheral link road north of Wendlebury;*
- *Improvements associated with London Road level crossing changes;*
- *A cycle route along the A41 from J9/M40 to Bicester town centre;*
- *A bus priority route adjacent to the A41, on the Banbury Road,*
- *The realignment of Howes Lane.*

Potential likely significant effects

This policy allocates net new dwellings and net new employment area within the Cherwell District.

Policy Reference	Brief Description	Potential Likely Significant Impact
	<ul style="list-style-type: none"> • High quality walking, wheeling and cycling network throughout the town, • Corridor improvements on the eastern peripheral roads, Skimmingdish Lane and Charbridge Lane, and Corridor improvements along the B4100 between Banbury Road junction and Baynards Green.’ 	<p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
<p>Policy BIC 3: Safeguarding of Land for Strategic Transport Schemes in the Bicester Area</p>	<p>This policy outlines areas that are safeguarded from additional development to support delivery for the following transport schemes:</p> <ul style="list-style-type: none"> • Land for a south-east link road north of Wendlebury; • A bus priority route adjacent to the A41, on the Banbury Road, and • The realignment of Howes Lane. 	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
<p>Policy BIC 4: Delivery of Green and other Strategic Infrastructure in the Bicester Area</p>	<p>This policy outlines the requirements of development to be required to protect and enhance green and blue infrastructure and assets in the Bicester area.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
<p>Policy BIC 5: Bicester Opportunity Areas</p>	<p>This policy outlines redevelopment proposal locations</p> <ul style="list-style-type: none"> • Site 1: Bure Place/ Wesley Lane/Sheep Street • Site 2: Market Place (Square) • Site 3: London Road Area • Site 4: Bicester Depot 	<p>No likely significant effect</p> <p>This is a policy that promotes opportunity for redevelopment of areas within Bicester</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
Policy BIC 6: Former RAF Bicester	<p>Conservation-led proposals for the former RAF Bicester site will be encouraged that help to secure a long-lasting, economically viable future for the technical site and flying field.</p> <p>Proposals for heritage tourism uses leisure, recreation, employment and community uses will be particularly encouraged. The development of hotel and conference facilities will also be supported as part of a wider package of employment uses.</p>	<p>Potential likely significant effects</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
Policy BIC H1: Land at North West Bicester	<p>This policy outlines a new Site development area of 549 hectares which is allocated to accommodate approximately 7,500 dwellings and 10ha of employment. 40% of the area will comprise of green space. This will also include additional works for the southwest of Bicester on the A41 corridor</p>	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment area within the Cherwell District</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
Policy BIC E1: Land East of J9, M40	<p>This policy outlines a site area of 45.80ha that is allocated to accommodate 30ha of employment land.</p> <p><i>'The land east of Junction 9, M40 is a greenfield site which lies at the motorway junction and A41 and has a key frontage at this location. The site itself is comprised of two distinct parcels either side of an already permitted employment development. Planning permission has been granted for a large-scale employment unit on land between the two parcels which make up</i></p>	<p>Potential likely significant effects</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
	<p><i>this proposed allocation. This permitted development provides an access from the A41 which will need to be used to access the two parcels of land.'</i></p>	<p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
<p>Policy BIC E2: Land South of Chesterton</p>	<p>This policy outlines the Land south of Chesterton is allocated to accommodate at least 9ha of employment land.</p>	<p>Potential likely significant effects</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
<p>Policy BIC E3: Land at Lodge Farm, Chesterton</p>	<p>This policy outlines a site area of 40ha that is allocated to accommodate 25ha of employment land.</p> <p><i>'Land at Lodge Farm is a greenfield site and relatively flat. It lies to the southeast of the village of Chesterton and southwest of Bicester. It comprises a number of agricultural fields with Lodge Farm at its centre. The site will need to be accessed through the adjacent employment allocation. This will minimise the total number of access points being created directly onto the A41. The access will be provided into the adjacent site so that the alignment of the road is in a better location for linking to the proposed south east peripheral road'</i></p>	<p>Potential likely significant effects</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality

Policy Reference	Brief Description	Potential Likely Significant Impact				
Policy BIC E4: Land South West of Graven Hill	<p>This policy outlines a site area of 36ha that is allocated to accommodate 17ha of employment land.</p> <p><i>'This site is a greenfield site to the south west of the development at Graven Hill. Its delivery is reliant on the provision of the south east peripheral road to provide an appropriate access. The site is approximately 3 kilometres south of the centre of Bicester and is relatively flat. The site comprises three agricultural fields and green space along the railway line. it is surrounded by agricultural fields to the north, west and south and by the railway line and industrial land to the east. The Gagle Brook provides a landform feature along the eastern boundary'</i></p>	<p>Potential likely significant effects</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality 				
Policy BIC E5: Land adjacent to Symmetry Park	<p>This policy outlines a site area of 6.32ha that is allocated to accommodate 6ha of employment land.</p> <p><i>'This site is generally flat and lies adjacent to a permitted waste facility – A metal recycling facility. Whilst the land is currently agricultural, the rural character is influenced by adjacent development at Symmetry Park. Development on this proposed strategic employment allocation should not prejudice the use of the adjacent safeguarded waste management site.'</i></p>	<p>Potential likely significant effects</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality 				
Policy KID 1: Kidlington Area Strategy	<p>This policy allocates development within the Kidlington area both in the form of strategic and non-strategic development.</p> <p>5,022 homes will be delivered at Kidlington between 2020 and 2042 including the following strategic site allocations:</p> <table border="1" data-bbox="414 1308 1411 1361"> <thead> <tr> <th data-bbox="414 1308 750 1361">Site</th> <th data-bbox="750 1308 1411 1361">Housing Numbers</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> </tr> </tbody> </table>	Site	Housing Numbers			<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment area within the Cherwell District</p>
Site	Housing Numbers					

Page 171

Policy Reference	Brief Description	Potential Likely Significant Impact						
	<table border="1"> <tr> <td data-bbox="403 287 739 343"></td> <td data-bbox="739 287 1075 343">2020 - 2042</td> <td data-bbox="1075 287 1411 343"></td> </tr> <tr> <td data-bbox="403 343 739 399">South-east of Woodstock</td> <td data-bbox="739 343 1075 399">450</td> <td data-bbox="1075 343 1411 399">New Site Allocation</td> </tr> </table> <p>The following existing strategic site policies are retained and will not be replaced:</p> <ul style="list-style-type: none"> • Policy PR6a – Land East of Oxford Road • Policy PR6b – Land West of Oxford Road • Policy PR6c – Land at Frieze Farm • Policy PR7a – Land Southeast of Kidlington • Policy PR7b – Land at Stratfield Farm 1 • Policy PR8 – Land East of the A44 • Policy PR9 – Land West of Yarnton <p>Employment: 14.7 hectares of employment land will be provided for business and employment growth within Policy PR8 – Land East of the A44 for the expansion of Begbroke Science Park</p>		2020 - 2042		South-east of Woodstock	450	New Site Allocation	<p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality
	2020 - 2042							
South-east of Woodstock	450	New Site Allocation						
Policy KID 2: London-Oxford Airport	<p>This policy outlines the support of the continued use of London Oxford Airport for commercial aviation and ancillary uses. This results in areas included in airport safeguarding areas being protected from development, and sensitive uses such as housing, education and hospitals are not located in areas significantly affected by aircraft noise without acceptable mitigation measures.</p>	<p>No likely significant effect</p> <p>This is a policy that expresses support for the continued use of an existing airport and safeguards the airport but does not allocate new development.</p>						
Policy KID 3: Delivery of Transport Schemes within the Kidlington Area	<p>This policy outlines the major travel routes for the area and how currently ongoing works on the A44 are nearing completion. This policy also highlights the high use of public transport and cycle lanes within the Kidlington area.</p>	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore</p>						

Policy Reference	Brief Description	Potential Likely Significant Impact
		provides no link for adverse effects on European sites.
Policy KID 4: Kidlington Area Strategy - Green and Blue Infrastructure	<p>This policy outlines development requirement to require to protect and enhance green and blue spaces and infrastructure including:</p> <ul style="list-style-type: none"> • Expanding and enhancing the network of footpaths and trails; • Enhancing the Oxford Canal and River Cherwell blue corridors; • New and enhanced access to the canal and river, and • Greening Kidlington village centre and supporting walking and cycling 	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy KID 5: Development within and adjoining Kidlington Village Centre	This is a development policy for development requirements within or close to the centre of Kidlington.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy KID H1: South-East of Woodstock	This policy outlines the Land south-east of Woodstock is allocated to accommodate 450 dwellings in a Site area of 48.7ha with 16ha of developable area.	<p>Potential likely significant effects</p> <p>This policy allocates net new dwellings and net new employment area within the Cherwell District</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change

Policy Reference	Brief Description	Potential Likely Significant Impact																				
Policy HEY 1: Heyford Area Strategy	<p>This policy outlines the priority for this area is to secure the delivery of the adopted 2015 retained Policy Villages 5. This will be achieved by aligning the delivery of housing and employment with the infrastructure required to achieve sustainable development, whilst sustaining the site's heritage significance. Approximately 1,100 homes have been delivered (553 since the start of the Plan period in 2020) and a further 1048 homes are committed. In addition to the housing proposes the approved masterplan includes 8.3 ha of employment floorspace including a 'Creative City' area..</p>	<ul style="list-style-type: none"> • Air quality <p>Potential likely significant effects</p> <p>This policy identifies residential new development within rural areas in the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change • Air quality 																				
Policy RUR 1: Rural Areas Strategy	<p>This policy allocates 565 dwellings in non-strategic housing developments across the rural area distributed throughout the larger villages as in the table below:</p> <table border="1" data-bbox="412 1018 1014 1337"> <thead> <tr> <th>Area</th> <th>Housing allocated</th> </tr> </thead> <tbody> <tr> <td>Adderbury</td> <td>75</td> </tr> <tr> <td>Bletchington, Hampton Gay & Poyle</td> <td>50</td> </tr> <tr> <td>Bloxham</td> <td>75</td> </tr> <tr> <td>Bodicote</td> <td>75</td> </tr> <tr> <td>Deddington</td> <td>90</td> </tr> <tr> <td>Hook Norton</td> <td>75</td> </tr> <tr> <td>Mid Cherwell</td> <td>100</td> </tr> <tr> <td>Milcombe</td> <td>25</td> </tr> <tr> <td>TOTAL</td> <td>565</td> </tr> </tbody> </table>	Area	Housing allocated	Adderbury	75	Bletchington, Hampton Gay & Poyle	50	Bloxham	75	Bodicote	75	Deddington	90	Hook Norton	75	Mid Cherwell	100	Milcombe	25	TOTAL	565	<p>Potential likely significant effects</p> <p>This policy identifies new residential developments within rural areas in the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure
Area	Housing allocated																					
Adderbury	75																					
Bletchington, Hampton Gay & Poyle	50																					
Bloxham	75																					
Bodicote	75																					
Deddington	90																					
Hook Norton	75																					
Mid Cherwell	100																					
Milcombe	25																					
TOTAL	565																					

Policy Reference	Brief Description	Potential Likely Significant Impact
		<ul style="list-style-type: none"> • Water resources, quality and hydrological change • Air quality
Policy RUR H1: Land west of Springwell Hill, Bletchingdon	This policy describes a possible 2.9ha greenfield development site allocated to accommodate 44 dwellings as an extension of the existing built form of Bletchingdon.	<p>Potential likely significant effects</p> <p>This policy identifies new residential developments within rural areas in the Cherwell District.</p> <p>This policy may have linkage to the following impact pathways:</p> <ul style="list-style-type: none"> • Recreational pressure • Water resources, quality and hydrological change <p>Air quality</p>
Policy RUR 2: Rural Exception Sites	This is a policy which sets out criteria for which affordable housing only will be supported as an exception in rural areas.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy RUR 3: New Dwellings in the Countryside	This is a policy that the council will only permit the development of a rural worker's dwelling if there is an essential need for a rural worker to live permanently at or near their place of work in the countryside	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore</p>

Policy Reference	Brief Description	Potential Likely Significant Impact
		provides no link for adverse effects on European sites.
Policy RUR 4: Conversion of a Rural Building to a Dwelling	This is a policy that sets the criteria for which a rural building can be converted into a residential dwelling	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy RUR 5: Community-led housing development	This is a policy that outlines the criteria for when community-led housing developments would be supported.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy RUR 6: Replacement Dwellings in the Countryside	This is a policy that outlines the criteria for when replacement developments would be supported.	<p>No likely significant effect</p> <p>This policy does not identify a quantum or location of development and therefore provides no link for adverse effects on European sites.</p>
Policy IMP 1: Delivery and Contingency	This policy states that the Council will monitor progress towards the achievement of indicators and targets set out within the Monitoring Framework and sets out a broad indication of the contingency approach to be taken if monitoring shows targets are not being met.	<p>No likely significant effect</p> <p>This is a commitment to monitoring and does not provide linking impact pathways. No specific details are provided on contingency measures, and if they</p>

Page 176

Policy Reference

Brief Description

Potential Likely Significant Impact

involved allocating additional sites, this would be picked up through Local Plan Review or the application-level development management process.

Table 3. New Strategic Housing Site Allocations in Cherwell Local Plan Review

Site Reference	Site Address	Residential Units (where relevant)	Distance from Oxford Meadows SAC (m)
BAN H2	East of Bloxham Road South of Saltway East, Banbury	600	27,474
BAN M/U1	Canalside, Banbury	700 (Replaced)	29,196
	South East of Woodstock	KID H1 450	5,201
BIC H1	Land at North West Bicester, Bicester	1,500extension to 7,500dwelling (Replaced)	16,160

Page 178

Summary of Policy and Allocations Screening

- 3.3 A total of 24 policies within the Cherwell Local Plan Review have been highlighted within the screening table as having potential likely significant effects on Oxford Meadows SAC with regards to recreational pressure, hydrology and/or air quality.

4. Appropriate Assessment

Recreational Pressure

- 4.1 Recreational use of a European site has the potential to:
- Cause disturbance to sensitive species, particularly ground-nesting birds and (where relevant) wintering wildfowl.
 - Cause damage through erosion and fragmentation;
 - Cause eutrophication as a result of dog fouling; and
 - Prevent appropriate management or exacerbate existing management difficulties;
- 4.2 Different types of European sites are subject to different types of recreational pressures and have different vulnerabilities. Studies across a range of species have shown that the effects from recreation can be complex.
- 4.3 It should be emphasised that recreational use is not inevitably a problem. Many European sites also contain nature reserves managed for conservation and public appreciation of nature.
- 4.4 HRAs of Local Plans tend to focus on recreational disturbance as a result of new residents¹⁶.

Mechanical/abrasive damage and nutrient enrichment

- 4.5 Most types of aquatic or terrestrial European site can be affected by trampling, which in turn causes soil compaction and erosion:
- Wilson & Seney (1994)¹⁷ examined the degree of track erosion caused by hikers, motorcycles, horses and cyclists from 108 plots along tracks in the Gallatin National Forest, Montana. Although the results proved difficult to interpret, it was concluded that horses and hikers disturbed more sediment on wet tracks, and therefore caused more erosion, than motorcycles and bicycles.
 - Cole et al (1995a, b)¹⁸ conducted experimental off-track trampling in 18 closed forest, dwarf scrub and meadow & grassland communities (each tramped between 0 – 500 times) over five mountain regions in the US. Vegetation cover was assessed two weeks and one year after trampling, and an inverse relationship with trampling intensity was discovered, although this relationship was weaker after one year than two weeks indicating some recovery of the vegetation. Differences in plant morphological characteristics were found to explain more variation in response between different vegetation types than soil and topographic factors. Low-growing, mat-forming grasses regained their cover best after two weeks and were considered most resistant to trampling, while tall forbs (non-woody vascular plants other than grasses, sedges, rushes and ferns) were considered least resistant. Cover of hemicryptophytes and geophytes (plants with buds below the soil surface) was heavily reduced after two weeks but had recovered well after one year and as such these were considered most resilient to trampling. Chamaephytes (plants with buds above the soil surface) were least resilient to trampling. It was concluded that these would be the least tolerant of a regular cycle of disturbance.
 - Cole (1995c)¹⁹ conducted a follow-up study (in 4 vegetation types) in which shoe type (trainers or walking boots) and trampler weight were varied. Although immediate damage was greater with

¹⁶ The RTP1 report 'Planning for an Ageing Population' (2004) which states that 'From being a marginalised group in society, the elderly are now a force to be reckoned with and increasingly seen as a market to be wooed by the leisure and tourist industries. There are more of them and generally they have more time and more money.' It also states that 'Participation in most physical activities shows a significant decline after the age of 50. The exceptions to this are walking, golf, bowls and sailing, where participation rates hold up well into the 70s'.

¹⁷ Wilson, J.P. & J.P. Seney. 1994. Erosional impact of hikers, horses, motorcycles and off road bicycles on mountain trails in Montana. *Mountain Research and Development* 14:77-88

¹⁸ Cole, D.N. 1995a. Experimental trampling of vegetation. I. Relationship between trampling intensity and vegetation response. *Journal of Applied Ecology* 32: 203-214

Cole, D.N. 1995b. Experimental trampling of vegetation. II. Predictors of resistance and resilience. *Journal of Applied Ecology* 32: 215-224

¹⁹ Cole, D.N. 1995c. Recreational trampling experiments: effects of trampler weight and shoe type. Research Note INT-RN-425. U.S. Forest Service, Intermountain Research Station, Utah.

walking boots, there was no significant difference after one year. Heavier trampers caused a greater reduction in vegetation height than lighter trampers, but there was no difference in effect on cover.

- Cole & Spildie (1998)²⁰ experimentally compared the effects of off-track trampling by hiker and horse (at two intensities – 25 and 150 passes) in two woodland vegetation types (one with an erect forb understorey and one with a low shrub understorey). Horse traffic was found to cause the largest reduction in vegetation cover. The forb-dominated vegetation suffered greatest disturbance but recovered rapidly. Higher trampling intensities caused more disturbance.

4.6 Walkers with dogs contribute to pressure on sites through nutrient enrichment via dog fouling.

Cothill Fen SAC

4.7 Many European sites are National Nature Reserves (e.g., Cothill Fen) or nature reserves managed by wildlife trusts or nature conservation charities, at which access is encouraged and resources are available to ensure that recreational use is managed appropriately. Cothill Fen comprises terrain that on the whole is of an inaccessible nature away from designated paths. At Parsonage Moor the habitat is extremely wet off-path, whilst footpaths through other parts of the SAC are lined by dense growth of reedbeds. The SAC is part designated for its 'alder woodland on floodplains' and theoretically in places visitors and dogs could stray from the designated paths into this habitat.

4.8 However, access overall is limited by a minimal number of off-road parking spaces (approximately 10-15 at Cothill, close to Parsonage Moor and only 3-4 at Lashford Lane), though parking on residential streets and other public areas is possible. The majority of access is however likely to be through walking or cycling. Where footpaths exist at Parsonage Moor and Lashford Lane, off-path access is restricted in places by fencing, whilst Parsonage Moor has signs and gates/stiles restricting access for dog walkers. Parsonage Moor also lacks a circular walk, with only a small section of board walk over marshy ground which again limits the number of people likely to enter the Fen.

4.9 Part of the SAC is a National Nature Reserve so access is managed. Natural England and the Oxford Conservation Volunteers undertake footpath management/improvement specifically to ensure that people are discouraged from travelling 'off-track'. Moreover, under-grazing and a lack of trampling appear to have historically been more of a problem at this site than excessive trampling. Recreational pressure is not recognised as a threat to the site under its Site Improvement Plan. Considering the limited access, marshy ground off track and the distance between Cothill Fen SAC and Cherwell District growth within Cherwell District would not contribute to an adverse effect on the integrity of Cothill Fen SAC either alone or in combination with other plans or projects.

Oxford Meadows SAC

4.10 Oxford Meadows SAC contains unique vegetation communities. These reflect the long-term grazing and hay-cutting practices on lowland hay meadows. The site has benefited from the survival of traditional management, which has been undertaken for several centuries, and so exhibits good conservation of structure and function.

4.11 Cassington Meadows are a cluster of neutral hay meadows and fen, which are surviving remnants of semi-natural vegetation in an area now characterised by intensive arable farming and gravel extraction. Cassington Meadows is located within West Oxfordshire District. Port Meadow is a classic site for studying the effects of grazing on plant communities. The site consists of a series of neutral grasslands situated in the Thames floodplain. Despite the generally low species-diversity of Port Meadow compared with adjoining hay fields a total of 178 flowering plants have been recorded. These include the Red Data Book species creeping marshwort *Apium repens*, for which Port Meadow is now one of only two sites in Britain. Wolvercote Meadows, bordering the River Thames consists of unimproved and semi-improved neutral grassland that continues to be managed traditionally for hay and pasture and support a rich flora. Pixey and Yarnton Meads are unimproved floodplain meadows on alluvium over calcareous gravel on the first terrace bordering the River Thames and are internationally renowned. They are amongst the best remaining examples of neutral grassland in lowland England. Oxford Meadows SAC is within and adjacent to the southern boundary of Cherwell District.

4.12 Creeping marshwort, part of the designation of Oxford Meadows SAC is susceptible to recreational pressure through dog fouling and possibly trampling if pressure is sufficiently great. Dogs on site can also potentially

²⁰ Cole, D.N., Spildie, D.R. 1998. Hiker, horse and llama trampling effects on native vegetation in Montana, USA. *Journal of Environmental Management* 53: 61-71

- interfere with the aftermath grazing regime. An increase in recreational pressure could cause an adverse effect on the plant community and affect the conservation status of this plant.
- 4.13 Recreational pressure is an inherently in-combination impact pathway as small developments can build to make a much larger impact together. Recreational pressure is also generally quantified using a core recreational catchment which look at the effects of all development within the recreational catchment collectively together, in-combination.
- 4.14 The Supplementary Advice on Conservation Objectives (SACO)²¹ does not state that there is a current issue with recreational pressure upon the SAC, although *Apium repens* and hay meadows are somewhat sensitive to changes in nitrogen. The main driver of change with regards to nitrogen within this SAC is likely to be habitat management and inundation flooding from the river. The SACO states that “*Too little flooding may compromise the necessary management due to reduced nutrient inputs which will reduce hay yields, making hay management less viable and sustainable whilst summer flooding may prevent hay cutting and grazing. Prolonged summer flooding can also have damaging effects on soils and can affect vegetation composition by encouraging the spread of weedy species and by washing away the seeds of plants*” additionally it says for *Apium repens* “*The availability of bare ground present as small gaps in the turf created by grazing animals and as more extensive areas created by flooding is important for the survival of Apium repens. These areas provide opportunities for seeding establishment early in the year before other competing plants have fully developed. However, Apium repens often inhabits a narrow zone around hollows at the site as larger bare areas may be utilised as ‘dust bath’ type features by grazing stock, so it is important that a range of bare ground features are available in suitable areas across the site.*” Given that inundation by flooding is a necessary part of maintenance of the hay meadows and the *Apium repens* populations at the site and as inundation also plays a major part in controlling nutrient levels at the site, it is likely this is a larger driver for change in the *Apium repens* population than dog fouling.
- 4.15 However, to understand if recreational pressure, namely dog fouling, does put additional pressure on nutrient levels on the site, the level of recreation currently felt on the SAC was quantified for the Oxford Meadows SAC as part of the Oxford Local Plan 2036²². The visitor survey was undertaken in 2017 and was an update of a previous visitor survey in 2011. The results of the 2017 survey were reported within the Habitats Regulations Assessment Report for the Local Plan²³. The visitor survey noted that 66.7% of the visits over the survey period were from within Oxford City itself (OX1 and OX2 postcodes) with 55% coming from postcodes within OX2. The area for which OX2 postcodes are located is the section of Oxford immediately adjacent to the east side of the Port Meadow. Outside of these two postcodes the only other postcodes with visitor numbers above 1% were OX3 at 4.0%, OX4 at 5.8% and OX5 at 6.3% of visitors. Clearly the majority of visitors to Oxford Meadows SAC are coming from within Oxford itself with only a small percentage coming from a Cherwell District postcode (e.g. OX5), which encompasses areas including Yarnton in the south up to Tackley and Northbrook in the north and east to Murcott. Therefore, approximately 67% of visitors to the SAC are from Oxford City, with only 6% from Cherwell.
- 4.16 The main potential impact from recreational pressure on the SAC has been identified in the Oxford City Local Plan HRA to be eutrophication from dog fouling. From the visitor survey 47% of all visitors came with a dog to the SAC and the majority arrived by either walking (43.3%) or by car (43%). The proportion of visitors who walk to site is unusually high and reflects the large residential population very close to the SAC at Oxford City. With regards to assessing Oxford Local Plan’s contribution to recreational impact on the SAC a public consultation was undertaken as part of “Oxford City Green Space Study” which revealed that Oxford residents would walk approximately 1.9km to large greenspaces. This is the distance which the Oxford Local Plan utilised within the HRA to assess contribution to recreational pressure. All residential sites outside of the 1.9km distance were screened out from impact. This distance was used as it is the most likely distance at which residential development would materially increase the number of dog-walkers utilising the site. In combination with the Northern Gateway Site this increase was predicted to be 4.5% increase in visitor numbers over the plan period.
- 4.17 The Oxford Local Plan 2036 HRA was able to conclude that “*There is no indication that current visitor numbers have a detrimental effect on the condition of Apium repens at Oxford Meadows SAC. Indeed, the JNCC listing for the SAC shows the Apium repens to have excellent population, conservation status and global grade. As such recreational (dog-fouling) impacts on the SAC will be minimal and will not affect the*

²¹ <http://publications.naturalengland.org.uk/file/6544105484320768> Accessed 21/10/2022

²² https://www.oxford.gov.uk/download/downloads/id/7380/adopted_oxford_local_plan_2036.pdf Accessed 21/10/2022

²³ https://www.oxford.gov.uk/download/downloads/id/5105/habitats_regulations_assessment_-_appropriate_assessment.pdf Accessed 21/10/2022

integrity of the SAC". The conclusion of the HRA backs up the findings of the SACO, which highlight management and inundation as greater agents of change for the hay meadows and *Apium repens* population.

- 4.18 Any increase in visitor numbers coming from development presented within the Cherwell Local Plan Review would be significantly smaller than that predicted for Oxford itself as just 6.3% come from a Cherwell postcode (OX5). Additionally, the majority of development within Cherwell will be at a distance greater than 5km from the site. Five kilometres is the general figure utilised for inland SACs to define the area in which it is likely for significant numbers of recreational visits by car. As parking at the SAC is very limited (2 parking sites one in the north – Godstow Car Park, and one in the south – Port Meadow South Car Park) this will also restrict numbers of visitors arriving by car. Any development within Cherwell within 1.9km of the SAC would also face barriers to walking to site. Anyone attempting to walk to the SAC would be cut off by both the A40 and the A34 (dual carriageway) as well as the rail line from both Tackley and Hanborough into Oxford, significantly restricting visits by foot.
- 4.19 Additionally, there is a policy within the Cherwell Local Plan Review which aims to ensure protection and enhancement of biodiversity across the district. The Core Policy CSD 11: Protection and Enhancement of Biodiversity states that "*Any development with the potential to impact on a SAC, SPA and/or Ramsar site within the district will be subject to Habitats Regulations Assessment and will not be permitted unless it can be demonstrated that there will be no adverse effects on the integrity of the international site, either alone or in combination with other plans and projects, or that effects can be mitigated to avoid any effect on integrity*".
- 4.20 As 66% of visitors are from Oxford itself and only 6.3% of visitors come from a postcode within the Cherwell District, the likely increase from either car or foot from Cherwell district being minimal, it is likely that the conclusion of the Oxford Local Plan HRA would also hold true in-combination with development within the SAC. This is also supported by the fact that the main driver for biological change in the SAC is management the habitats and flooding inundation altering nutrient input. With the addition of the protective policy regarding all development ensuring no likely significant effects (or effective mitigation) on European sites, it can be concluded that development within Cherwell, would not cause an adverse effect on the integrity of the SAC alone or in-combination with other plans and projects.

Water Quality and Resources

- 4.21 Increased amounts of housing or business development can lead to reduced water quality of rivers and estuarine environments. Sewage and industrial effluent discharges can contribute to increased nutrients on European sites leading to unfavourable conditions. In addition, diffuse pollution, partly from urban run-off has been identified during an Environment Agency Review of Consents process and a joint Environment Agency and Natural England evidence review, as being a major factor in causing unfavourable condition of European sites.
- 4.22 The quality of the water that feeds European sites is an important determinant of the nature of their habitats and the species they support. Poor water quality can have a range of environmental impacts:
- At high levels, toxic chemicals and metals can result in immediate death of aquatic life, and can have detrimental effects even at lower levels, including increased vulnerability to disease and changes in wildlife behaviour. Eutrophication, the enrichment of plant nutrients in water, increases plant growth and consequently results in oxygen depletion. Algal blooms, which commonly result from eutrophication, increase turbidity, and decrease light penetration. The decomposition of organic wastes that often accompanies eutrophication deoxygenates water further, augmenting the oxygen depleting effects of eutrophication. In the marine environment, nitrogen is the limiting plant nutrient, and so eutrophication is associated with discharges containing available nitrogen;
 - Some pesticides, industrial chemicals, and components of sewage effluent are suspected to interfere with the functioning of the endocrine system, possibly having negative effects on the reproduction and development of aquatic life; and
 - Increased discharge of treated sewage effluent can result both in high levels of macroalgal growth, which can smother the mudflats of value to SPA birds and in greater scour (as a result of greater flow volumes).

- 4.23 At sewage treatment works (called Water Recycling Centres by Anglian Water), additional residential development increases the risk of effluent escape into aquatic environments in addition to consented discharges to the catchment. In many urban areas, sewage treatment and surface water drainage systems are combined, and therefore a predicted increase in flood and storm events could increase pollution risk.
- 4.24 Thames Water supply area extends from Cirencester in the west to Dartford in the east and from Banbury in the north to Guilford in the south and covers 5,000 square miles. Thames Water is the sole supplier of clean drinking water to the Cherwell District as well as treating the district's sewage. Water supplies are derived from a mixture of surface (storage reservoirs supplied from the River Thames and River Lee) and ground water sources. Thames supply is split into 6 water resource zones (WRZ). Cherwell is based in the second largest WRZ the Swindon and Oxfordshire WRZ (SWOX). This WRZ relies primarily on abstraction of water from the River Thames for drinking water.

Cothill Fen SAC

- 4.25 Cothill Fen SAC is vulnerable to hydrological change; however, the site has a small surface water hydrological catchment area which is well outside of the Cherwell District and not connected to surface water of the Thames River, which is likely where effluent would be discharged once treated. Therefore, Cothill fen can be screened out of further discussion with regards to water quality. Additionally, the Cothill Fen SAC is within Thames Catchment (the Ock catchment) the SAC is upstream of the River Thames, abstraction within the Thames itself is unlikely cause hydrological changes SACs which are upstream of the River Thames, therefore, Cothill Fen can also be screened out of further discussion with regards to water resources.

Oxford Meadows SAC

- 4.26 With regards to Oxford Meadows the main pressure with hydrology according to the Site Improvement Plan is that *"it is considered that [a declining population of creeping marshwort] may be associated directly or indirectly with hydrological changes, possibly deeper, more prolonged and frequent flood events"* rather than through a lowering of the water table which excessive abstraction can cause.
- 4.27 A review of consents process was undertaken by the Environment Agency in 2008 to determine the impact of continued and increase abstraction licences on the environment. This underpins the Thames Water WRMPs test of likely significant effects. The consents process concluded after appropriate assessment that no adverse impacts on Oxford Meadows would occur with regards to the flow of the River Thames or the inundation pattern on the Oxford Meadows SAC. Additionally, the HRA of the Thames Water WRMP included an assessment of impacts of public water supply abstraction on the Oxford Meadows SAC both alone and in combination with other plans and projects and, with mitigation for some options, the HRA could conclude that no adverse effect on integrity would occur due to the Thames Water WRMP either alone or in combination with other plans and projects. This is fundamental to the HRA of the Cherwell Local Plan Review because the WRMP goes well beyond the end date of the Local Plan Review and is based on robust population growth projections. There is therefore no basis to conclude that the delivery of Cherwell Local Plan Review would result in an increase in abstraction for public water supply that would be detrimental to Oxford Meadows SAC.
- 4.28 Development within the hydrological catchment of a European site could affect water levels, flows and quality, although this is far more likely for sub-surface extractive processes such as minerals development that operate below the water table than for housing and employment development that will generally only affect the surface ground layers. The nearest new allocation to the Oxford Meadows SAC is an employment development at Kidlington (2 Begbroke Science Park Reserved Land), approximately 2.7km from the SAC and almost 3km north of the River Thames and the immediate surface and groundwater catchment of the SAC. Additionally, within the Cherwell Local Plan Review there is a policy specifically protecting the Oxford Meadows SAC with regards to water quality and hydrological change. Core Policy 55: Protection of the Oxford Meadows SAC states: *"Developers will be required to demonstrate that:*
- *during construction of the development there will be no adverse effects on the water quality or quantity of any adjacent or nearby watercourse*
 - *during operation of the development any run-off of water into adjacent or surrounding watercourses will meet Environmental Quality Standards (and where necessary oil interceptors, silt traps and Sustainable Drainage Systems will be included)*

- *new development will not significantly alter groundwater flows and that the hydrological regime of the Oxford Meadows SAC is maintained in terms of water quantity and quality, and*
- *run-off rates of surface water from the development will be maintained at greenfield rates.”*

4.29 Given the WRMP concerning the Oxford Meadows SAC could conclude no adverse effects on integrity and with the specific protection policy within the Cherwell Local Plan Review itself and that Cothill Fen is outside the district and upstream of any development and the River Thames, it can be concluded that the Cherwell Local Plan Review will not have an adverse effect on the integrity of either Cothill Fen or Oxford Meadows SAC either alone or in combination with other plans and projects.

Atmospheric Pollution (Atmospheric Nitrogen Deposition)

4.30 The main pollutants of concern for European sites are oxides of nitrogen (NO_x), ammonia (NH₃) and sulphur dioxide (SO₂). NO_x can have a directly toxic effect upon vegetation. In addition, greater NO_x or ammonia concentrations within the atmosphere will lead to greater rates of nitrogen deposition to soils. An increase in the deposition of nitrogen from the atmosphere to soils is generally regarded to lead to an increase in soil fertility, which can have a serious deleterious effect on the quality of semi-natural, nitrogen-limited terrestrial habitats.

Table 4: Main sources and effects of air pollutants on habitats and species

Pollutant	Source	Effects on habitats and species
Acid deposition	SO ₂ , NO _x and ammonia all contribute to acid deposition. Although future trends in S emissions and subsequent deposition to terrestrial and aquatic ecosystems will continue to decline, it is likely that increased nitrogen emissions may cancel out any gains produced by reduced sulphur levels.	Can affect habitats and species through both wet (acid rain) and dry deposition. Some sites will be more at risk than others depending on soil type, bed rock geology, weathering rate and buffering capacity.
Ammonia (NH ₃)	Ammonia is released following decomposition and volatilisation of animal wastes. It is a naturally occurring trace gas, but levels have increased considerably with expansion in numbers of agricultural livestock. Ammonia reacts with acid pollutants such as the products of SO ₂ and NO _x emissions to produce fine ammonium (NH ₄ ⁺) containing aerosol which may be transferred much longer distances (can therefore be a significant trans-boundary issue.)	Adverse effects are direct toxicity and as a result of nitrogen deposition leading to eutrophication. As emissions mostly occur at ground level in the rural environment and NH ₃ is rapidly deposited, some of the most acute problems of NH ₃ deposition are for small relict nature reserves located in intensive agricultural landscapes.
Nitrogen oxides NO _x	Nitrogen oxides are mostly produced in combustion processes. About one quarter of the UK's emissions are from power stations.	Deposition of nitrogen compounds (nitrates (NO ₃), nitrogen dioxide (NO ₂) and nitric acid (HNO ₃)) can lead to both soil and freshwater acidification. In addition, NO _x can cause eutrophication of soils and water. This alters the species composition of plant communities and can eliminate sensitive species.
Nitrogen deposition	(N) The pollutants that contribute to nitrogen deposition derive mainly from NO _x and NH ₃ emissions. These pollutants cause acidification (see also acid deposition) as well as eutrophication.	Species-rich plant communities with relatively high proportions of slow-growing perennial species and bryophytes are most at risk from N eutrophication, due to its promotion of competitive and invasive species which can respond readily to elevated levels of N. N deposition can also increase the risk of damage from abiotic factors, e.g. drought and frost.
Ozone (O ₃)	A secondary pollutant generated by photochemical reactions from NO _x and volatile organic compounds	Concentrations of O ₃ above 40 ppb can be toxic to humans and wildlife and can affect buildings.

(VOCs). These are mainly released by the combustion of fossil fuels. The increase in combustion of fossil fuels in the UK has led to a large increase in background ozone concentration, leading to an increased number of days when levels across the region are above 40ppb. Reducing ozone pollution is believed to require action at international level to reduce levels of the precursors that form ozone.

Sulphur Dioxide SO ₂	Main sources of SO ₂ emissions are electricity generation, industry and domestic fuel combustion. May also arise from shipping and increased atmospheric concentrations in busy ports. Total SO ₂ emissions have decreased substantially in the UK since the 1980s.	Wet and dry deposition of SO ₂ acidifies soils and freshwater and alters the species composition of plant and associated animal communities. The significance of impacts depends on levels of deposition and the buffering capacity of soils.
------------------------------------	---	--

- 4.31 Sulphur dioxide emissions are overwhelmingly influenced by the output of power stations and industrial processes that require the combustion of coal and oil. Ammonia emissions are dominated by agriculture, with some chemical processes and some vehicle exhaust emissions also making notable contributions. As such, it is unlikely that material increases in SO₂ emissions will be associated with Local Plans. NO_x emissions are dominated by the output of vehicle exhausts. Within a 'typical' housing development, by far the largest contribution to NO_x (92%) will be made by the associated road traffic. Other sources, although relevant, are of minor importance (8%) in comparison²⁴. Emissions of NO_x could therefore be reasonably expected to increase as a result of greater vehicle use as an indirect effect of the Local Plan Review.
- 4.32 According to the World Health Organisation, the critical NO_x concentration (critical threshold) for the protection of vegetation is 30 µgm⁻³; the threshold for sulphur dioxide is 20 µgm⁻³. In addition, ecological studies have determined 'Critical Loads'²⁵ of atmospheric nitrogen deposition (that is, NO_x combined with ammonia NH₃) for key habitats within European sites.
- 4.33 According to the Department of Transport's Transport Analysis Guidance, "*Beyond 200 m, the contribution of vehicle emissions from the roadside to local pollution levels is not significant*"²⁶.

²⁴ Proportions calculated based upon data presented in Dore CJ et al. 2005. UK Emissions of Air Pollutants 1970 – 2003. UK National Atmospheric Emissions Inventory. <http://www.airquality.co.uk/archive/index.php>

²⁵ The Critical Load is the rate of deposition beyond which research indicates that adverse effects can reasonably be expected to occur

²⁶ www.webtag.org.uk/archive/feb04/pdf/feb04-333.pdf

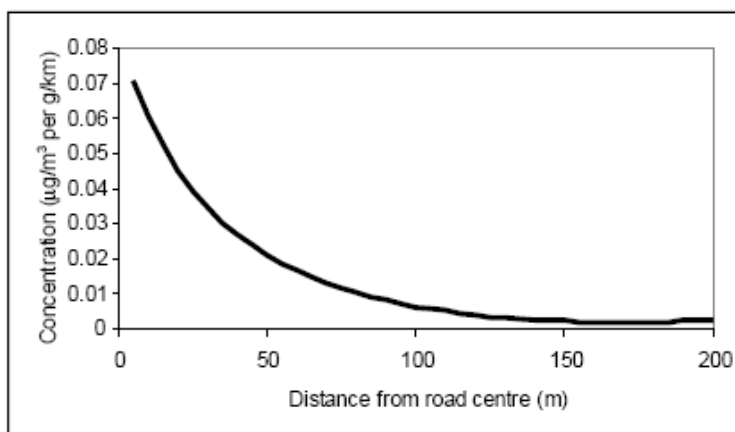


Plate 1. Traffic contribution to concentrations of pollutants at different distances from a road (Source: DfT)

- 4.34 This is therefore the distance that is used throughout the HRA process in order to determine whether a European site is likely to be significantly affected by development under a Plan.
- 4.35 There are no major roads within 200m of Cothill Fen SAC and none of the minor roads would serve as significant routes associated with journeys to work arising in Cherwell District. Therefore this impact pathway can be screened out from further discussion for this SAC.
- 4.36 With regards to Oxford Meadows SAC, the A34 and the A40, major A roads, are located within 200m of the SAC. Increasing net residential and business development by at least 24,587 new dwellings (including over 4,477 existing commitments) within Cherwell District by 2042, in combination with increases in adjacent districts such as Oxford, Vale of White Horse and West Oxfordshire, could potentially significantly increase the number of car journeys within 200m of the SAC and this may increase nitrogen deposition therefore traffic and air quality modelling was undertaken (external of AECOM) for the Cherwell Local Plan Review contribution alone and in-combination with other plans and projects.
- 4.37 To understand if there would be an adverse effect upon the Oxford Meadows SAC a test of whether the contribution from the Cherwell Local Plan Review either alone or (if not alone) then in combination with other plans and projects would exceed 1% of the critical load is applied e.g. 3ug/m³ for NO_x (oxides of nitrogen) and 0.3 ug/m³ for NH₃ (ammonia).
- 4.38 To understand this we first look at Total Annual Mean NO_x. The assessment focusses on comparing 2042 without the Local Plan (Do Minimum), with 2042 with the Cherwell Local Plan (Do Something). Tables showing the full modelling results can be seen in Appendix B. Five transects were modelled across the A40 and A34. T4 which is located at its closest point 5.72m from the SAC, has the largest concentrations of NO_x present (Shown in Table 5). The DM 2042 includes all predicted background growth, including background growth in Cherwell and growth in other surrounding authorities taken from TEMPro, but excluding the effects of the Cherwell Local Plan Review. At T4 5.72m from the SAC 2042 NO_x concentrations in a Do Minimum scenario are modelled at 27.52ug/m³ and are therefore forecast to be below the Critical Load of 30ug/m³. The DS 2042 scenario which builds on the DM 2024 with the addition of the Cherwell Local Plan reduces this further to 27.41ug/m³ a reduction of 0.11ug/m³ from the DM 2042 scenario. Therefore, with the Cherwell Local Plan there is an improvement in air quality compared with all growth without the Cherwell Local Plan.
- 4.39 NO_x is only one part of air quality impacts and NH₃ (ammonia) and nitrogen deposition (made up of NO_x and NH₃) also need to be examined to determine overall significant effect. The below table shows the air quality modelling results for NO_x and NH₃ and for total nitrogen deposition at transect T4 5.72m from the SAC.

Table 5. Air quality modelling results for transect T4 at 5.72m from the SAC showing oxides of nitrogen, ammonia and combined nitrogen deposition

Pollutant	2042 DM	2042 DS	DS-DM	Over Critical Load
NO _x (ug/m ³)	27.52	27.41	-0.11	No
NH ₃ (ug/m ³)	5.59	5.55	-0.04	Yes

Nitrogen Deposition (kg N/ha/yr)	43.86	43.38	-0.48	Yes
----------------------------------	-------	-------	-------	-----

- 4.40 As can be seen from Table 5 above, ammonia (NH₃) follows a similar pattern as NO_x. The only difference between NO_x and ammonia is a smaller reduction. This is because improvements in emissions technology are focused on oxides of nitrogen as these are believed to be the most damaging pollutants to human health. Improvements in emissions technology do not currently include ammonia. Note that because the data in Table 5 do not present the 2019 baseline the reduction shown due to Cherwell Local Plan is not necessarily a net reduction but a reduction compared to a situation without the Cherwell Local Plan. The Local Plan is therefore forecast to have a positive effect. As with NO_x at T4 5.72m from the SAC, ammonia in the 2042 DS scenario is reduced when looking at the 2042 DM (all growth but without the Cherwell Local Plan) by 0.04 ug/m³. This again means that when all traffic changes (including the Cherwell Local Plan Review) is taken into consideration at the locations where growth is proposed in the Local Plan, there would be an improvement in ammonia concentrations compared to a situation without the Cherwell Local Plan. The Cherwell Local Plan Review will therefore not cause an adverse effect on integrity either alone or in combination with regards to ammonia concentrations on the SAC.
- 4.41 Finally, the modelling looks at the overall Total Annual Mean Nitrogen (N) deposition, this is made up of the background deposition as well as the concentrations of NO_x and NH₃. Again, in Table 5 there is a reduction between the DS and DM. The reductions in between DS and DM mirror both the NO_x and NH₃ results, as these are the two pollutants that cause nitrogen deposition. It can be seen that when the Cherwell Local Plan is taken into consideration the Total Annual Mean Nitrogen Deposition at T4 5.72m from the SAC is - 0.48 kg N/ha/yr. This is calculated by comparing the 2042 DS scenario to the 2042 DM scenario. The criteria which shows a significant impact on a European site is 1% of the critical load, which in the case of nitrogen deposition is +0.2 Kg N/ha/yr. As the actual forecast change is a negative number (a reduction), this is a positive improvement in air quality within the boundaries of the SAC. Tables 6-8 within Appendix B shows the DS-DM change (or the alone impact) for each of the modelling component (NO_x, NH₃ and N dep). Within this table the modelling shows a negative (i.e. improved) in-combination (DS-DM) contribution across all transects and road links.
- 4.42 There are several possible explanations for the reduction due to the Local Plan. It could be that the distribution of growth in the Local Plan Review reduces traffic on the A40 and A34 compared to a situation without the Local Plan where certain highway improvements are not delivered and where growth could arise anywhere in the District (since without a Local Plan there is no control over where growth will arise). However, with the forecast improvement in traffic flows due to the Cherwell Local Plan, it can be concluded that the Cherwell Local Plan Review will not cause an adverse effect upon the integrity of Oxford Meadows SAC either alone or in combination with other plans and projects. This assessment will be reviewed for the Regulation 22 Local Plan HRA following Reg 19 consultation and engagement with Natural England.

5. Conclusions

- 5.1 The Cherwell Local Plan Review will not have an adverse effect on the integrity of any European sites either alone or in combination with other plans and projects.

Appendix A Background to European Sites and Map

A.1 Oxford Meadows SAC

Conservation Objectives

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats and habitats of qualifying species;
- The structure and function (including typical species) of qualifying natural habitats;
- The structure and function of the habitats of qualifying species;
- The supporting processes on which qualifying natural habitats and the habitats of qualifying species rely;
- The populations of qualifying species; and
- The distribution of qualifying species within the site.

Qualifying Features

The site is designated as a SAC for the following 'Qualifying Features':

- Lowland hay meadows: for which the site is considered to be one of the best areas in the United Kingdom.
- Creeping marshwort *Apium repens*: for which the site is the only known outstanding locality in the United Kingdom. The plant is known from 15 or fewer 10 x 10 km squares in the United Kingdom.

Environmental Vulnerabilities

The Site Improvement Plan for Oxford Meadows²⁷ indicates the following threats that, at the least, are identified as requiring investigation:

- Hydrological changes; and
- Invasive species.

The Site Improvement Plan does not specifically identify recreational pressure or air quality as a significant current or expected future threat; although that does not mean that no risk is presented via either pathway. However, they are clearly not the main focus of concern.

A.2 Cothill Fen SAC

Conservation Objectives

Ensure that the integrity of the site is maintained or restored as appropriate, and ensure that the site contributes to achieving the Favourable Conservation Status of its Qualifying Features, by maintaining or restoring;

- The extent and distribution of qualifying natural habitats
- The structure and function (including typical species) of qualifying natural habitats, and
- The supporting processes on which qualifying natural habitats rely

Qualifying Features

The site is designated as a SAC for the following 'Qualifying Features':

²⁷ <http://publications.naturalengland.org.uk/publication/4942743310696448?category=4981459005734912>

- Semi-natural dry grasslands and scrubland facies: on calcareous substrates (Festuco-Brometalia)
- Alkaline fens; Calcium-rich springwater-fed fens
- Alluvial forests with *Alnus glutinosa* and *Fraxinus excelsior* (*Alno-Padion*, *Alnion incanae*, *Salicion albae*); Alder woodland on floodplains
- Southern Damselfly *Coenagrion mercurial*

Environmental Vulnerabilities

The Site Improvement Plan for Cothill Fen²⁸ indicates the following threats that, at the least, are identified as requiring investigation:

- Hydrological changes;
- Water pollution; and
- Air pollution.

²⁸ <http://publications.naturalengland.org.uk/publication/6482436405854208?category=4981459005734912>

Appendix B Air Quality Modelling Results (see separate report for methodology)

Table 6. Total Annual Mean NO_x (ug/m³) for Transect T1 – T5

5.2 (Red numbers denote values over relevant critical load)

Transect ID	Road Link	Distance From Road (m)	2040 DM	2040 DS
T1	T1_181.54m	181.54m	10.85	10.84
T1	T1_190m	190m	10.83	10.83
T1	T1_200m	200m	10.82	10.82
T2	T2_77.21m	77.21m	11.18	11.17
T2	T2_80m	80m	11.16	11.16
T2	T2_90m	90m	11.11	11.10
T2	T2_100m	100m	11.07	11.06
T2	T2_110m	110m	11.03	11.02
T2	T2_120m	80m	11.00	10.99
T2	T2_130m	90m	10.97	10.97
T2	T2_140m	100m	10.95	10.94
T2	T2_150m	110m	10.93	10.92
T2	T2_160m	80m	10.91	10.91
T2	T2_170m	90m	10.89	10.89
T2	T2_180m	100m	10.88	10.88
T2	T2_190m	110m	10.87	10.86
T2	T2_200m	80m	10.86	10.85
T3	T3_9.17m	9.17m	17.37	17.35
T3	T3_10m	10m	17.26	17.23
T3	T3_20m	20m	16.46	16.44
T3	T3_30m	30m	16.09	16.08
T3	T3_40m	40m	15.88	15.87
T3	T3_50m	50m	15.74	15.73
T3	T3_60m	60m	15.64	15.64
T3	T3_70m	70m	15.57	15.57
T3	T3_80m	80m	15.52	15.51
T3	T3_90m	90m	15.47	15.47
T3	T3_100m	100m	15.44	15.43
T3	T3_110m	110m	15.41	15.40
T3	T3_120m	120m	15.39	15.38

T3	T3_130m	130m	15.37	15.36
T3	T3_140m	140m	15.35	15.34
T3	T3_150m	150m	15.33	15.33
T3	T3_160m	160m	15.32	15.32
T3	T3_170m	170m	15.31	15.31
T3	T3_180m	180m	15.30	15.30
T3	T3_190m	190m	15.29	15.29
T3	T3_200m	200m	15.28	15.28
T4	T4_5.72m	5.72m	27.52	27.41
T4	T4_10m	10m	24.55	24.46
T4	T4_20m	20m	21.23	21.18
T4	T4_30m	30m	19.63	19.59
T4	T4_40m	40m	18.67	18.64
T4	T4_50m	50m	18.02	18.00
T4	T4_60m	60m	17.56	17.54
T4	T4_70m	70m	17.21	17.19
T4	T4_80m	80m	16.93	16.91
T4	T4_90m	90m	16.71	16.69
T4	T4_100m	100m	16.53	16.51
T4	T4_110m	110m	16.38	16.36
T4	T4_120m	120m	16.25	16.23
T4	T4_130m	130m	16.14	16.13
T4	T4_140m	140m	16.04	16.03
T4	T4_150m	150m	15.96	15.95
T4	T4_160m	160m	15.89	15.88
T4	T4_170m	170m	15.82	15.81
T4	T4_180m	180m	15.76	15.76
T4	T4_190m	190m	15.71	15.71
T4	T4_200m	200m	15.67	15.66
T5	T5_10.33m	10.33m	25.97	25.88
T5	T5_20m	20m	22.69	22.62
T5	T5_30m	30m	20.88	20.83
T5	T5_40m	40m	19.76	19.72
T5	T5_50m	50m	18.99	18.95
T5	T5_60m	60m	18.43	18.39
T5	T5_70m	70m	17.99	17.96
T5	T5_80m	80m	17.64	17.62
T5	T5_90m	90m	17.36	17.34
T5	T5_100m	100m	17.13	17.11

T5	T5_110m	110m	16.93	16.91
T5	T5_120m	120m	16.76	16.74
T5	T5_130m	130m	16.61	16.59
T5	T5_140m	140m	16.48	16.46
T5	T5_150m	150m	16.36	16.35
T5	T5_160m	160m	16.26	16.25
T5	T5_170m	170m	16.17	16.15
T5	T5_180m	180m	16.08	16.07
T5	T5_190m	190m	16.01	16.00
T5	T5_200m	200m	15.94	15.93

Table 7. Total Annual Mean NH3 (ug/m3) for Transect T1 - T5

5.3 (Red numbers denote values over relevant critical load)

Transect ID	Road Link	Distance From Road (m)	2040 DM	2040 DS
T1	T1_181.54m	181.54m	1.48	1.48
T1	T1_190m	190m	1.48	1.48
T1	T1_200m	200m	1.47	1.47
T2	T2_77.21m	77.21m	1.60	1.60
T2	T2_80m	80m	1.59	1.59
T2	T2_90m	90m	1.57	1.57
T2	T2_100m	100m	1.56	1.56
T2	T2_110m	110m	1.55	1.54
T2	T2_120m	80m	1.53	1.53
T2	T2_130m	90m	1.53	1.52
T2	T2_140m	100m	1.52	1.52
T2	T2_150m	110m	1.51	1.51
T2	T2_160m	80m	1.50	1.50
T2	T2_170m	90m	1.50	1.50
T2	T2_180m	100m	1.49	1.49
T2	T2_190m	110m	1.49	1.49
T2	T2_200m	80m	1.48	1.48
T3	T3_9.17m	9.17m	2.23	2.22
T3	T3_10m	10m	2.19	2.18
T3	T3_20m	20m	1.91	1.90
T3	T3_30m	30m	1.78	1.77
T3	T3_40m	40m	1.70	1.70
T3	T3_50m	50m	1.65	1.65
T3	T3_60m	60m	1.62	1.62

T3	T3_70m	70m	1.59	1.59
T3	T3_80m	80m	1.57	1.57
T3	T3_90m	90m	1.56	1.56
T3	T3_100m	100m	1.55	1.54
T3	T3_110m	110m	1.54	1.53
T3	T3_120m	120m	1.53	1.53
T3	T3_130m	130m	1.52	1.52
T3	T3_140m	140m	1.51	1.51
T3	T3_150m	150m	1.51	1.51
T3	T3_160m	160m	1.50	1.50
T3	T3_170m	170m	1.50	1.50
T3	T3_180m	180m	1.50	1.50
T3	T3_190m	190m	1.49	1.49
T3	T3_200m	200m	1.49	1.49
T4	T4_5.72m	5.72m	5.59	5.55
T4	T4_10m	10m	4.58	4.55
T4	T4_20m	20m	3.46	3.45
T4	T4_30m	30m	2.93	2.92
T4	T4_40m	40m	2.61	2.60
T4	T4_50m	50m	2.39	2.39
T4	T4_60m	60m	2.24	2.23
T4	T4_70m	70m	2.12	2.12
T4	T4_80m	80m	2.03	2.03
T4	T4_90m	90m	1.96	1.95
T4	T4_100m	100m	1.90	1.89
T4	T4_110m	110m	1.85	1.84
T4	T4_120m	120m	1.81	1.80
T4	T4_130m	130m	1.77	1.77
T4	T4_140m	140m	1.74	1.74
T4	T4_150m	150m	1.71	1.71
T4	T4_160m	160m	1.69	1.68
T4	T4_170m	170m	1.67	1.66
T4	T4_180m	180m	1.65	1.64
T4	T4_190m	190m	1.63	1.63
T4	T4_200m	200m	1.62	1.61
T5	T5_10.33m	10.33m	5.04	5.01
T5	T5_20m	20m	3.99	3.97
T5	T5_30m	30m	3.41	3.39
T5	T5_40m	40m	3.04	3.03

T5	T5_50m	50m	2.79	2.78
T5	T5_60m	60m	2.61	2.60
T5	T5_70m	70m	2.47	2.46
T5	T5_80m	80m	2.36	2.35
T5	T5_90m	90m	2.26	2.26
T5	T5_100m	100m	2.19	2.18
T5	T5_110m	110m	2.12	2.12
T5	T5_120m	120m	2.07	2.06
T5	T5_130m	130m	2.02	2.01
T5	T5_140m	140m	1.97	1.97
T5	T5_150m	150m	1.94	1.93
T5	T5_160m	160m	1.90	1.90
T5	T5_170m	170m	1.87	1.87
T5	T5_180m	180m	1.85	1.84
T5	T5_190m	190m	1.82	1.82
T5	T5_200m	200m	1.80	1.79

Table 8. Total Annual Mean Nitrogen Deposition (kg N/ha/yr) for Transect T1 – T5

5.4 (Red numbers denote values over relevant critical load)

Transect ID	Road Link	Distance From Road (m)	2040 DM	2040 DS
T1	T1_181.54m	181.54m	12.68	12.68
T1	T1_190m	190m	12.66	12.66
T1	T1_200m	200m	12.64	12.64
T2	T2_77.21m	77.21m	13.30	13.29
T2	T2_80m	80m	13.27	13.26
T2	T2_90m	90m	13.17	13.16
T2	T2_100m	100m	13.09	13.08
T2	T2_110m	110m	13.02	13.01
T2	T2_120m	80m	12.96	12.96
T2	T2_130m	90m	12.91	12.91
T2	T2_140m	100m	12.87	12.87
T2	T2_150m	110m	12.83	12.83
T2	T2_160m	80m	12.80	12.80
T2	T2_170m	90m	12.77	12.77
T2	T2_180m	100m	12.75	12.74
T2	T2_190m	110m	12.72	12.72

T2	T2_200m	80m	12.70	12.70
T3	T3_9.17m	9.17m	16.73	16.69
T3	T3_10m	10m	16.52	16.48
T3	T3_20m	20m	15.04	15.01
T3	T3_30m	30m	14.36	14.34
T3	T3_40m	40m	13.97	13.95
T3	T3_50m	50m	13.71	13.70
T3	T3_60m	60m	13.54	13.53
T3	T3_70m	70m	13.41	13.40
T3	T3_80m	80m	13.31	13.30
T3	T3_90m	90m	13.23	13.22
T3	T3_100m	100m	13.16	13.15
T3	T3_110m	110m	13.11	13.10
T3	T3_120m	120m	13.07	13.06
T3	T3_130m	130m	13.03	13.02
T3	T3_140m	140m	13.00	12.99
T3	T3_150m	150m	12.97	12.96
T3	T3_160m	160m	12.95	12.94
T3	T3_170m	170m	12.93	12.92
T3	T3_180m	180m	12.91	12.90
T3	T3_190m	190m	12.90	12.89
T3	T3_200m	200m	12.88	12.88
T4	T4_5.72m	5.72m	34.20	34.00
T4	T4_10m	10m	28.94	28.79
T4	T4_20m	20m	23.14	23.04
T4	T4_30m	30m	20.36	20.29
T4	T4_40m	40m	18.70	18.64
T4	T4_50m	50m	17.58	17.53
T4	T4_60m	60m	16.78	16.74
T4	T4_70m	70m	16.17	16.14
T4	T4_80m	80m	15.70	15.67
T4	T4_90m	90m	15.32	15.29
T4	T4_100m	100m	15.00	14.98
T4	T4_110m	110m	14.74	14.72
T4	T4_120m	120m	14.52	14.50
T4	T4_130m	130m	14.33	14.31
T4	T4_140m	140m	14.17	14.15
T4	T4_150m	150m	14.03	14.01
T4	T4_160m	160m	13.90	13.89

T4	T4_170m	170m	13.79	13.78
T4	T4_180m	180m	13.69	13.68
T4	T4_190m	190m	13.61	13.59
T4	T4_200m	200m	13.53	13.52
T5	T5_10.33m	10.33m	31.55	31.41
T5	T5_20m	20m	26.08	25.97
T5	T5_30m	30m	23.05	22.96
T5	T5_40m	40m	21.16	21.09
T5	T5_50m	50m	19.86	19.80
T5	T5_60m	60m	18.91	18.85
T5	T5_70m	70m	18.17	18.12
T5	T5_80m	80m	17.58	17.54
T5	T5_90m	90m	17.11	17.07
T5	T5_100m	100m	16.71	16.67
T5	T5_110m	110m	16.37	16.34
T5	T5_120m	120m	16.08	16.05
T5	T5_130m	130m	15.83	15.80
T5	T5_140m	140m	15.61	15.58
T5	T5_150m	150m	15.41	15.38
T5	T5_160m	160m	15.23	15.21
T5	T5_170m	170m	15.08	15.05
T5	T5_180m	180m	14.93	14.91
T5	T5_190m	190m	14.81	14.78
T5	T5_200m	200m	14.69	14.67

Table 9. Change in the DS-DM Scenarios – Alone Impact

Transect ID	Road Link	Distance From Road (m)	Annual Mean NO _x (ug/m ³)	Annual Mean NH ₃ (ug/m ³)	Total Annual Mean N Dep (Kg N/ha/yr)
T1	T1_181.54m	181.54m	0.00	0.00	0.00
T1	T1_190m	190m	0.00	0.00	0.00
T1	T1_200m	200m	0.00	0.00	0.00
T2	T2_77.21m	77.21m	-0.01	0.00	0.00
T2	T2_80m	80m	-0.01	0.00	0.00
T2	T2_90m	90m	-0.01	0.00	0.00
T2	T2_100m	100m	0.00	0.00	0.00
T2	T2_110m	110m	0.00	0.00	0.00
T2	T2_120m	80m	0.00	0.00	0.00
T2	T2_130m	90m	0.00	0.00	0.00
T2	T2_140m	100m	0.00	0.00	0.00

T2	T2_150m	110m	0.00	0.00	0.00
T2	T2_160m	80m	0.00	0.00	0.00
T2	T2_170m	90m	0.00	0.00	0.00
T2	T2_180m	100m	0.00	0.00	0.00
T2	T2_190m	110m	0.00	0.00	0.00
T2	T2_200m	80m	0.00	0.00	0.00
T3	T3_9.17m	9.17m	-0.03	-0.01	0.00
T3	T3_10m	10m	-0.02	-0.01	0.00
T3	T3_20m	20m	-0.02	0.00	0.00
T3	T3_30m	30m	-0.01	0.00	0.00
T3	T3_40m	40m	-0.01	0.00	0.00
T3	T3_50m	50m	-0.01	0.00	0.00
T3	T3_60m	60m	-0.01	0.00	0.00
T3	T3_70m	70m	-0.01	0.00	0.00
T3	T3_80m	80m	-0.01	0.00	0.00
T3	T3_90m	90m	-0.01	0.00	0.00
T3	T3_100m	100m	0.00	0.00	0.00
T3	T3_110m	110m	0.00	0.00	0.00
T3	T3_120m	120m	0.00	0.00	0.00
T3	T3_130m	130m	0.00	0.00	0.00
T3	T3_140m	140m	0.00	0.00	0.00
T3	T3_150m	150m	0.00	0.00	0.00
T3	T3_160m	160m	0.00	0.00	0.00
T3	T3_170m	170m	0.00	0.00	0.00
T3	T3_180m	180m	0.00	0.00	0.00
T3	T3_190m	190m	0.00	0.00	0.00
T3	T3_200m	200m	0.00	0.00	0.00
T4	T4_5.72m	5.72m	-0.12	-0.04	-0.10
T4	T4_10m	10m	-0.09	-0.03	-0.06
T4	T4_20m	20m	-0.06	-0.02	-0.02
T4	T4_30m	30m	-0.04	-0.01	-0.01
T4	T4_40m	40m	-0.03	-0.01	-0.01
T4	T4_50m	50m	-0.03	-0.01	-0.01
T4	T4_60m	60m	-0.02	-0.01	0.00
T4	T4_70m	70m	-0.02	-0.01	0.00
T4	T4_80m	80m	-0.02	-0.01	0.00
T4	T4_90m	90m	-0.02	-0.01	0.00
T4	T4_100m	100m	-0.01	0.00	0.00
T4	T4_110m	110m	-0.01	0.00	0.00

T4	T4_120m	120m	-0.01	0.00	0.00
T4	T4_130m	130m	-0.01	0.00	0.00
T4	T4_140m	140m	-0.01	0.00	0.00
T4	T4_150m	150m	-0.01	0.00	0.00
T4	T4_160m	160m	-0.01	0.00	0.00
T4	T4_170m	170m	-0.01	0.00	0.00
T4	T4_180m	180m	-0.01	0.00	0.00
T4	T4_190m	190m	-0.01	0.00	0.00
T4	T4_200m	200m	-0.01	0.00	0.00
T5	T5_10.33m	10.33m	-0.09	-0.03	-0.07
T5	T5_20m	20m	-0.07	-0.02	-0.03
T5	T5_30m	30m	-0.05	-0.02	-0.02
T5	T5_40m	40m	-0.04	-0.01	-0.01
T5	T5_50m	50m	-0.04	-0.01	-0.01
T5	T5_60m	60m	-0.03	-0.01	-0.01
T5	T5_70m	70m	-0.03	-0.01	-0.01
T5	T5_80m	80m	-0.03	-0.01	0.00
T5	T5_90m	90m	-0.02	-0.01	0.00
T5	T5_100m	100m	-0.02	-0.01	0.00
T5	T5_110m	110m	-0.02	-0.01	0.00
T5	T5_120m	120m	-0.02	-0.01	0.00
T5	T5_130m	130m	-0.02	-0.01	0.00
T5	T5_140m	140m	-0.02	-0.01	0.00
T5	T5_150m	150m	-0.02	-0.01	0.00
T5	T5_160m	160m	-0.01	0.00	0.00
T5	T5_170m	170m	-0.01	0.00	0.00
T5	T5_180m	180m	-0.01	0.00	0.00
T5	T5_190m	190m	-0.01	0.00	0.00
T5	T5_200m	200m	-0.01	0.00	0.00

Amelia Kent
Principal Ecologist (ACIEEM)

AECOM Limited
Midpoint, Alencon Link
Basingstoke
Hampshire RG21 7PP
United Kingdom

T: +44(0)1256 310200
aecom.com

Health and Equality Impact Assessment

Cherwell Local Plan
Review 2042

Regulation 19

Table of Contents

Executive Summary	4
Glossary of Terms	8
1 Introduction	9
1.1 Background	9
1.2 Aims and Objectives	9
1.3 Methodology	10
1.4 Report Structure	10
2 Cherwell District Health and Equality Baseline	12
2.1 Health Baseline Summary	12
3 Health and Equalities Appraisal	14
4 Conclusion	136
4.1 Results Summary	136
References	139

List of Tables

Table 3-1: Policy SP1: Settlement Hierarchy	15
Table 3-2: CSD 1: Mitigating and Adapting to Climate Change	16
Table 3-3: CSD 2: Achieving Net Zero Carbon Development – Residential	17
Table 3-4: CSD 3: Achieving Net Zero Carbon Development – Non Residential	19
Table 3-5: CSD 4: Improving Energy and Carbon Performance in Existing Buildings	20
Table 3-6: CSD 5: Embodied Carbon	21
Table 3-7: CSD 6: Renewable Energy	22
Table 3-8: CSD 7: Sustainable Flood Risk Management	23
Table 3-9: CSD 8: Sustainable Drainage Systems (SuDS)	24
Table 3-10: CSD 9: Water Resources and Wastewater Infrastructure	25
Table 3-11: CSD 10: Protection of the Oxford Meadow Special Area of Conservation (SAC)	27
Table 3-12: CSD 11: Protection and Enhancement of Biodiversity	28
Table 3-13: CSD 12: Biodiversity Net Gain	29
Table 3-14: CSD 13: Conservation Target Areas	30
Table 3-15: CSD 14: Natural Capital and Ecosystem Services	31
Table 3-16: CSD 15: Green and Blue Infrastructure	32
Table 3-17: CSD 16: Air Quality	34
Table 3-18: CSD 17: Pollution and Noise	35
Table 3-19: CSD 18: Light Pollution	36
Table 3-20: CSD 19: Soils, Contaminated Land and Stability	37
Table 3-21: CSD 20: Hazardous Substances	38
Table 3-22: CSD 21: Waste Collection and Recycling	39
Table 3-23: CSD 22: Sustainable Transport and Connectivity Improvements	40
Table 3-24: CSD 23: Assessing Transport Impact/Decide and Provide	41
Table 3-25: CSD 24: Freight	43
Table 3-26: CSD 25: The Effective and Efficient Use of Land – Brownfield Land and Housing Density	44

Health and Equality Impact Assessment

Table 3-27: LEC 1: Meeting Business and Employment Needs	45
Table 3-28: LEC 2: Development at Existing Employment Sites	46
Table 3-29: LEC 3: New Employment Development on Unallocated Sites	47
Table 3-30: LEC 4: Ancillary Uses on allocated Employment Sites	48
Table 3-31: LEC 5: Community Employment Plans	49
Table 3-32: LEC 6: Supporting a Thriving and Resilient Farming Sector	50
Table 3-33: LEC 7: Best and Most Versatile Agricultural Land	51
Table 3-34: LEC 8: Rural Diversification	52
Table 3-35: LEC 9: Tourism	53
Table 3-36: LEC 10: Town Centre Hierarchy and Retail Uses	54
Table 3-37: LEC 11: Primary Shopping Areas	55
Table 3-38: LEC 12: Outdoor Markets	56
Table 3-39: LEC 12: Shopfronts and Signage	58
Table 3-40: COM 1: District Wide Housing Distribution	59
Table 3-41: COM 2: Affordable Housing	61
Table 3-42: COM 3: Housing Size / Type	62
Table 3-43: COM 4: Specialist Housing	63
Table 3-44: COM 5: Residential Space Standards	65
Table 3-45: COM 6: Self-Build and Custom-Build Housing Self-Build and Custom-Build Housing	66
Table 3-46: COM 7: Sub-Division of Dwellings and Homes in Multiple Occupation	67
Table 3-47: COM 8: Residential Caravans	68
Table 3-48: COM 9: Travelling Communities	69
Table 3-49: COM 10: Protection and Enhancement of the Landscape	70
Table 3-50: COM 11: Local Landscape Designations	71
Table 3-51: COM 12: The Oxford Green Belt	72
Table 3-52: COM 13: Settlement Gaps	74
Table 3-53: COM 14: Achieving Well-Designed Places	75
Table 3-54: COM 15: Active Travel – Walking and Cycling	76
Table 3-55: COM 16: Public Rights of Way (PROW)	77
Table 3-56: COM 17: Health Facilities	78
Table 3-57: COM 18: Creating Healthy Communities	79
Table 3-58: COM 19: Hot Food Takeaways	81
Table 3-59: COM 20: Providing Supporting Infrastructure and Services	82
Table 3-60: COM 21: Meeting Education Needs	84
Table 3-61: COM 22: Public Services and Utilities	85
Table 3-62: COM 23: Local Services and Community Facilities	86
Table 3-63: COM 24: Open Space, Sport and Recreation	87
Table 3-64: COM 25: Local Green Space	88
Table 3-65: COM 26: Historic Environment	89
Table 3-66: COM 27: Conservation Areas	91
Table 3-67: COM 28: Listed Buildings	92
Table 3-68: COM 29: Registered Parks and Gardens and Historic Battlefields	93
Table 3-69: COM 30: The Oxford Canal	94
Table 3-70: COM 31: Residential Canal Moorings	95
Table 3-71: BAN 1: Banbury Area Strategy	96

Health and Equality Impact Assessment

Table 3-72: BAN 2: Delivery of Transport Schemes within the Banbury Area	97
Table 3-73: BAN 3: Development in the Vicinity of Banbury Railway Station	98
Table 3-74: BAN 4: Green and Blue Infrastructure in the Banbury Area	99
Table 3-75: BAN 5: Horton Hospital Site	100
Table 3-76: BAN 6: Banbury Opportunity Areas	101
Table 3-77: BAN M/U 1: Banbury Canalside	102
Table 3-78: BAN M/U 2: East of Bloxham Road, Banbury (South of Salt Way East - Phase 2)	104
Table 3-79: BAN H3: Calthorpe Street	105
Table 3-80: BAN M/U 2: Bolton Road	106
Table 3-81: BAN E1: Land at Higham Way	107
Table 3-82: BIC 1: Bicester Area Strategy	108
Table 3-83: BIC 2: Delivery of Transport Schemes within the Bicester Area	109
Table 3-84: BIC 3: Safeguarding of Land for Strategic Transport Schemes in the Bicester Area	110
Table 3-85: BIC 4: Delivery of Green and other Strategic Infrastructure in the Bicester Area	112
Table 3-86: BIC 5: Bicester Opportunity Areas	113
Table 3-87: BIC 6: Former RAF Bicester	114
Table 3-88: BIC H1: Land at North West Bicester	115
Table 3-89: BIC E1: Land East of J9, M40	116
Table 3-90: BIC E2: Land South of Chesterton	117
Table 3-91: BIC E3: Land at Lodge Farm, Chesterton	118
Table 3-92: BIC E4: Land South West of Graven Hill	119
Table 3-93: BIC E5: Land adjacent to Symmetry Park	120
Table 3-94: KID 1: Kidlington Area Strategy	121
Table 3-95: KID 2: London Oxford Airport	122
Table 3-96: KID 3: Delivery of Transport Schemes within the Kidlington Area	123
Table 3-97: KID 4: Kidlington Area Strategy - Green and Blue Infrastructure	124
Table 3-98: KID 5: Development Within and Adjoining Kidlington Village Centre	125
Table 3-99: KID H1: South-East of Woodstock	126
Table 3-100: HEY 1: Heyford Area Strategy	127
Table 3-101: RUR 1: Rural Areas Housing Strategy	128
Table 3-101: RUR H1: Land west of Springwell Hill, Bletchingdon	129
Table 3-102: RUR 2: Rural Exception Sites	130
Table 3-103: RUR 3: New Dwellings in the Countryside	131
Table 3-104: RUR 4: Conversion of a Rural Building to a Dwelling	132
Table 3-105: RUR 5: Community-Led Housing Development	133
Table 3-106: RUR 6: Replacement Dwellings in the Countryside	134
Table 3-107: IMP 1: Delivery and Contingency	135

List of Appendices

Appendix A: Cherwell District Health and Equality Baseline

Appendix B: Deprivation Mapping

Executive Summary

The Cherwell Local Plan Review 2042 will replace the adopted Cherwell Local Plan 2015 (and 'saved' policies from the Cherwell Local Plan 1996). As part of the development process, an integrated Health and Equalities Impact Assessment (HEqIA) was commissioned to iteratively inform the formation of, and then test the finalised Local Plan.

The current Plan is the Proposed Submission Plan for submission to the Secretary of State (formally known as Regulation 19) which will be tested at the Examination.

The overriding aim of the HEqIA has been to provide evidence-based recommendations to firstly inform and then iteratively test the Local Plan. The priority to firstly inform the emerging Local Plan offered the greatest opportunity to not only identify and design out potential hazards, but maximise opportunities to improve health and equality for communities across Cherwell, including all of the protected characteristics identified by the Equality Act 2010.

As summarised overleaf, the majority of appraisal criteria testing the consideration of health and equality are positive or neutral, and do not discriminate against any protected characteristic. Due to the overlapping nature of the Policies, there are no gaps for any of the health and equality appraisal criteria.

The absence of any negatives impacts is largely due to the iterative nature of the health and equality support provided during the early development and refinement of the draft policies, thereby building health and equality in from the very outset, and further informing and refining the Policies right up to the Proposed Submission Plan. Remaining actions are largely comments to where the Reg 19 Policies signpost to Supplementary Planning Documents and Guidance that will be maintained and updated to inform the delivery of the policy through to 2042.

Health and Equality Impact Assessment

Health and Equalities Impact Assessment Summary Table

Policy	Construction						Operation								
	Housing	Physical activity	Healthy food environments	Environment (air quality, noise, traffic and transport)	Crime and anti-social behaviour	Economy and employment	Housing	Physical activity	Healthy food environments	Environment (air quality, noise, traffic and transport)	Crime and anti-social behaviour	Economy and employment	Education and skills	Local natural environment and access to green spaces	Access to services
Policy SP1: Settlement Hierarchy															
CSD 1: Mitigating and Adapting to Climate Change															
CSD 2: Achieving Net Zero Carbon Development – Residential															
CSD 3: Achieving Net Zero Carbon Development – Non Residential															
CSD 4: Improving Energy and Carbon Performance in Existing Buildings															
CSD 5: Embodied Carbon															
CSD 6: Renewable Energy															
CSD 7: Sustainable Flood Risk Management															
CSD 8: Sustainable Drainage Systems (SuDS)															
CSD 9: Water Resources and Wastewater Infrastructure															
CSD 10: Protection of the Oxford Meadow Special Area of Conservation (SAC)															
CSD 11: Protection and Enhancement of Biodiversity															
CSD 12: Biodiversity Net Gain															
CSD 13: Conservation Target Areas															
CSD 14: Natural Capital and Ecosystem Services															
CSD 15: Green and Blue Infrastructure															
CSD 16: Air Quality															
CSD 17: Pollution and Noise															
CSD 18: Light Pollution															
CSD 19: Soils, Contaminated Land and Stability															
CSD 20: Hazardous Substances															
CSD 21: Waste Collection and Recycling															
CSD 22: Sustainable Transport and Connectivity Improvements															
CSD 23: Assessing Transport Impact/Decide and Provide															
CSD 24: Freight															
CSD 25: The Effective and Efficient Use of Land – Brownfield Land and Housing Density															
LEC 1: Meeting Business and Employment Needs															
LEC 2: Development at Existing Employment Sites															
LEC 3: New Employment Development on Unallocated Sites															
LEC 4: Ancillary Uses on allocated Employment Sites															
LEC 5: Community Employment Plans															
LEC 6: Supporting a Thriving and Resilient Farming Sector															
LEC 7: Best and Most Versatile Agricultural Land															
LEC 8: Rural Diversification															
LEC 9: Tourism															
LEC 10: Town Centre Hierarchy and Retail Uses															
LEC 11: Primary Shopping Areas															
LEC 12: Outdoor Markets															
LEC 12: Shopfronts and Signage															
COM 1: District Wide Housing Distribution															
COM 2: Affordable Housing															
COM 3: Housing Size / Type															
COM 4: Specialist Housing															
COM 5: Residential Space Standards															
COM 6: Self-Build and Custom-Build Housing Self-Build and Custom-Build Housing															
COM 7: Sub-Division of Dwellings and Homes in Multiple Occupation															
COM 8: Residential Caravans															
COM 9: Travelling Communities															
COM 10: Protection and Enhancement of the Landscape															
COM 11: Local Landscape Designations															

Health and Equality Impact Assessment

overarching theme, and then through area specific policy. This is not a failing, quite the contrary, this is testament to embedding health and equality at the heart of the Local Plan and being core to its Vision.

Key actions to further promote health, equality and wellbeing include extend beyond the Reg 19 Local Plan, including:

- Update the Oxfordshire HIA Guidance to better reflect the need to inform vision and pre-application discussions, thereby making health and wellbeing a central feature of the urban design.
- Reinforce age, dementia and neurodiversity friendly design in the Supplementary Planning Documents (SPD).
- Explore the inclusion of health care, adult social care and children's services in the Updated Developer Contribution SPD.
- Expand on Community Orchard, Shared Community Allotments and calming and sensory space (neurodiversity friendly design) in the delivery of any Green and Blue Space SPD.
- Share Strategic Health Care Plans, to enable developments to better consider, include and engage on capital provision as part of their developments from the outset.
- Consider a Social Value Statement requirement on major projects, and be clear on the Cherwell objectives and priorities to facilitate and steer the greatest opportunities.

Glossary of Terms

Term	Definition
AQMA	Air Quality Management Areas
CDC	Cherwell District Council
CEP	Community Employment Plan
GB	Green Belt
GBI	Green and Blue Infrastructure
HIA	Health Impact Assessment
HEqIA	Health and Equalities Impact Assessment
HLE	Healthy Life Expectancy
ICB	Integrated Care Board
IDP	Infrastructure Delivery Plan
JSNA	Joint Strategic Needs Assessment
LCWIP	Local Cycling and Walking Implementation Plan
NNRs	National Nature Reserves
OCC	Oxfordshire County Council
OHID	Office for Health Improvement and Disparities
PR	Partial Review
SAC	Special Area of Conservation
SPA	Special Protection Area
SSSI	Sites of Special Scientific Interest
SuDS	Sustainable Drainage Systems

1 Introduction

1.1 Background

- 1.1.1 Local Plans provide the framework for guiding development and informing decision making, setting the vision for the future and a local framework for addressing housing, economic, social and environmental priorities, essential to delivering healthy, vibrant, sustainable and cohesive communities.
- 1.1.2 The Cherwell Local Plan Review 2042 will replace the adopted Cherwell Local Plan 2015 (and 'saved' policies from the Cherwell Local Plan 1996). As part of the development process, an integrated Health and Equalities Impact Assessment (HEqIA) was commissioned to iteratively inform the formation of, and then test the finalised Local Plan.
- 1.1.3 The current Plan has drawn from and been refined through public consultation (January/February/March 2023), and further tested through the NEqIA, prior to submission to the Secretary of State (Regulation 19) which will be tested at the Examination.

1.2 Aims and Objectives

- 1.2.1 The overriding aim of the HEqIA has been to provide evidence-based recommendations to firstly inform and then test the Local Plan. The priority to firstly inform the emerging Local Plan offered the greatest opportunity to not only identify and design out potential hazards, but maximise opportunities to improve health and equality for communities across Cherwell, including all of the protected characteristics identified by the Equality Act 2010, comprising:
- age;
 - disability;
 - gender reassignment;
 - marriage and civil partnerships;
 - pregnancy and maternity;
 - race – this includes ethnic or national origins, colour or nationality;
 - religion or belief – this includes lack of belief;
 - sex; and
 - sexual orientation.
- 1.2.2 This aim has been achieved through the delivery of the following objectives:
- iterative health and equality input to the emerging policy development and underpinning evidence base to provide due regard;
 - combined health and equality impact appraisal of the refined policies, identifying opportunities to maximise positive impacts while reducing any potential negative impacts; and
 - the development of additional actions that informed both the Regulation 18 and Regulation 19 stages, and extend further into the individual project phase, to reinforce the delivery of the Local Plan Vision, and optimise opportunities to facilitate healthy, vibrant and cohesive communities throughout Cherwell.

1.3 Methodology

- 1.3.1 The integrated HEqIA has been prepared with reference to both the Oxfordshire HIA toolkit (Oxfordshire County Council, 2021) and the Cherwell District Council (CDC) and Oxfordshire County Council (OCC) Equality and Climate Impact Assessment Template Guidance Note (Cherwell District Council and Oxfordshire County Council, 2020).
- 1.3.2 The basis of the HEqIA is set on a broad socio-economic model of health that encompasses conventional health impacts such as adverse environmental conditions, along with wider determinants of health vital to achieving good health and wellbeing (income, employment, housing, education, the quality of the urban environment, crime and the perception of crime etc.) (Kemmer, 2007).
- 1.3.3 The health component of the HEqIA builds on the Health Impact Assessment Technical Advice Note (HIA TAN) providing broad guidance to developers, landowners and planning officers on how to successfully conduct an HIA, and references to the Oxfordshire HIA toolkit, which was approved by the Oxfordshire Growth Board on 26 January 2021 for use by all six Oxfordshire Local Authorities. While intended for use at the project level, the guidance is transferable to strategic policy development, but also ensures a consistent approach and message carried from the strategic to project level.
- 1.3.4 The equality component of the assessment builds on the Guidance notes provided by Cherwell District Council and Oxfordshire County Council on Equality (and Climate) Impact Assessment (Cherwell District Council and Oxfordshire County Council, n.d.).
- 1.3.5 The guidance note provides context to the Equality Act 2010 (Equality Act, 2010) replacing previous anti-discrimination legislation to simplify and strengthen the law to tackle discrimination and inequality. A key part of this is the introduction of the Public Sector Equality Duty that requires all public bodies (including policy and planning) to play their part in making society fairer by having due regard to:
- eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Act;
 - advance equality of opportunity between people who share a protected characteristic and people who do not share it; and
 - foster good relations between people who share a protected characteristic and people who do not share it.
- 1.3.6 In its purest sense, this means that through active consideration, all public sector decision making is primed to identify and prevent discrimination, consider existing inequality, advance equality and tackle prejudice for the protected characteristics outlined in the Equality Act 2010 (Government Equalities Office, 2011):
- 1.3.7 The scope, focus and outputs of the HEqIA have been informed through the Steering Group (which comprised representatives from Oxfordshire County Council and CDC), and has been further informed through the Regulation 18 Consultation process.

1.4 Report Structure

- 1.4.1 The HEqIA is structured as follows:
- Cherwell District Health Baseline:
 - The health baseline defines local demographic, socio-economic and health circumstance to determine the relative sensitivity of the full range of communities living within Cherwell.

Health and Equality Impact Assessment

- Health and Equalities Appraisal:
 - The appraisal applies the Oxfordshire HIA toolkit (Oxfordshire County Council, 2021) in the context of the Cherwell Local Plan Review 2042 to test, inform, refine and then assess the influence of the final planning and site-specific policies. In doing so, the appraisal considers the potential health and equality impacts (both adverse and beneficial) on all community groups across Cherwell District to address current health needs, objectives and inequalities.
- Conclusion:
 - The conclusion draws together the key findings of the HEqIA, presenting the final conclusion on the potential health and equality impacts.
- Health and Equalities Action Plan:
 - The health and equalities action plan provides a set of committed actions to remove any residual potentially adverse health and equality outcomes during the refinement of the Reg 19 Local Plan, while maximising opportunities to improve health and equality at both the policy and project level.

2 Cherwell District Health and Equality Baseline

- 2.1.1 The purpose of the health and equality baseline is to outline local circumstance and the geographic variation associated with health and equality across the district and within local communities of Cherwell District.
- 2.1.2 The health and equality baseline includes data from the following sources, and has been updated during the iterative development of the Local Plan:
- Joint Strategic Needs Assessment (JSNA) for Oxfordshire (Oxfordshire JSNA, 2022);
 - Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment (Oxfordshire JSNA, 2023);
 - Fingertips Public Health data;
 - the Office for Health Improvement and Disparities (OHID) local health data; and
 - NOMIS.
- 2.1.3 Overall trends for Cherwell along with Oxfordshire, South East Region and England were also investigated. Data collected included the following indicators:
- demography
 - life expectancy, healthy life expectancy, and causes of death;
 - injuries and ill health;
 - behavioural risk factors;
 - child health; and
 - inequality and areas of deprivation.
- 2.1.4 Within the district, health and equality data for 4 distinct areas (i.e., Bicester, Banbury, Kidlington, Rural wards) were collated and summarised. The local health of the following areas were grouped as follows:
- Bicester: Bicester North and Caversfield; Bicester West; Bicester East; Bicester South and Ambrosden.
 - Banbury: Banbury Calthorpe and Easington; Banbury Cross and Neithrop; Banbury Grimsbury and Hightown; Banbury Hardwick; Banbury Ruscote.
 - Kidlington: Kidlington West and Kidlington East.
 - Rural wards: Cropredy, Sibfords and Wroxton; Adderbury, Bloxham and Bodicote; Deddington; Fringford and Heyfords; Launton and Otmoor.
- 2.1.5 Appendix 1 presents the detailed dashboards for Cherwell District, Bicester, Banbury, Kidlington and for Rural wards. Appendix 2 presents the deprivation mapping for the District.

2.1 Health Baseline Summary

Cherwell District

- 2.1.1 Health within Cherwell District is comparable or generally better than England for most indicators including life expectancy, deprivation and socio-economic circumstance; rate of killed and seriously injured; number of hospital admissions for self-harm and alcohol-specific conditions, hip fractures for 65+; percentage of cancer diagnosed at early stage and of adults classified as overweight or obese were slightly higher than national. The emergency admissions for all causes, admissions for hip fractures (65+), and incidence of prostate cancer were significantly worse than national values. Based on the 2023 Oxfordshire JSNA, the rate of hospital admissions due to falls in Cherwell has seen

Health and Equality Impact Assessment

a recent and significant increase. The age structure in Cherwell shows a high proportion of the population aged 0 to 14, 35 to 64, and 85+ compared to the national average and a low proportion of the population aged 15 to 34.

- 2.1.2 While as a whole Cherwell is doing better than England and most people have good health and wellbeing, there are pockets of deprivation throughout the district. The years living in poor health in Cherwell (i.e., the difference between life expectancy and healthy life expectancy (HLE) was 13.6 years for males and 15.2 years for females. Within the most deprived areas of Cherwell, this gap increases. The years living in poor health in Bicester were as high as 15.4 years for males and 17.8 years for females in Bicester West. Banbury had the highest inequalities with the years living in poor health as high as 19.4 years for males and 21.9 years for females in Banbury Grimsbury and Hightown ward.
- 2.1.3 A key contributing factor for the high burden of poor health in Cherwell is lifestyle, where the percentage of physically active adults based on 2019/20 data is relatively low (65.3%), and the percentage of overweight or obese adults is higher than the County, region and national averages(65.1%).
- 2.1.4 Key priorities have therefore centred on facilitating healthy independent living for longer; improving active and positive health behaviours; supporting new models of health care; addressing challenges to Adult Social Care and Childrens Service's; managing the needs of an aging population, while seeking to foster economic diversity, prosperity and improve transport through the creation of employment areas locally.

3 Health and Equalities Appraisal

3.1.1 The following appraisal, presented in Table 3.1 to Table 3-108, focuses on the key determinants of health and equality, applying the baseline to establish local demographic, socio-economic and health circumstance to determine relative sensitivity and associated susceptibility to potential health impacts or disproportionate effects.

3.1.2 The Oxfordshire HIA toolkit and Equality (and Climate) Impact Assessment Template have been used to inform the appraisal.

3.1.3 The appraisal structure includes:

- The policy reference number and name;
- A “health determinant” column, listing the nine determinants that have been considered (informed by the Oxfordshire HIA toolkit) to structure the appraisal;
- An “evidence/details” column, providing descriptive analysis of the potential health issues and opportunities associated with the policy;
- A “potential health impact” column, defining the potential direction and significance of health outcome (i.e. adverse –, beneficial +, unclear ? or neutral 0) as a consequence of both construction and operational activities associated with the policy;
- A “distribution” column, detailing whether the potential impact (adverse or beneficial) is local¹, area² or district-wide³;
- A “protected characteristic” column, establishing any particular community group or protected characteristic that may be particularly sensitive to the health impacts reported or may experience disproportionate effects; and
- A “mitigation, actions and comments” column, to address potential adverse health impacts and enhance potential health opportunities to improve population health and address health inequalities.

3.1.4 On previous stages of the Iterative support, the final column has also been used to catalogue how the HEqIA has been applied to refine policies, where relevant. This column has been retained for the Regulation 19 HEqIA, largely to direct actions at the project level (i.e. inform supplementary planning guidance, overlap with the JSNA monitoring and scoping of projects), where appropriate.

¹ Local distribution would be smaller geographical areas within the area strategies lands, see note 2.

² Area-wide distribution would be identified specifically for core policies identified as a part of area strategies (i.e., Banbury, Bicester, Kidlington and surrounding villages, Heyford, and rural areas)

³ District-wide distribution would be across Cherwell District.

Health and Equality Impact Assessment

Table 3-1: Policy SP1: Settlement Hierarchy

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Settlement Hierarchy Policy sets a strategic preference for sustainable development across the District. The Policy retains flexibility and is cross referenced to overlapping policies for exceptions (e.g. RUR 2-5)	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Hierarchy Policy places a strategic preference that will overlap with the other policies, and is geared to facilitate healthy, active, vibrant and inclusive communities.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments		+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy seeks to direct appropriate development, minimising unnecessary transport, air and noise emissions, and retain natural assets and amenities.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The policy does not directly influence crime and antisocial behaviour.	0	0	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Economy and employment	The Policy seeks to manage natural population growth, and direct appropriate development to facilitate sustainable development (including education, employment and retail).	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills		+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access	The Policy seeks to direct appropriate development, to facilitate sustainable development	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
to green spaces	and retain natural assets and amenities.					
Access to services	The Policy is very much geared to direct appropriate development to facilitate both access to and the viability and sustainability of services and amenities important to education, employment, health, social connectivity and care.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-2: CSD 1: Mitigating and Adapting to Climate Change

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will seek to distribute housing to sustainable locations, reducing carbon emissions, while facilitating climate change adaptation and building resilience.	+	+	District	Elderly, infirm, children, people with disability and/or disease	No additional mitigation, actions and comments
Physical activity	The Policy requires designing developments which seek to have net zero carbon emissions and which prioritises sustainable travel options, including active travel.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence healthy food environments but does support development which have provision of green infrastructure, including open space, water, planting and green roofs.	0	0	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic)	The Policy seeks to reduce carbon emissions, and for all development to be resilient to climate change	+	+	District	Elderly, infirm, children, people with disability and/or disease	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and transport)	impacts, and the detrimental impact to health.					
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	District	n/a	n/a
Economy and employment	The Policy drives the renewable energy generation and climate adaptation sector.	+	+	District	n/a	No additional mitigation, actions and comments
Education and skills	The Policy supports demand in renewable energy and climate adaptation education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The policy includes the use of natural and green spaces to mitigate and build resilience to the environmental and health consequence of climate change, with health and wellbeing co-benefits.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-3: CSD 2: Achieving Net Zero Carbon Development – Residential

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will drive a high level of energy efficient and low carbon residential development.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve energy efficient development and reduce carbon emissions.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy drives the renewable energy generation and low carbon sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy supports demand in renewable energy, carbon and climate education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy will not directly influence the local natural environment or access to green spaces.	0	0	n/a	n/a	n/a
Access to services	The policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-4: CSD 3: Achieving Net Zero Carbon Development – Non Residential

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will drive a high level of energy efficient and low carbon development throughout key sectors.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve energy efficient development and reduce carbon emissions.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy drives the renewable energy generation and low carbon sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy supports demand in renewable energy, carbon and climate education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy will not directly influence the local natural environment or access to green spaces.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-5: CSD 4: Improving Energy and Carbon Performance in Existing Buildings

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy seeks to promote reuse of existing buildings, and facilitate a greater rate of improvement to the Cherwell build stock.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve energy efficient development and reduce carbon emissions.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy drives the renewable energy generation and low carbon sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy supports demand in renewable energy, carbon and climate education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy will not directly influence the local natural environment or access to green spaces.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-6: CSD 5: Embodied Carbon

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to reduce the District Councils Embodied Carbon.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy drives the renewable energy generation and low carbon sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy supports demand in renewable energy, carbon and climate education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment	The Policy will not directly influence the local natural	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and access to green spaces	environment or access to green spaces.					
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-7: CSD 6: Renewable Energy

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy seeks to increase and support innovative renewable energy generation, and address current challenges and agricultural incompatibilities	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy seeks to increase the proportion of renewable energy generation, and reduce carbon emissions through innovative and sympathetic design.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy drives the renewable energy generation and low carbon sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy supports demand in renewable energy, carbon and climate education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy will not directly influence the local natural environment or access to green spaces.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-8: CSD 7: Sustainable Flood Risk Management

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy seeks to prevent development in high risk areas, and facilitate appropriate design to manage risk	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to prevent and manage risk through design and emergency flood planning.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy drives the climate adaptation and resilience sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy supports climate adaptation and resilience education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy will improve flood risk management and climate change adaptation and resilience.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-9: CSD 8: Sustainable Drainage Systems (SuDS)

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing (other than improved SuDS).	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Environment (air quality, noise, traffic and transport)	The Policy seeks to prevent and manage risk flood, facilitate BNG and prevent the mobilisation of pollutants through design.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy supports the SuDS sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy supports climate adaptation and resilience education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy will improve flood risk management, water quality security and source protection zones, and builds climate change adaptation and resilience.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-10: CSD 9: Water Resources and Wastewater Infrastructure

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and secure the quality of ground and surface water, and build appropriate infrastructure to facilitate sustainable development.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy will improve water quality and security.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-11: CSD 10: Protection of the Oxford Meadow Special Area of Conservation (SAC)

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and improve the Oxford Meadows SAC.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to safeguard and improve the Oxford Meadows SAC.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-12: CSD 11: Protection and Enhancement of Biodiversity

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy all new developments to make a positive contribution to nature recovery through the protection, restoration and expansion of protected sites, habitats and species	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy creates demand for local education, training and skills development, supporting the supply and growth of green jobs.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy requires all new developments to make a positive contribution to nature recovery through the protection, restoration and expansion of protected sites, habitats and species	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-13: CSD 12: Biodiversity Net Gain

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy sets Biodiversity Net Gain objectives and expectations	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access	The Policy sets Biodiversity Net Gain objectives and expectations.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
to green spaces						
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-14: CSD 13: Conservation Target Areas

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy defines where developments are required to provide a biodiversity survey and report, setting out constraints biodiversity enhancement opportunities.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	The Policy defines where developments are required to provide a biodiversity survey and report, setting out constraints biodiversity enhancement opportunities.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-15: CSD 14: Natural Capital and Ecosystem Services

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy signposts to the Oxfordshire Natural Capital Map, and set a policy expectation for its use to inform the protection and improvement of high value natural capital assets.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy signposts to the Oxfordshire Natural Capital Map, and set a policy expectation for its use to inform the protection and improvement of high value natural capital assets.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-16: CSD 15: Green and Blue Infrastructure

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy has the potential to overlap with planting, community orchards and allotments, key to facilitating positive health behaviours	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic)	The Policy requires the protection of green and blue infrastructure, and drives their promotion in developments, and through offsite	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and transport)	provision in the exceptional circumstance.					
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy requires the protection of green and blue infrastructure, and drives their promotion in developments, and through offsite provision in the exceptional circumstance.	+	+	District	No particularly sensitive protected characteristic	Link into neurodiversity age and dementia friendly design in any Supplementary Planning Guidance
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-17: CSD 16: Air Quality

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy sets out how all developments that are likely to have an impact on local air quality will be required to provide appropriate design and mitigation to minimise any adverse impact	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to protect and promote natural assets and health.	+	+	District	No particularly sensitive protected characteristic	Link into neurodiversity age and dementia friendly design in any Supplementary Planning Guidance
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-18: CSD 17: Pollution and Noise

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy reinforces the requirement and sets expectations for all developments to reduce, manage and mitigate noise in improve quality of life.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to protect and promote natural assets and health.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-19: CSD 18: Light Pollution

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy reinforces the requirement and expectation for site investigation and appropriate remediation to prevent pollutant mobilisation and ensure appropriate development.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to protect and promote natural assets.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-20: CSD 19: Soils, Contaminated Land and Stability

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy reinforces the requirement and sets expectations for all developments to reduce and, manage light pollution.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to protect and promote natural assets.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-21: CSD 20: Hazardous Substances

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy reinforces the requirement and sets expectations for all developments involving the use, movement or storage of hazardous substances, to satisfy the requirements of the relevant authorities that there is no unacceptable risk to human health, safety and the environment.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy will not directly influence access to natural and green spaces.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-22: CSD 21: Waste Collection and Recycling

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy drives innovative design to reduce and manage waste at source, facilitate collection and sorting while minimising impact to built form (pest, odour management).	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access	The Policy will not directly influence access to natural and green spaces.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
to green spaces						
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-23: CSD 22: Sustainable Transport and Connectivity Improvements

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to improve connectivity and improve a modal shift to more active and green transport, improving perceptions and interaction with the environment, and increasing physical activity and social connectivity	0	+	District / Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve connectivity, access and accessibility, and facilitate a modal shift towards active and green transport, reducing emissions, hazards and improving physical activity and social connectivity	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy will not directly influence access to natural and green spaces.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-24: CSD 23: Assessing Transport Impact/Decide and Provide

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to improve connectivity and improve a modal shift to intermodal and public transport, improving perceptions and interaction with the environment, and increasing physical activity and social connectivity	0	+	District / Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve connectivity, access and accessibility, and facilitate a modal shift towards intermodal and public transport, reducing emissions, hazards and improving physical activity and social connectivity	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy will not directly influence access to natural and green spaces.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-25: CSD 24: Freight

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to reduce net HGV movements through logistical centres.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy will not directly influence access to natural and green spaces.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-26: CSD 25: The Effective and Efficient Use of Land – Brownfield Land and Housing Density

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy informs housing density in optimal and sustainable locations.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to direct housing provision and density in the most optimal and sustainable sites.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to direct housing provision and density in the most optimal and sustainable sites.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-27: LEC 1: Meeting Business and Employment Needs

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not in itself, directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to facilitate economic benefits, delivery and diversification.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-28: LEC 2: Development at Existing Employment Sites

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds flexibility where land or premises can no longer be used for employment use..	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	This Policy aims to safeguard existing employment sites, rather than building new, and as such has the potential to benefit the environment and overlaps with wider policy intended to drive sustainable development locations.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to build flexibility and optimise land use.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-29: LEC 3: New Employment Development on Unallocated Sites

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	This Policy builds flexibility to facilitate appropriate employment with least impact on the environment, landscape and amenity to build and diversity employment and reduce transport.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to build flexibility and optimise land use to facilitate economic and employment opportunities.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-30: LEC 4: Ancillary Uses on allocated Employment Sites

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy supports sustainable and appropriate development minimising both construction and operational impacts on the environment and health	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to build flexibility in employment and economic areas.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy will not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
to green spaces						
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-31: LEC 5: Community Employment Plans

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy reinforces the uptake of local income and employment opportunities.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy seeks to increase access to skills and training and remove barriers to local employment.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-32: LEC 6: Supporting a Thriving and Resilient Farming Sector

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy seeks to safeguard agriculture.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to safeguard the agricultural industry	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-33: LEC 7: Best and Most Versatile Agricultural Land

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy seeks to safeguard the best agricultural land	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to safeguard the agricultural industry	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-34: LEC 8: Rural Diversification

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy seeks to support the viability of the rural economic sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to support the viability of the rural economic sector.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-35: LEC 9: Tourism

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Economy and employment	The Policy seeks to support the local 'visitor' and rural economy.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-36: LEC 10: Town Centre Hierarchy and Retail Uses

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to support the viability and vibrancy of local centres and use.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-37: LEC 11: Primary Shopping Areas

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and transport)						
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to safeguard and support the viability and vibrancy of local centres and use.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Page 257

Table 3-38: LEC 12: Outdoor Markets

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality,	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
noise, traffic and transport)						
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks create new opportunities for informal employment.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly impact on access to green space or nature.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-39: LEC 12: Shopfronts and Signage

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to support economic and employment opportunities without impacting upon character or amenity.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy supports shopfronts and signage responding to and positively contributing to surroundings.	0	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-40: COM 1: District Wide Housing Distribution

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	There is a recognised need for housing, the delivery of which would contribute to a reduction in overcrowding, reduced pressure on current housing stock, and a supports a transition to more energy efficient and adaptable housing (essential to an ageing population). The Policy considers both the previous and current standard housing need method, and factors in additional need from Oxford.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-41: COM 2: Affordable Housing

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	<p>A lack of affordable homes compounds a wide range of factors, that can accelerate the proportion of senior individuals, increasing the complexity, frequency and cost of health care, through to reducing health, social care and children's services staff.</p> <p>The Policy seeks to increase the number, quality and affordability of homes.</p>	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-42: COM 3: Housing Size / Type

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy requires developers to evidence an appropriate housing mix.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-43: COM 4: Specialist Housing

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy demonstrates excellent awareness as to current and looming health and social care challenges. The Policy seeks to build capacity, health and social care viability, staff resilience and the wellbeing of its residents.	+	+	District	The elderly, people with disability and special need and looked after children	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-44: COM 5: Residential Space Standards

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy requires all new dwellings to achieve compliance with the nationally described space standards as a minimum, and builds significant accessible, adaptable and wheelchair user dwellings. These features support the improvement in housing stock quality and adaptability, facilitating healthy independent for longer.	+	+	District	The elderly, people with disability and special need	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
to green spaces						
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-45: COM 6: Self-Build and Custom-Build Housing Self-Build and Custom-Build Housing

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy includes options for self-build and finishing, supporting innovation, bespoke design and affordability.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-46: COM 7: Sub-Division of Dwellings and Homes in Multiple Occupation

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds in additional housing flexibility to address varying personal and economic circumstance	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-47: COM 8: Residential Caravans

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds in additional versatility for those building or renovating homes for residents and key workers.	+	+	District	The elderly, people with disability and special need and looked after children	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-48: COM 9: Travelling Communities

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy safeguards and seeks to increase provision.	+	+	District	Gypsy and Traveling community	No additional mitigation, actions and comments
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-49: COM 10: Protection and Enhancement of the Landscape

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic)	The Policy seeks to safeguard and enhance the natural landscape and character.	+	+	District / Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and transport)						
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-50: COM 11: Local Landscape Designations

Health determinant	The Policy will not directly influence Housing.	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	The Policy will not directly influence Housing.	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Environment (air quality, noise, traffic and transport)	The Policy defines and sets landscape charter to safeguard and enhance natural assets.	+	+	District / Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-51: COM 12: The Oxford Green Belt

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to prevent urban sprawl and protect the Oxford Green Belt	+	+	District / Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-52: COM 13: Settlement Gaps

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence on physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks maintain settlement identity and prevent coalescence of built up areas.	+	+	District / Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-53: COM 14: Achieving Well-Designed Places

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy encourages the design and deliverance of “high quality, safe, attractive, durable and healthy places for living and working”.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy promotes active transport and physical activity.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy supports local food production and positive behaviours.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy seeks to deliver healthy vibrant and cohesive places, spaces and communities.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy increases passive surveillance, deterring antisocial behaviour and opportunistic crime.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Economy and employment	The Policy seeks to increase access and accessibility to employment and services.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy seeks to increase access and accessibility to education and training.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	This Policy seeks to increase access to nature.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy seeks to increase access to services.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-54: COM 15: Active Travel – Walking and Cycling

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to facilitate an increase in physical activity and address barriers limiting uptake.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve access and accessibility and safety.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy extends the range of green and active transport, but also encourages intermodal transport for longer joiners (e.g. increase viable use of public	+	+	District /	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
	transport over private). This has co-benefits for an ageing population with increasing mobility challenges, where routes are amenable to mobility vehicles and equipment.					

Table 3-55: COM 16: Public Rights of Way (PROW)

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to maintain and improve PROW and associated physical active.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve access and accessibility and safety.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-56: COM 17: Health Facilities

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy explains local health care challenges, and directs projects to increase and enhance capacity, service offering and viability, increasing diagnostic and secondary care in the community, and relieving pressure on acute and emergency care.	+	+	District/Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-57: COM 18: Creating Healthy Communities

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy is groundbreaking. It places a requirement for all developments to consider health protection, promotion and care from the outset, and to make it central to vision and pre-app discussions. It will prevent, reduce and delay the need for clinical intervention and social care, improve healthy life expectancy, and facilitate healthy independent living for longer with lower demand on health and social care.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Physical activity	The Policy promotes bespoke (project and community specific) features to improve physical health.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app
Healthy food environments	The Policy promotes bespoke (project and community specific) features to improve healthy food environments.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app
Environment (air quality, noise, traffic and transport)	The Policy promotes bespoke (project and community specific) features to improve environmental quality, human interaction and health.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app
Crime and anti-social behaviour	The Policy promotes bespoke (project and community specific) features to increase passive surveillance, deterring antisocial behaviour and opportunistic crime.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app
Economy and employment	The Policy promotes bespoke (project and community specific) features to improve socio-economic health and equality.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app
Education and skills	The Policy promotes bespoke (project and community specific) features to improve socioeconomic health and equality.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app
Local natural environment and access to green spaces	The Policy promotes bespoke (project and community specific) features to improve access to and interaction with nature to improve physical, mental and social health.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Access to services	The Policy promotes bespoke (project and community specific) features to improve access and accessibility to services and amenities, and will coordinate accelerate, increase and enhance health and social care through planning.	+	+	District	No particularly sensitive protected characteristic	Update the Oxfordshire HIA Guidance to better inform Vision and Pre-app

Table 3-58: COM 19: Hot Food Takeaways

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will reduce the concentration of hot food takeaways in residential areas and in prevent new takeaways in proximity to schools.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy will prevent the concentration of hot food takeaways in rural areas and reinforces appropriate placement to minimise environmental and transport impacts.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy does not directly influence access to services, only the appropriate placement of new hot food takeaways.	0	0	n/a	n/a	n/a

Table 3-59: COM 20: Providing Supporting Infrastructure and Services

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy seeks to build in and/or develop planning contributions and CIL for the timely delivery of infrastructure requirements.	+	+	District	No particularly sensitive protected characteristic	Explore the Inclusion of Health Care, Social Care and Childrens Services in the Updated Developer Contributions SPD where they have not been included through design.

Health and Equality Impact Assessment

Table 3-60: COM 21: Meeting Education Needs

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy seeks to increase provision, but also diversify education facilities to offer far greater social value, and enable the education system to thrive in Cherwell.	+	+	District	No particularly sensitive protected characteristic	Explore the Inclusion of Special Educational Needs and Disabilities, Adult Social Care and Childrens Services in the Updated Developer Contributions SPD, and direct developers on local community needs to coordinate greater delivery through design.
Local natural environment and access	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
to green spaces						
Access to services	The Policy seeks to increase the social value of education facilities, and build in more cost effective community amenities, and facilities.	+	+	District	No particularly sensitive protected characteristic	Set out priority community amenities and facilities in the Updated Developer Contributions SPD, to help guide their inclusion through design.

Table 3-61: COM 22: Public Services and Utilities

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy seeks to increase public services and utilities as part of sustainable development	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-62: COM 23: Local Services and Community Facilities

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy will not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy seeks to safeguard and increase and support the viability of community facilities and services.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-63: COM 24: Open Space, Sport and Recreation

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to safeguard and increase infrastructure key to increasing physical activity as a key mode of transport, sport and recreation.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and transport)						
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly influence access to green space or the natural environment.	0	0	n/a	n/a	n/a
Access to services	The Policy seeks to safeguard and increase and support the viability of community facilities and services.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Page 289

Table 3-64: COM 25: Local Green Space

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence Housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to safeguard local green space important to physical activity, social connectivity and wellbeing.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will safeguard local green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will safeguard local green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy seeks to safeguard and increase and support the viability of community facilities and services.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-65: COM 26: Historic Environment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy seeks to safeguard heritage assets	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard local heritage assets.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly impact access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-66: COM 27: Conservation Areas

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy seeks to safeguard conservation areas, and guide sympathetic design.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard conservation areas, and guide sympathetic design.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly impact access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-67: COM 28: Listed Buildings

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy seeks to safeguard listed buildings, and guide sympathetic design.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard listed buildings, and guide sympathetic design.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly impact access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-68: COM 29: Registered Parks and Gardens and Historic Battlefields

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard registered assets, and expedite registration.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly impact access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-69: COM 30: The Oxford Canal

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy overlaps with access and accessibility, promoting physical activity and connectivity.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and enhance the Oxford Canal as a community asset connecting homes, places and spaces via green and blue space.	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly impact access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-70: COM 31: Residential Canal Moorings

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy supports residential moorings, including necessary infrastructure and features to ensure the moorings are integrated and cohesive with the wider community	+	+	District	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy will not directly impact access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-71: BAN 1: Banbury Area Strategy

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out allocated development sites and scale, and frames their wider needs to be addressed through design.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy frames educational need, to be explored through planning.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy frames wider community facility needs including health care provision.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-72: BAN 2: Delivery of Transport Schemes within the Banbury Area

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy supports active and intermodal travel to increase physical activity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve transport quality, safety and modal options.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy supports local economic prosperity through improved transport.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy frames educational need, to be explored through planning.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy seeks to improve access and accessibility.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-73: BAN 3: Development in the Vicinity of Banbury Railway Station

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy supports active and intermodal travel, and addresses common barriers to public transport to increase physical activity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve transport quality, safety and modal options.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy frames educational need, to be explored through planning.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Access to services	The Policy seeks to improve access and accessibility.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-74: BAN 4: Green and Blue Infrastructure in the Banbury Area

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy supports physical activity through safeguarding, promoting and enhancing green and blue space and use.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy has the potential to improve access to healthy food behaviours through the enhancement of areas (community orchards).	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard, promote and enhance blue and green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy frames educational need, to be explored through planning.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy safeguard, protect and enhance blue and green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy seeks to improve access and accessibility to blue and green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-75: BAN 5: Horton Hospital Site

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the potential residential use, where health care is retained and refined to deliver new models of health care (enhancing current capability, service offering, adaptability and quality).	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	The Policy seeks to retain, refine, and enhance current capability, service offering, adaptability and quality.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Page 302

Table 3-76: BAN 6: Banbury Opportunity Areas

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out residential opportunity areas, where they meet demand, and delivery improvements in public realm.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Environment (air quality, noise, traffic and transport)	The Policy will not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy will not directly influence crime and anti-social behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy will not directly influence education and skills.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	This Policy will not directly impact access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-77: BAN M/U 1: Banbury Canalside

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the quantum of housing development, but also the type to include extra care and specialist housing.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy includes place shaping principles to improve physical activity, but also address barriers.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy includes place shaping principles including environmental enhancement, flood risk management and improved connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy includes place shaping principles to prevent and deter antisocial behaviour and crime, but also improve environmental perceptions to increase interaction.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy includes education provision.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	This Policy includes the provision of a public linear park, includes flood risk provisions and increases access and accessibility.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy includes key amenities, facilities and services, including primary care, education, improved accessibility.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-78: BAN M/U 2: East of Bloxham Road, Banbury (South of Salt Way East - Phase 2)

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the quantum of housing development complementing existing development.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy includes site specific requirements and planning contributions that include infrastructure to improve physical activity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy includes site specific design requirements to protect and improve environmental circumstance and transport needs.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy includes education planning contributions.	0	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	This Policy includes planning contributions for offsite sports and recreation.	0	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy includes planning contributions for key amenities,	0	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
	facilities and services, including primary care and education.					

Table 3-79: BAN H3: Calthorpe Street

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the quantum of housing development at this site.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy includes site specific requirements, including pedestrian permeability and features to improve active travel.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy includes site specific design requirements to protect and improve environmental circumstance and transport needs.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy includes education planning contributions.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
to green spaces						
Access to services	The Policy includes planning contributions for key amenities, facilities and services, including education.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Table 3-80: BAN M/U 2: Bolton Road

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the quantum of housing development at this site.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy includes site specific and place shaping principles, including pedestrian permeability and features to improve active travel.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy includes site specific and place shaping principles, including improvements to the public realm, age and dementia friendly design (wayfinding).	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy will not directly influence the economy and employment.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-81: BAN E1: Land at Higham Way

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy will not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy includes features to increase active travel.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy includes site specific design features to improve access, accessibility and mitigate environmental impacts	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy sets out opportunities for employment land.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-82: BIC 1: Bicester Area Strategy

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the quantum and siting of housing.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy includes features to increase active travel and connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to increase local housing and employment opportunities, reducing net transport.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Economy and employment	The Policy sets out the quantum and siting of employment sites, and diversification to support sustainable development.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Table 3-83: BIC 2: Delivery of Transport Schemes within the Bicester Area

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy reinforces Policy COM 20, and sets specific infrastructure to increase the green and active transport network, facilitate more intermodal transport and seek a modal offset from private vehicle.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic)	The Policy seeks a modal offset from private vehicles, reducing emissions, improving safety and	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and transport)	increasing green and active transport.					
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Page 311

Table 3-84: BIC 3: Safeguarding of Land for Strategic Transport Schemes in the Bicester Area

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic)	The Policy seeks to safeguard strategic transport schemes to	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
and transport)	facilitate sustainable development, and minimise impacts.					
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-85: BIC 4: Delivery of Green and other Strategic Infrastructure in the Bicester Area

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to safeguard and enhance green and blue space, and optimise them as community assets.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy has the potential to increase community orchards and overlaps with neurodiversity friendly design.	0	?	Local	No particularly sensitive protected characteristic	Set out detail on Community Orchards, public allotments, and calming and sensory spaces (neurodiversity friendly design)
Environment (air quality, noise, traffic and transport)	The Policy seeks safeguard, increase and enhance blue and green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to safeguard, increase and enhance blue and green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-86: BIC 5: Bicester Opportunity Areas

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy directs opportunity sites.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy reinforces the need to facilitate a modal shift away from private transport and increase green and active travel.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy does not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy reinforces the need to facilitate a modal shift away from private transport, and for improved public realm.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence employment.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-87: BIC 6: Former RAF Bicester

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks proposals that can include recreation and leisure	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy does not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks proposals that would retain and enhance the sites assets.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks promotions that increase the economic viability for the technical site and flying field.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-88: BIC H1: Land at North West Bicester

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the quantum, density and siting of homes.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy sets out specific design features to increase active and green and public transport within and beyond the development	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy includes healthy placemaking principles to increase positive food environments.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy sets specific design features to facilitate healthy urban design, reduce emissions, and exposure to hazards.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy includes design features to increase footfall, passive surveillance and deter antisocial behaviour and crime.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Economy and employment	The Policy seeks promotions that increase the economic viability for the technical site and flying field.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy includes education.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy includes healthy urban design features to increase access and accessibility to green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy includes amenities, facilities and services, including health care, dentist, sports and leisure.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-89: BIC E1: Land East of J9, M40

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy sets out requirements for improved active and green transport corridors	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and enhance environmental assets.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy increases local economic opportunities and employment.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to increase access and accessibility through green and active transport corridors.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy seeks to improve connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-90: BIC E2: Land South of Chesterton

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy sets out requirements for improved active and green transport corridors	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and enhance environmental assets.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy increases local economic opportunities and employment.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to increase access and accessibility through green and active transport corridors.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy seeks to improve connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-91: BIC E3: Land at Lodge Farm, Chesterton

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy sets out requirements for improved active and green transport corridors	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and enhance environmental assets.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy increases local economic opportunities and employment.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to increase access and accessibility through green and active transport corridors.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy seeks to improve connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-92: BIC E4: Land South West of Graven Hill

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy sets out requirements for improved active and green transport corridors	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and enhance environmental assets.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy increases local economic opportunities and employment.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to increase access and accessibility through green and active transport corridors.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy seeks to improve connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-93: BIC E5: Land adjacent to Symmetry Park

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly impact on housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy sets out requirements for improved active and green transport corridors	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard and enhance environmental assets.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy increases local economic opportunities and employment.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy seeks to increase access and accessibility through green and active transport corridors.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy seeks to improve connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-94: KID 1: Kidlington Area Strategy

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets out the quantum and siting of housing.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy narrative includes features to increase active travel and connectivity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy will not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to increase local housing and employment opportunities, reducing net transport.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy sets out the quantum and siting of employment sites.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy narrative includes the opportunity for education, and wider support to higher education.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-95: KID 2: London Oxford Airport

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to safeguard areas to prevent encroachment and potential exposure to noise and emissions	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy seeks to support safeguard and airport operations and associated sectors.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-96: KID 3: Delivery of Transport Schemes within the Kidlington Area

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to increase the safety, convenience and attractiveness of active and green transport.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy does not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve transport and connectivity, to facilitate greater active, green and intermodal transport locally.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-97: KID 4: Kidlington Area Strategy - Green and Blue Infrastructure

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy does not directly influence housing.	0	0	n/a	n/a	n/a
Physical activity	The Policy seeks to increase and enhance blue and green infrastructure, increasing active transport.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy does not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks to improve green and blue infrastructure.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-98: KID 5: Development Within and Adjoining Kidlington Village Centre

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy includes the opportunity for residential development.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy seeks improvement in active and green transport.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy does not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks high quality public realm, and way finding (age and dementia friendly design).	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy will not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-99: KID H1: South-East of Woodstock

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets the quantum and site of residential development.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy seeks improvement in active and green transport and includes sports and play areas.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy includes allotment provision.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy seeks high quality public realm, and the protection of green and open space in perpetuity.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy includes planning contribution to schools.	0	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy safeguards green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy includes planning contributions for proportionate health and community services, a location to be agreed.	0	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-100: HEY 1: Heyford Area Strategy

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy retains the overarching Retained Policy for Village 5, including housing.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly affect physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence health food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence the environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy includes economic space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy includes education provision.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy includes open space and play facilities.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy includes a range of amenities and facilities, including health.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-101: RUR 1: Rural Areas Housing Strategy

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets the quantum, site and range of residential development.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy safeguards green space and supports active lifestyle and travel.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence food.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy narrative places an emphasis on the protection and enhancement of natural and heritage assets, active transport, maintains green belt and retain character.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy safeguards green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy Narrative is supportive of health and community services	0	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-102: RUR H1: Land west of Springwell Hill, Bletchington

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy sets the quantum, site and range of residential development.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy safeguards green space and supports active lifestyle and travel.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy does not directly influence food.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy seeks high quality public realm, the protection of green and open space and strengthens the tree and hedgerow planning.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy includes access to the neighbouring school, and includes planning contribution to education.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy safeguards green space.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	This Policy includes planning contributions for proportionate health and community services	0	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

Health and Equality Impact Assessment

Table 3-103: RUR 2: Rural Exception Sites

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds in flexibility through exceptional site policy, geared to meet local needs.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy does not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-104: RUR 3: New Dwellings in the Countryside

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds in flexibility through rural worker dwellings.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy does not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-105: RUR 4: Conversion of a Rural Building to a Dwelling

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds in flexibility for the conversion of rural buildings.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy does not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-106: RUR 5: Community-Led Housing Development

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds in opportunities for community led affordable homes.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy does not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-107: RUR 6: Replacement Dwellings in the Countryside

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy facilitates replacement with no net change in provision, but improved housing.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy does not directly influence physical activity.	0	0	n/a	n/a	n/a
Healthy food environments	The Policy does not directly influence healthy food environments.	0	0	n/a	n/a	n/a
Environment (air quality, noise, traffic and transport)	The Policy does not directly influence environment.	0	0	n/a	n/a	n/a
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	0	0	n/a	n/a	n/a
Economy and employment	The Policy does not directly influence the economy.	0	0	n/a	n/a	n/a
Education and skills	The Policy does not directly influence education.	0	0	n/a	n/a	n/a
Local natural environment and access to green spaces	The Policy does not directly influence access to green space.	0	0	n/a	n/a	n/a
Access to services	This Policy does not directly influence access to services.	0	0	n/a	n/a	n/a

Health and Equality Impact Assessment

Table 3-108: IMP 1: Delivery and Contingency

Health determinant	Evidence/details	Potential health impact		Distribution	Protected characteristic	Mitigation, actions and comments
		Construction	Operation			
Housing	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Physical activity	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Healthy food environments	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Environment (air quality, noise, traffic and transport)	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Crime and anti-social behaviour	The Policy does not directly influence crime or antisocial behaviour.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Economy and employment	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Education and skills	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Local natural environment and access to green spaces	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments
Access to services	The Policy builds in KPI to monitor and adapt where appropriate.	+	+	Local	No particularly sensitive protected characteristic	No additional mitigation, actions and comments

4 Conclusion

4.1 Results Summary

- 4.1.1 As shown in the Health and Equalities Impact Assessment Summary Table overleaf, the majority of appraisal criteria testing the consideration of health and equality are positive or neutral, and do not discriminate against any protected characteristic. Due to the overlapping nature of the policies, there are no gaps for any of the health and equality appraisal criteria.
- 4.1.2 The absence of any negatives impacts is largely due to the iterative nature of the health and equality support provided during the early development and refinement of the draft policies, thereby building health and equality in from the very outset, and further informing and refining the policies right up to the Proposed Submission Plan.
- 4.1.3 The Reg 19 Draft Local Plan includes a suite of overlapping policies intended to address current and emerging public health challenges, builds community resilience and is further geared to foster a healthy, vibrant and cohesive population.
- 4.1.4 The core challenge of the Health and Equality Impact Assessment has been to consider any one policy in isolation, as the policies are so closely interlinked and interdependent that initial comments on one policy, were addressed more broadly by the overarching theme, and then through area specific policy. This is not a failing, quite the contrary, this is testament to embedding health and equality at the heart of the Local Plan and being core to its Vision.
- 4.1.5 Key actions to further promote health, equality and wellbeing extend beyond the Reg 19 Local Plan, including:
- Update the Oxfordshire HIA Guidance to better reflect the need to inform vision and pre-application discussions, thereby making health and wellbeing a central feature of the urban design.
 - Reinforce age, dementia and neurodiversity friendly design in the Supplementary Planning Documents (SPD).
 - Explore the inclusion of health care, adult social care and children's services in the Updated Developer Contribution SPD.
 - Expand on Community Orchard, Shared Community Allotments and calming and sensory space (neurodiversity friendly design) in the delivery of any Green and Blue Space SPD.
 - Share Strategic Health Care Plans, to enable developments to better consider, include and engage on capital provision as part of their developments from the outset.
 - Consider a Social Value Statement requirement on major projects, and be clear on the Cherwell objectives and priorities to facilitate and steer the greatest opportunities.

Health and Equality Impact Assessment

Health and Equalities Impact Assessment Summary Table

Policy	Construction						Operation								
	Housing	Physical activity	Healthy food environments	Environment (air quality, noise, traffic and transport)	Crime and anti-social behaviour	Economy and employment	Housing	Physical activity	Healthy food environments	Environment (air quality, noise, traffic and transport)	Crime and anti-social behaviour	Economy and employment	Education and skills	Local natural environment and access to green spaces	Access to services
Policy SP1: Settlement Hierarchy															
CSD 1: Mitigating and Adapting to Climate Change															
CSD 2: Achieving Net Zero Carbon Development – Residential															
CSD 3: Achieving Net Zero Carbon Development – Non Residential															
CSD 4: Improving Energy and Carbon Performance in Existing Buildings															
CSD 5: Embodied Carbon															
CSD 6: Renewable Energy															
CSD 7: Sustainable Flood Risk Management															
CSD 8: Sustainable Drainage Systems (SuDS)															
CSD 9: Water Resources and Wastewater Infrastructure															
CSD 10: Protection of the Oxford Meadow Special Area of Conservation (SAC)															
CSD 11: Protection and Enhancement of Biodiversity															
CSD 12: Biodiversity Net Gain															
CSD 13: Conservation Target Areas															
CSD 14: Natural Capital and Ecosystem Services															
CSD 15: Green and Blue Infrastructure															
CSD 16: Air Quality															
CSD 17: Pollution and Noise															
CSD 18: Light Pollution															
CSD 19: Soils, Contaminated Land and Stability															
CSD 20: Hazardous Substances															
CSD 21: Waste Collection and Recycling															
CSD 22: Sustainable Transport and Connectivity Improvements															
CSD 23: Assessing Transport Impact/Decide and Provide															
CSD 24: Freight															
CSD 25: The Effective and Efficient Use of Land – Brownfield Land and Housing Density															
LEC 1: Meeting Business and Employment Needs															
LEC 2: Development at Existing Employment Sites															
LEC 3: New Employment Development on Unallocated Sites															
LEC 4: Ancillary Uses on allocated Employment Sites															
LEC 5: Community Employment Plans															
LEC 6: Supporting a Thriving and Resilient Farming Sector															
LEC 7: Best and Most Versatile Agricultural Land															
LEC 8: Rural Diversification															
LEC 9: Tourism															
LEC 10: Town Centre Hierarchy and Retail Uses															
LEC 11: Primary Shopping Areas															
LEC 12: Outdoor Markets															
LEC 12: Shopfronts and Signage															
COM 1: District Wide Housing Distribution															
COM 2: Affordable Housing															
COM 3: Housing Size / Type															
COM 4: Specialist Housing															
COM 5: Residential Space Standards															
COM 6: Self-Build and Custom-Build Housing Self-Build and Custom-Build Housing															
COM 7: Sub-Division of Dwellings and Homes in Multiple Occupation															
COM 8: Residential Caravans															
COM 9: Travelling Communities															
COM 10: Protection and Enhancement of the Landscape															
COM 11: Local Landscape Designations															

References

- Cherwell District Council and Oxfordshire County Council. (2020, September). Retrieved from https://mycouncil.oxfordshire.gov.uk/documents/s57288/CA_SEP2121R11%20-%20Annex%203%20-%20Equality%20and%20Climate%20Impact%20Assessment.pdf
- Cherwell District Council and Oxfordshire County Council. (n.d.). *Equalities, diversity and inclusion framework*. Retrieved from <https://www.cherwell.gov.uk/download/downloads/id/10014/equality-diversity-and-inclusion-framework-including-everyone.pdf>
- Equality Act*. (2010). Retrieved from Legislation.gov.uk: <https://www.legislation.gov.uk/ukpga/2010/15/contents>
- Government Equalities Office. (2011, October). *Equality Act 2010: Specific Duties to Support the Equality Duty*. Retrieved from gov.uk: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/85049/specific-duties.pdf
- Kemm, J. (2007, October). *More than a statement of the crushingly obvious: A critical guide to HIA*. West Midlands Public Health Observatory .
- Oxfordshire County Council. (2021, January). *Oxfordshire Health Impact Assessment Toolkit*. Retrieved from Future Oxfordshire Partnership: <https://futureoxfordshirepartnership.org/wp-content/uploads/2021/01/210126-Oxon-HIA-Toolkit-FINAL.pdf>
- Oxfordshire JSNA. (2022, October). *Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment*. Retrieved from https://insight.oxfordshire.gov.uk/cms/system/files/documents/JSNA2022_Full_Oct22.pdf
- Oxfordshire JSNA. (2023). *Oxfordshire Health and Wellbeing Joint Strategic Needs Assessment*.

Health and Equality Impact Assessment

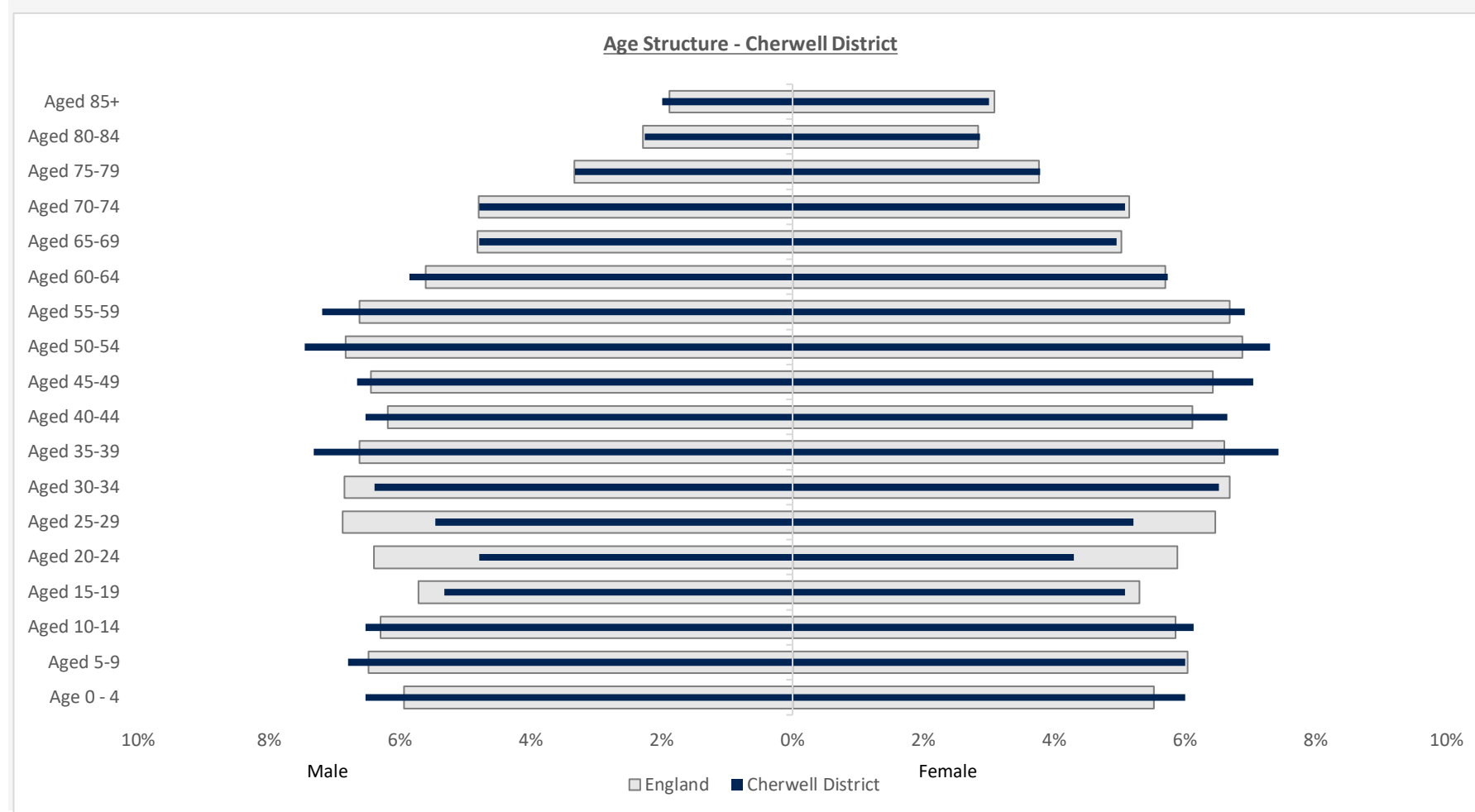
Cherwell Local Plan Review 2042

Appendix A:
Cherwell District Health and Equality Baseline

Appendix A: Population and Human Health Baseline

District-level Profile

Demography and deprivation

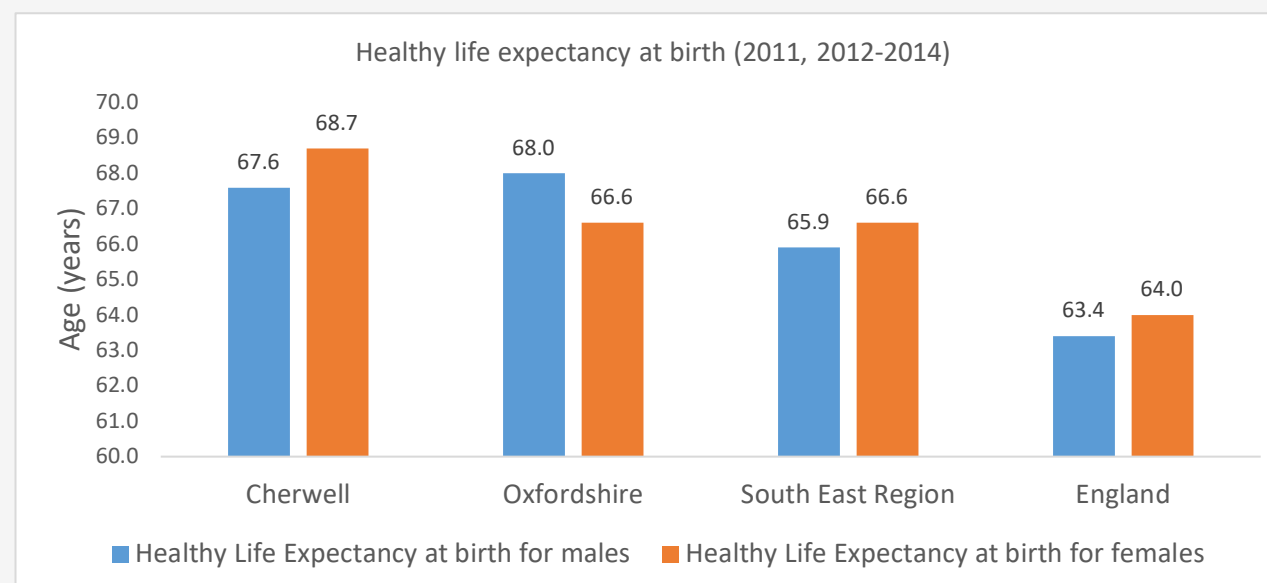
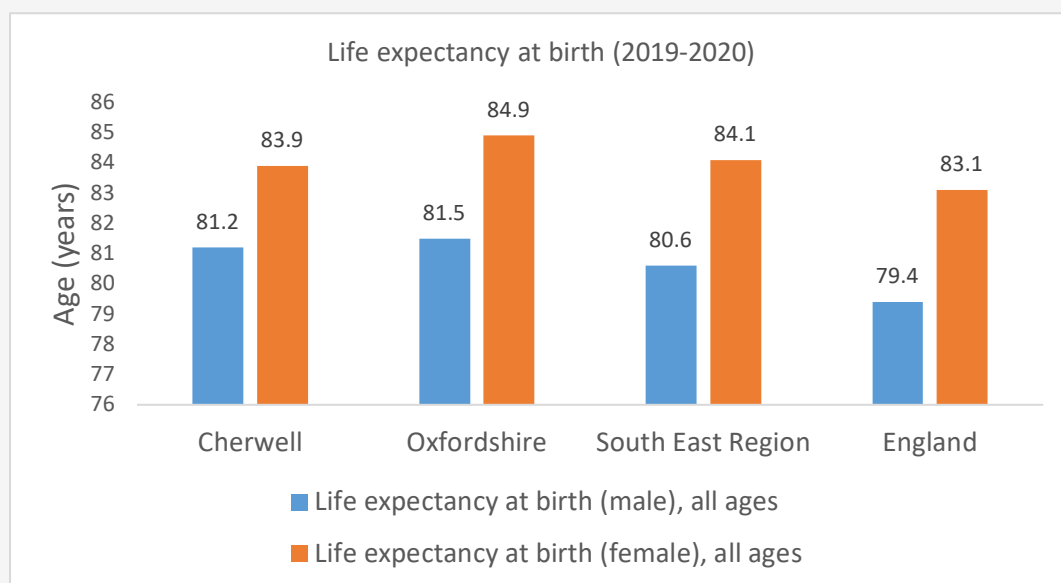


The age structure in Cherwell shows a high proportion of the population aged 0 to 14, 35 to 64, and 85+ compared to the national average. There is a low proportion of the population aged 15 to 34 compared to the national average.

The Indices of Deprivation provide a set of relative measures of deprivation for Lower-layer Super Output Areas (LSOAs), where the ranks, deciles and scores are published for the overall Index of Multiple Deprivation (IMD) and of the individual domains. The supporting Appendix presents the most recent statistics for the LSOAs within Cherwell. Overall, based on the 2019 IMD, there are pockets of deprivation in Cherwell; please refer to the supporting Appendix for additional information regarding the deprivation.

Source: NOMIS

Life expectancy and healthy life expectancy



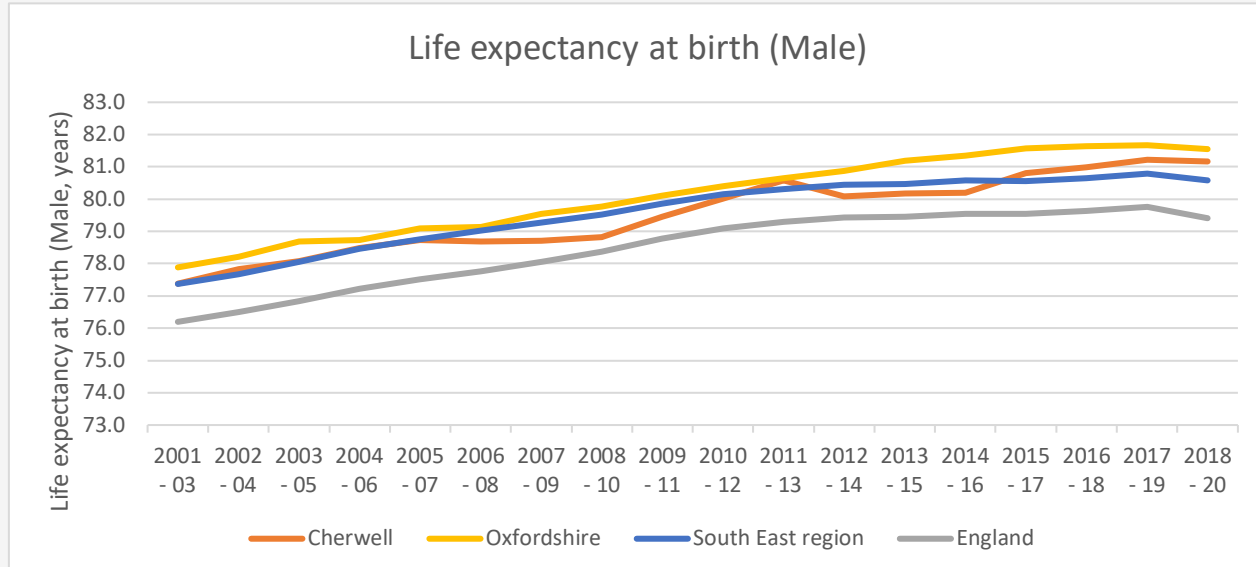
Source: PHE Fingertips

Source: ONS

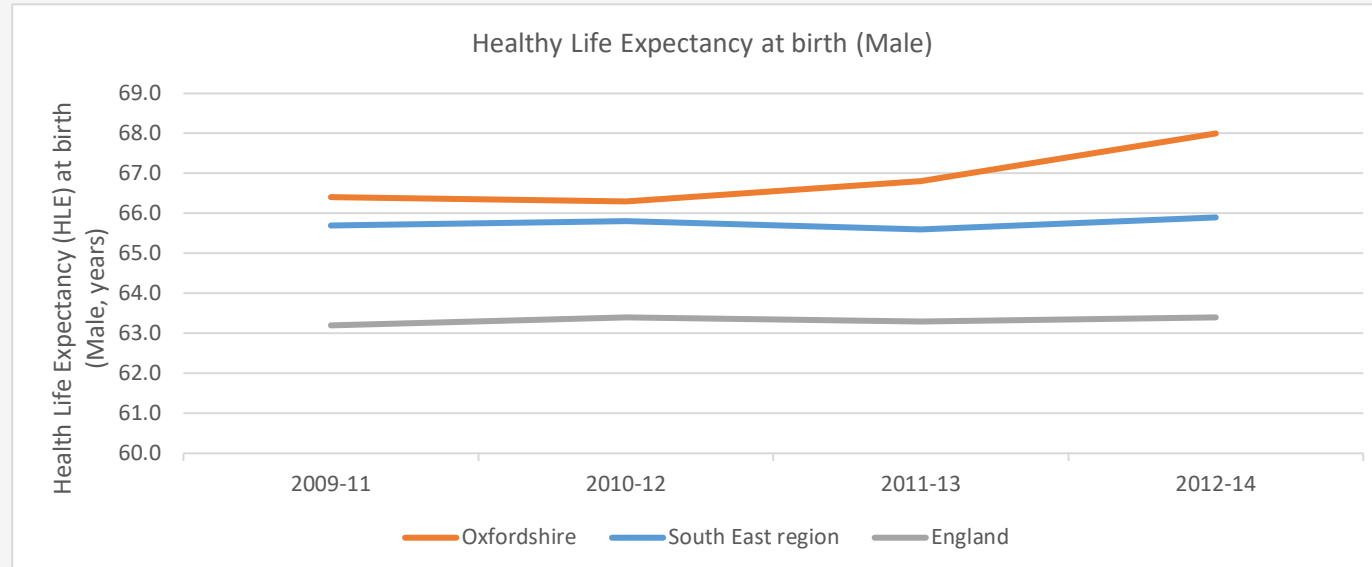
The life expectancy at birth for males and females in Cherwell is 81.2 years and 83.9 years, respectively. The local area average life expectancy for males in Cherwell is higher than the regional and national averages. The life expectancy of females in Cherwell is higher than male life expectancy. Compared to the County and region, the life expectancy for females in Cherwell is slightly lower. Healthy life expectancy for males in Cherwell is 67.6 years whereas females have an HLE of 68.7. The years living in poor health in Cherwell (i.e., the difference between life expectancy and HLE) was 13.6 years for males and 15.2 years for females.

Trends

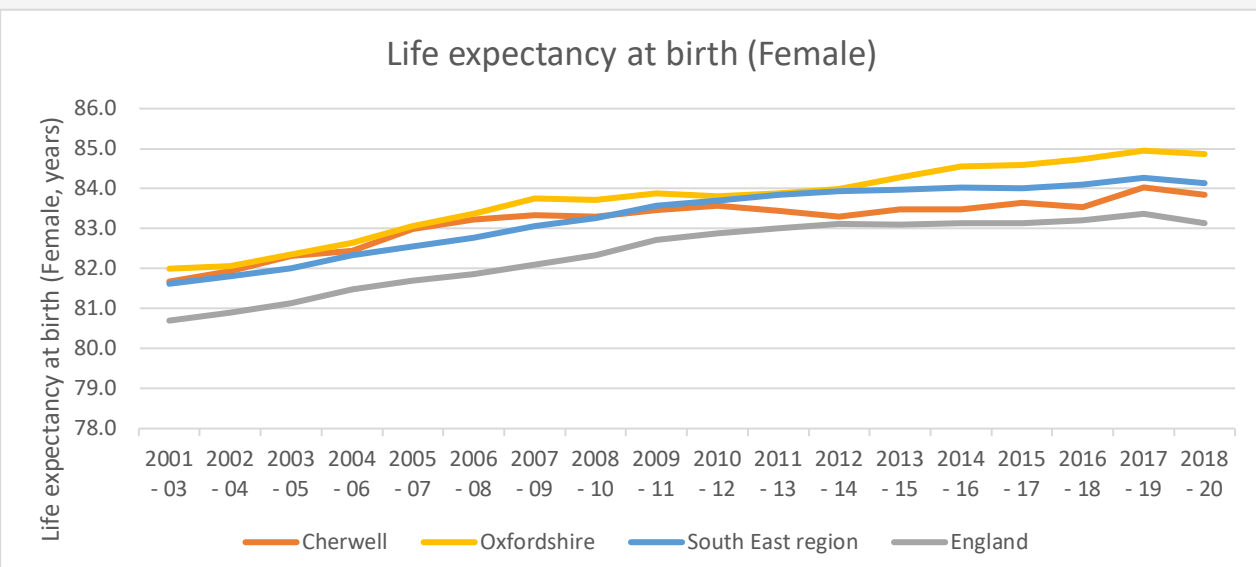
Between the years 2009 and 2020, life expectancy at birth for males and females in Cherwell has steadily increased. Based on the Oxfordshire HLE trends data for the years between 2009 and 2014, the HLE for males has steadily increased; for females, HLE has decreased based on the 2010-2012 and 2011-13 data and improved for the 2012-2014 years.



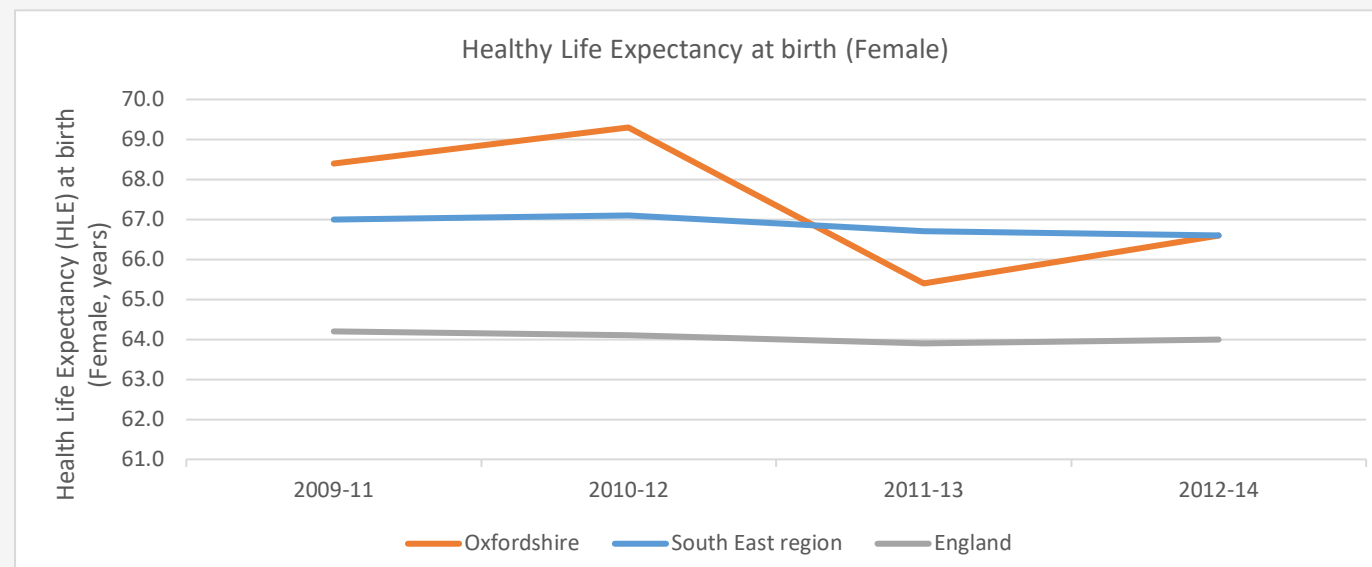
Source: PHE Fingertips



Source: PHE Fingertips

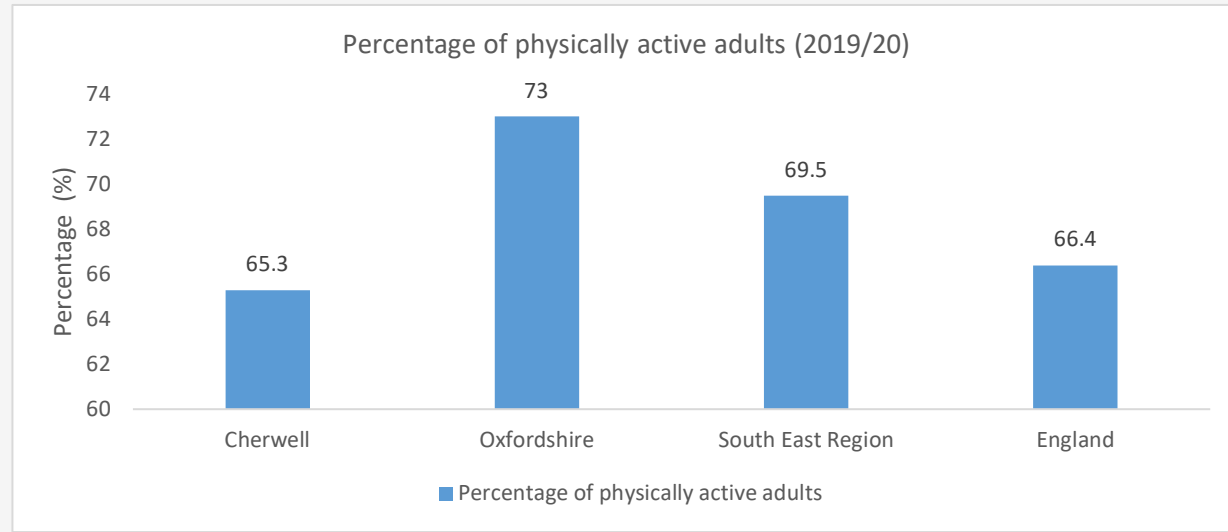


Source: PHE Fingertips

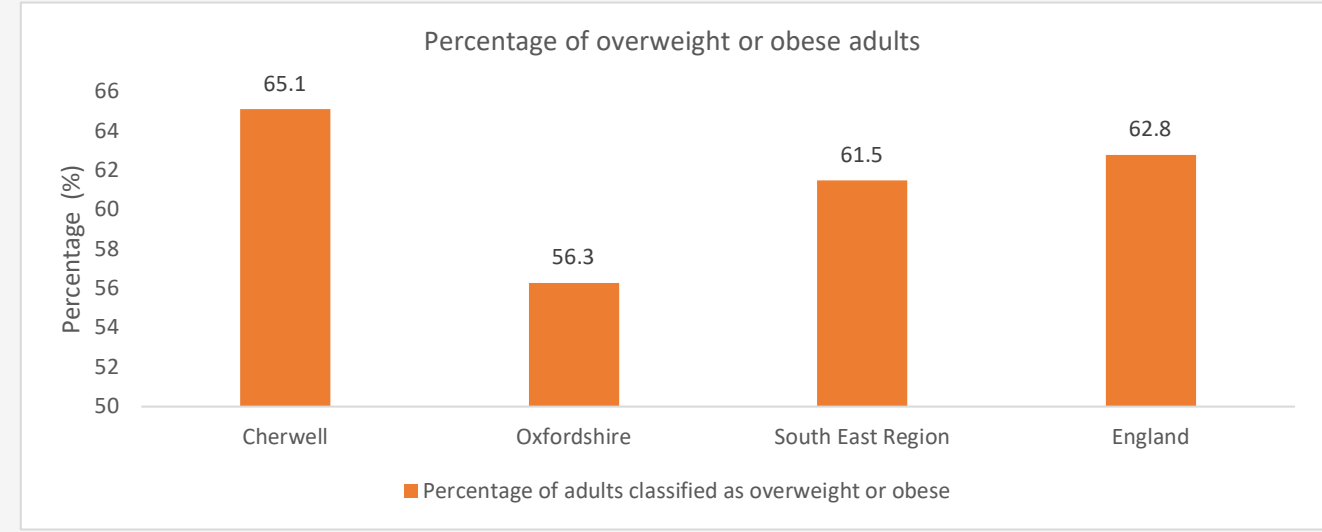


Source: PHE Fingertips

Obesity and physical activity



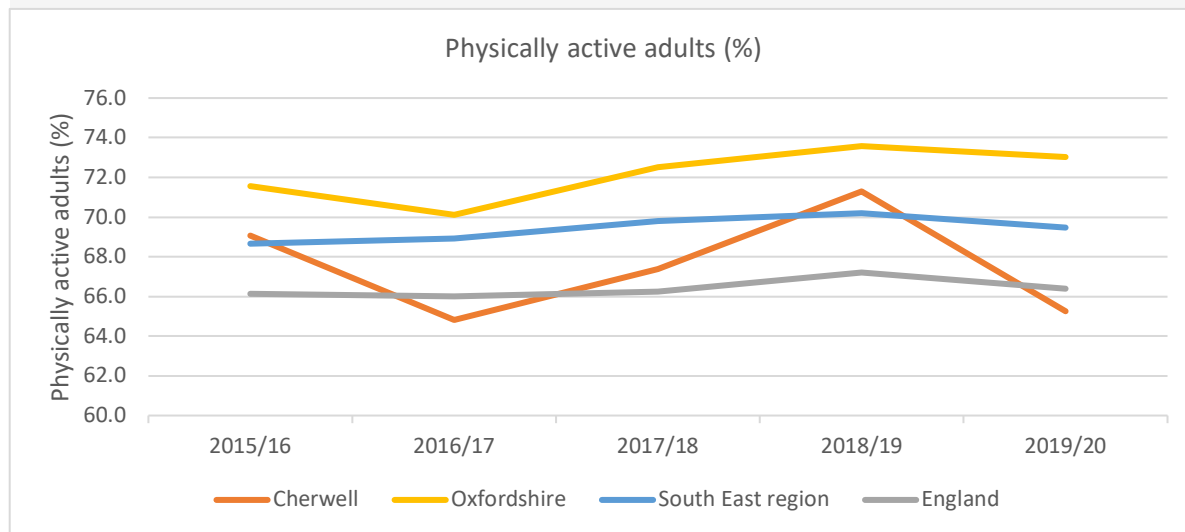
Source: PHE Fingertips



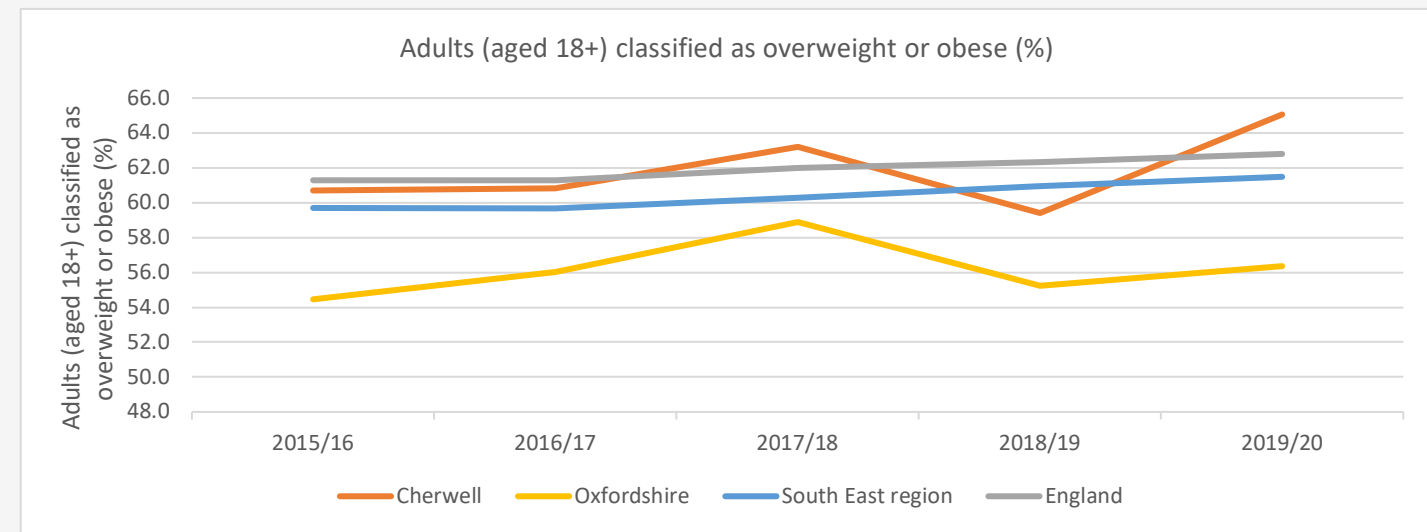
Source: PHE Fingertips

In Cherwell, the percentage of physically active adults based on 2019/20 data is 65.3% and is the lowest across all comparators. The percentage of overweight or obese adults is the highest in Cherwell (65.1%) when compared to the County, region and national averages.

Trends



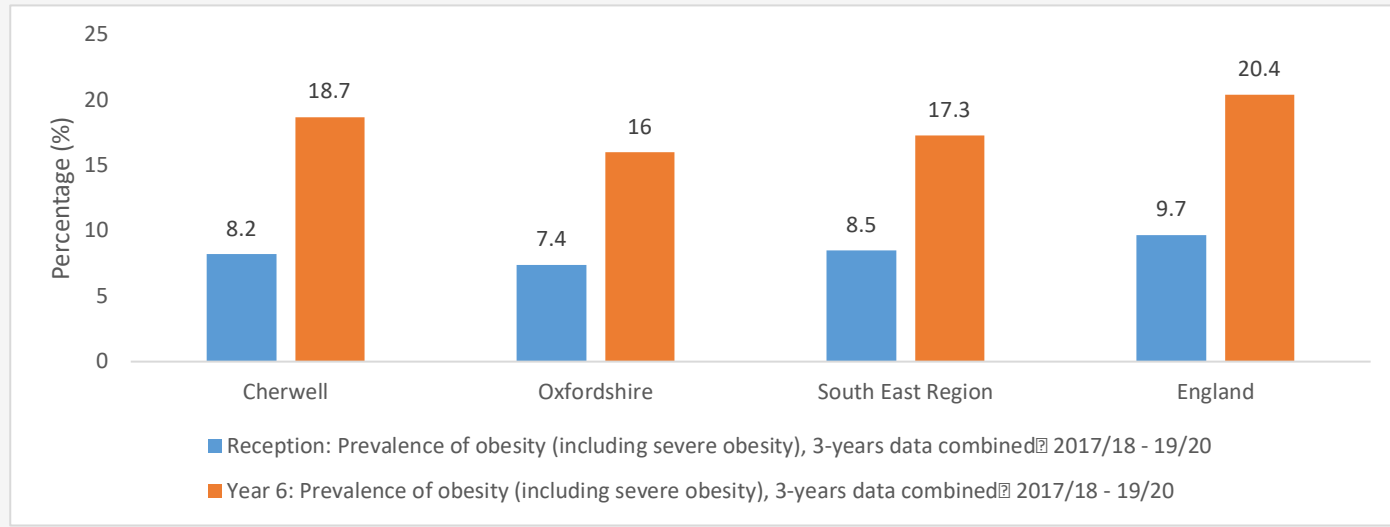
Source: PHE Fingertips



Source: PHE Fingertips

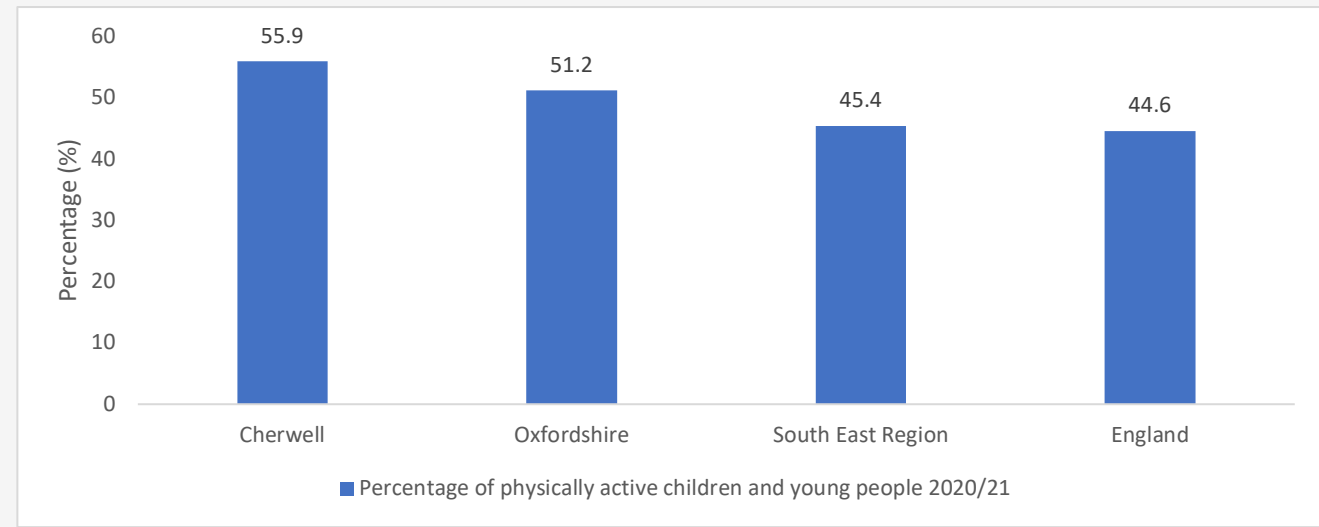
From 2015/16 to 2019/20, the percentage of physically active adults in Cherwell ranged from 64.8% to 71.3%. In the most recent year, 2019/20, 65.3% of adults were physically active compared to 68.7% in 2015/16. The percentage of adults classified as overweight or obese has increased from 2018-19 to 2019/20 from 59.4% to 65.1%.

Obesity in Children

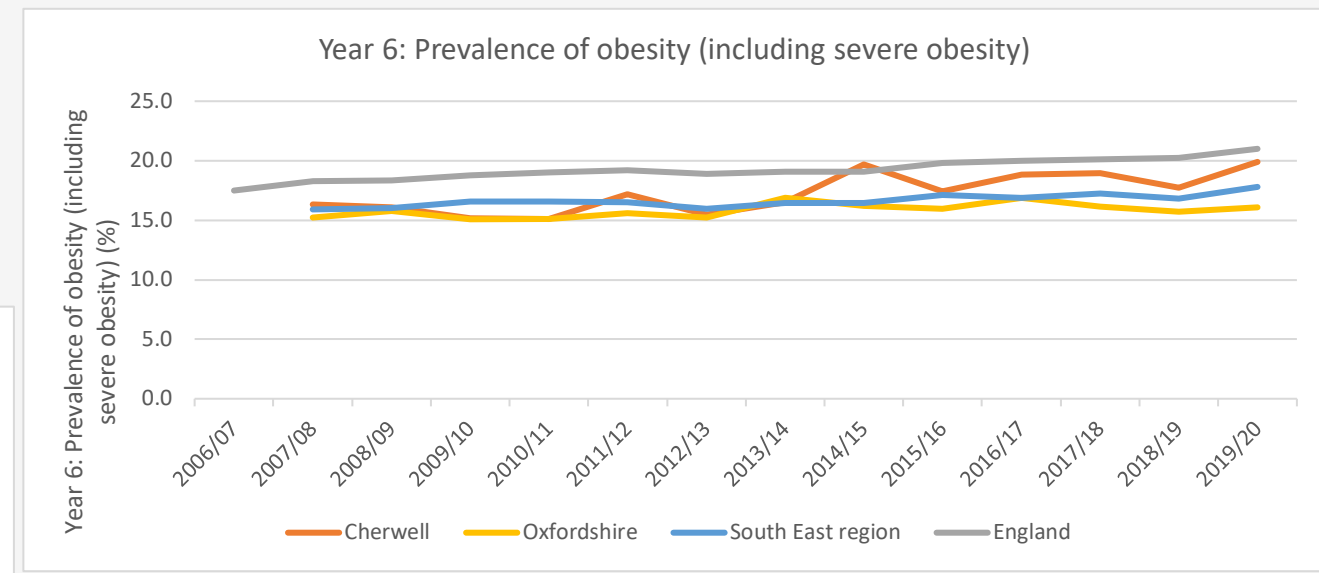


Source: PHE Fingertips

Based on the 3-year average of the prevalence of obesity data, Cherwell has a higher prevalence of obesity including severe obesity at reception when compared to the County and is lower when compared to the regional and national values. Cherwell has a higher prevalence of obesity including severe obesity at Year 6 when compared to the County and region but is lower when compared to the national value.



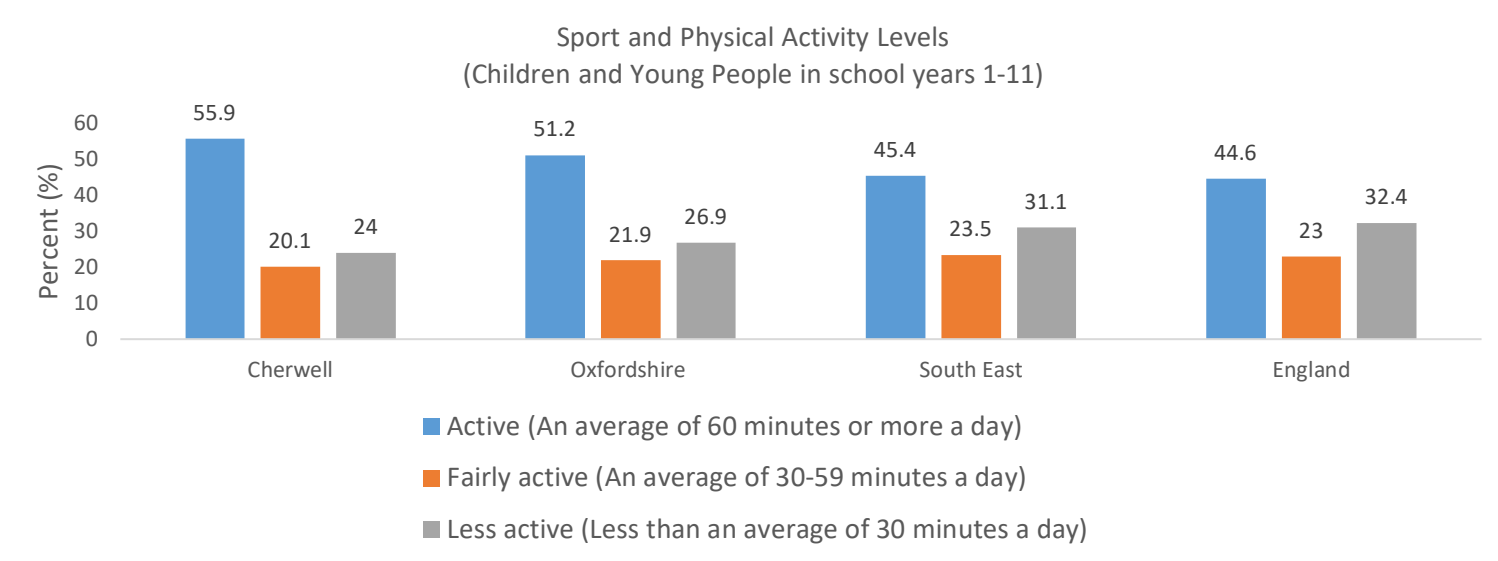
Source: PHE Fingertips



Source: NHS Digital

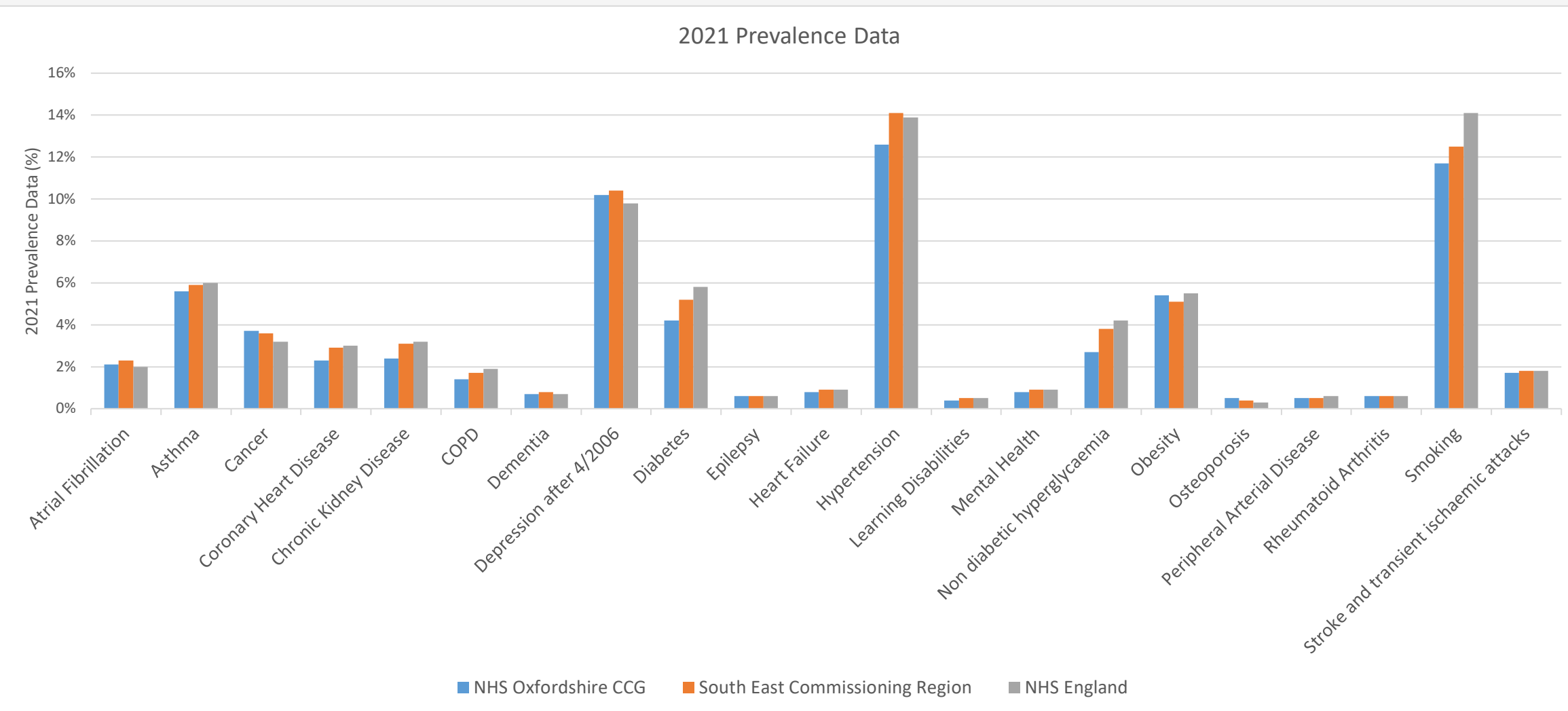
Based on trends data for year 6 obesity data, there has been a steady increase since 2015/16, specifically with a greater increase from 2018/19 to 2019/20.

Based on the Sport England Active Lives Children and Young people Survey from 2020-21, children 55.9% of children and young people in school are active with an average of 60 minutes or more a day of physical activity; this is higher than the County, regional and national values.



Source: Sport England

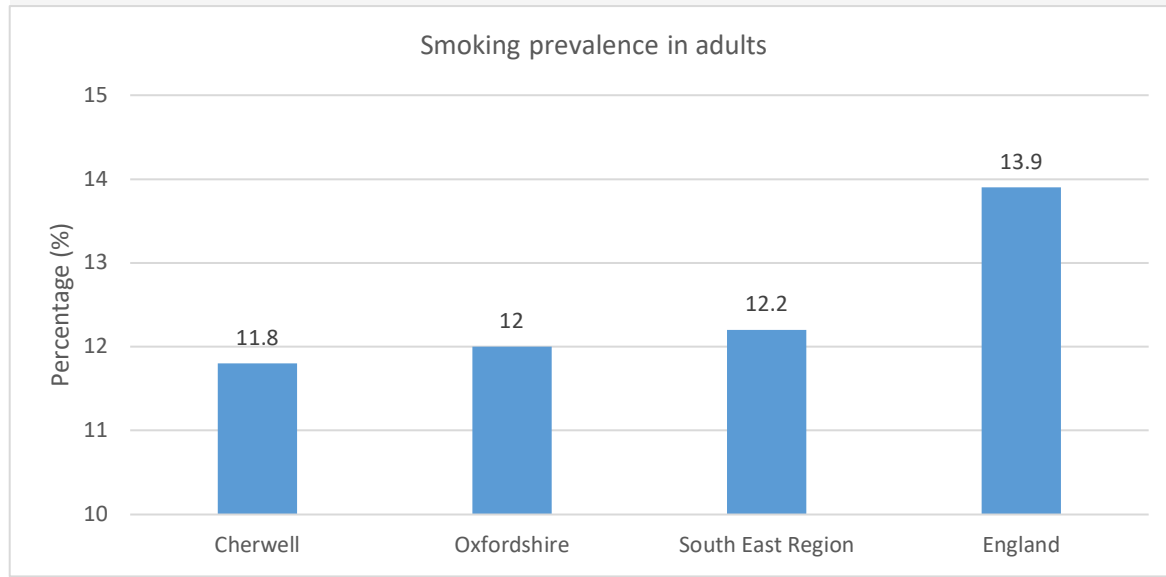
Source: Active Lives Children and Young People Survey 2020-2021



Source: QOF Database

Prevalence of diseases in Oxfordshire CCG is generally lower when compared to the region and national data, with the exception of cancer, depression and osteoporosis.

Behavioural risk factors

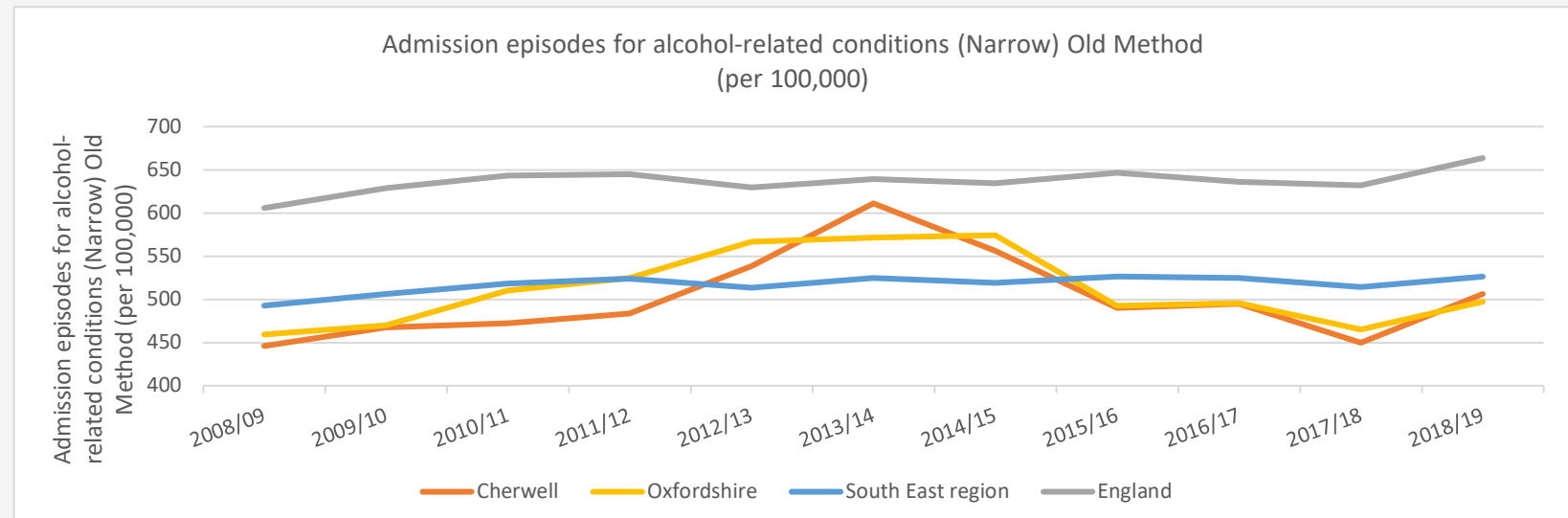
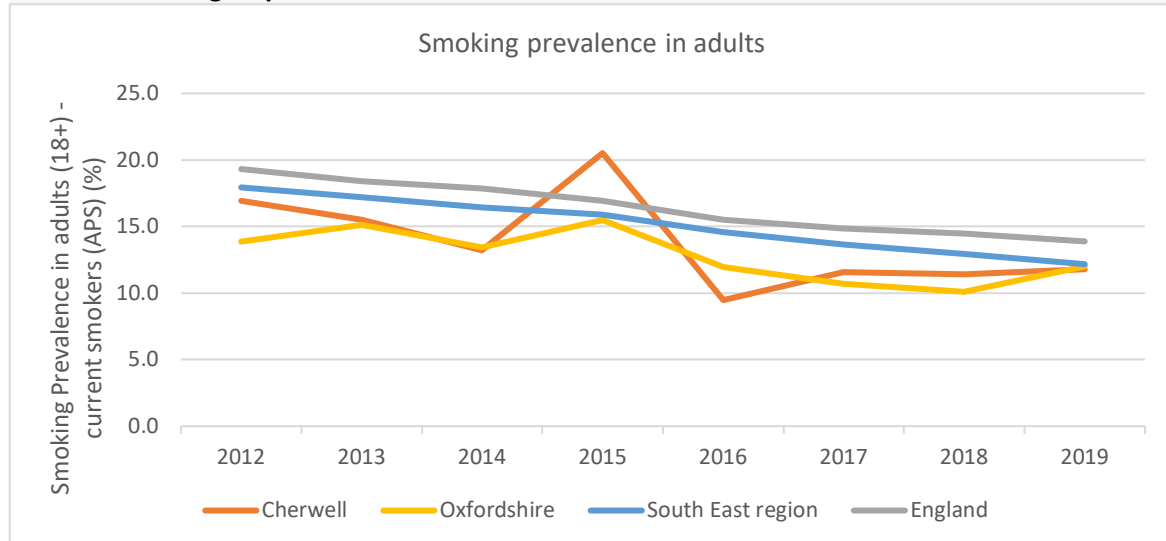


Smoking prevalence in adults in Cherwell is comparable to the County and region but is lower than the national value.

Based on trend data from 2012 to 2019, the percentage of adult smokers has been variable but has generally decreased since 2012. This follows the trends seen for the County, region and England.

Based on trend data from 2008/09 to 2018/2019, there has been an increase in admission episodes for alcohol-related conditions until 2013/14, followed by a decrease until 2017/18. There has been an increase in admission episodes for alcohol-related conditions (per 100,000) from 2017/18 and 2018/19 in Cherwell, Oxfordshire, and England.

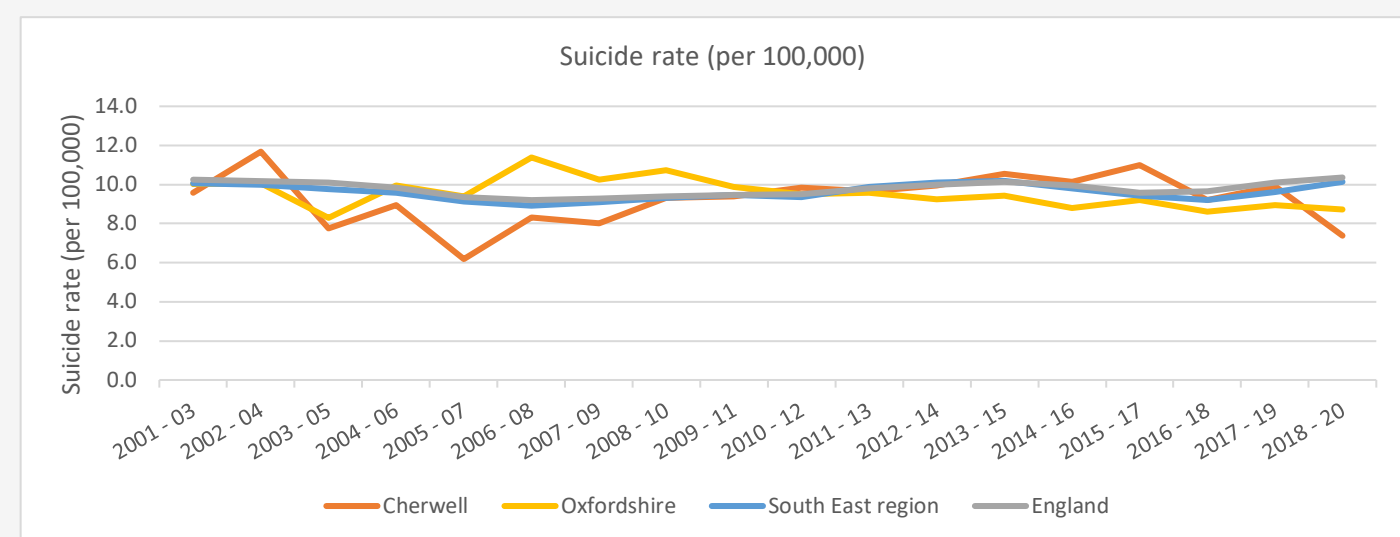
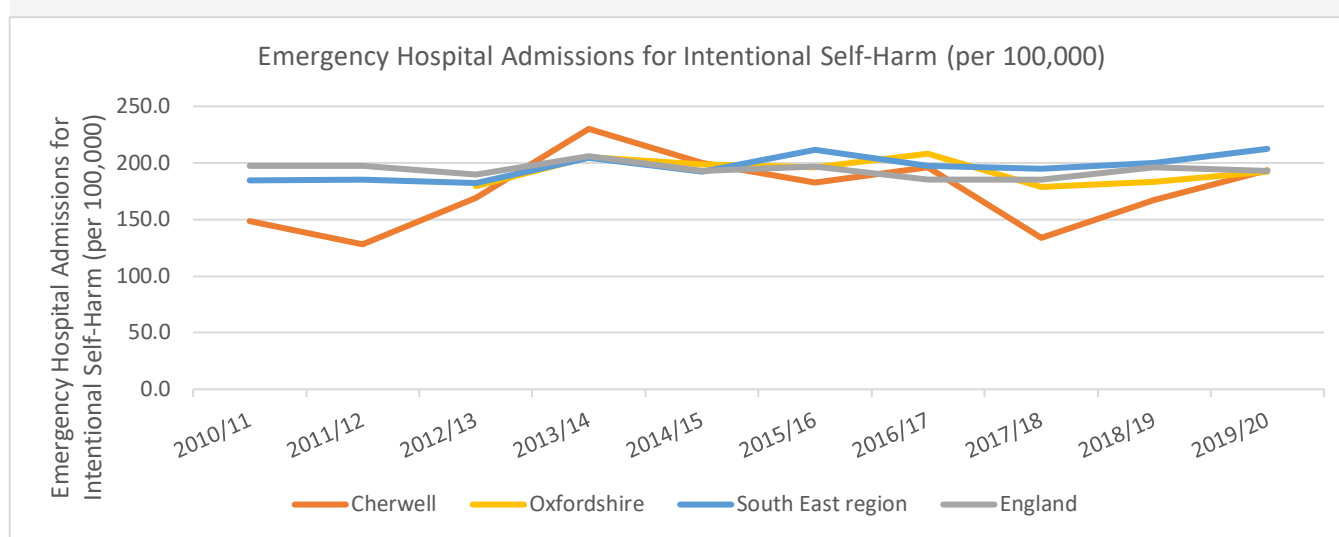
Source: PHE Fingertips



Source: PHE Fingertips

Source: PHE Fingertips

Mental Health



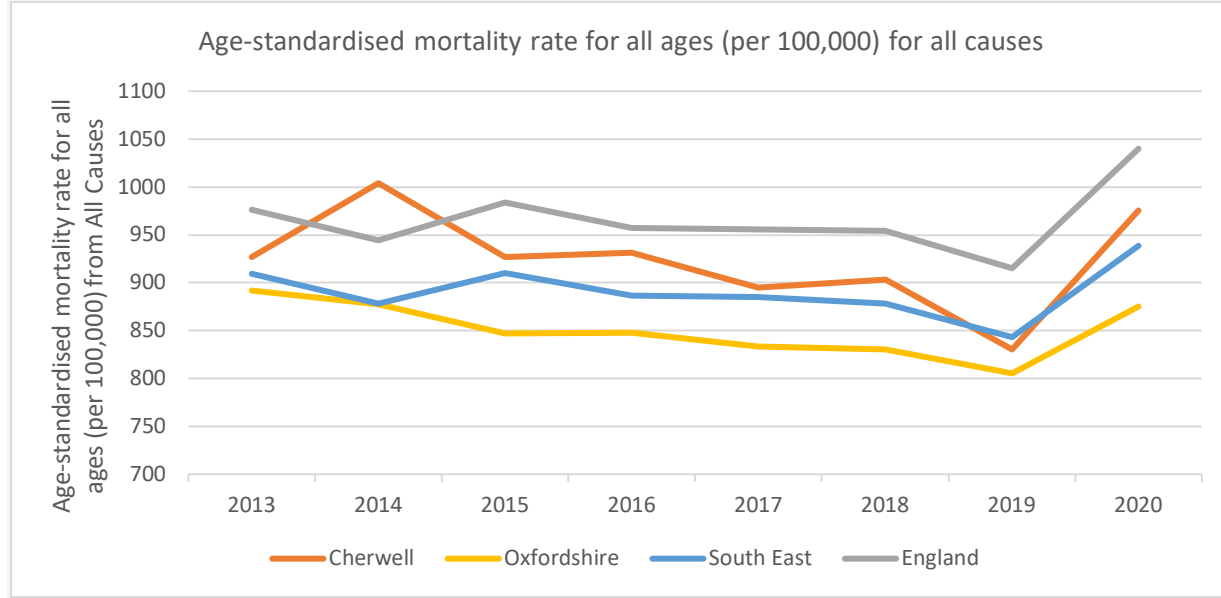
Source: PHE Fingertips

Source: PHE Fingertips

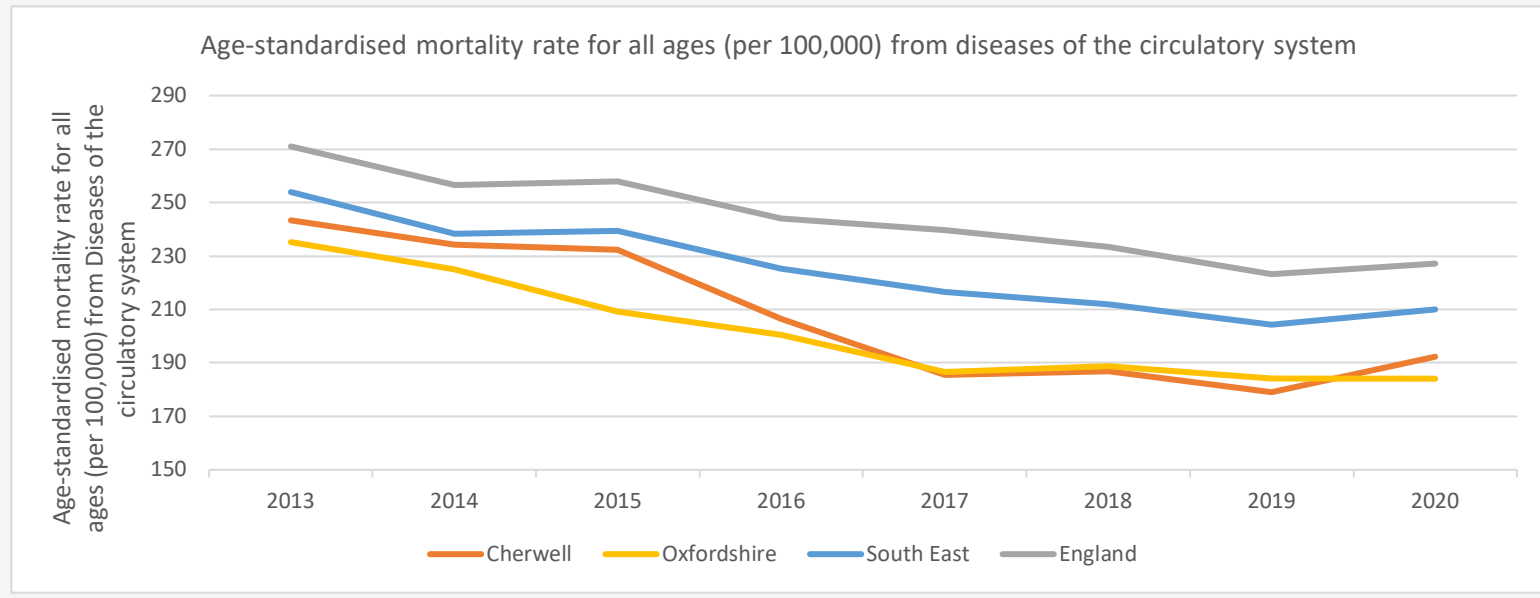
Emergency hospital admissions for intentional self-harm and suicide rate have been used as proxy indicators for mental health. Trend data for emergency hospital admissions for intentional self-harm (per 100,000) between 2010/11 and 2019/20 have been variable for Cherwell. The 2010/11 values indicate 148 admissions per 100,000 whereas the 2019/20 data show 194 admissions per 100,000. The County, region and national trends are more stable throughout the years.

Trend data for suicide rate (per 100,000) between 2001-03 and 2018-20 have been variable for Cherwell. The County, region and national trends are more stable throughout the years.

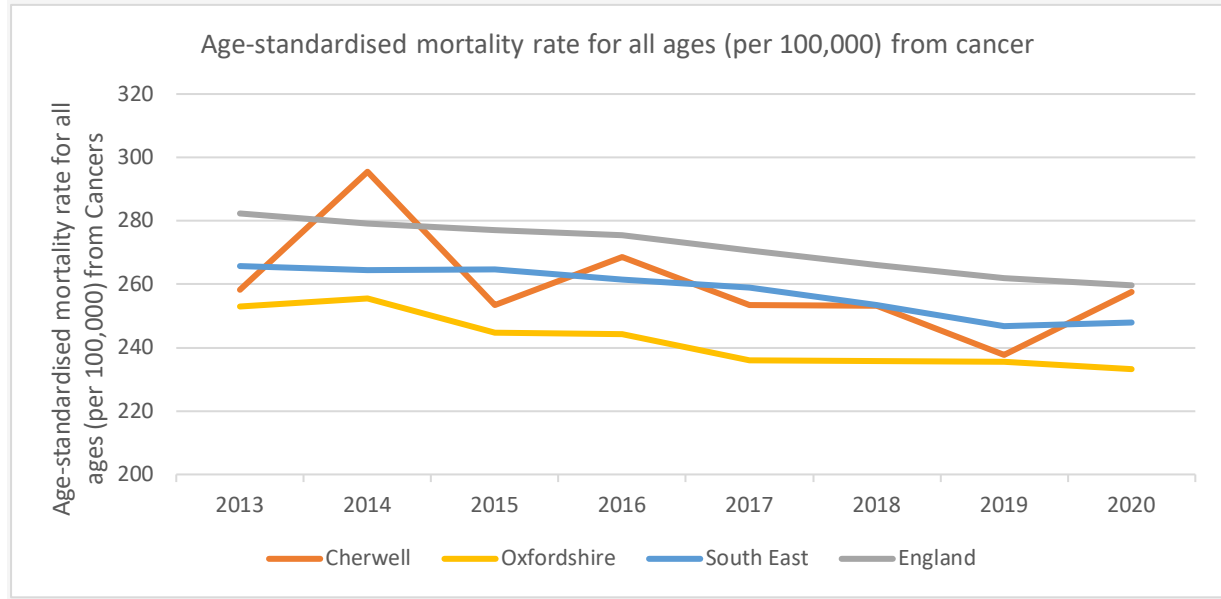
Mortality Rates



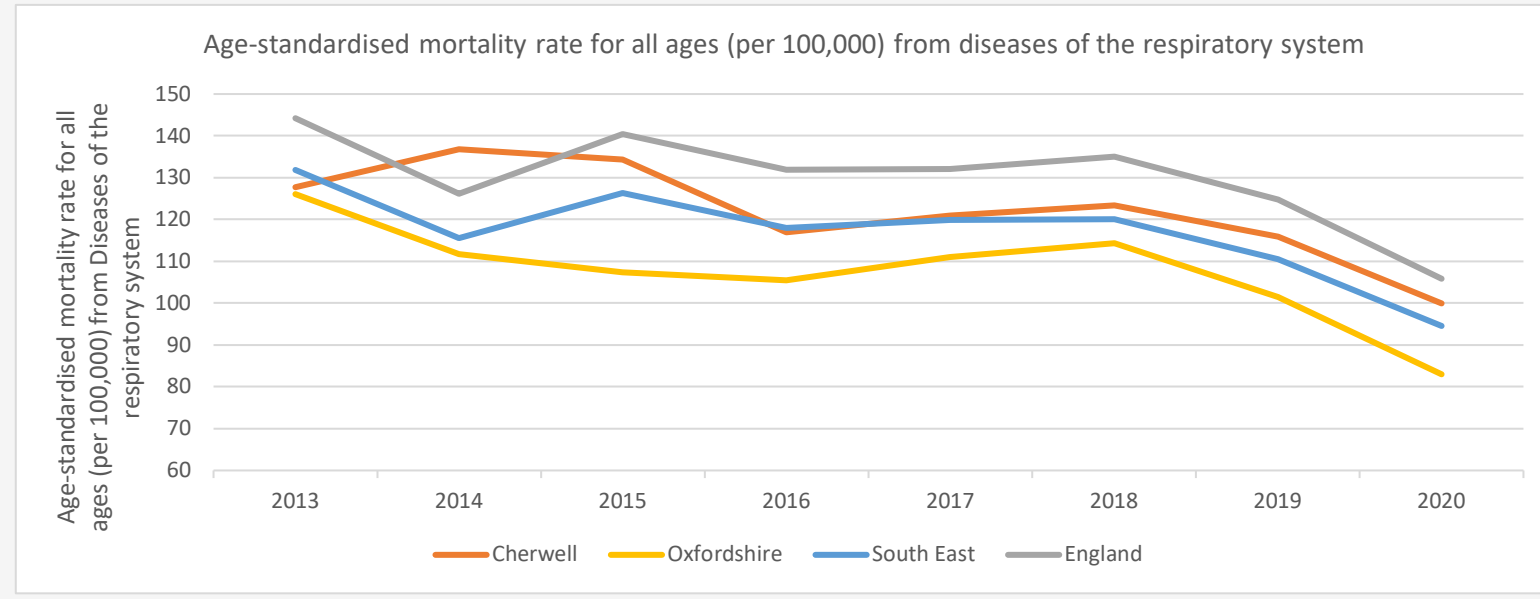
Source: PHE Fingertips



Source: PHE Fingertips



Source: PHE Fingertips



Source: PHE Fingertips

Based on trends data for mortality rate (per 100,000) for all causes, Cherwell had rates lower than the national values for most years. Compared to the County, Cherwell has higher mortality rates for all ages. Between 2019 and 2020, there has been an increase in Cherwell and all comparators.

Based on the trends data for mortality rate associated with circulatory system-related diseases, Cherwell has decreased rates between 2013 and 2020. The mortality rate associated with cancer-related diseases is variable in Cherwell from 2013 and 2020, whereas a decreasing trend is seen in all the comparators. The trends data for mortality rate associated with respiratory system-related diseases show a general decrease in rates for Cherwell and the relevant comparators.

Healthcare Capacity in Cherwell

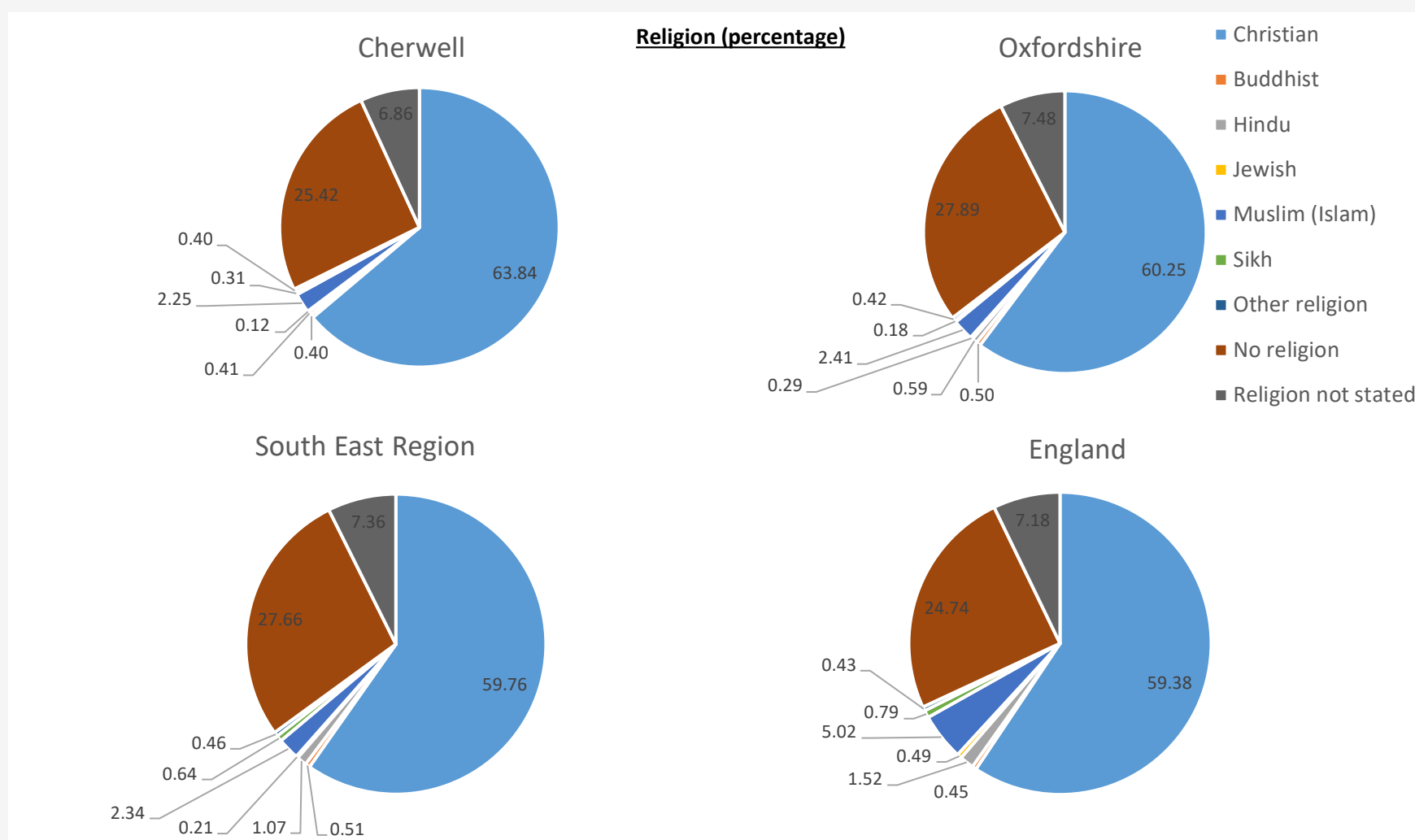
In Cherwell, the average patients per GP ratio across 14 GP surgeries is 2,070 patients per FTE GP, which is higher than the target list size of 1,800 patients per GP based on guidance from the Royal College of GPs. This illustrates that there is limited primary care capacity in Cherwell at the time the baseline was completed.

Similarly, there is limited, almost no, capacity for NHS dental care in Cherwell. Of the 18 dentists identified in Cherwell, 5 have identified taking new NHS patients who have been referred. Of the 18 dentists, one third have identified they are not taking any new patients.

GP Surgery Name	Community	FTE GPs	Number of patients	Patients per GP
Bloxham Surgery	Adderbury, Bloxham and Bodicote	5.1	8,063	1596
Windrush Surgery	Banbury	2.5	8,652	3452
Banbury Cross Health Centre	Banbury	14.5	40,501	2799
Hightown Surgery	Banbury	4.9	11,943	2461
Woodlands Surgery	Banbury	3.5	7,875	2273
Montgomery House Surgery	Bicester	7.1	16,621	2355
Bicester Health Centre	Bicester	8.5	15,576	1826
Alchester Medical Group	Bicester	9.2	20,959	2267
Cropredy Surgery	Cropredy, Sibfords and Wroxton	5.7	4,471	789
Sibford Surgery	Cropredy, Sibfords and Wroxton	2.0	2,957	1498
Deddington Health Centre	Deddington	6.6	12,500	1908
Gosford Hill Medical Centre	Kidlington	3.2	7,221	2257
The Key Medical Practice	Kidlington	6.7	13,170	1968
Islip Surgery	Launton and Otmoor	4.1	6,231	1533
Average Patients per GP				2070

Religion in Cherwell

The religious beliefs in Cherwell, Oxfordshire, the South East region and England are comparable, with the majority of the population identifying as Christian, followed by those identifying as having no religion. Islam is the third most followed religion for Cherwell and the three comparators. Those identifying as Buddhist, Hindu, Jewish, Sikh and other religions are comparably few in Cherwell, Oxfordshire, the South East and England.

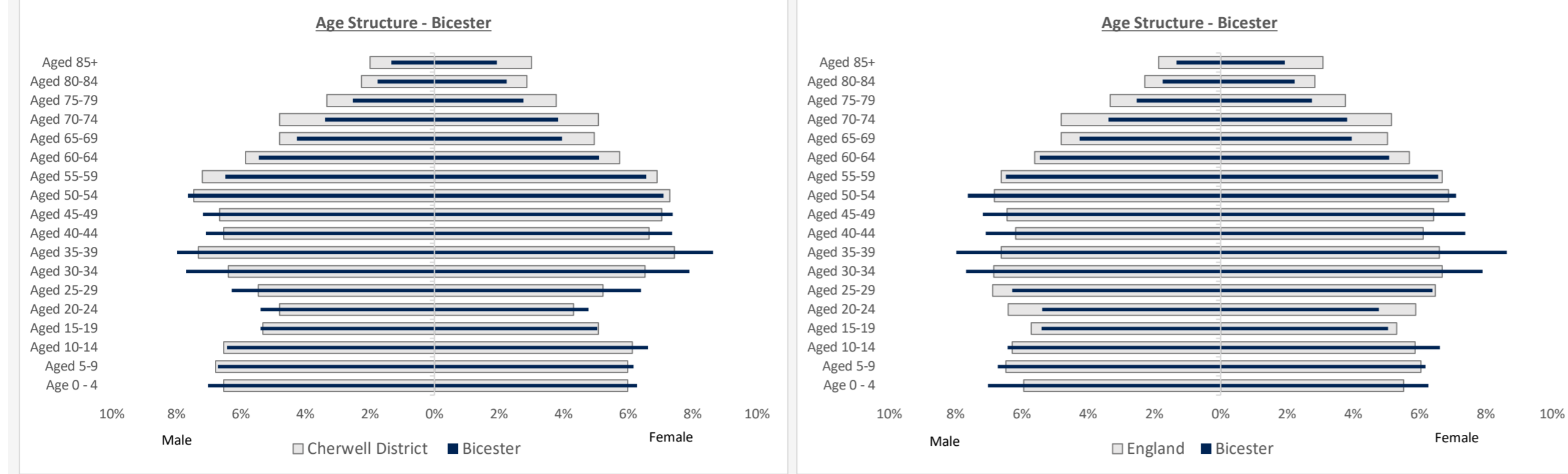


Source: NOMIS

Appendix A: Population and Human Health Baseline

Ward-level Profile - Bicester

Demography, deprivation and socio-economic circumstance



Source: NOMIS

The age structure in Bicester shows a high proportion of the population aged 0 to 54 years old compared to Cherwell district. Compared to the national average, the age structure shows a high proportion of the population aged 0 to 14 and 30 to 54. There is a low proportion of the population aged 55+ years old in Bicester compared to Cherwell district and the national average. Compared to the national value, there is a low proportion of the population in Bicester aged 15 to 29 years old.

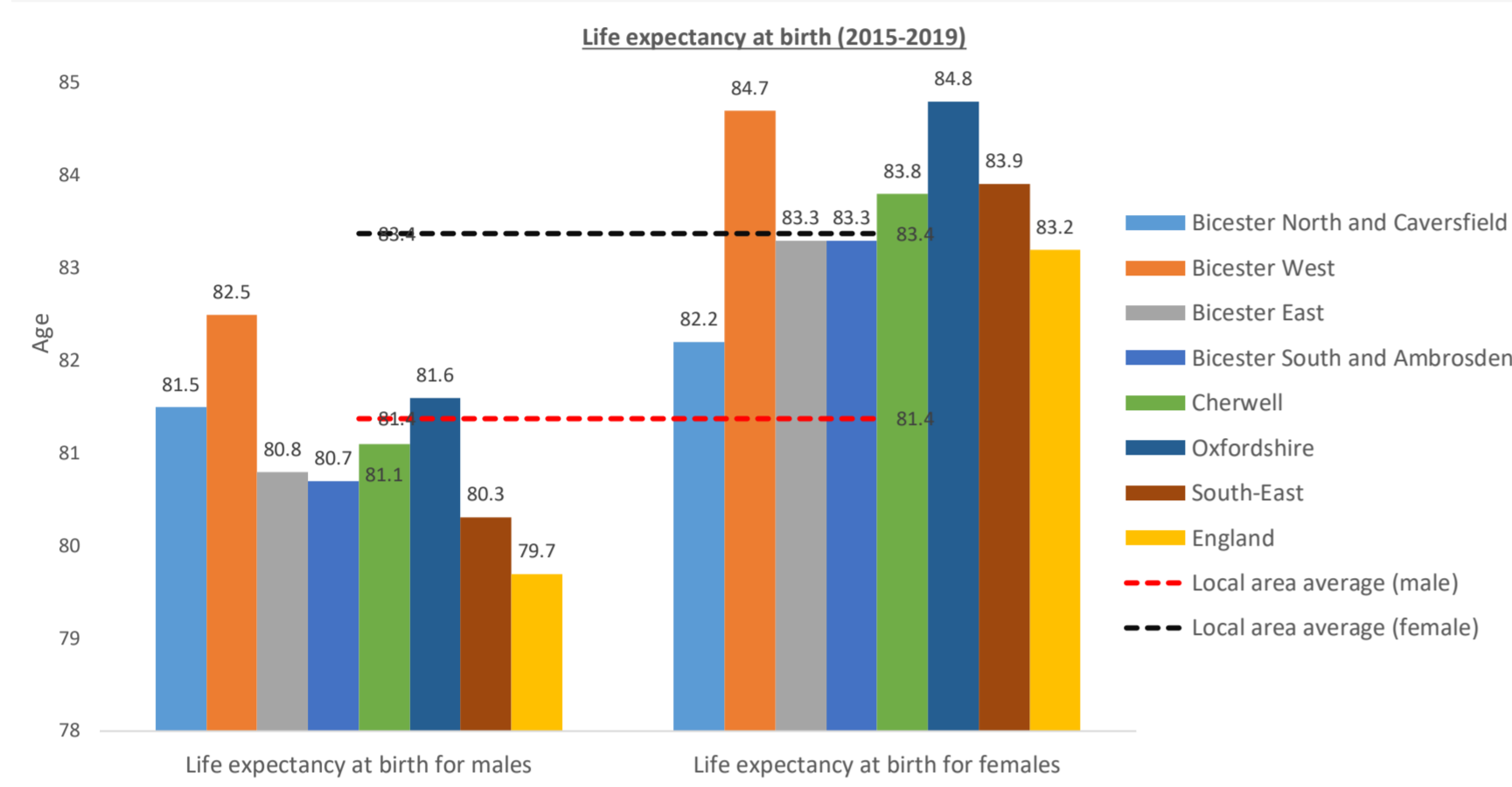
The lower the Index of Multiple Deprivation (IMD) score, the less deprived an area is. In this instance, the local area average for Bicester has a lower IMD score (and therefore the overall level of deprivation) than all relevant comparators. The same is true for income deprivation, child poverty, and unemployment. The local area average for older people in deprivation is slightly higher than Oxfordshire but lower than all other comparators. Long-term unemployment based on the local area average is slightly higher than Cherwell but is lower than the County, region and national values.

Bicester West, followed by Bicester East, had the highest IMD score of the wards within Bicester. The lowest IMD score was identified for the Bicester South and Ambrosden ward.

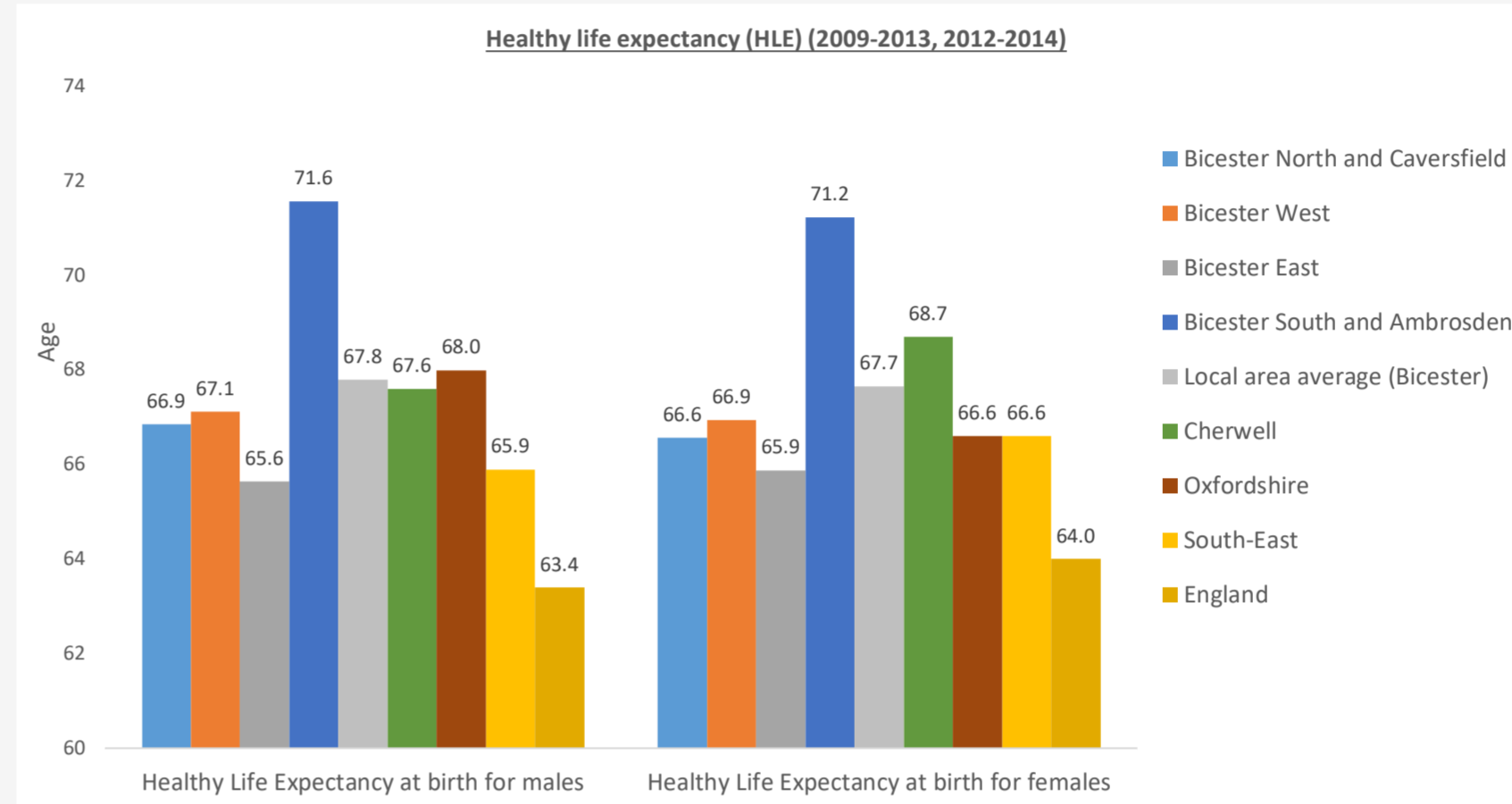
Indicator	Date	Bicester North and Caversfield	Bicester West	Bicester East	Bicester South and Ambrosden	Local area average (Bicester)	Cherwell	Oxfordshire	South East Region	England
IMD Score 2019	2019	7.1	14.6	13.4	6.2	10.3	14.4	11.7	n/a	21.7
Income deprivation (%)	2019	4.2	7.5	7.1	3.4	5.6	7.6	6.9	9.1	12.9
Child poverty (%)	2019	5.3	13.0	7.5	5.3	7.8	10.5	10.1	12.3	17.1
Fuel poverty (%)	2018	4.1	6.5	5.4	4.5	5.1	7.4	8.0	7.9	10.3
Older people in deprivation (%)	2019	7.7	6.9	11.6	6.8	8.3	8.8	8.1	10.2	14.2
Unemployment (%)	2019-20	0.7	1.2	1.1	0.8	1.0	1.4	1.4	2.1	2.8
Long term unemployment (%)	2019-20	0.0	0.4	0.9	0.0	0.3	0.2	0.7	2.0	3.2

Source: PHE Local Health

Life expectancy and physical health

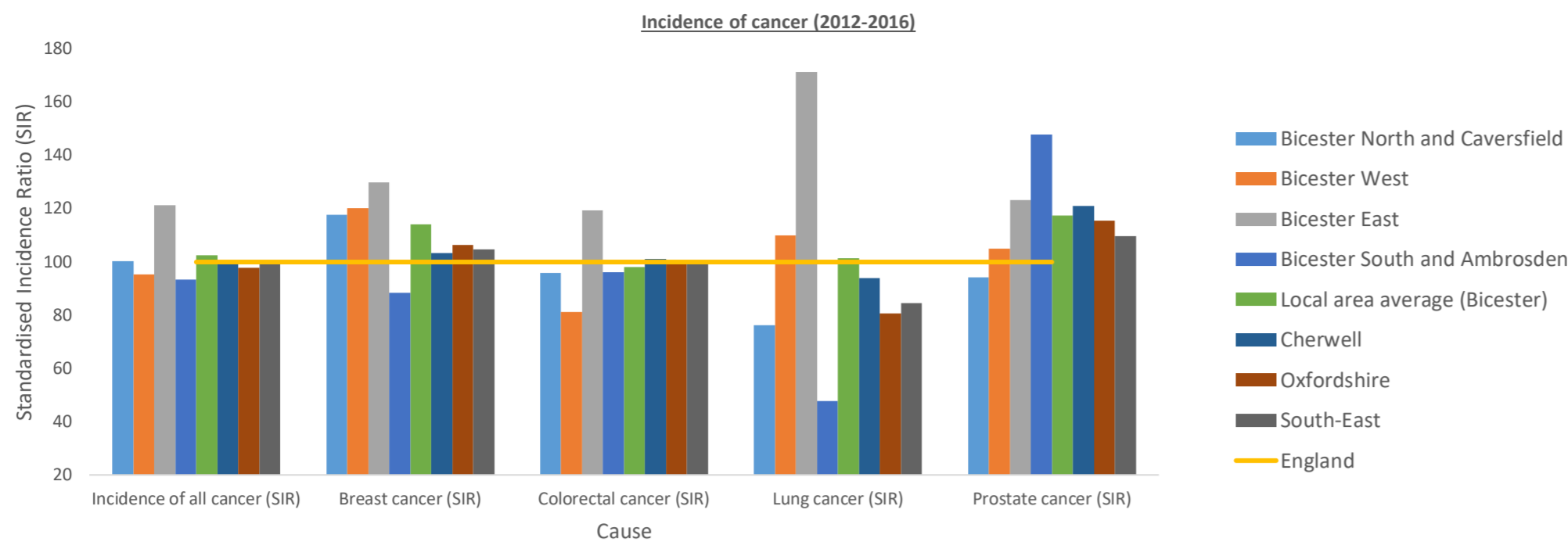


Source: PHE Local Health



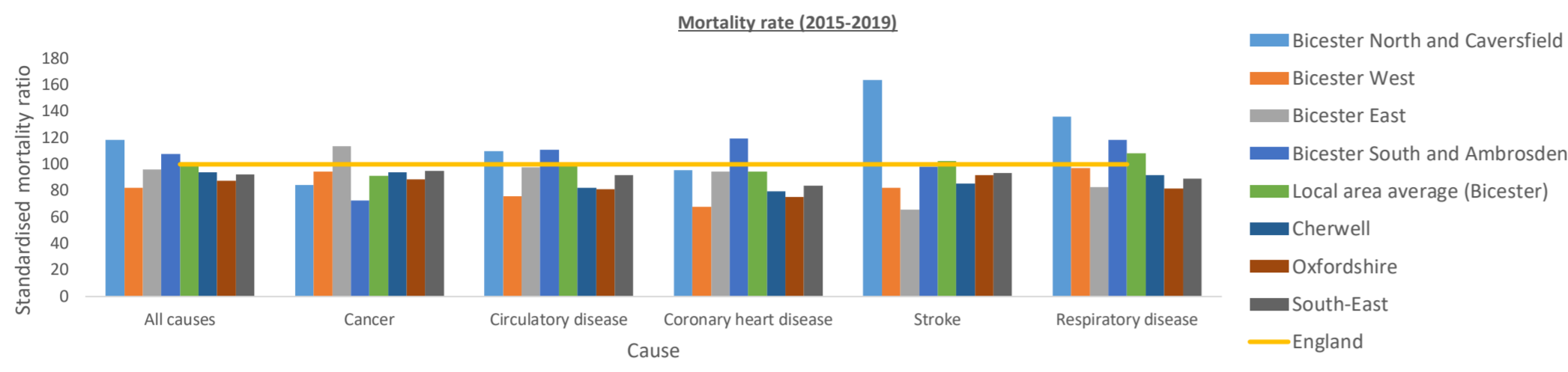
Source: ONS

The local area average life expectancy at birth for males and females in Bicester is 81.4 years and 83.4 years, respectively. With the exception of the regional values, the local area average life expectancy for males in Bicester is higher than all relevant comparators. The life expectancy of females in Bicester wards is higher than males. Healthy life expectancy for males in Bicester ranges from 65.6 to 71.6 years whereas females have an HLE ranging between 65.9 and 71.2. The local area average HLE for males and females in Bicester is 67.8 years and 67.7 years, respectively. The years living in poor health in Bicester (i.e., the difference between life expectancy and HLE) were as high as 15.4 years for males and 17.8 years for females in Bicester West.



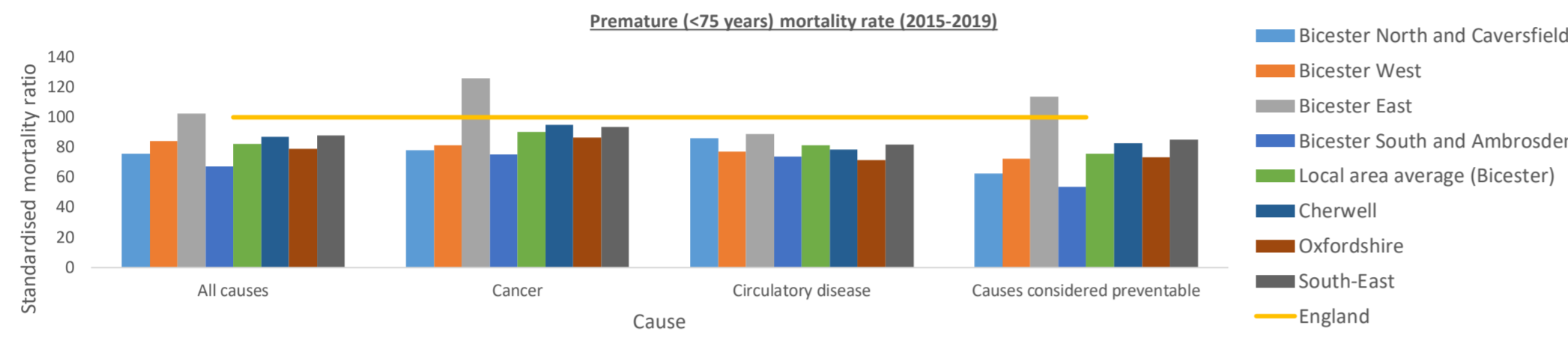
Based on the local area average for Bicester, the incidence of cancer for all cancer, breast cancer, lung cancer and prostate cancer is higher than the national averages. Within Bicester, Bicester East has the highest SIR of all cancer lung, breast cancer, colorectal cancer, and lung cancer when compared to all relevant comparators. The SIR of breast cancer in Bicester North and Caversfield, Bicester West and Bicester East is higher than Cherwell, the County, regional and national averages.

Source: PHE Local Health



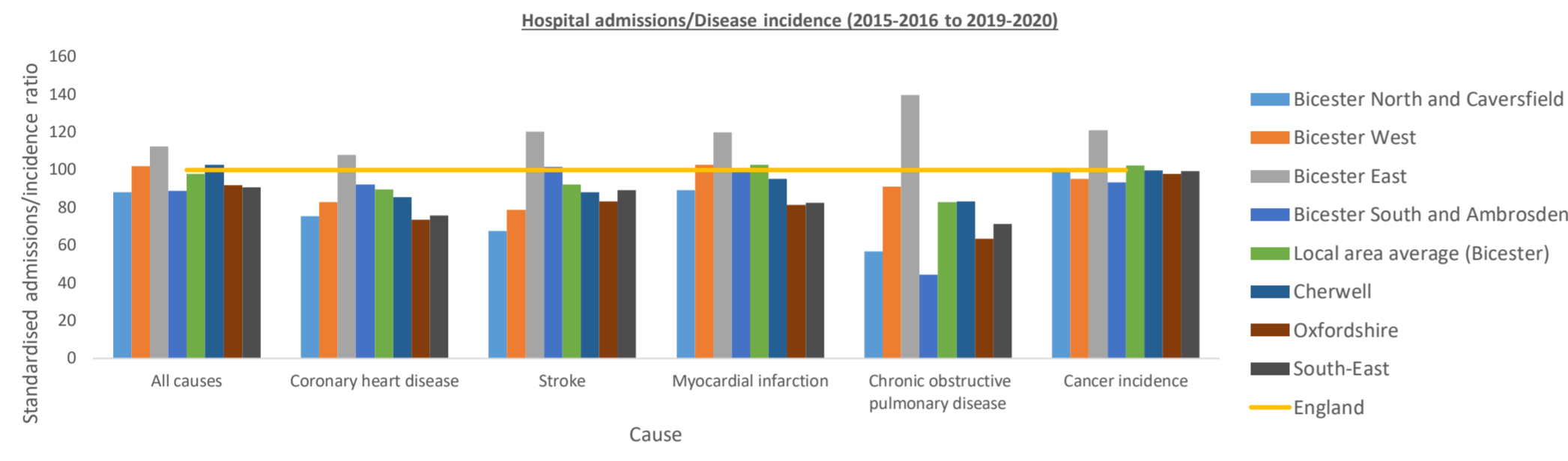
The mortality rate for the local area average for Bicester for all causes is higher than for all relevant comparators. Based on the specific causes, mortality related to cancer is highest in Bicester East. Mortality related to circulatory diseases is higher than the Cherwell, County, regional averages in Bicester North and Caversfield, Bicester East, and Bicester South and Ambrosden. Bicester North and Caversfield ward has the highest mortality rate for stroke in Bicester and is higher than all relevant comparators. Mortality related to respiratory diseases is higher than all relevant comparators in Bicester North and Caversfield, and Bicester South and Ambrosden.

Source: PHE Local Health



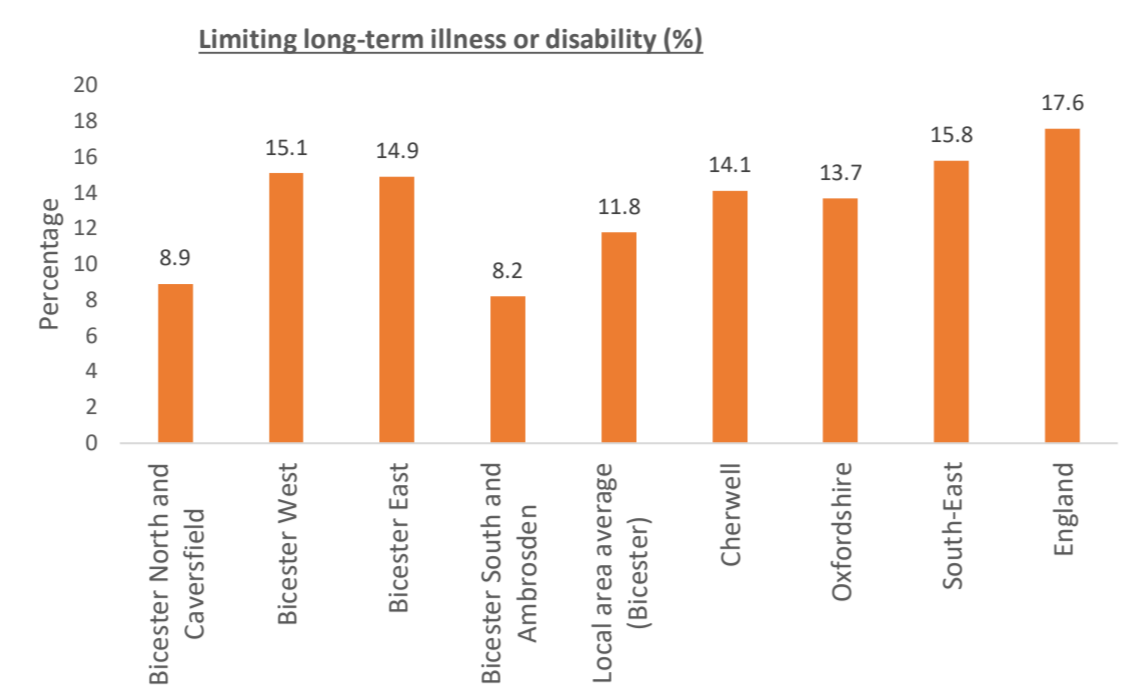
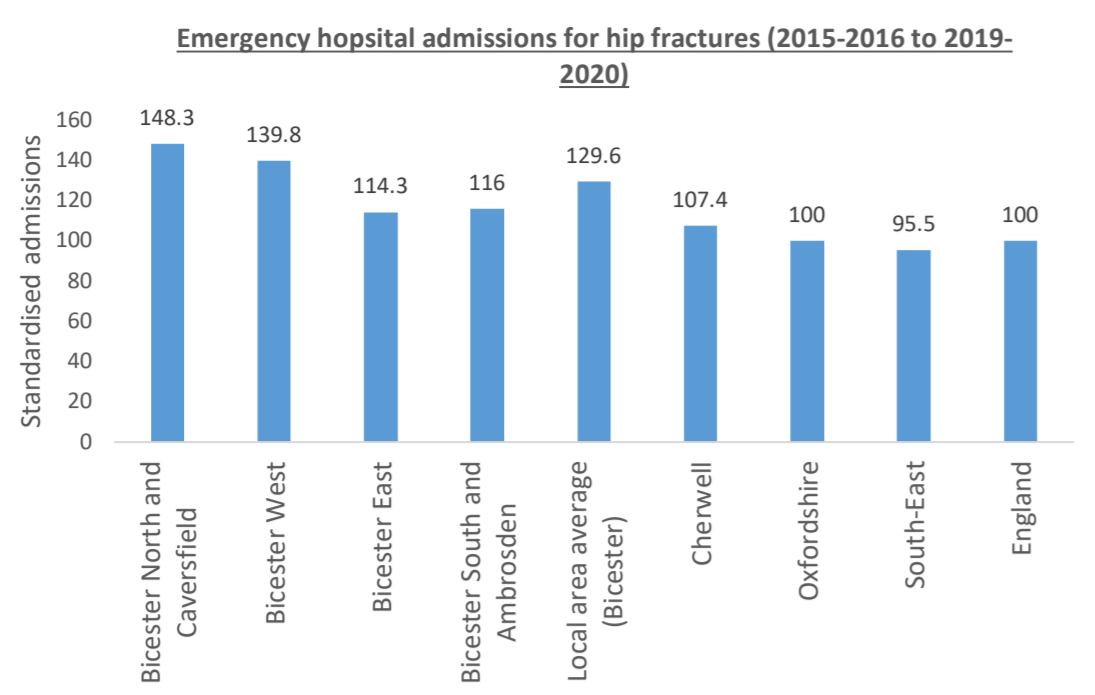
The premature mortality rate for all causes, cancer, circulatory disease and for causes considered preventable is highest in Bicester East, where averages in Bicester East are higher than the national averages for all causes, cancer and causes considered preventable.

Source: PHE Local Health



Hospital admissions for all causes, coronary heart disease, stroke, myocardial infarction, COPD and cancer are highest in Bicester East, where averages in Bicester East are higher than the national averages for all causes and the listed specific causes.

Source: PHE Local Health



Emergency hospital admissions for hip fractures in all wards are higher than the Cherwell, County, regional and national averages.

Limiting long-term illness or disability in Bicester West and Bicester East percentages are higher than the Cherwell and County averages.

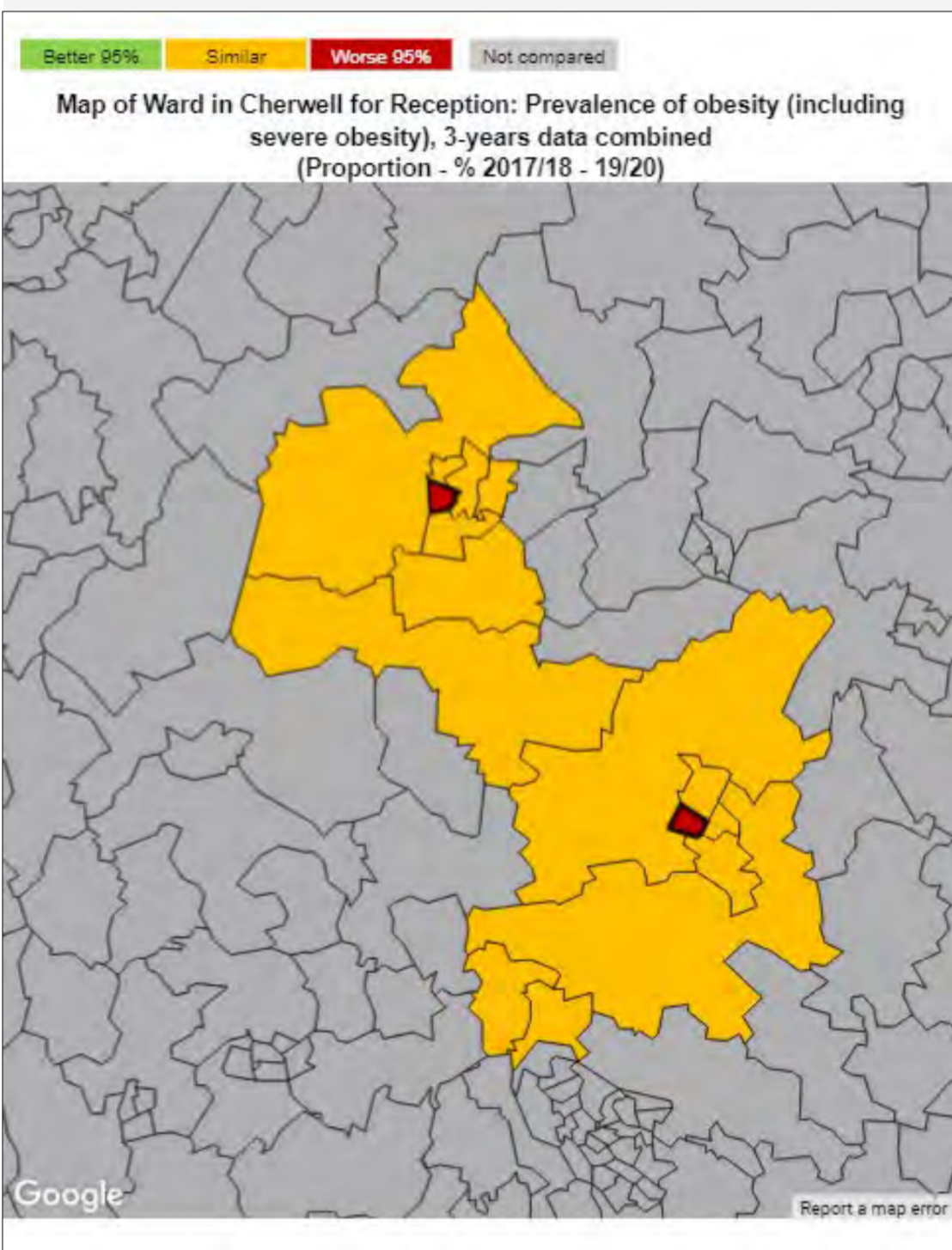
Source: PHE Local Health

Mental health and behavioural risk factors

Indicator	Date	Bicester North and Caversfield	Bicester West	Bicester East	Bicester South and Ambrosden	Local area average (Bicester)	Cherwell	Oxfordshire	South East Region	England
Hospital stays for self-harm (SAR)	2015-16 to 2019-20	67.9	115	93.3	64.8	85.25	85.2	91.3	102	108.8
Smoking prevalence at 15 years (regular)	2014	6.7	4.9	5	6.6	5.8	5.8	5.7	5.7	5.7
Children's Weight Reception: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	6.5	12.2	5.6	10.1	8.6	n/a	8.2	7.4	8.7
Year 6: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	17.9	19.6	17.9	17.6	18.25	n/a	18.7	16	17.9
Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile (Number)	2014	4.0	4.0	4.0	4.0	4.0	4.0	5.0	4.0	n/a

* Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile: quintile one being the 20% with the highest estimated prevalence and quintile 5 being the 20% with the lowest estimated prevalence

Source: PHE Local Health

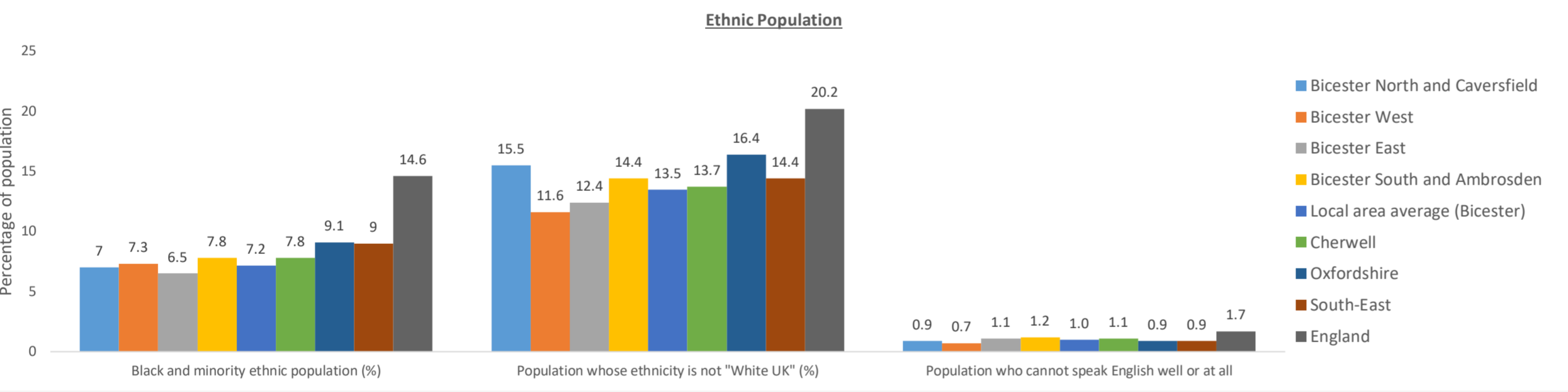


Based on the local area average for Bicester, hospital stays for self-harm (used as a proxy indicator for mental health) are lower than all relevant comparators. However, Bicester West and Bicester East have rates higher than Cherwell and the County.

Regarding behavioural risk factors, smoking prevalence aged 15 years in Bicester North and Caversfield and Bicester South and Ambrosden is higher than all relevant comparators. Childhood obesity (reception and year 6) is also highest within Bicester West and is higher than all relevant comparators. The estimated prevalence of obesity in adults by national quintile is 4 across all wards.

Based on the ward-level obesity data for children, Bicester West has a higher prevalence of obesity including severe obesity at reception when compared to Cherwell. As shown in the figure to the left, Bicester West, is one of two wards in Cherwell that are considered to be worse than the national averages.

Ethnicity and language



The percentage of the black and minority ethnic population in Bicester is highest in Bicester South and Ambrosden and Bicester West among the wards.

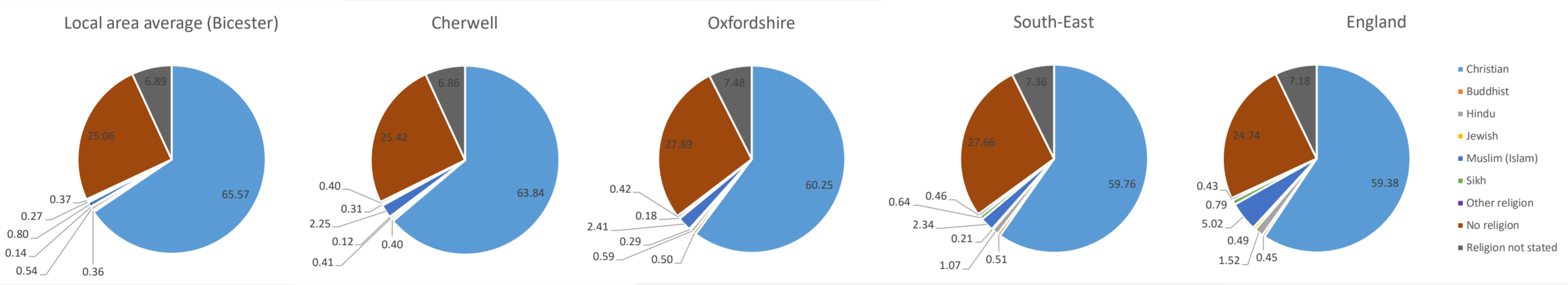
The percentage of the non "White UK" population in Bicester is highest in Bicester North and Caversfield and Bicester South and Ambrosden among the wards.

The percentage of the population who cannot speak English well or at all is highest in Bicester South and Ambrosden among the wards.

Source: PHE Local Health

Religion

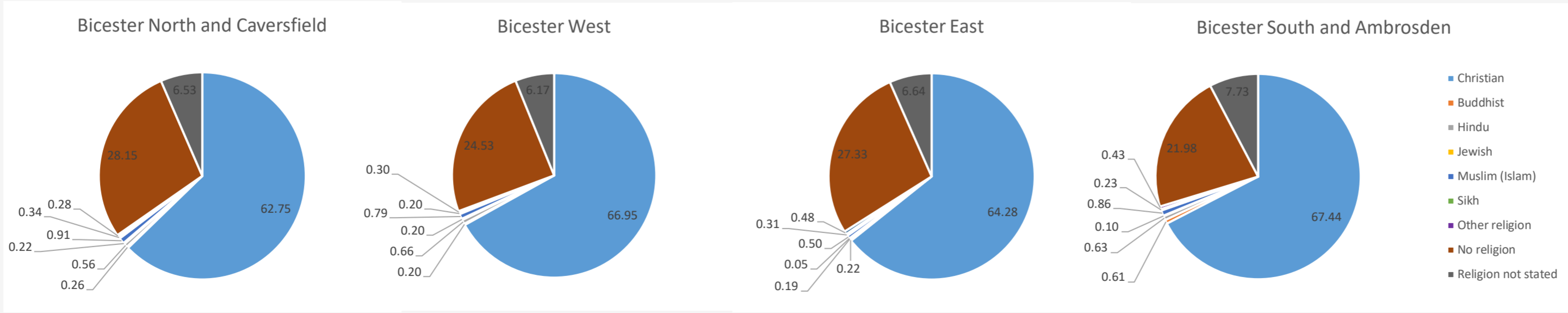
Religious beliefs (percentage of population)



Source: NOMIS

The religious beliefs in Bicester, Cherwell, Oxfordshire, the South East region and England are comparable, with the majority of the population identifying as Christian, followed by those identifying as having no religion. Islam is the third most followed religion for Bicester and the four comparators. Those identifying as Buddhist, Hindu, Jewish, Sikh and other religions are comparably few in Bicester, Cherwell, Oxfordshire, the South East and England.

Religious beliefs (percentage of population)

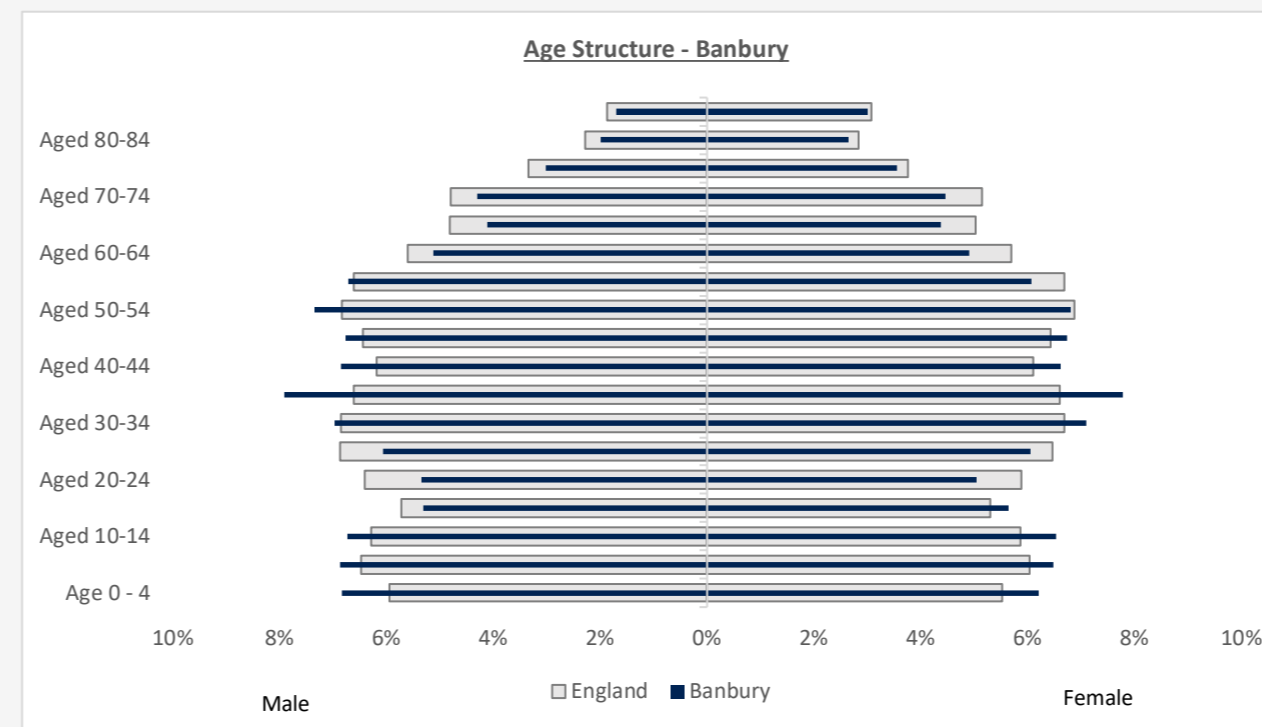
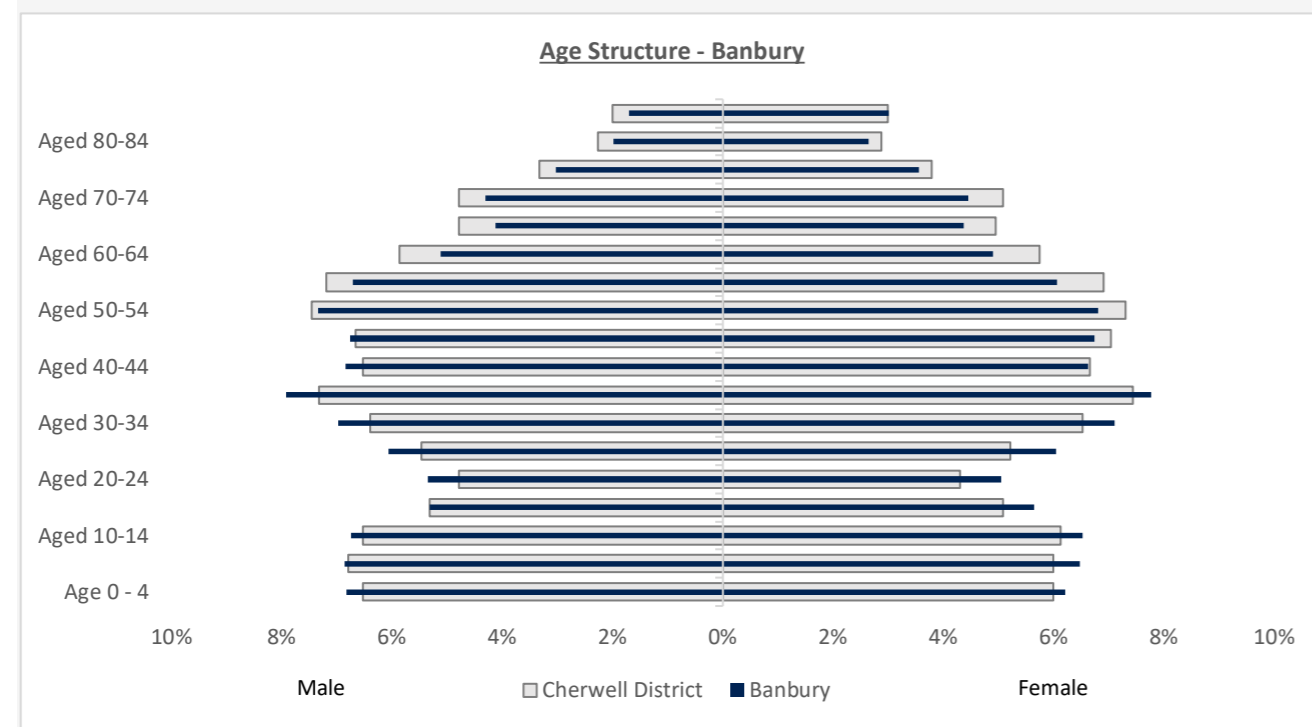


Source: NOMIS

Appendix A: Population and Human Health Baseline

Ward-level Profile - Banbury

Demography, deprivation and socio-economic circumstance



The age structure in Banbury shows a higher proportion of the population aged 0 to 49 years old compared to the Cherwell district for both sexes, with the exception of males aged 15-19. Compared to the national average, the age structure shows a high proportion of the population aged 0 to 14 and 30 to 49 for both sexes, a higher proportion of females aged 15-19, and a higher proportion of males aged 50-59. There is a low proportion of the population (both sexes) aged 50+ years old and 60+ years old in Bicester compared to Cherwell district and the national average, respectively. Compared to the national value, there is a low proportion of the population in Bicester aged 15 to 29 years old.

The lower the Index of Multiple Deprivation (IMD) score, the less deprived an area is. In this instance, the local area average for Bicester has a lower IMD score (and therefore the overall level of deprivation) than the national value but is higher than Cherwell and Oxfordshire. Similarly, for income deprivation, child poverty and older people in deprivation, the local area average for Banbury is lower than the national value but higher than Cherwell, Oxfordshire and the regional values. Fuel poverty is lower than all relative competitors, aside from Cherwell. Unemployment in Banbury is greater than in Cherwell and Oxfordshire, whereas long-term unemployment based on the local area average is lower than all comparators.

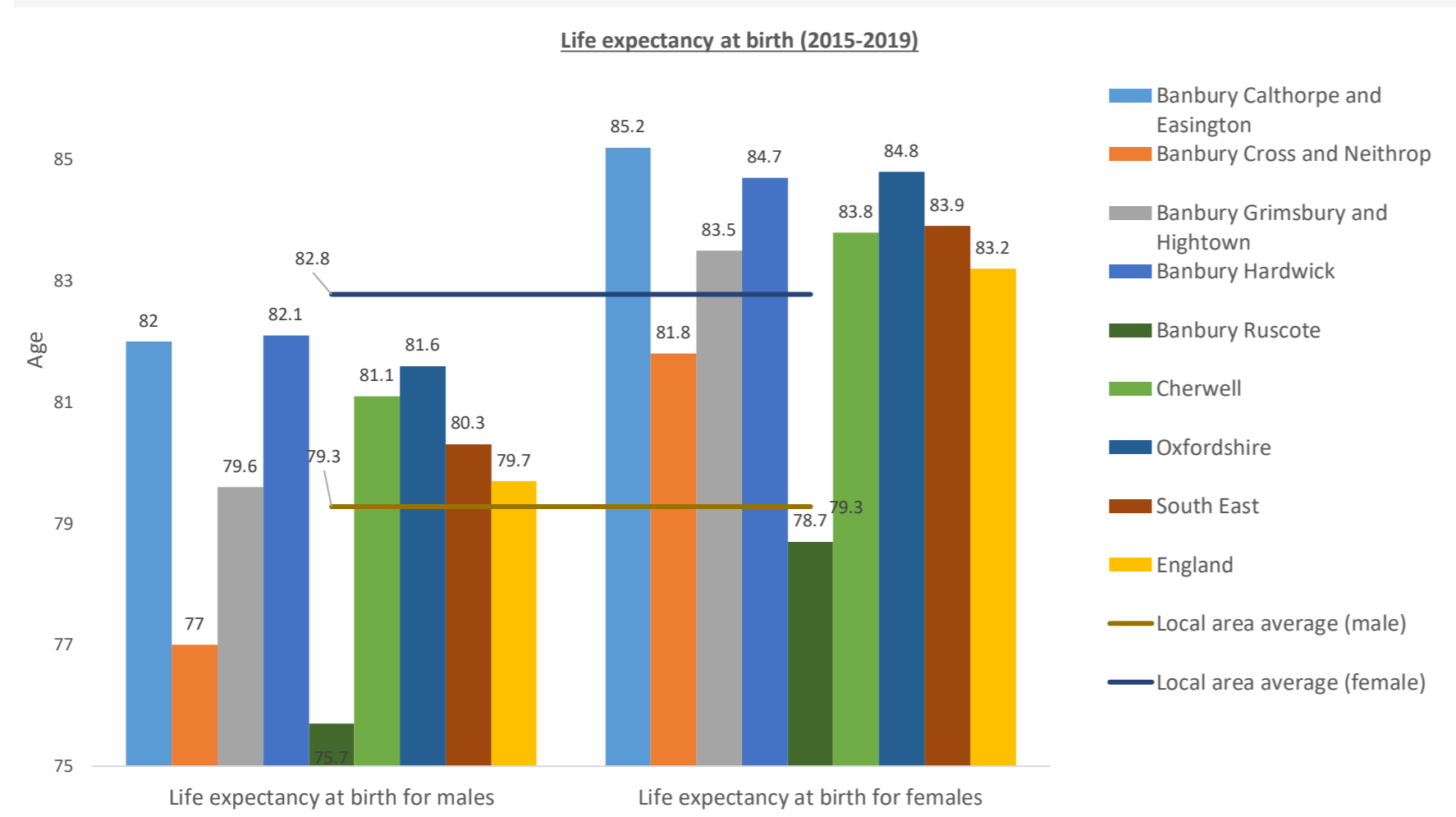
Banbury Ruscote had the highest IMD score of the wards within Banbury, followed by Banbury Cross and Neithrop ward. The lowest IMD score was identified for the Banbury Calthorpe and Easington ward.

Source: NOMIS

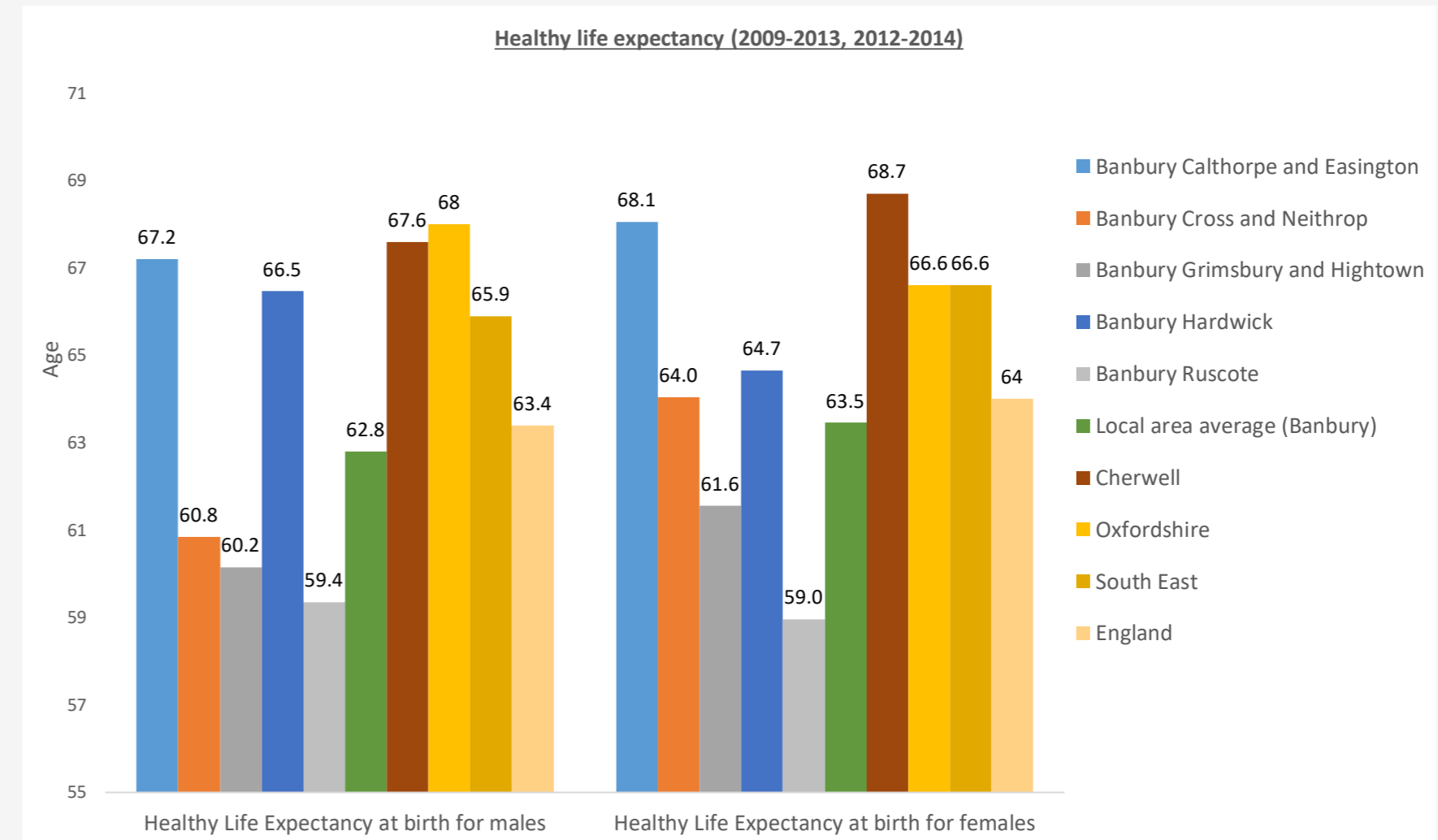
Indicator	Date	Banbury Calthorpe and Easington	Banbury Cross and Neithrop	Banbury Grimsbury and Hightown	Banbury Hardwick	Banbury Ruscote	Local area average (Banbury)	Cherwell	Oxfordshire	South East Region	England
IMD Score 2019	2019	8.0	24.2	20.3	14.3	32.7	19.9	14.4	11.7	n/a	21.7
Income deprivation (%)	2019	5.2	13.0	10.9	8.1	18.8	11.2	7.6	6.9	9.1	12.9
Child poverty (%)	2019	5.8	16.1	14.0	11.8	25.0	14.5	10.5	10.1	12.3	17.1
Fuel poverty (%)	2018	6.7	8.4	6.2	4.9	11.2	7.5	7.4	8.0	7.9	10.3
Older people in deprivation (%)	2019	7.1	14.4	16.9	10.5	20.7	13.9	8.8	8.1	10.2	14.2
Unemployment (%)	2019-20	0.9	2.8	2.0	1.4	3.3	2.1	1.4	1.4	2.1	2.8
Long term unemployment (%)	2019-20	0.0	0.0	0.0	0.0	0.3	0.1	0.2	0.7	2.0	3.2

Source: PHE Local Health

Life expectancy and physical health

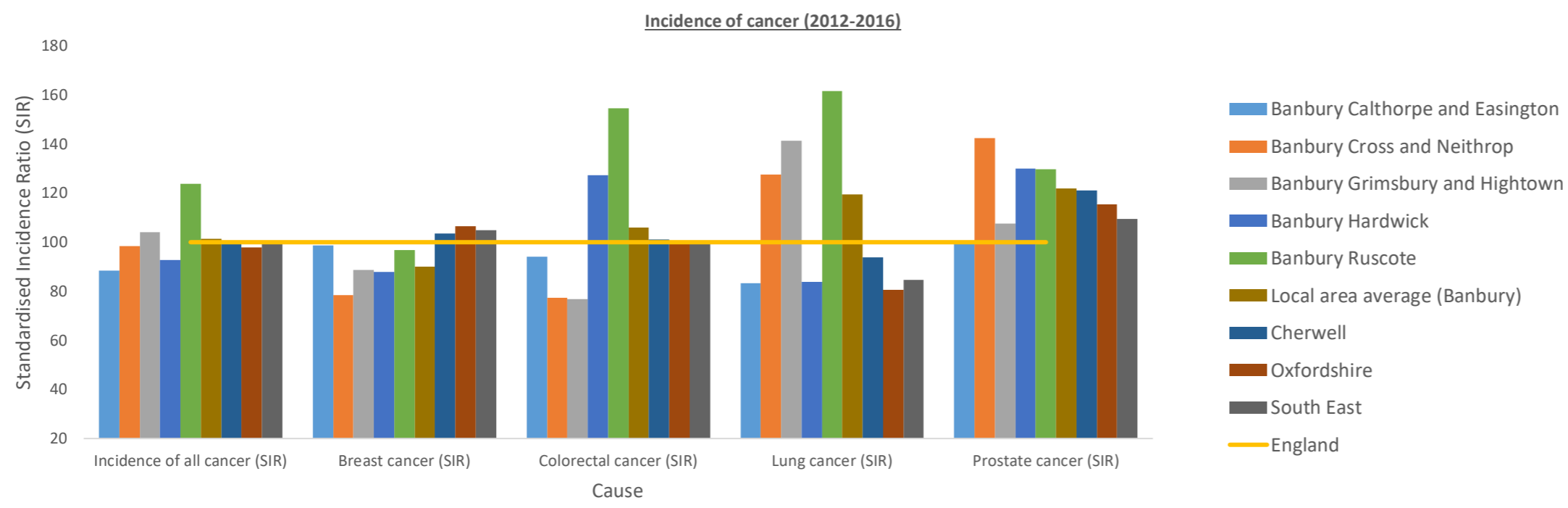


Source: PHE Local Health

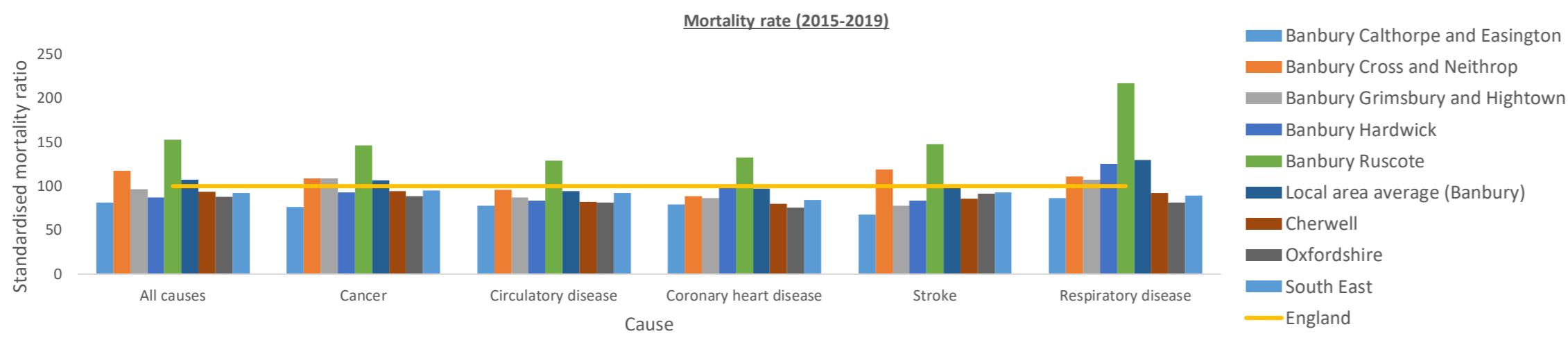


Source: ONS

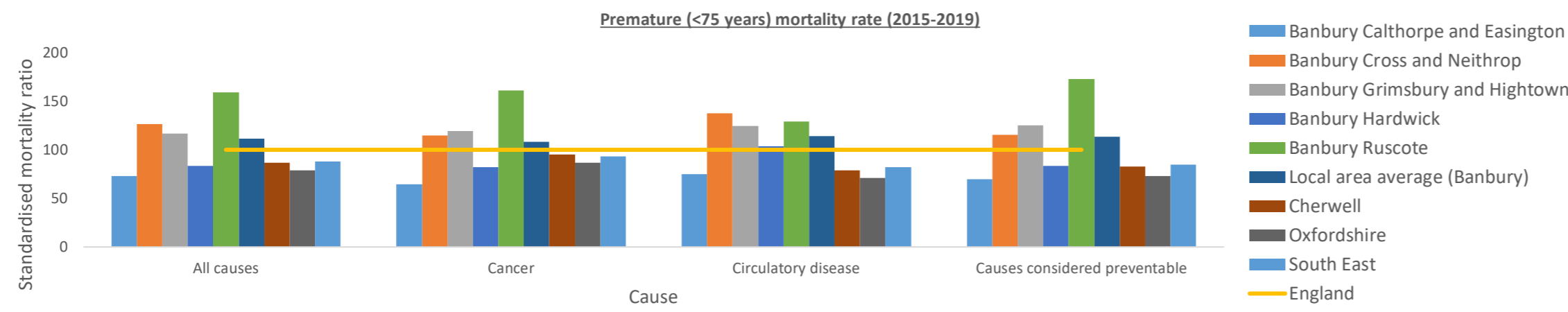
The local area average life expectancy at birth for males and females in Banbury is 79.3 years and 82.8 years, respectively. The local area average life expectancy for males and females in Banbury is lower than all relevant comparators. The life expectancy of females in Banbury wards is higher than males. Healthy life expectancy for males in Banbury ranges from 59.4 to 68 years whereas females have an HLE ranging between 59 and 68.7 years. The local area average HLE for males and females in Bicester is 62.8 years and 63.5 years, respectively. The years living in poor health in Banbury (i.e., the difference between life expectancy and HLE) were as high as 19.4 years for males and 21.9 years for females in Banbury Grimsbury and Hightown ward.



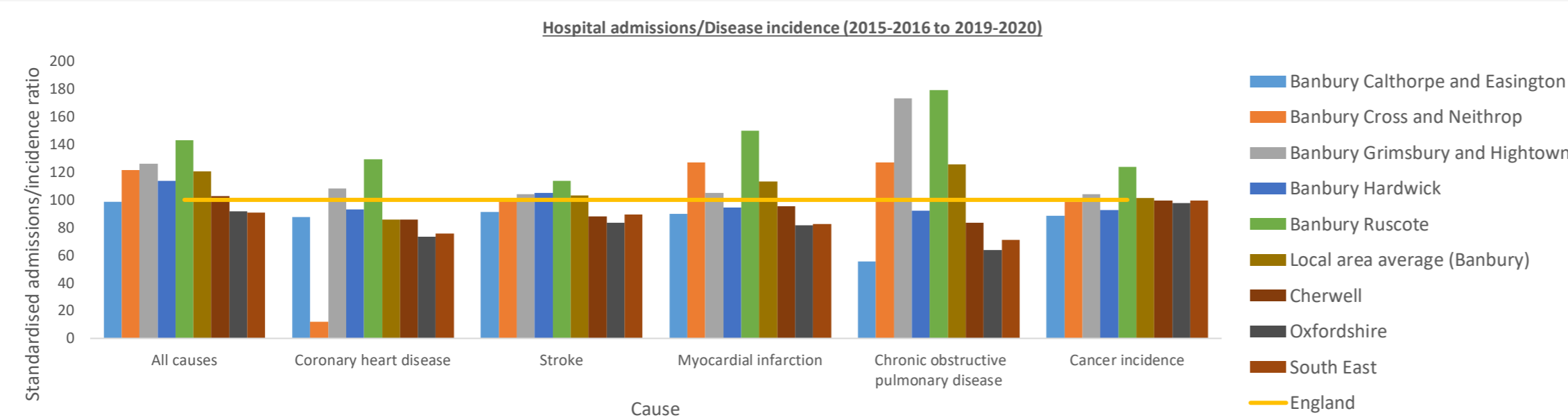
Source: PHE Local Health



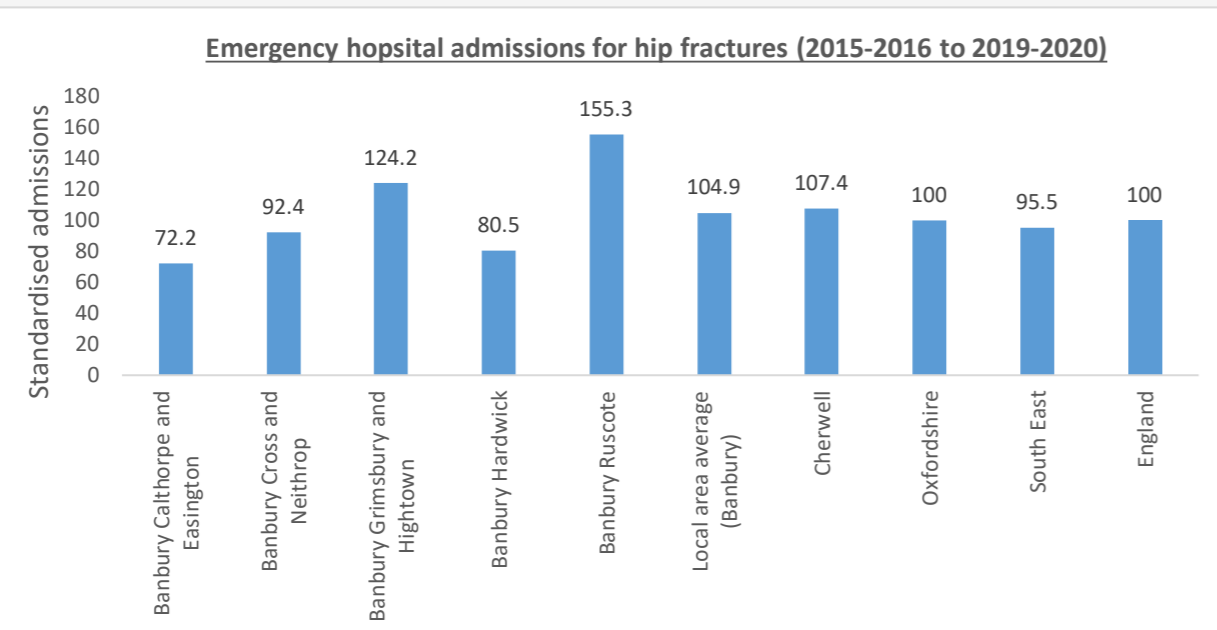
Source: PHE Local Health



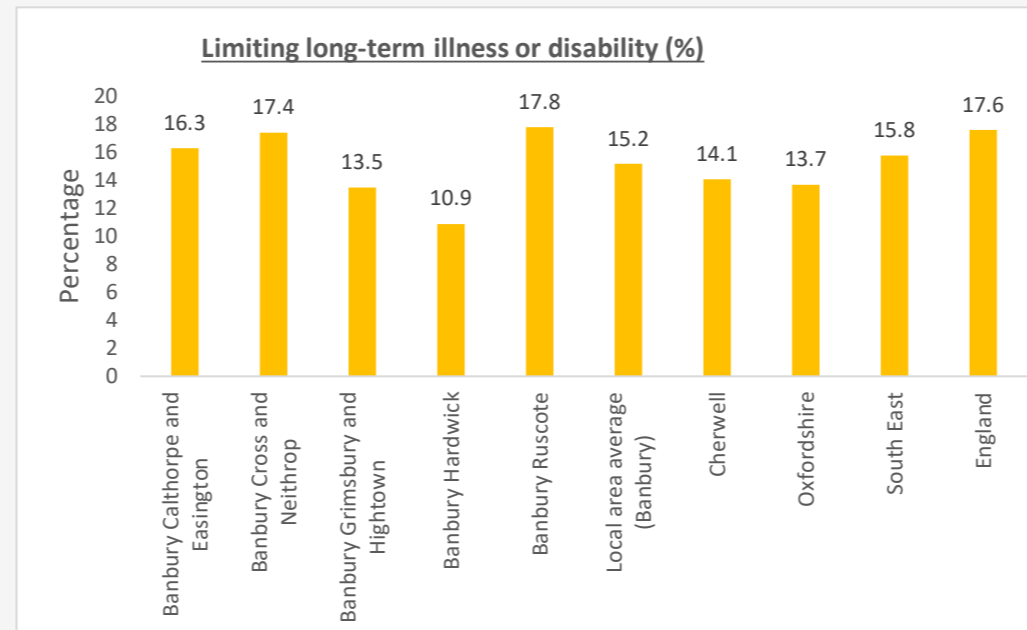
Source: PHE Local Health



Source: PHE Local Health



Source: PHE Local Health



Based on the local area average for Banbury, the incidence of cancer for all cancer is higher than the national value. Specifically, colorectal cancer, lung cancer and prostate cancer are higher than the national averages. Within Banbury, Banbury Cross and Neithrop ward is significantly worse when compared to England for SIR of prostate cancer. Banbury Ruscote is identified to have the highest SIR of colorectal cancer and lung cancer when compared to all relevant comparators.

The mortality rate for the local area average for Banbury for all causes is higher than for all relevant comparators. Based on the specific causes, deaths from all cancer (all ages and for under 75 years), circulatory disease, and respiratory disease are significantly worse in Banbury Ruscote. Of the ward making up Banbury, Banbury Calthorpe and Easington had the lowest mortality rates.

Hospital admissions for all causes, coronary heart disease, stroke, myocardial infarction, COPD and cancer are highest in Banbury Ruscote, where the admissions are higher than the national averages.

Emergency hospital admissions for hip fractures in Banbury Grimsbury and Hightown and Banbury Ruscote are higher than the Cherwell, the County, the regional and national admissions rates. Emergency hospital admissions for hip fractures in Banbury Calthorpe and Easington are much lower than all comparators.

Limiting long-term illness or disability percentages in Banbury based on the local average area is higher than the Cherwell and County values but lower than the regional and national values.

Mental health and behavioural risk factors

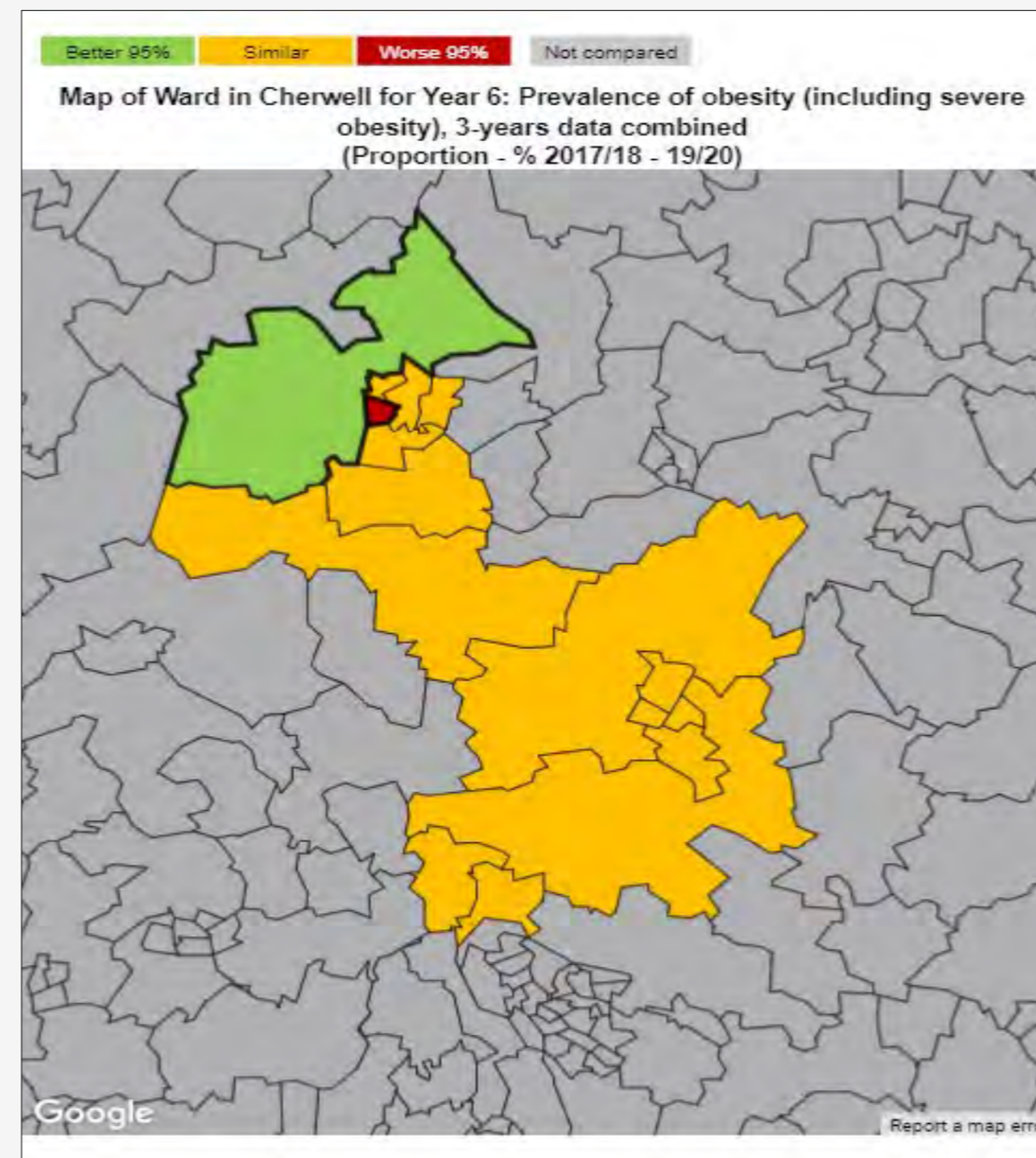
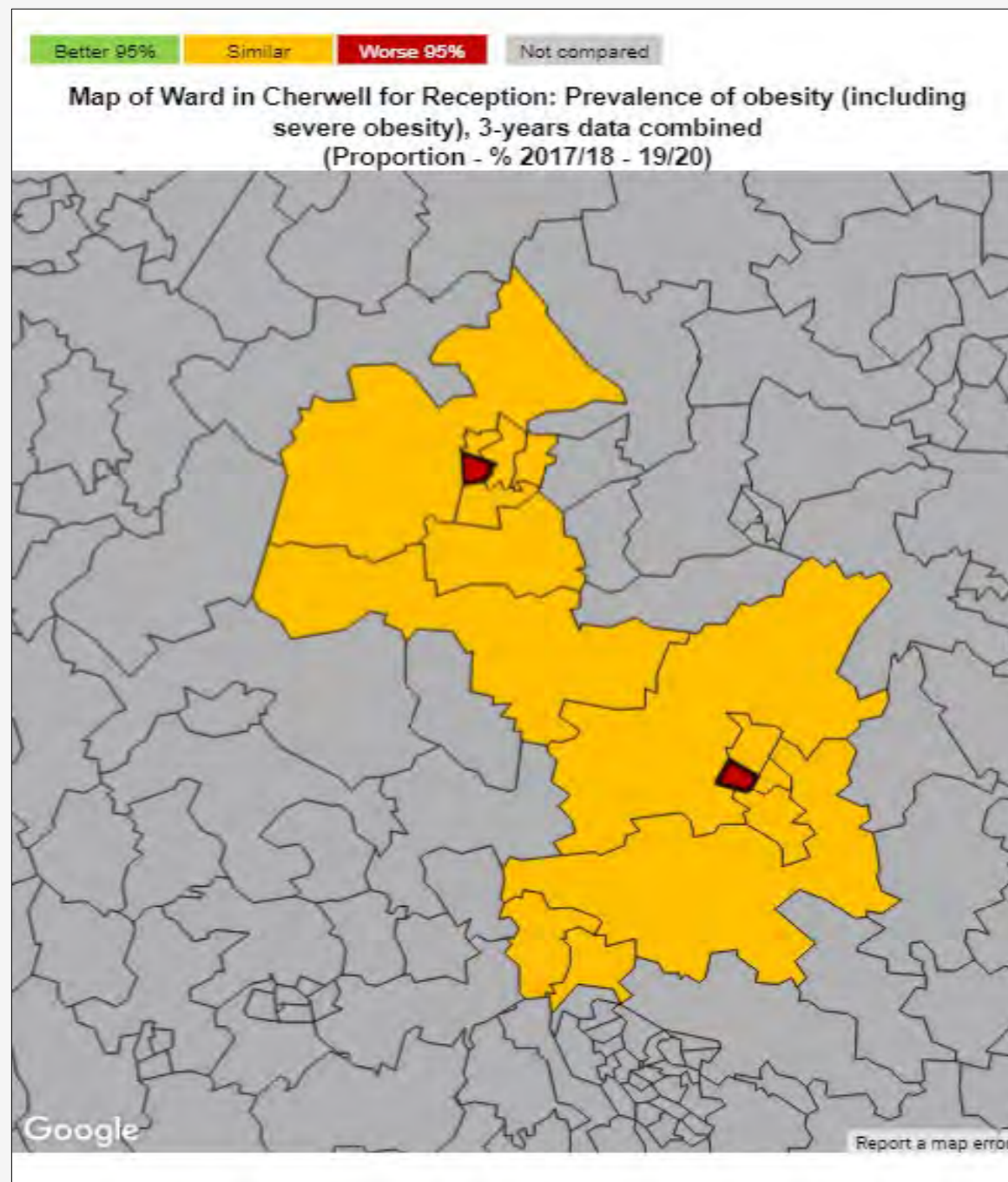
Indicator	Date	Banbury Calthorpe and Easington	Banbury Cross and Neithrop	Banbury Grimsbury and Hightown	Banbury Hardwick	Banbury Ruscote	Local area average (Banbury)	Cherwell	Oxfordshire	South East Region	England
Hospital stays for self-harm (SAR)	2015-16 to 2019-20	61.6	129.5	120.9	77.6	118.9	101.7	106	91.3	102	108.8
Smoking prevalence at 15 years (regular)	2014	6.8	3.9	4.6	6.2	2.9	4.88	4.7	5.7	5.7	5.7
Children's Weight Reception: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	7.1	7.5	8.3	7	11.6	8.3	n/a	8.2	7.4	8.7
Year 6: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	20	21	19.3	16.7	23.1	20.02	n/a	18.7	16	17.9
Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile (Number)	2014	4.0	4.0	5.0	4.0	5.0	4.4	4.0	5.0	4.0	n/a

* Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile: quintile one being the 20% with the highest estimated prevalence and quintile 5 being the 20% with the lowest estimated prevalence

Based on the local area average for Banbury, hospital stays for self-harm (used as a proxy indicator for mental health) are lower than Cherwell, regional, and national rates. Hospital stays for self-harm are higher than all comparators in Banbury Cross and Neithrop, Banbury Grimsbury and Hightown, and Banbury Ruscote wards.

Regarding behavioural risk factors, smoking prevalence aged 15 years in Banbury Cross and Neithrop and Banbury Hardwick is higher than in all relevant comparators. Childhood obesity (reception and year 6) is highest within Banbury Ruscote and is higher than all relevant comparators. The estimated prevalence of obesity in adults by the national quintile is 4.4 based on the local area average.

Source: PHE Local Health

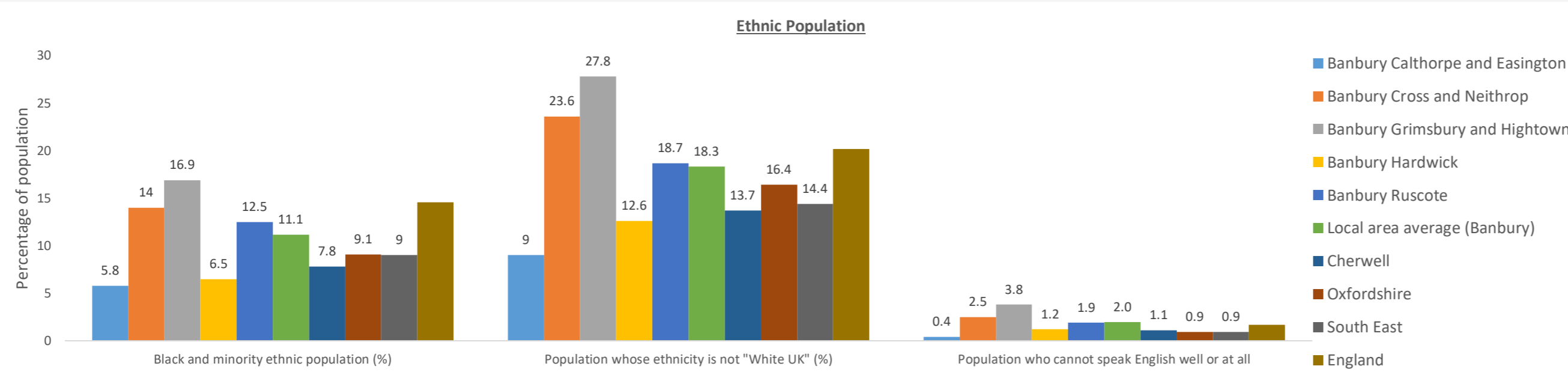


Source: NHS Digital

Source: NHS Digital

Based on the ward-level obesity data for children, Banbury Ruscote has a higher prevalence of obesity including severe obesity at reception when compared to Cherwell. Banbury Ruscote has a higher prevalence of obesity including severe obesity at Year 6 when compared to Cherwell.

Ethnicity and language



The percentage of the black and minority ethnic population in Banbury is highest in Banbury Grimsbury and Hightown and lowest in Banbury Calthorpe and Easington among the wards.

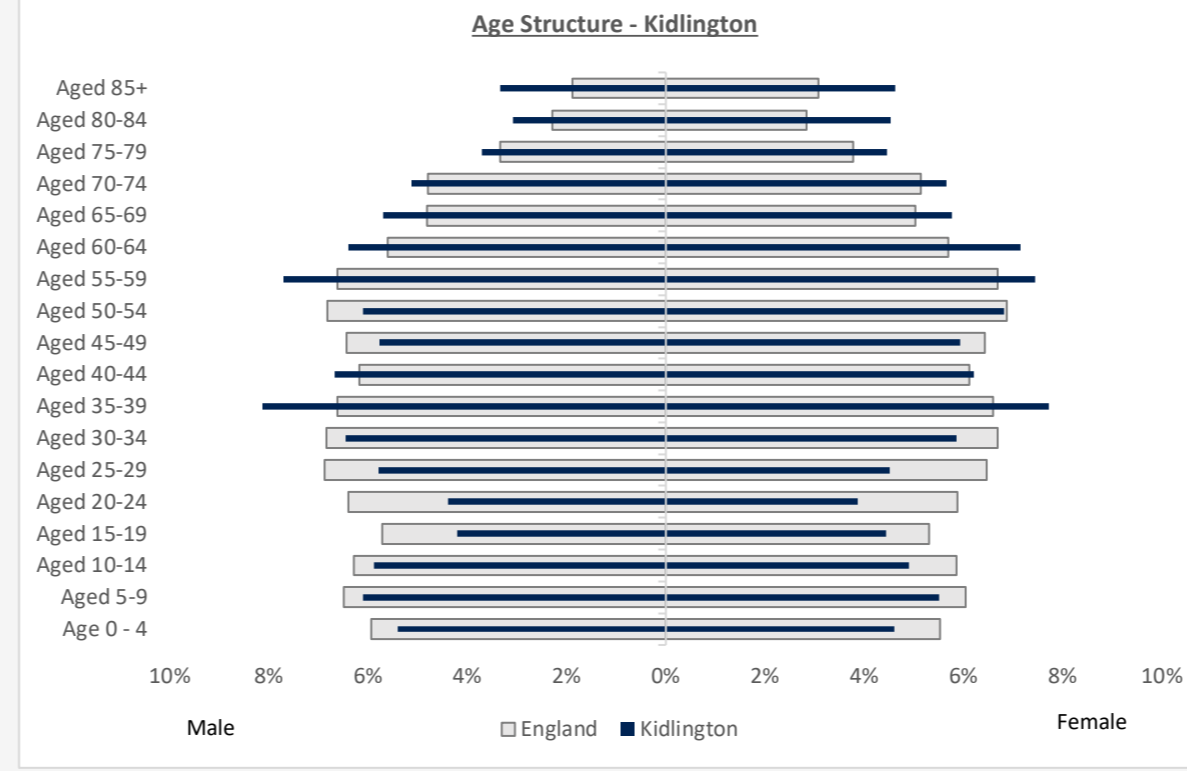
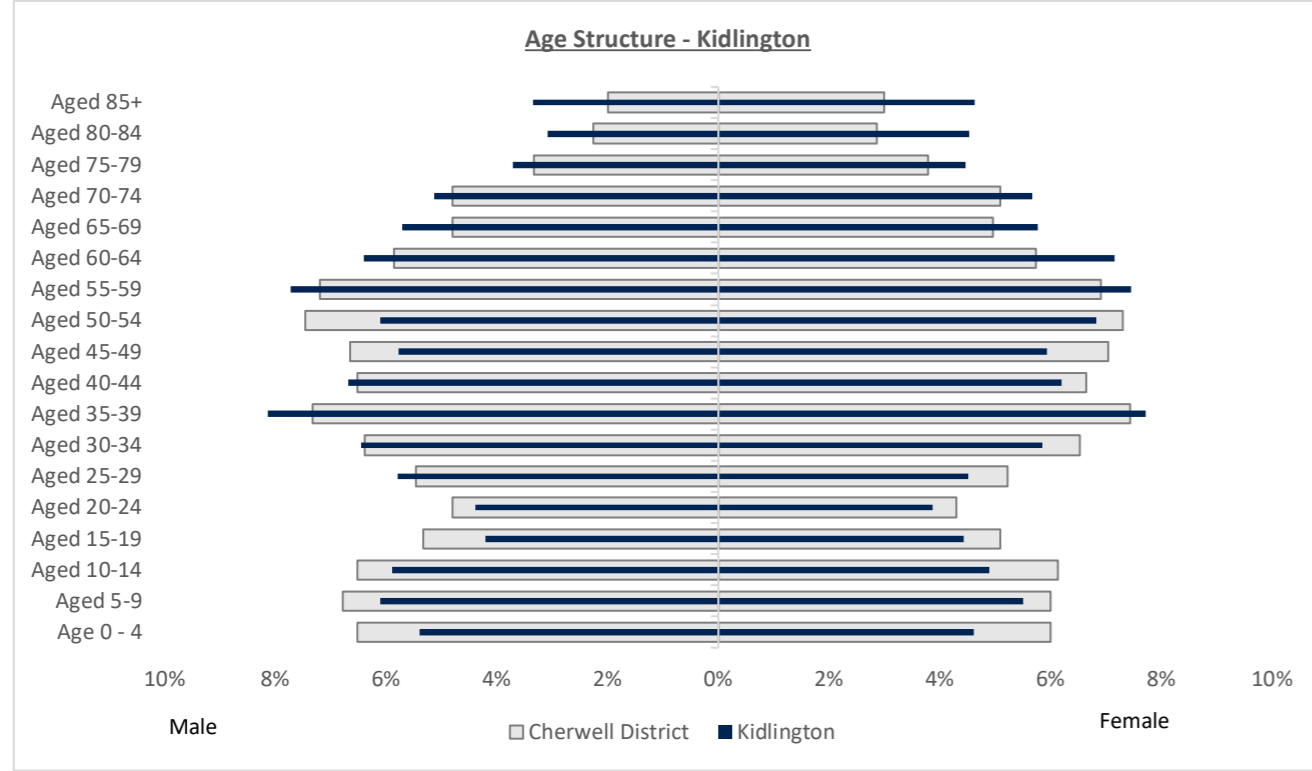
The percentage of the non "White UK" population in Banbury is highest in Banbury Grimsbury and Hightown and lowest in Banbury Calthorpe and Easington among the wards.

The percentage of the population who cannot speak English well or at all is highest in Banbury Grimsbury and Hightown and lowest in Banbury Calthorpe and Easington among the wards.

Appendix A: Population and Human Health Baseline

Ward-level Profile - Kidlington

Demography, deprivation and socio-economic circumstance



The age structure in Kidlington shows a high proportion of the population aged 33-39 and 55-85+ years old, for both sexes compared to Cherwell district. There is a higher proportion of males aged 25-29 when compared to Cherwell District. Compared to the national average, the age structure shows a high proportion of the population aged 35-44 and 55 to 85+ for both sexes. There is a low proportion of the population aged 15-24 and 45 to 54 years old in Kidlington when compared to Cherwell district and the national average.

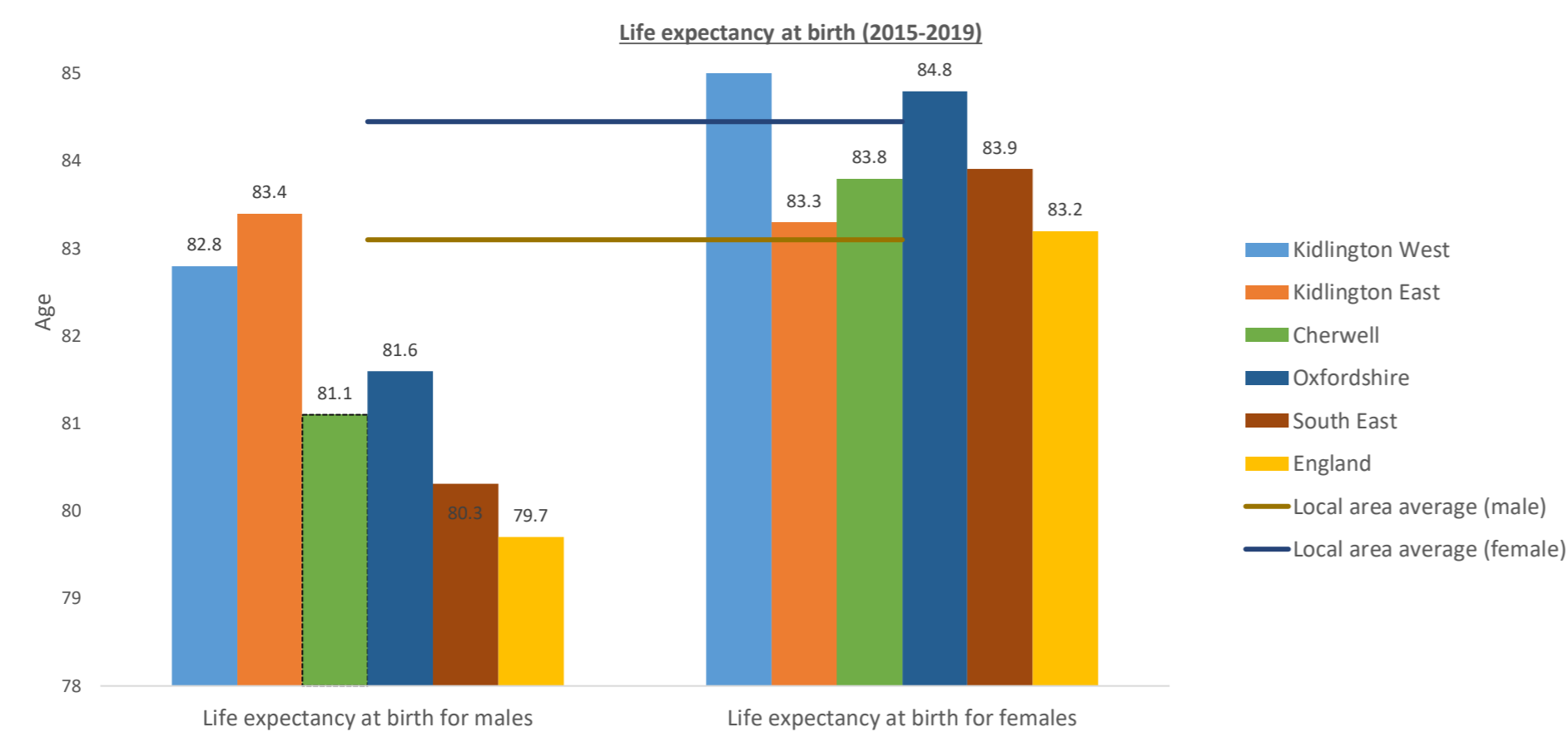
The lower the Index of Multiple Deprivation (IMD) score, the less deprived an area is. In this instance, the local area average for Kidlington has a lower IMD score (and therefore the overall level of deprivation) than all relevant comparators. The same is true for income deprivation, child poverty, fuel poverty, older people in deprivation and unemployment. Long-term unemployment based on the local area average is slightly higher than Cherwell but is lower than the County, region and national values.

Source: NOMIS

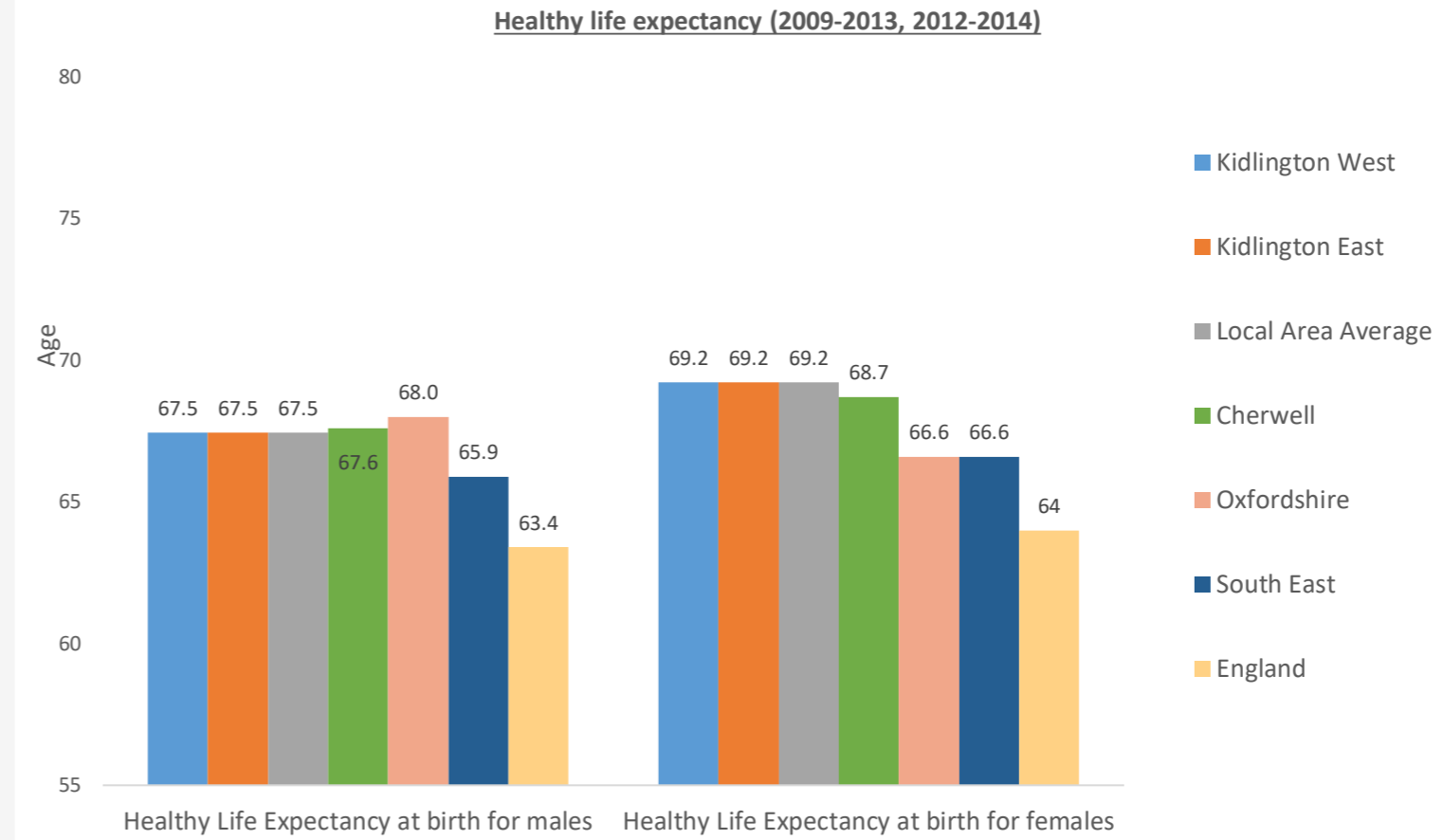
Indicator	Date	Kidlington West	Kidlington East	Local area average (Kidlington)	Cherwell	Oxfordshire	South East Region	England
IMD Score 2019	2019	10.0	10.9	10.5	14.4	11.7	n/a	21.7
Income deprivation (%)	2019	5.9	6.8	6.35	7.6	6.9	9.1	12.9
Child poverty (%)	2019	9.2	9.9	9.55	10.5	10.1	12.3	17.1
Fuel poverty (%)	2018	5.7	7.0	6.4	7.4	8.0	7.9	10.3
Older people in deprivation (%)	2019	5.7	6.9	6.30	8.8	8.1	10.2	14.2
Unemployment (%)	2019-20	1.0	1.3	1.15	1.4	1.4	n/a	2.8
Long term unemployment (%)	2019-20	0.6	0.0	0.30	0.2	0.7	n/a	3.2

Source: PHE Local Health

Life expectancy and physical health

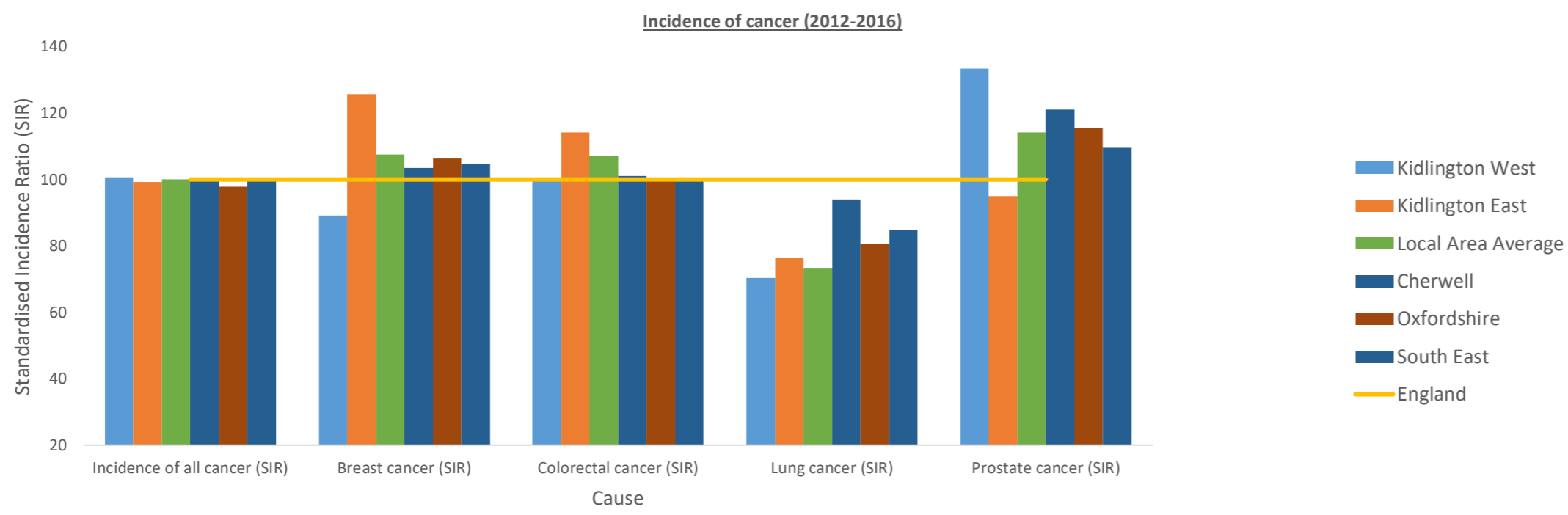


Source: PHE Local Health

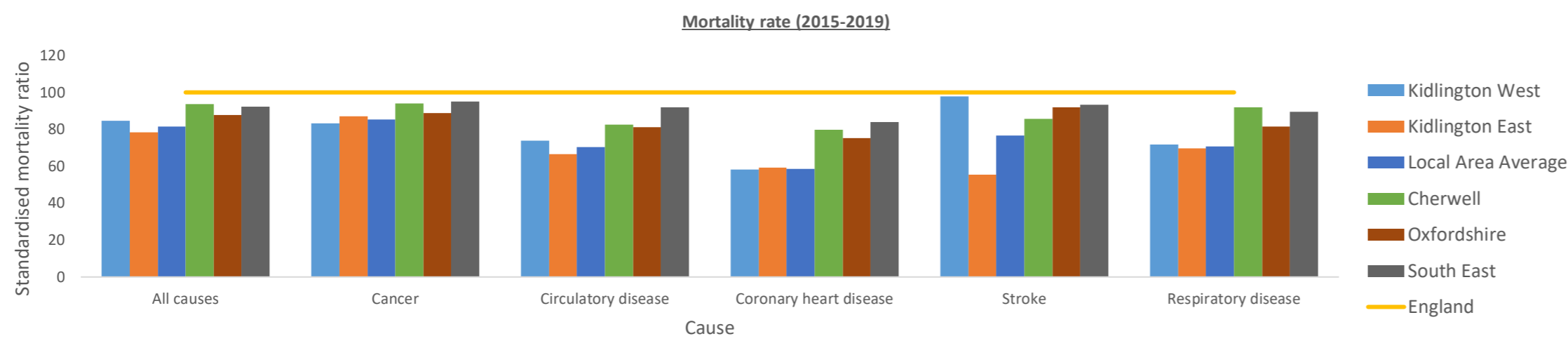


Source: ONS

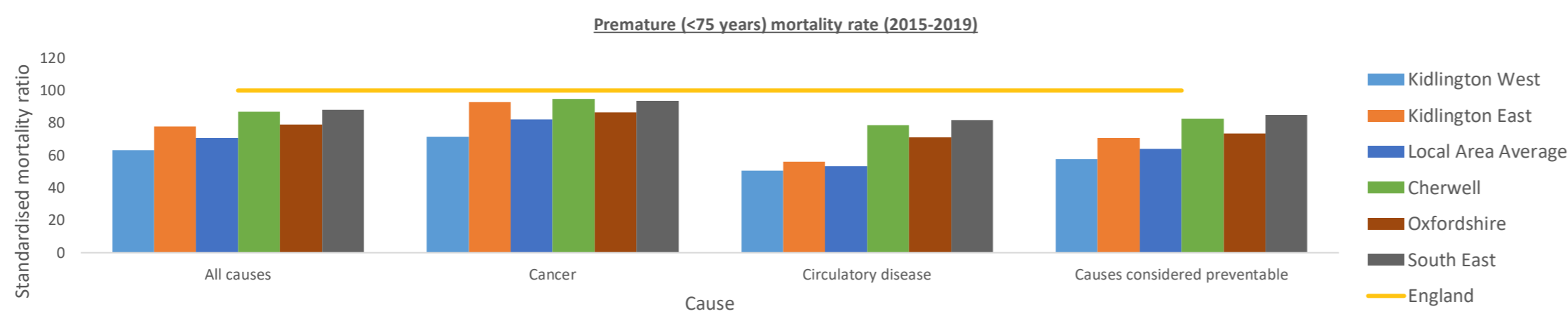
The local area average life expectancy at birth for males and females in Kidlington is 83.1 years and 84.5 years, respectively. The local area average life expectancy for males in Kidlington is higher than all relevant comparators. The life expectancy of females in Kidlington wards is higher than males and higher than the Cherwell, regional and national life expectancy. The local area average for healthy life expectancy for males in Kidlington is 67.5 years whereas females have an HLE of 69.2. The years living in poor health in Kidlington (i.e., the difference between life expectancy and HLE) were as high as 16.4 years for females in Kidlington West and 15.9 years for males in Kidlington East.



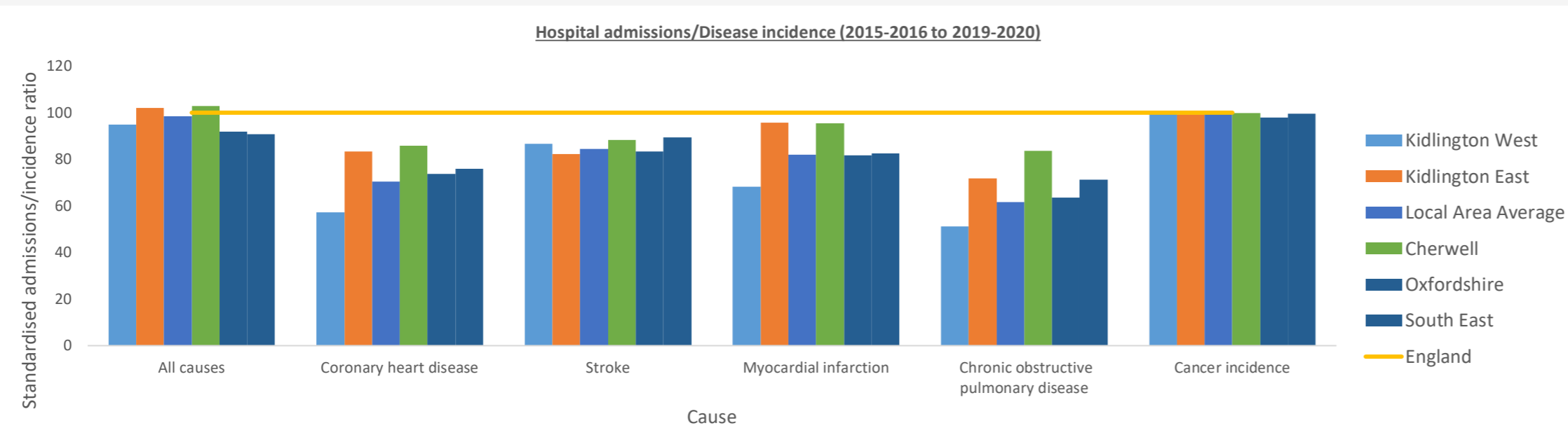
Source: PHE Local Health



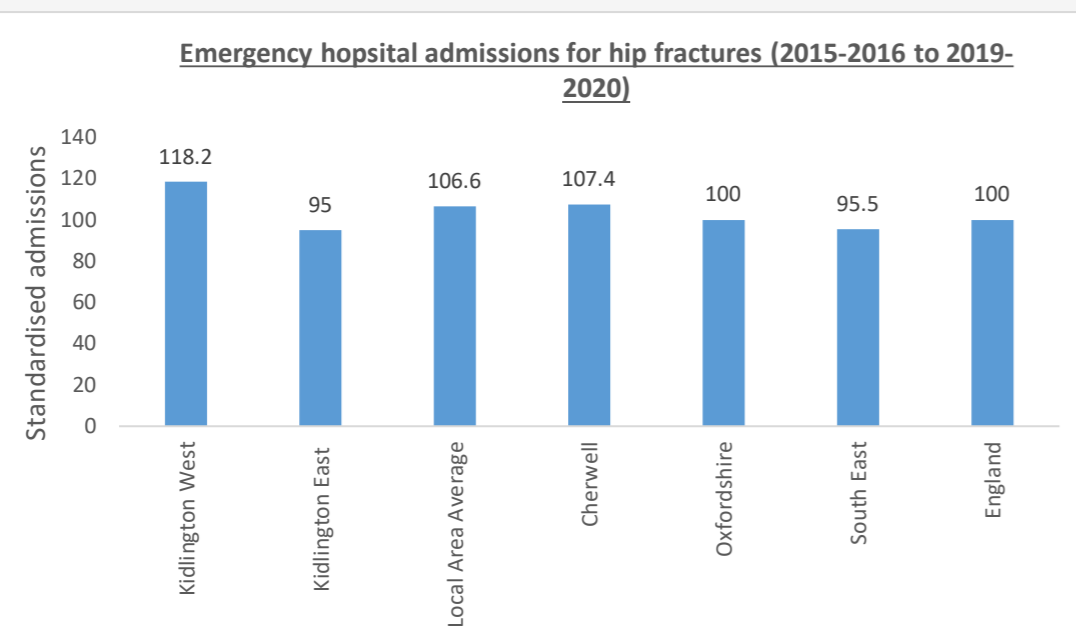
Source: PHE Local Health



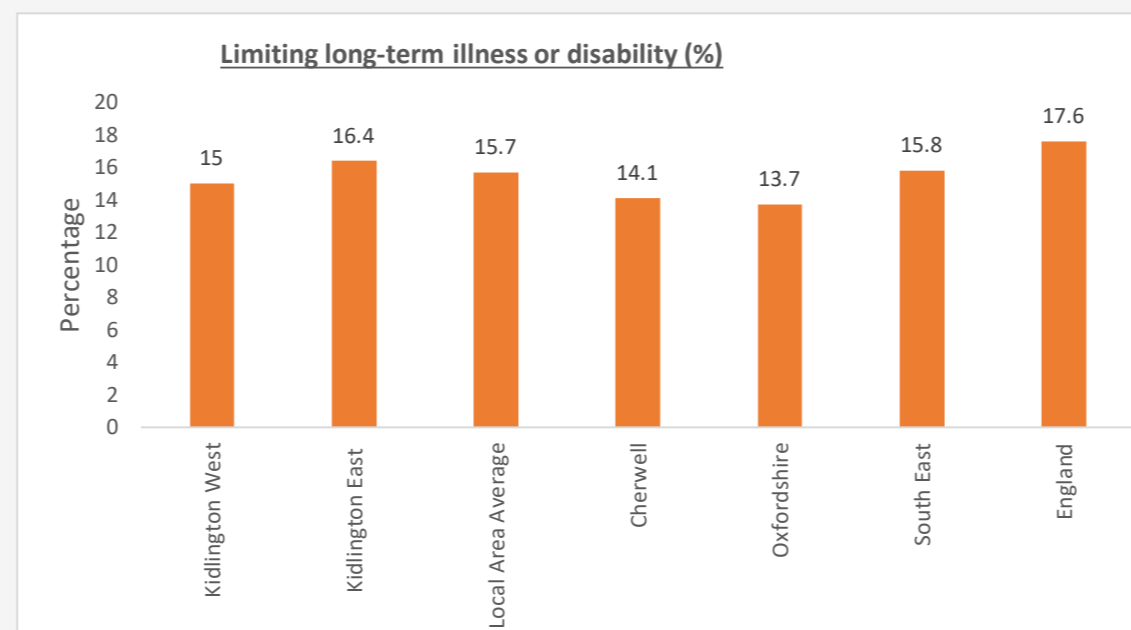
Source: PHE Local Health



Source: PHE Local Health



Source: PHE Local Health



Based on the local area average for Kidlington, the incidence of cancer for all cancer is comparable to the comparators. The incidence of breast cancer and colorectal cancer is higher than all comparators, whereas the incidence of lung cancer is lower than all comparators. The incidence of prostate cancer is lower than Cherwell but higher than all other comparators. Within Kidlington, Kidlington West has the highest SIR of prostate cancer and is significantly worse than the national instance rate.

The mortality rate for the local area average for Kidlington for all causes is lower than all relevant comparators. Based on the specific causes, mortality related to cancer, circulatory disease, coronary heart disease, stroke and respiratory disease at all ages is lower than all relative comparators.

The premature mortality rate for all causes, cancer, circulatory disease and for causes considered preventable based on the local average area is lower than all comparators.

Hospital admissions for all causes, coronary heart disease, stroke, myocardial infarction, COPD and cancer, based on the local area average are comparable to or better than the comparators.

Emergency hospital admissions for hip fractures in Kidlington West are higher than all comparators whereas admissions in Kidlington East are lower than all comparators.

Limiting long-term illness or disability percentages are lower than national values in both wards but are higher than the Cherwell values.

Mental health and behavioural risk factors

Indicator	Date	Kidlington West	Kidlington East	Kidlington (Calculated)	Cherwell	Oxfordshire	South East Region	England
Hospital stays for self-harm (SAR)	2015-16 to 2019-20	88.9	114.5	101.7	91.3	102	108.8	100
Smoking prevalence at 15 years (regular)	2014	6.4	5.9	6.15	5.7	5.7	5.7	5.4
Children's Weight Reception: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	6.4	7.3	6.85	8.2	7.4	2.1	9.7
Year 6: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	23.8	17.9	20.85	18.7	16	2.0	20.4
Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile (Number)	2014	4.0	4.0	4.00	4.0	5.0	4.0	n/a

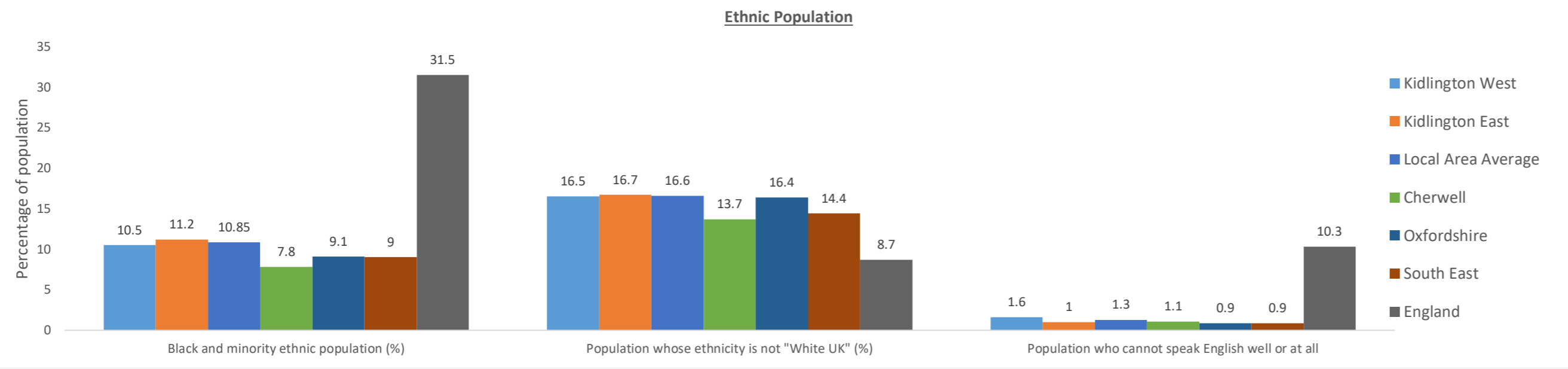
* Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile: quintile one being the 20% with the highest estimated prevalence and quintile 5 being the 20% with the lowest estimated prevalence

Source: PHE Local Health

Based on the local area average for Kidlington, hospital stays for self-harm (used as a proxy indicator for mental health) are higher than Cherwell and lower than the county, regional, and national rates. Hospital stays for self-harm are higher than all comparators in Kidlington East and lower than all comparators in Kidlington West.

Regarding behavioural risk factors, smoking prevalence aged 15 years in both wards is higher than in all relevant comparators. Childhood obesity (reception) is highest within Kidlington East and is lower than Cherwell district, the county and national percentages. Childhood obesity (year 6) is higher in Kidlington West and is higher than in all relevant comparators. The estimated prevalence of obesity in adults by the national quintile is 4 based on the local area average.

Ethnicity and language



The percentage of the black and minority ethnic population in Kidlington is higher in Kidlington East.

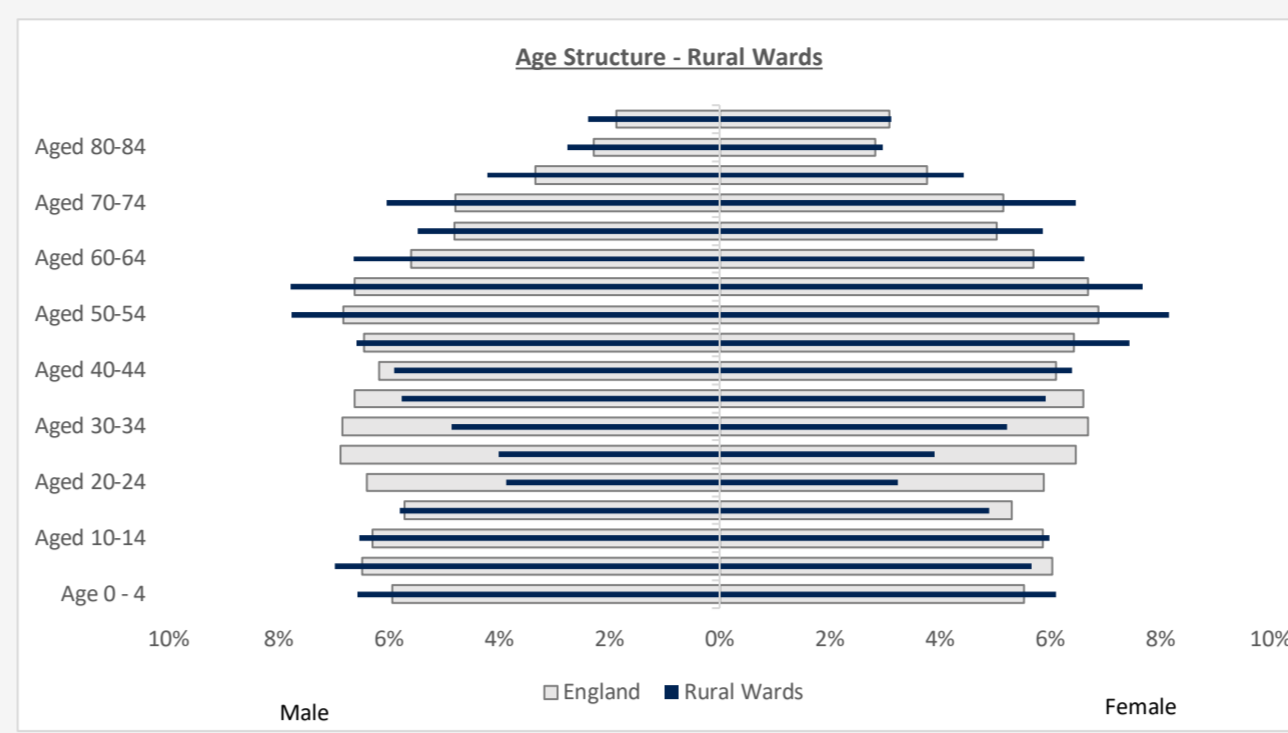
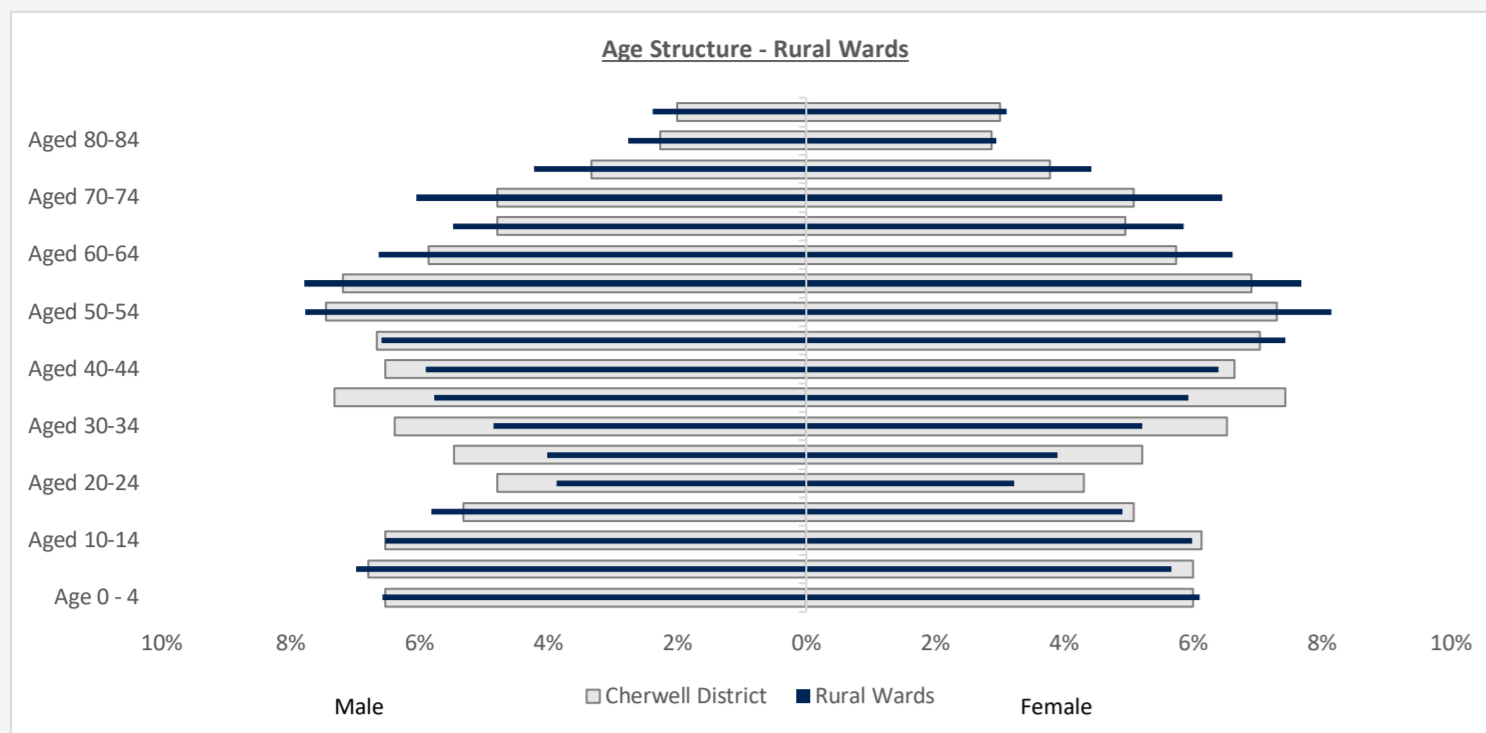
The percentage of the non "White UK" population in Banbury is higher in Kidlington East.

The percentage of the population who cannot speak English well or at all is higher in Kidlington West.

Appendix A: Population and Human Health Baseline

Ward-level Profile - Rural Wards

Demography, deprivation and socio-economic circumstance



The age structure in the rural wards shows a high proportion of the population for both sexes aged 0-4 and 50-85+ to 54 years old compared to Cherwell district. There is a higher proportion of males aged 5-9 and 15-19 when compared to Cherwell district. Compared to the national average, the age structure shows a high proportion of the population (both sexes) aged 0-4, 10-14, and 45-84. There is a higher proportion of males aged 5-9, 15-19, and 85+ when compared to the national average. There is a low proportion of the population (both sexes) aged 20-39 in the rural wards compared to Cherwell district and the national average.

The lower the Index of Multiple Deprivation (IMD) score, the less deprived an area is. In this instance, the local area average for the rural wards has a lower IMD score (and therefore the overall level of deprivation) than Cherwell district and national comparators and is higher than the county score. The percentage of income deprivation, child poverty, older people in deprivation, and unemployment is lower than all comparators. The local area average for fuel poverty is higher than Cherwell district, Oxfordshire and the regional values but lower than the national.

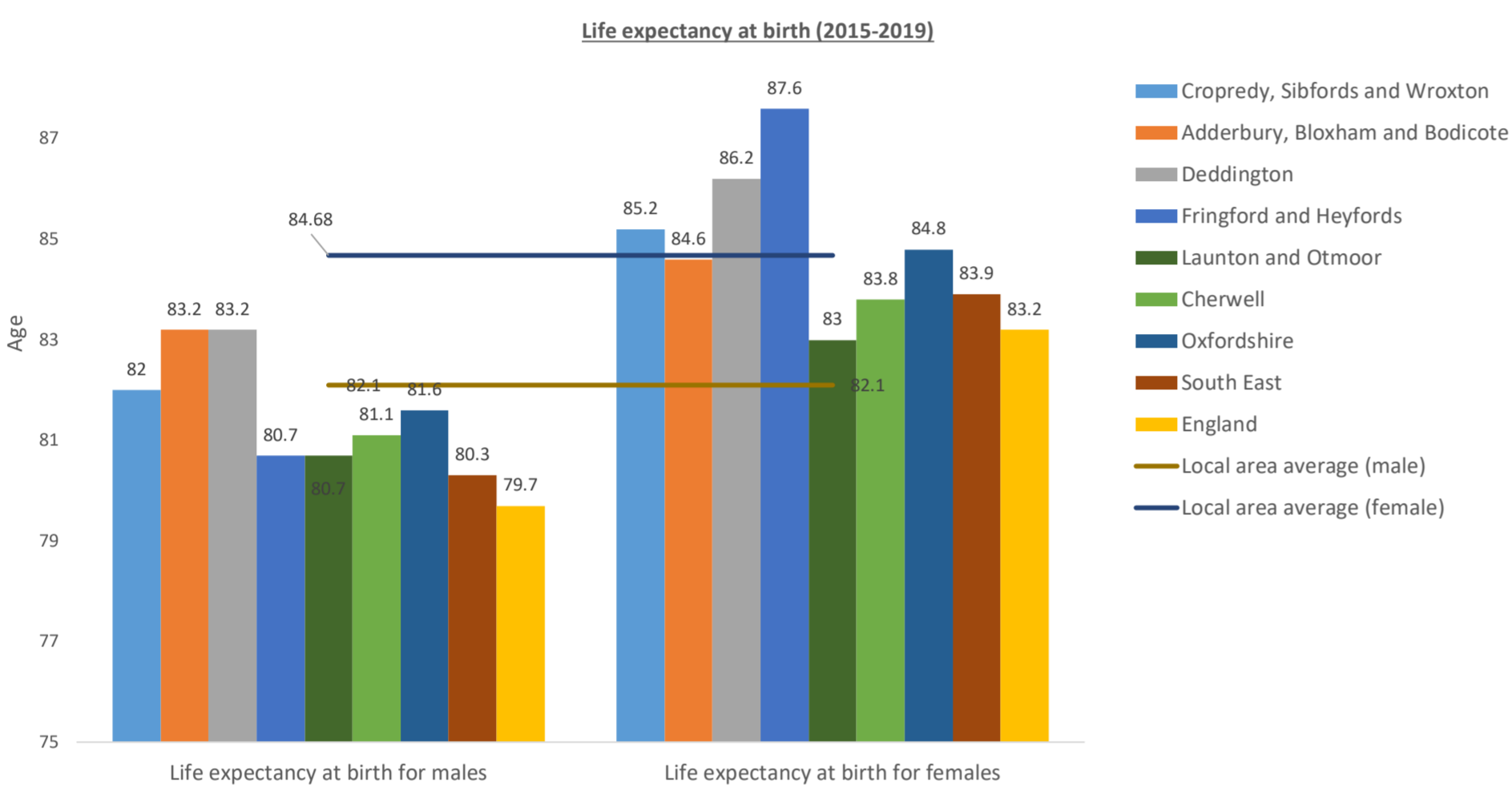
Launton and Otmoor, followed by Fringford and Heyfords, had the highest IMD score of the wards within the rural wards. The lowest IMD score was identified for the Adderbury, Bloxham and Bodicote ward.

Source: NOMIS

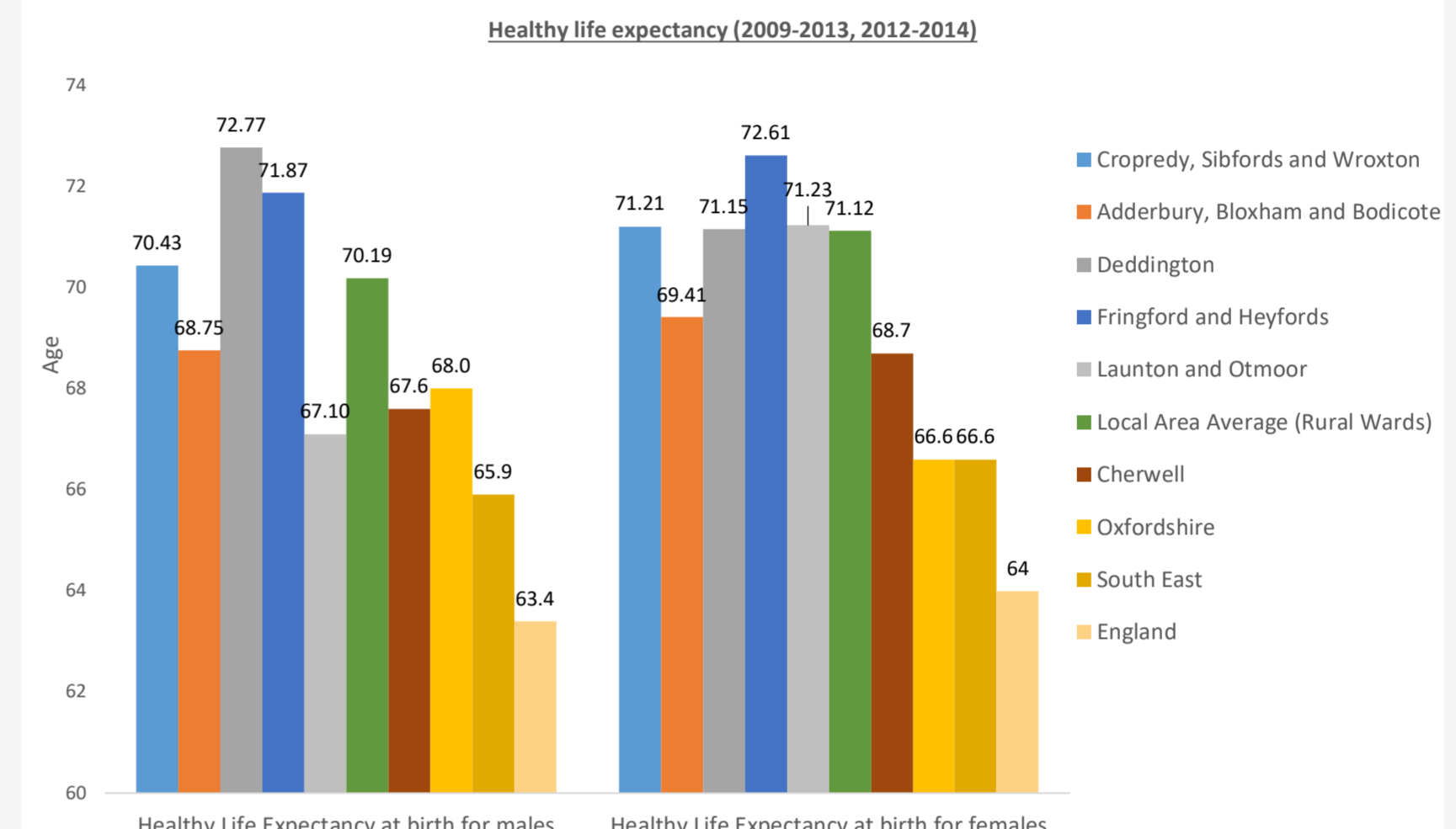
Indicator	Date	Cropredy, Sibfords and Wroxton	Adderbury, Bloxham and Bodicote	Deddington	Fringford and Heyfords	Launton and Otmoor	Local Area Average (Rural Wards)	Cherwell	Oxfordshire	South East Region	England
IMD Score 2019	2019	14.0	7.9	9.3	15.3	15.4	12.4	14.4	11.7	n/a	21.7
Income deprivation (%)	2019	4.2	6.2	4.6	5.0	5.2	5.0	7.6	6.9	9.1	12.9
Child poverty (%)	2019	5.0	10.0	5.2	6.2	6.7	6.6	10.5	10.1	12.3	17.1
Fuel poverty (%)	2018	10.7	8.0	10.3	9.0	9.3	9.5	7.4	8.0	7.9	10.3
Older people in deprivation (%)	2019	5.3	5.7	5.9	6.8	6.6	6.1	8.8	8.1	10.2	14.2
Unemployment (%)	2019-20	1.0	0.9	0.7	0.8	1.2	0.9	1.4	1.4	2.1	2.8
Long term unemployment (%)	2019-20	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.7	2.0	3.2

Source: PHE Local Health

Life expectancy and physical health

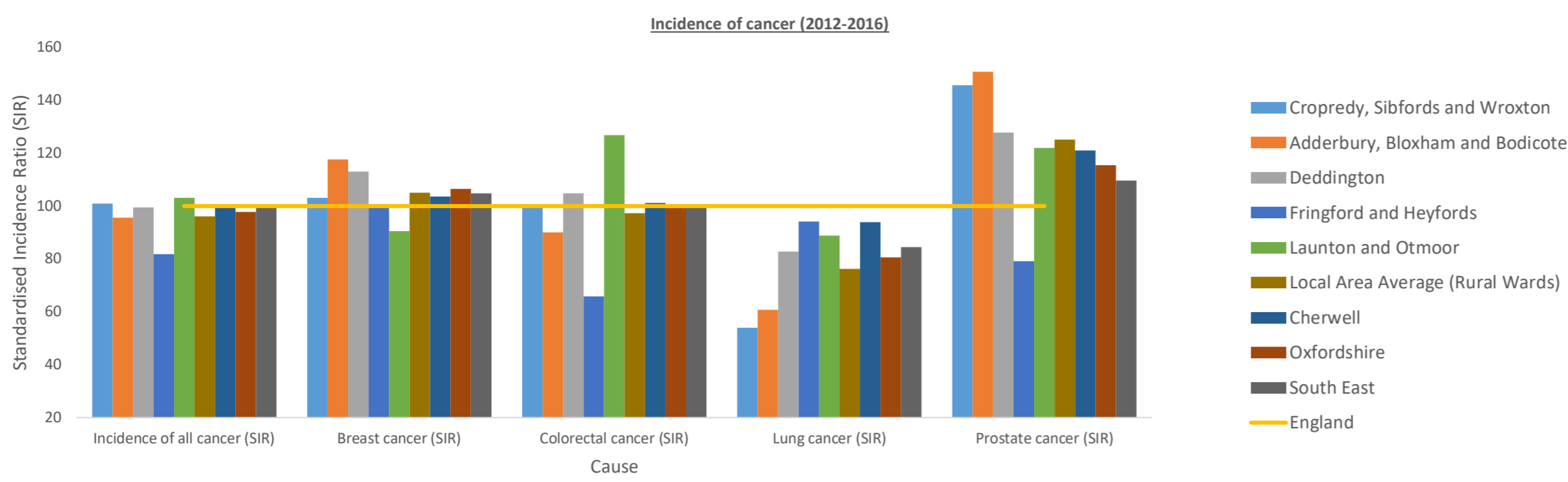


Source: PHE Local Health

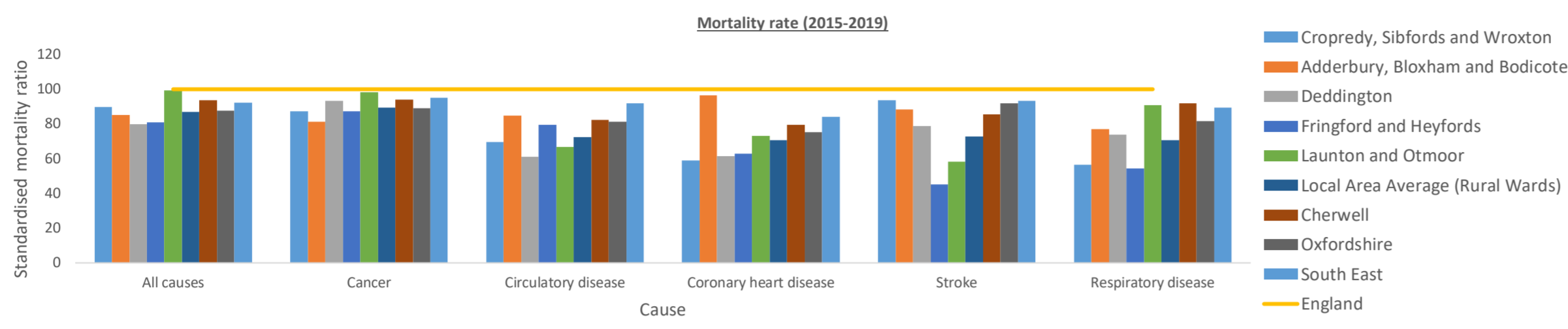


Source: 2011 Census

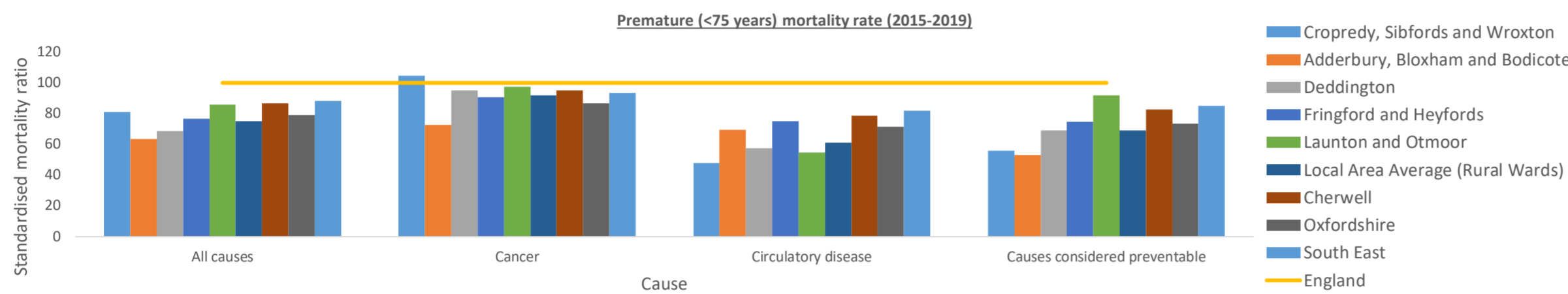
The local area average life expectancy at birth for males and females in the rural wards is 82.1 years and 84.7 years, respectively. The local area average life expectancy for males in the rural wards is higher than all relevant comparators. The life expectancy of females in rural wards is higher than males and higher than the Cherwell, regional and national life expectancy. Healthy life expectancy for males in rural wards ranges between 67.1 and 72.8 years whereas females have an HLE ranging between 69.4 and 72.6 years. The local area average HLE for males and females in rural wards is 70.2 years and 71.1 years, respectively. The years living in poor health in rural wards (i.e., the difference between life expectancy and HLE) was as high as 14.4 years for males and 15.2 years for females in Adderbury, Bloxham and Bodicote ward.



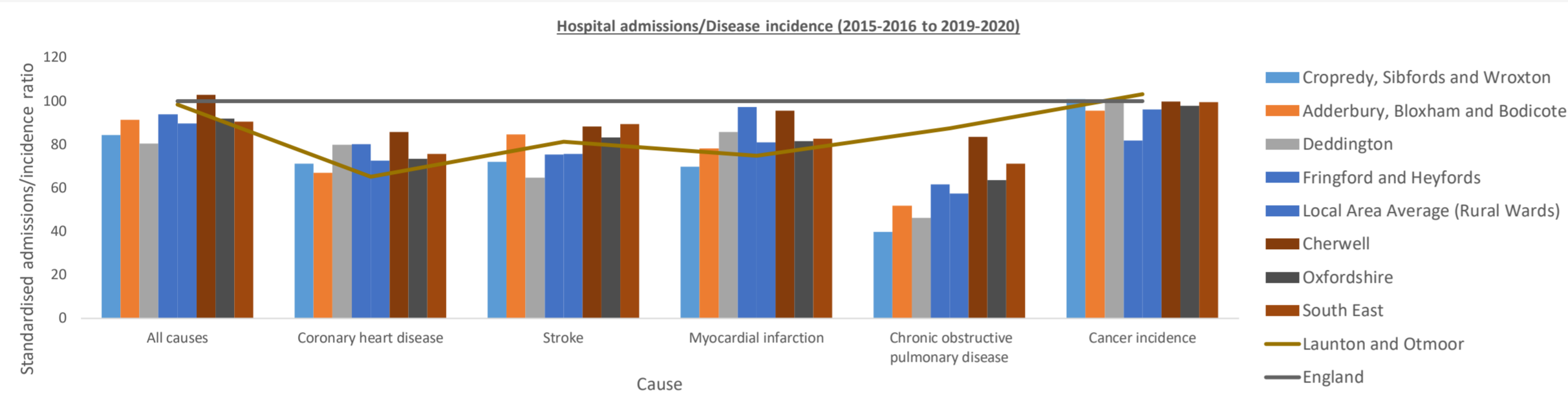
Source: PHE Local Health



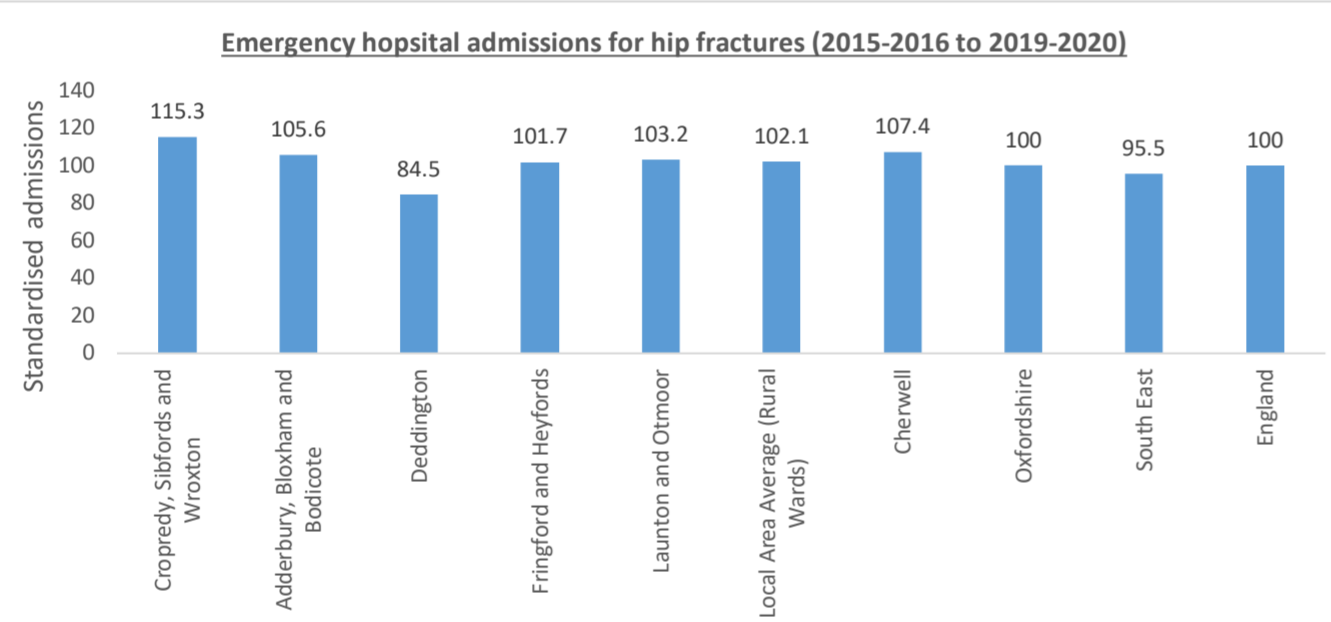
Source: PHE Local Health



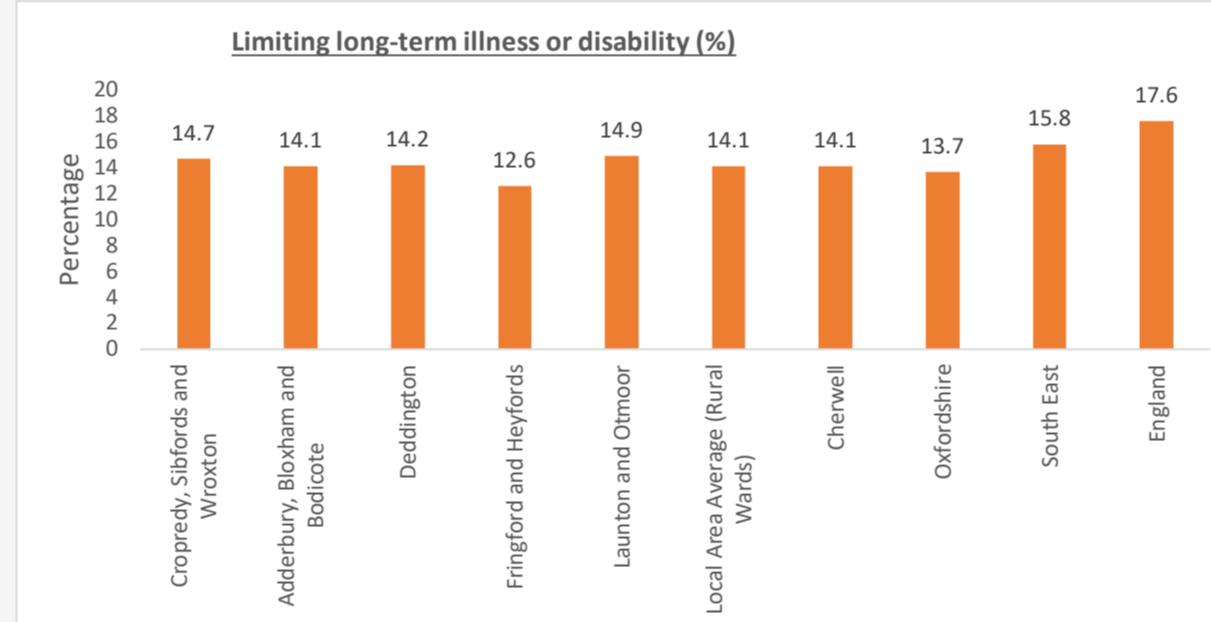
Source: PHE Local Health



Source: PHE Local Health



Source: PHE Local Health



Based on the local area average for the rural wards, the incidence of cancer for all cancer is lower than all comparators. Based on specific cancer, the local area average for breast cancer is higher than the Cherwell district, regional and national incidence rates and is lower than the county. The incidence rates based on the local area average for colorectal and lung cancer are lower than all comparators. The incidence of prostate cancer based on the local area average is higher than all comparators. Within the rural wards, Cropredy, Sibfords and Wroxton ward and Adderbury, Bloxham and Bodicote ward have the highest SIR of prostate cancer and the lowest SIR of lung cancer when compared to all relevant comparators.

The mortality rate for the local area average for rural wards for all causes is lower than all relevant comparators. Based on the specific causes, mortality related to cancer, circulatory disease, coronary heart disease, stroke, and respiratory diseases in all ages are lower than the comparators.

The premature mortality rate for all causes, cancer, circulatory disease and causes considered preventable based on the local area average are all lower than the comparators.

Hospital admissions for all causes, coronary heart disease, stroke, myocardial infarction, COPD and cancer are lower than all comparators based on the local area average.

Emergency hospital admissions for hip fractures in all wards, except for Deddington, are higher than all comparators.

Limiting long-term illness or disability in all wards, except for Deddington, are higher than all comparators.

Mental health and behavioural risk factors

Indicator	Date	Cropredy, Sibfords and Wroxton	Adderbury, Bloxham and Bodicote	Deddington	Fringford and Heyfords	Launton and Otmoor	Local Area Average (Rural Wards)	Cherwell	Oxfordshire	South East Region	England
Hospital stays for self-harm (SAR)	2015-16 to 2019-20	71.4	56.7	64.5	84.3	99	75.18	91.3	102	108.8	100
Smoking prevalence at 15 years (regular)	2014	6.6	6.7	6.9	6	5.5	6.34	5.7	5.7	5.7	5.4
Children's Weight Reception: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	9.4	9	4.4	7.4	9.3	7.9	8.2	7.4	8.7	9.7
Year 6: Prevalence of obesity (including severe obesity) (%)	2017-18, to 2019-20	11.8	17.2	17.3	15.5	17.1	15.78	18.7	16	17.9	20.4
Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile (Number)	2014	2.0	4.0	3.0	3.0	3.0	3.0	4.0	5.0	n/a	n/a

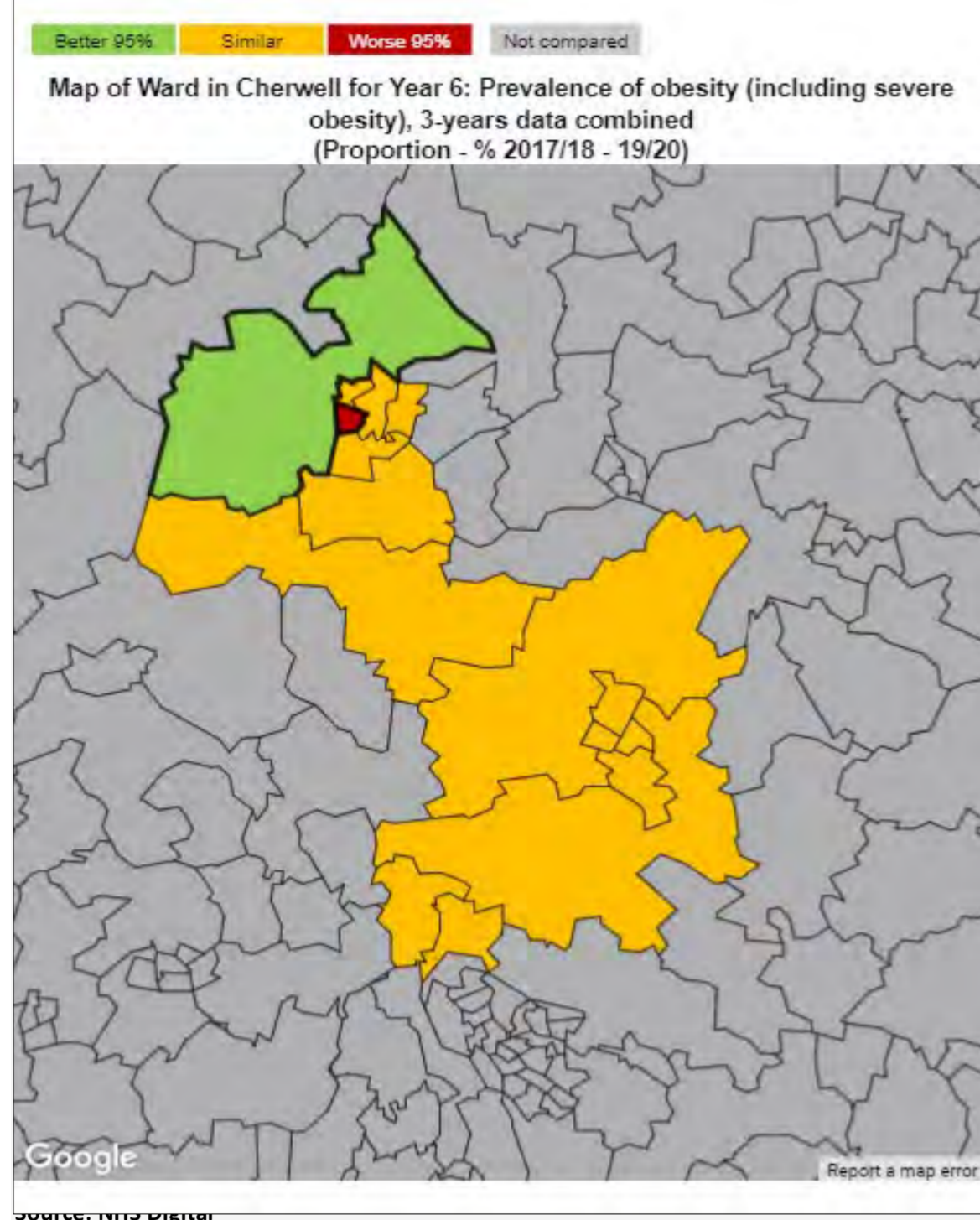
* Estimated prevalence of obesity, including overweight, for adults (16+) by national quintile: quintile one being the 20% with the highest estimated prevalence and quintile 5 being the 20% with the lowest estimated prevalence

Based on the local area average for the rural wards, hospital stays for self-harm (used as a proxy indicator for mental health) are lower than Cherwell, county, regional, and national rates.

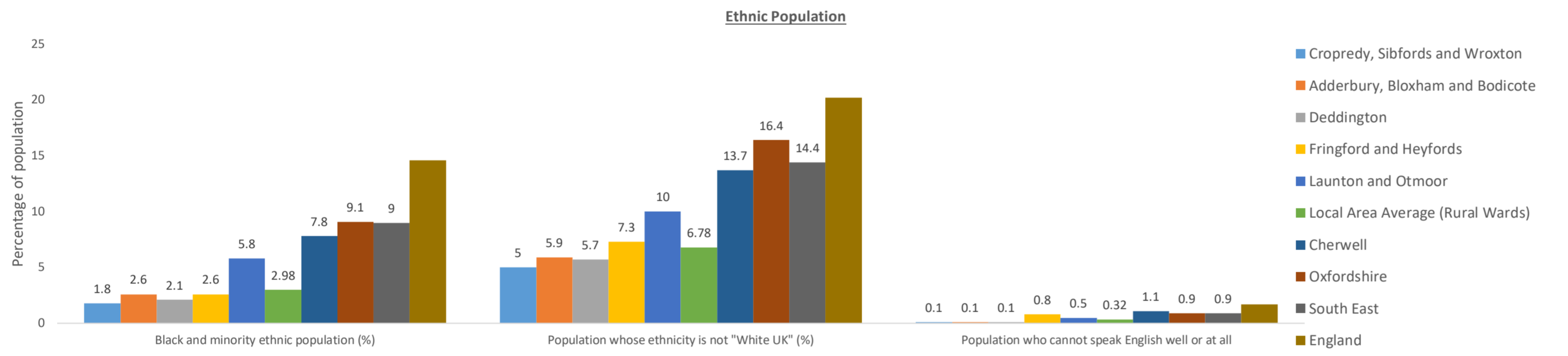
Regarding behavioural risk factors, with the exception of Launton and Otmoor, smoking prevalence aged 15 years is higher in all rural wards when compared to all relevant comparators. Childhood obesity (reception) is highest within Cropredy, Sibfords and Wroxton and is higher than Cherwell district, the county, and regional percentages. Childhood obesity (year 6) is highest within Deddington and is higher than the county value. The estimated prevalence of obesity in adults by the national quintile is 3 based on the local area average.

Source: PHE Local Health

The prevalence of obesity including severe obesity at Year 6 when compared to Cherwell is lower in Cropredy, Sibfords and Wroxton.



Ethnicity and language



The percentage of the black and minority ethnic population in the rural wards is highest in Launton and Otmoor and lowest in Cropredy, Sibfords and Wroxton among the wards.

The percentage of the non "White UK" population in the rural wards is highest in Launton and Otmoor and lowest in Cropredy, Sibfords and Wroxton among the wards.

The percentage of the population who cannot speak English well or at all is highest in Fringford and Heyfords among the wards.

Health and Equality Impact Assessment

Cherwell Local Plan Review 2042

Appendix B: Deprivation Mapping

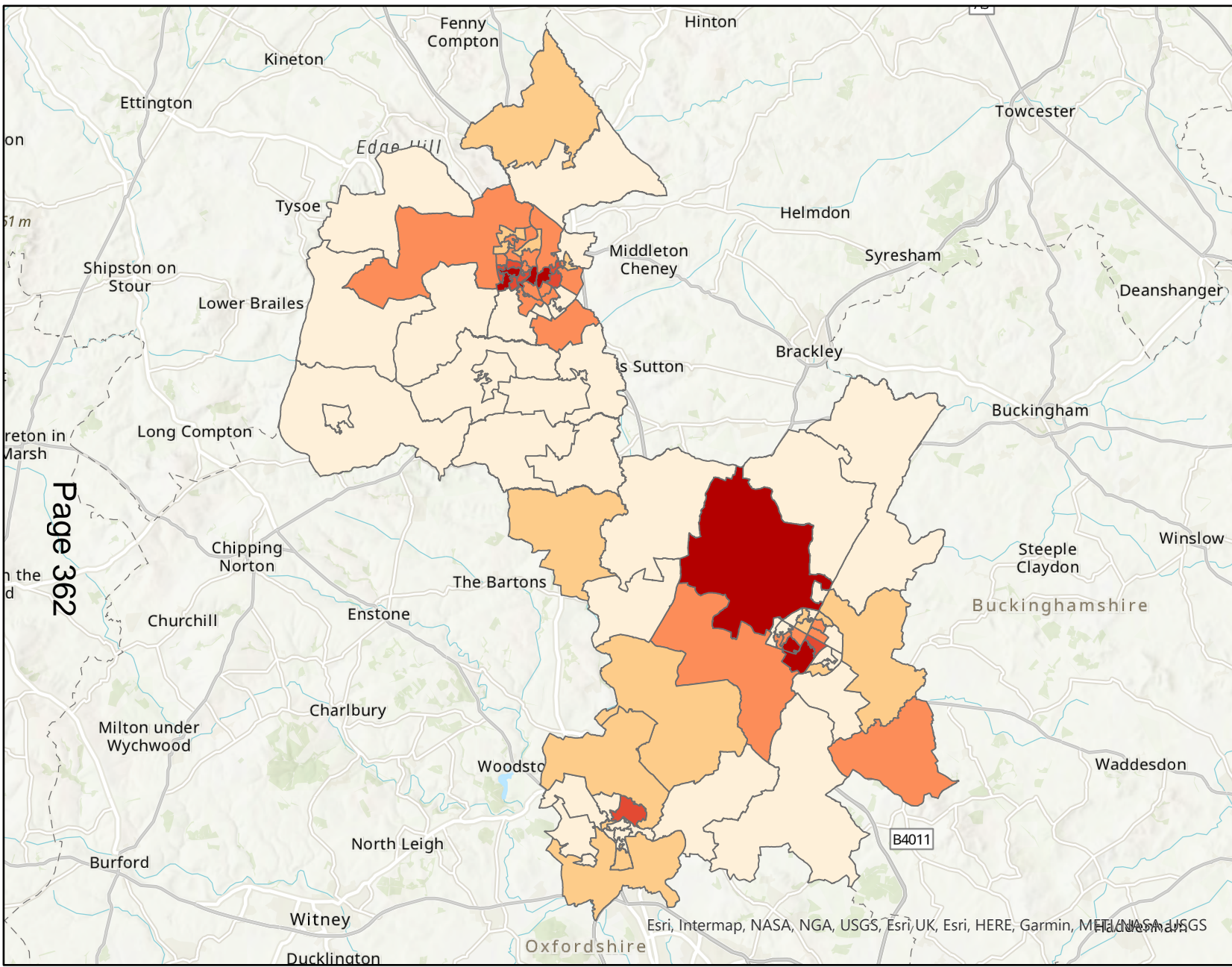
Cherwell Deprivation Maps – Technical Note

In addition to the overall index of multiple deprivation, the 7 deprivation domains which inform this index have been analysed:

- The **Income Deprivation Domain** measures the proportion of the population experiencing deprivation relating to low income. The definition of low income used includes both those people that are out-of-work, and those that are in work but who have low earnings (and who satisfy the respective means tests).
- The **Employment Deprivation Domain** measures the proportion of the working-age population in an area involuntarily excluded from the labour market. This includes people who would like to work but are unable to do so due to unemployment, sickness or disability, or caring responsibilities.
- The **Education, Skills and Training Deprivation Domain** measures the lack of attainment and skills in the local population. The indicators fall into two sub-domains: one relating to children and young people and one relating to adult skills.
- The **Health Deprivation and Disability Domain** measures the risk of premature death and the impairment of quality of life through poor physical or mental health. The domain measures morbidity, disability and premature mortality but not aspects of behaviour or environment that may be predictive of future health deprivation.
- The **Crime Domain** measures the risk of personal and material victimisation at local level.
- The **Barriers to Housing and Services Domain** measures the physical and financial accessibility of housing and local services. The indicators fall into two sub-domains: 'geographical barriers', which relate to the physical proximity of local services, and 'wider barriers' which includes issues relating to access to housing such as affordability.
- The **Living Environment Deprivation Domain** measures the quality of the local environment. The indicators fall into two sub-domains. The 'indoors' living environment measures the quality of housing; while the 'outdoors' living environment contains measures of air quality and road traffic accidents.

There are two types of maps provided:

- **IMD 2019**
 - Uses deprivation deciles but grouped in two's to make quintiles
 - Deciles 1 and 2 = within the 20% most deprived LSOAs nationally
 - Deciles 9 and 10 = within the 20% least deprived LSOAs nationally
- **Change from IMD 2015 and 2019**
 - Uses ranks so the maps make more sense as a group
 - There are 32,844 LSOAs in England
 - If an LSOA is ranked as 1, it is the most deprived nationally. If an LSOA is ranked as 32,844, it is the least deprived nationally
 - If an LSOA has increased in rank (represented by a negative number) between 2015 and 2019, the LSOA has become less deprived than it was previously
 - If an LSOA has decreased in rank (represented by a positive number) between 2015 and 2019, the LSOA has become more deprived than it was previously



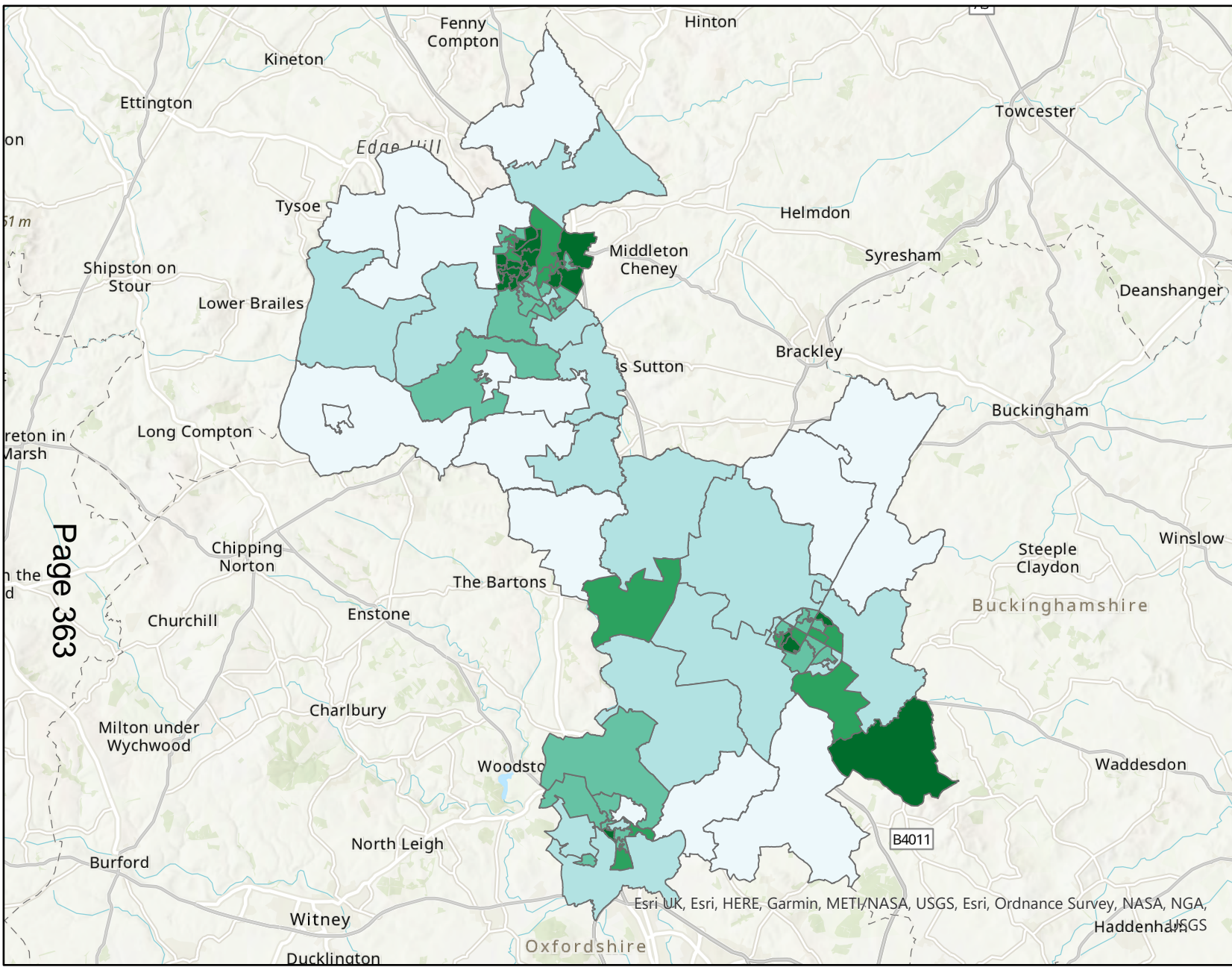
Legend

IMD 2019 Deciles:
Crime

- 1 - 2 (20% most deprived)
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10 (20% least deprived)

0 2.5 5 10 Kilometers



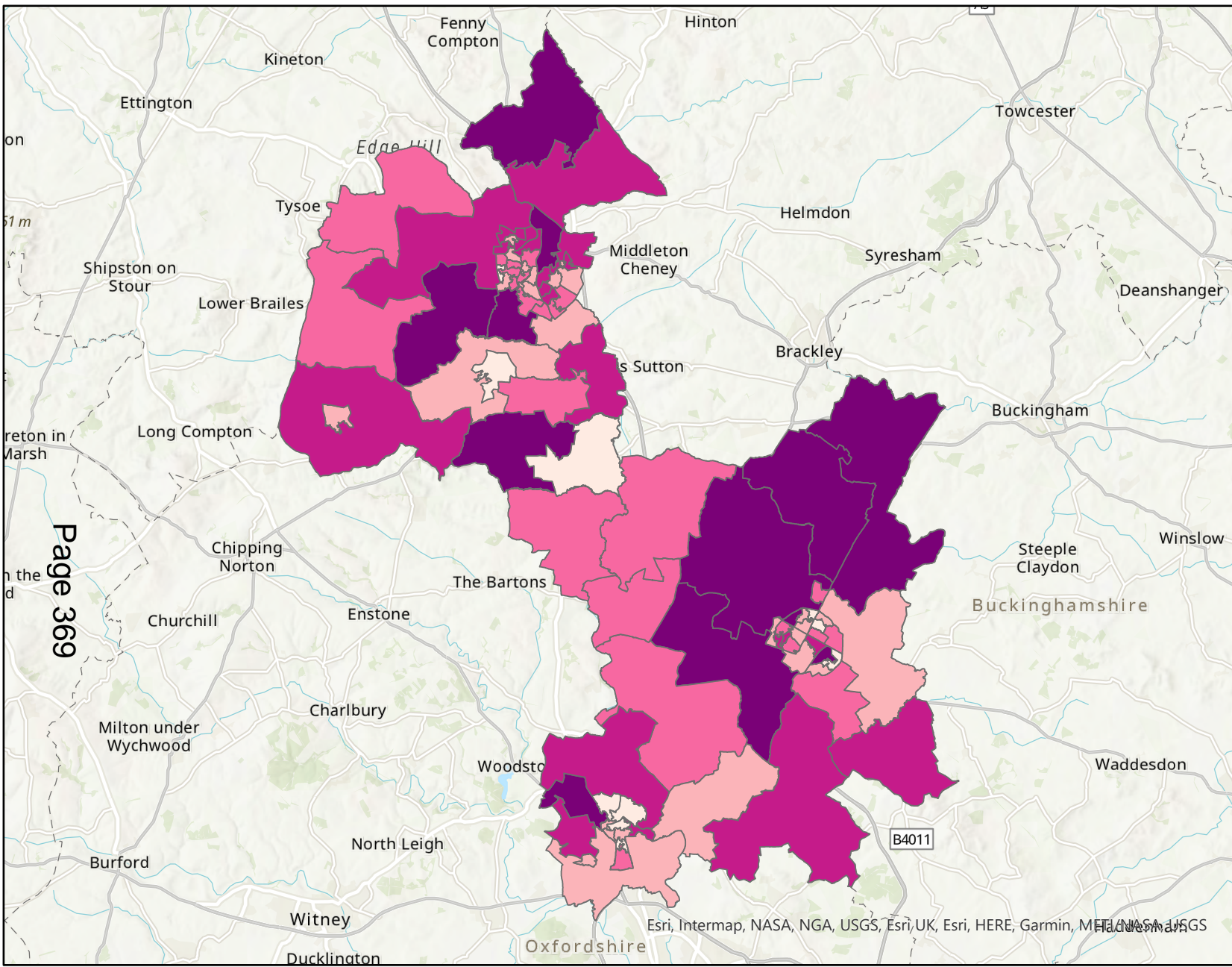


Legend

IMD 2019 Deciles:
Education, Skills and
Training

- 1 - 2 (20% most deprived)
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10 (20% least deprived)

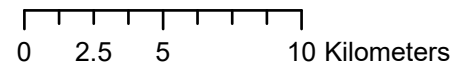
Esri UK, Esri, HERE, Garmin, METI/NASA, USGS, Esri, Ordnance Survey, NASA, NGA, Haddenham



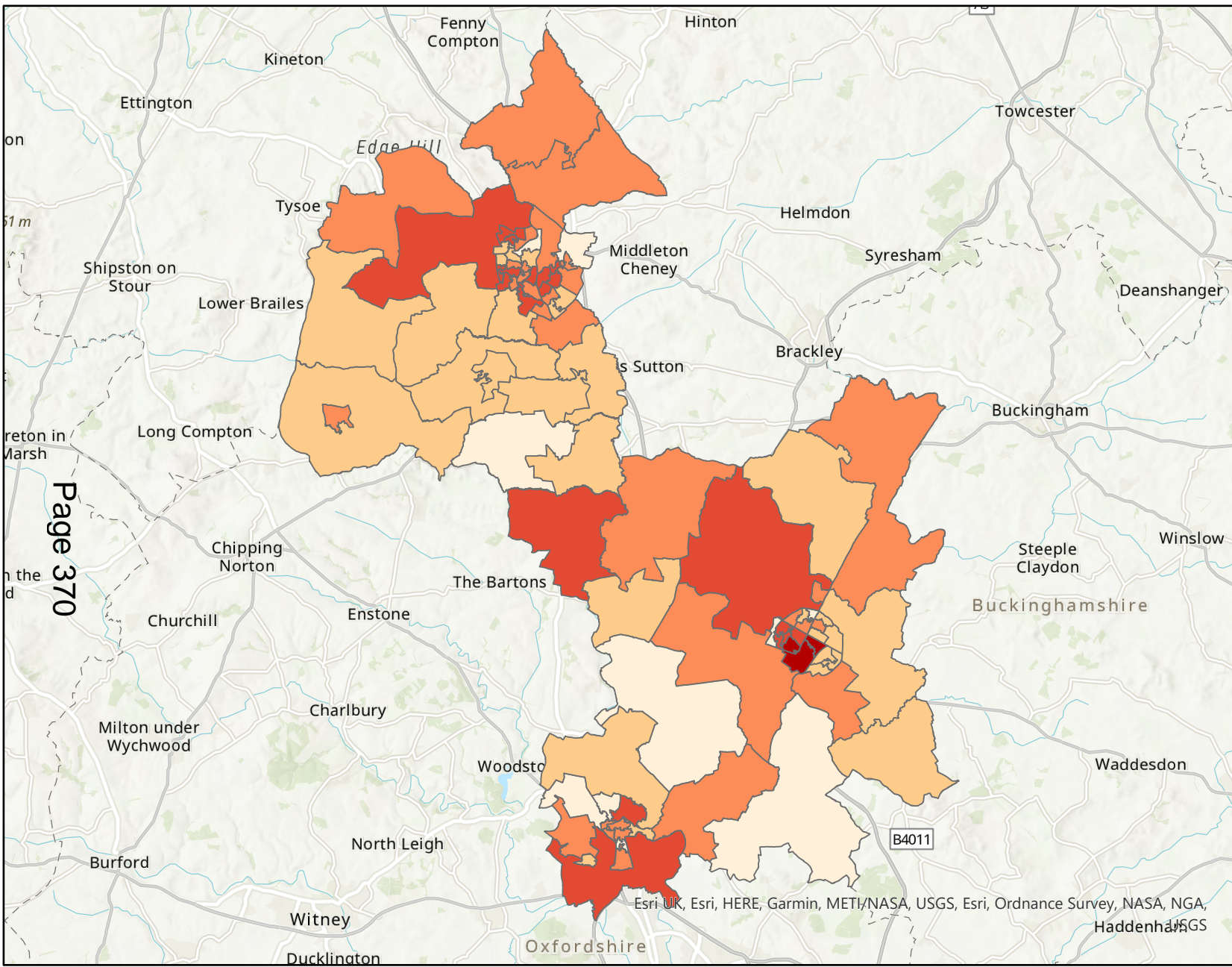
Legend

IMD 2015-19 Rank Change: Barriers to Housing and Services

- 16,557 to -9,292
- 9,291 to +689
- +690 to +8,662
- +8,663 to +17,509
- +17,510 to +30,989



Esri, Intermap, NASA, NGA, USGS, Esri, UK, Esri, HERE, Garmin, Mapbox, NASA, USGS

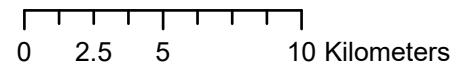


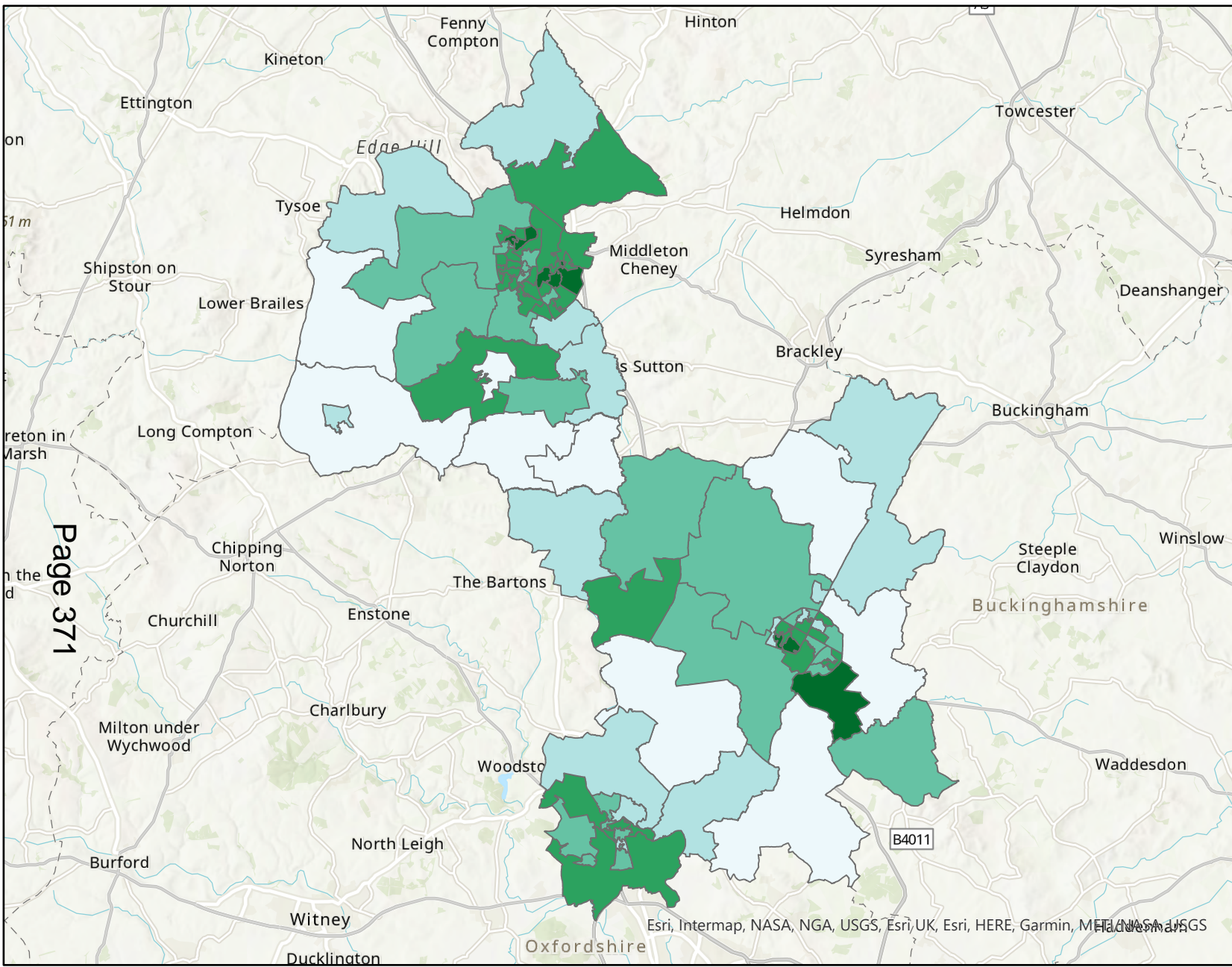
Legend

IMD 2015-19 Rank Change: Crime

- 26,256 to -19,121
- 19,120 to -11,023
- 11,022 to -577
- 576 to +13,272
- +13,273 to +27,275

Page 370

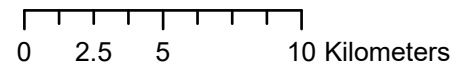




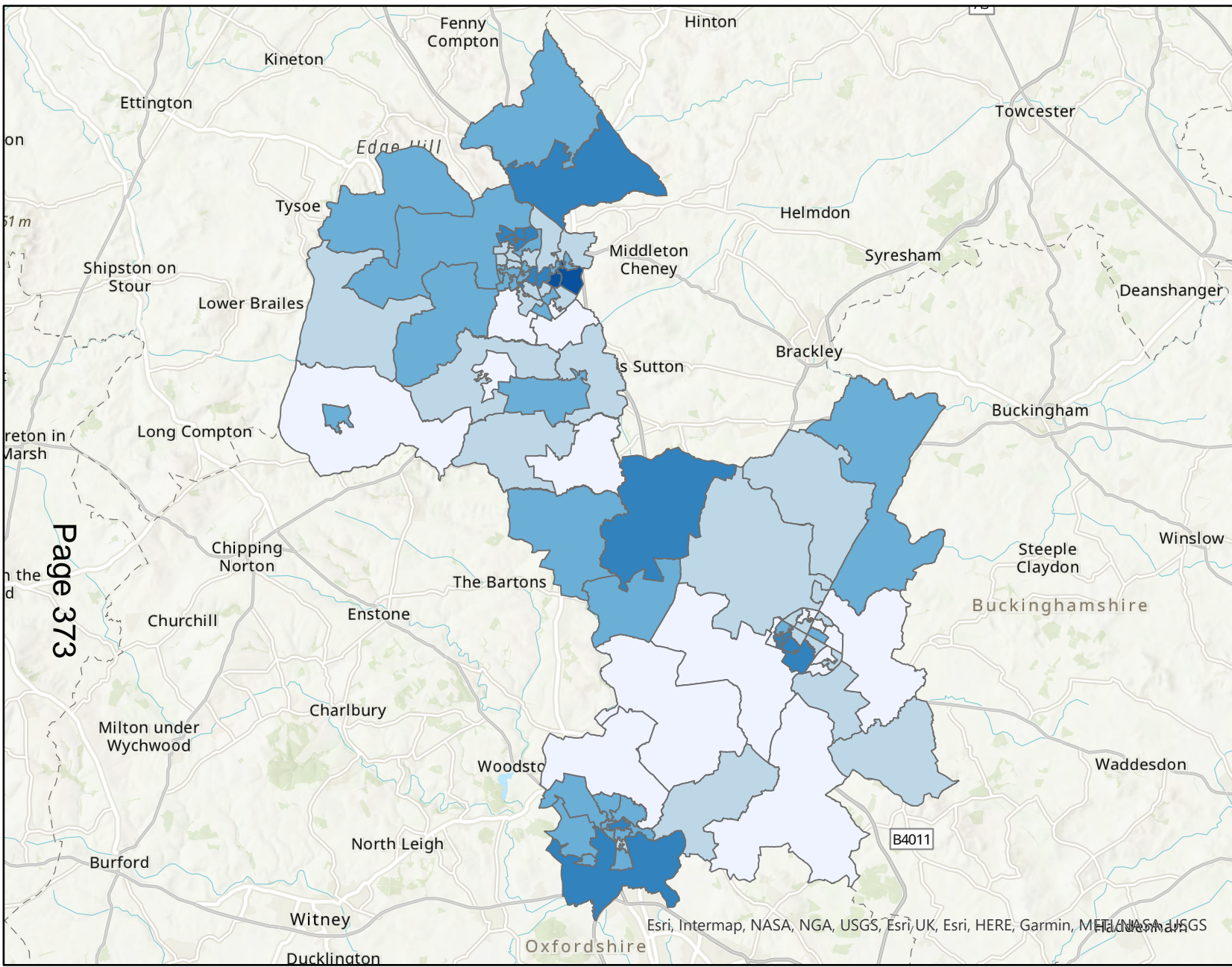
Legend

IMD 2015-19 Rank Change: Education, Skills and Training

- 25,276 to -20,504
- 20,503 to -11,313
- 11,312 to -1,506
- 1,505 to +8,494
- 8,495 to +24,640



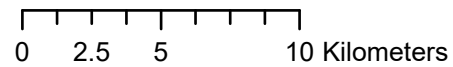
Esri, Intermap, NASA, NGA, USGS, Esri, UK, Esri, HERE, Garmin, Mapbox, NASA, USGS

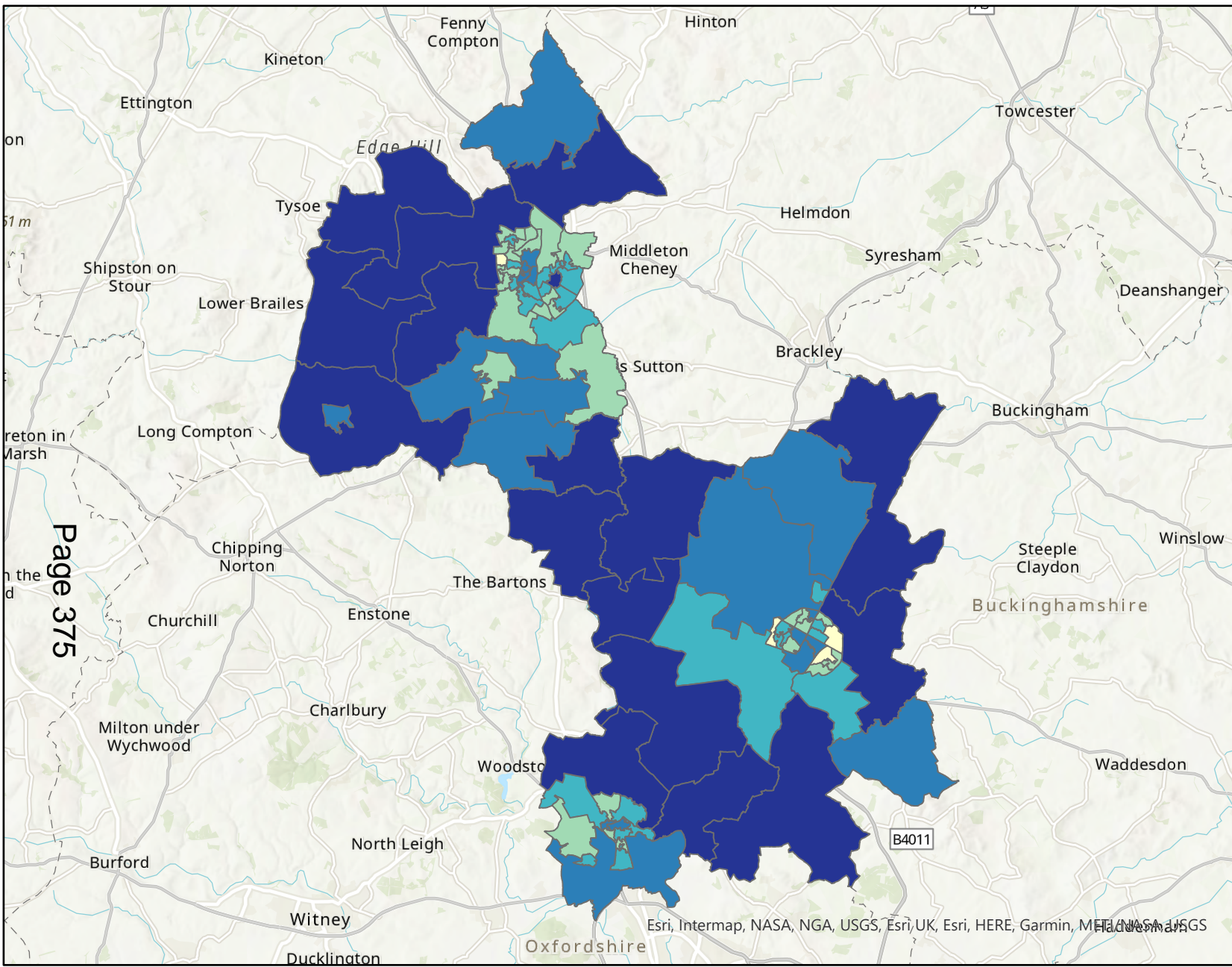


Legend

IMD 2015-19 Rank Change: Health and Disability

- 26,339 to -18,179
- 18,178 to -10,015
- 10,014 to -1,396
- 1,395 to +9,589
- +9,590 to +28,786

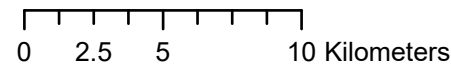


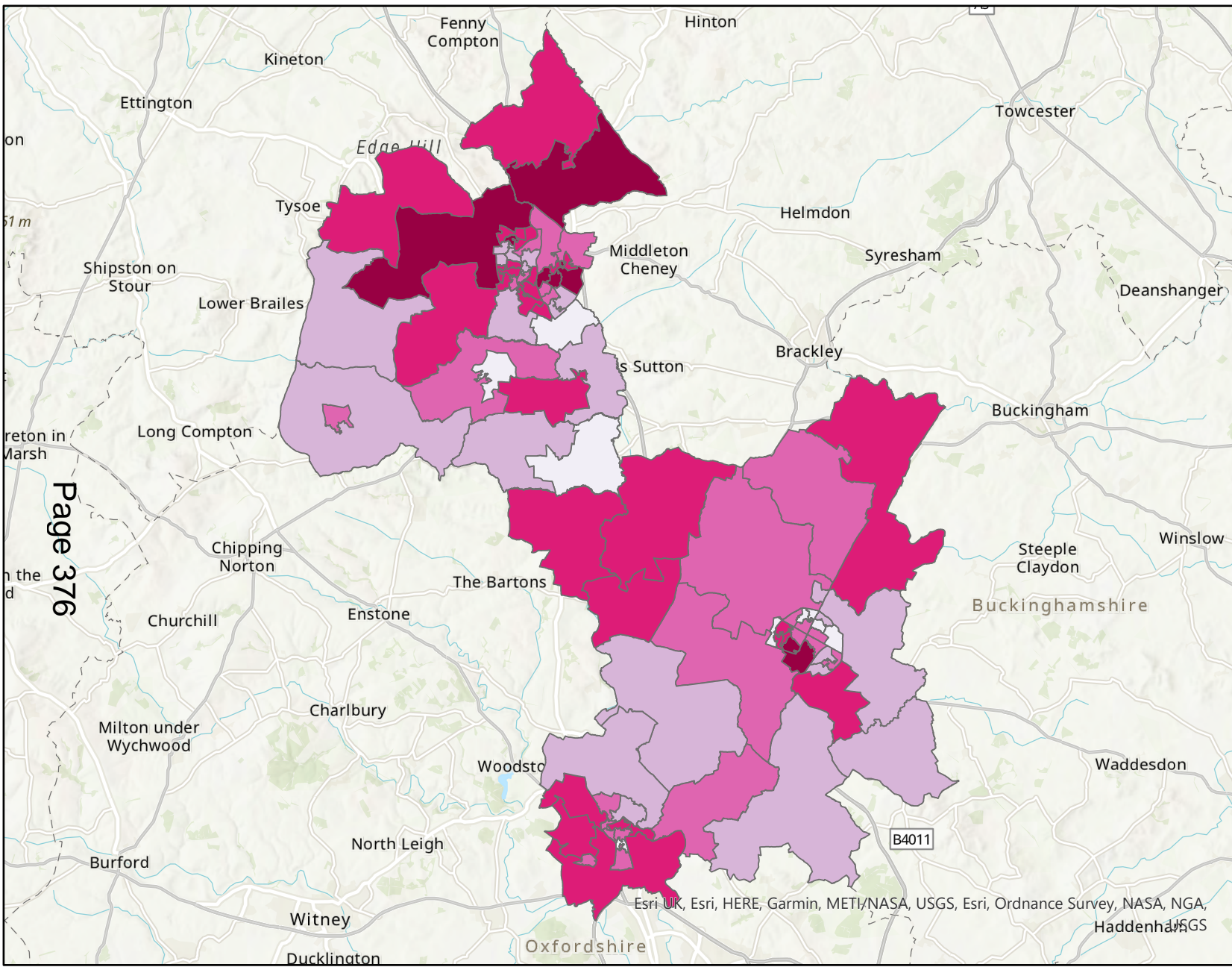


Legend

IMD 2015-19 Rank Change: Living Environment

- 23,421 to -17,245
- 17,244 to -4,231
- 4,230 to +5,174
- +5,175 to +16,086
- +16,087 to +29,017



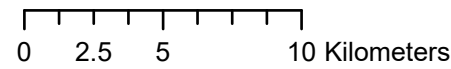


Legend

IMD 2015-19 Rank Change: Overall

- 28,018 to -20,115
- 20,114 to -10,947
- 10,946 to -3,358
- 3,357 to +6,257
- +6,258 to +21,834

Page 376



Esri, UK, Esri, HERE, Garmin, METI/NASA, USGS, Esri, Ordnance Survey, NASA, NGA, Haddenham, USGS

Interim Duty to Cooperate Statement

November 2024

Regulation 19 Draft Cherwell Local Plan Review 2042

Duty to Cooperate
Statement November 2024

1.0 Introduction	4
2.0 Strategic Context	5
3.0 Legal Requirements	6
National Planning Policy Framework (December 2023) and Planning Practice Guidance	6
Other relevant guidance	7
Duty to cooperate bodies	7
Neighbouring authorities	7
Prescribed bodies	8
4.0 Cooperation on Strategic Matters	9
Homes need and supply in the area	10
Housing and Employment Land Availability Assessment	11
Gypsy and Traveller needs	11
Jobs needed in the area	13
Provision of retail, leisure and other commercial development	14
Provision of infrastructure for transport	14
Provision of utilities infrastructure (including telecommunications, waste, water and energy)	15
Natural Environment	15
Flood risk	16
Provision of health infrastructure and local facilities/infrastructure	17
Climate change mitigation and adaptation	17
Conservation and enhancement of the historic environment, landscape and Green Belt	17
Minerals and Waste	18
Engagement	18
Table 1: Summary of key engagement for the Regulation 19 Local Plan	18
5. Mechanism for Cooperation	31
Regular Partnership Meetings	31
Table 2: Regular partnership meetings	31

Duty to Cooperate
Statement November 2024

Joint working on strategies and infrastructure planning-----40
 Table 3: Joint working on strategies and infrastructure planning-----41
Communication at formal stages of Local Plan production -----47
 Table 4: Local Plan communications with external stakeholders at formal stages-----48

1.0 Introduction

1.1 Cherwell District Council is producing a new Local Plan covering the period up to 2042. The Cherwell Local Plan Review covers the administrative area of Cherwell District only. It is not a joint plan with other authorities.

1.2 This Duty to Co-operate statement is published to support the Regulation 19 Local Plan.

1.3 It sets out how we have engaged with the required bodies and other organisations in the preparation of the draft Cherwell Local Plan under the Duty to Cooperate. We will update this statement for the Submission of the Plan.

1.4 We have engaged with the necessary prescribed bodies and other relevant organisations and stakeholders in the preparation of the draft Plan. This has been through various means including joint working, shared evidence, meetings and other partnership working.

1.5 We have also engaged under the Duty to Co-operate with our neighbouring local authorities, organisations and bodies to assist in resolving strategic matters relating to their own strategies, local plans and priorities. It is our intention to prepare Statements of Common Ground (SOCG) on these matters.

1.6 This statement will be updated subsequent to the Regulation 19 consultation to inform on-going cooperation and engagement under the Duty to Cooperate. The Council will also produce a statement of compliance to be submitted at the same time the Plan is submitted for examination.

2.0 Strategic Context

2.1 Cherwell District is situated in north Oxfordshire, in the southeast of England. It lies between London and Birmingham, immediately north of Oxford and south of Warwick / Leamington Spa. Cherwell District is within a two-tier area, with Oxfordshire County Council providing public services such as education, highways and social services.

2.2 Cherwell covers an area of approximately 228 square miles, and shares boundaries with Buckinghamshire Council, West Northamptonshire Council, Oxford City, South Oxfordshire, Vale of White Horse, West Oxfordshire, Stratford-Upon-Avon districts and Warwickshire.



Figure 1 Cherwell District Diagram

3.0 Legal Requirements

3.1 The duty to cooperate is a legal requirement under Section 33A of the Planning and Compulsory Purchase Act 2004.

3.2 The duty to cooperate requires local planning authorities to engage constructively, actively and on an ongoing basis with other local planning authorities, county councils and prescribed bodies to maximise the effectiveness of development plan documents in relation to strategic planning matters.

3.3 For the purpose of the Government’s duty to cooperate, “strategic matters” are defined in Legislation as “sustainable development or the use of land that has or would have a significant impact on at least two planning areas”, including (in particular) sustainable development or use of land for, or in conjunction with, infrastructure that is strategic and has or would have a significant impact on at least two planning areas. Strategic matters also include sustainable development or use of land in a two-tier area if the development or use is a county matter e.g. transport, education, and minerals and waste planning, or has or would have a significant impact on a county matter.

National Planning Policy Framework (December 2023) and Planning Practice Guidance

3.4 In addition to the legal requirements set out above, the National Planning Policy Framework (NPPF) emphasises the importance of joint working and co-operation between local authorities and other bodies on cross boundary matters and matters of shared interest. The NPPF sets out:

- That local planning authorities “are under a duty to cooperate with each other and with other prescribed bodies, on strategic matters that cross administrative boundaries.” (paragraph 24)
- That strategic policy-making authorities should “collaborate to identify the relevant strategic matters which they need to address in their plans.” (paragraph 25)
- That “effective and on-going joint working between strategic policy-making authorities and relevant bodies is integral to the production of a positively prepared and justified strategy. Joint working should help to determine where additional infrastructure is necessary, and whether development needs that cannot be met wholly within a particular plan area could be met elsewhere.” (paragraph 26)
- That “in order to demonstrate effective and on-going joint working, strategic policymaking authorities should prepare and maintain one or more statements of

common ground, documenting the cross-boundary matters being addressed and progress in cooperating to address these.” (paragraph 27)

3.5 There is further practical guidance in the National Planning Practice Guidance (PPG) in relation to the application of the duty to co-operate, including the organisations that should be engaged with, how the duty to co-operate will be considered at examination and how two or more strategic policy-making authorities can co-operate in plan preparation. The PPG also provides more detail on how statements of common ground should be prepared and presented.

Other relevant guidance

3.6 The Planning Inspectorate’s Procedure Guide for Local Plan Examinations states that to demonstrate compliance with the duty to co-operate, “the most helpful approach is for local planning authorities to submit a statement of compliance with the duty”. The statement of compliance should identify and detail:

- Any relevant strategic matters and how they have been resolved, or, if they have not been resolved, why not;
- Who local planning authorities have co-operated with and on which strategic matter(s);
- The nature and timing of the co-operation (for example by including meeting notes); and
- The outcomes of the co-operation, including how it has influenced the plan.

Duty to cooperate bodies

Neighbouring authorities

3.7 The following authorities have administrative boundaries that directly adjoin Cherwell District:

- Buckinghamshire Council;
- Oxford City Council;
- Oxfordshire County Council;
- South Oxfordshire District Council;
- Vale of White Horse District Council;
- Stratford-on-Avon District Council
- Warwickshire County Council;

Duty to Cooperate
Statement November 2024

- West Northamptonshire Council; and
- West Oxfordshire District Council.

Prescribed bodies

3.8 The Town and Country Planning Regulations 2012 identify prescribed bodies that local planning authorities must co-operate with, in plan-making. The prescribed bodies relevant to Cherwell are:

- The Environment Agency;
- Historic England;
- Natural England;
- The Mayor of London;
- The Civil Aviation Authority;
- Homes England;
- Oxfordshire Clinical Commissioning Group (or any successor organisation);
- The National Health Service Commissioning Board (NHS England);
- The Office of Rail and Road;
- The Highways Authority (Oxfordshire County Council);
- National Highways

3.9 In addition to those planning authorities and prescribed bodies listed above, the Council is required to proactively engage with other partnerships as part of the preparation of the Local Plan. These include:

- Oxfordshire Local Enterprise Partnership;
- Oxfordshire Local Nature Partnership (LNP).

3.10 Other Duty to Co-operate bodies specified in the Regulations but considered not to apply in the Cherwell context are:

- Transport for London;
- Integrated Transport Authorities;
- Marine Management Organisation.

3.11 The duty requires those bodies to:

- Engage constructively, actively and on an on-going basis with other Duty to Co-operate bodies on the preparation of plans and supporting activities;
- Have regard to activities of other Duty to Co-operate bodies; and
- Consider joint approaches to relevant activities including plan making.

4.0 Cooperation on Strategic Matters

4.1 Strategic matters are not prescribed. We have therefore identified the following cross-boundary strategic matters:

- Housing need and supply
- Gypsy and Traveller needs
- Employment and Jobs needed
- Provision of retail, leisure and other commercial development
- Provision of infrastructure for transport
- Provision of utilities infrastructure (including telecommunications, waste, water and energy)
- Natural Environment
- Flood risk
- Climate change mitigation and adaptation
- Conservation and enhancement of the historic environment landscape and Green Belt
- Minerals and Waste

4.2 Our Local Plan confirms that we have no unmet housing need to be accommodated by our neighbours. There is also no unmet need in relation to employment and retail needs having regard to our evidence.

4.3 To demonstrate effective and ongoing joint working we are preparing and maintaining SOCG with all other Oxfordshire authorities. An initial Oxfordshire wide SOCG was prepared to support the Oxford City Local Plan in March 2024. An update is now being prepared, particularly in the context of our Local Plan and the emerging joint South and Vale Local Plan. We also intend to prepare bilateral statements with other neighbouring authorities, and prescribed bodies if required or requested.

4.4 The Cherwell Local Plan 2042 provides a strategic framework to guide the delivery of sustainable development across Cherwell district up to 2042 and the Regulation 19 Plan contains proposed strategic objectives and policies. This section sets out the cooperation and engagement that has taken place, including on strategic matters to date.

4.5 Table 1 below then goes on to summarise the involvement of each prescribed body, and other organisations. Regular meetings have taken place between the Oxfordshire authorities to discuss strategic matters and cross-boundary working. Further information is provided in Section 5 of this statement, in the Regulation 19 Local Plan, and in supporting documents about the cooperation and engagement that has taken place for the Local Plan Review.

Homes need and supply in the area

4.6 Housing needs and provision is one of the key matters that the Local Plan must address, and where the duty to cooperate is essential. The NPPF states that authorities must work to address housing needs within their housing market area. It also expects authorities to cooperate in meeting one another's housing needs if it cannot be accommodated within the authority where it arises.

4.7 Consistent with this guidance, at the start of the local plan process in 2020 we were working jointly with neighbouring authorities to produce the Oxfordshire Plan 2050. Part of the evidence base for that plan included the Oxfordshire Growth Needs Assessment, which set out scenarios for housing and employment growth across the county. It was intended that this housing would be distributed in accordance with the Oxfordshire Plan spatial strategy.

4.8 Work ceased on the Oxfordshire Plan in Summer 2022. This led to the joint commission by Cherwell and Oxford City of a Housing and Economic Needs Assessment (HENA) to inform our respective local plans. On 11 September 2024 the Oxford Local Plan Inspectors wrote to the City Council and advised that '... the robustness of the HENA is questionable, and its recommendations flawed' (para 61). Based on the conclusions of the Oxford Local Plan Inspectors, Cherwell District Council is no longer reliant on this study to inform its housing and employment needs. The HENA has been withdrawn from its evidence base.

4.9 On 26 September 2016, the Oxfordshire Growth Board (now the Future Oxfordshire Partnership) considered a report summarising the output of countywide work in the interest of assisting Oxford with its unmet housing need.

4.10 The Growth Board decided on an apportionment of 14,850 homes to the district and city councils. Cherwell District was asked to consider the accommodation of 4,400 homes in addition to its existing Local Plan commitments and the countywide apportionment was embedded in a Memorandum of Cooperation signed by five of the six Oxfordshire Councils in 2016.

4.11 Oxford's existing Local Plan (2016-36) is informed by a roll-forward of a Strategic Housing Market Assessment in 2018 – a need of some 1,346 homes per annum to meet its affordable housing needs in full. Its current need figure from applying the Standard Method is 762 homes per annum.

4.12 In evidence to its Local Plan Examination (*response to Inspectors' Matters, Issues and Questions - Matter 3: Housing need and housing requirement*) Oxford City Council stated that it had capacity to accommodate 493 homes per annum to 2040.

4.13 Under either scenario above there is housing need to meet for Oxford, and we are continuing with our commitment to meet the identified need for 4,400 homes previously agreed by retaining relevant Local Plan policies. We do not, however, consider that we need to accommodate additional housing need for Oxford in this Local Plan. At a meeting on 15th October 2024, under the Duty to Cooperate, Cherwell and Oxford City Council reached an understanding that the 4,400 dwellings would be brought forward to meet unmet need. No additional accommodation was requested at that meeting.

4.14 In addition, meetings have been held with the other Oxfordshire authorities, and those in neighbouring counties, to discuss housing needs. None of the other neighbouring authorities have identified that they require Cherwell to meet any of their housing needs. Cherwell has confirmed that it does not require neighbouring authorities to meet any of its housing needs.

Housing and Employment Land Availability Assessment

4.15 A joint methodology for undertaking Housing and Economic Land Availability Assessments (HELAAAs) consistently across Oxfordshire was jointly prepared by Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council and West Oxfordshire District Council, working in partnership with Oxfordshire County Council

Gypsy and Traveller needs

4.16 The nature of provision for gypsies and travellers means that it is often a cross-boundary matter. In recent years, the Oxfordshire authorities have co-operated on planning for gypsies and travellers based on the assessment of need in the 2017 Gypsy, Traveller and Travelling Show people Accommodation Assessment (GTAA)

4.17 A new Gypsy and Traveller and Boat Dwellers Assessment was commissioned jointly by all Oxfordshire authorities in 2023. This will replace the 2017 GTTA. The authorities received the first draft report in July 2024. Officers from South and Vale expressed concerns with the assumptions used in the study following the receipt of the first draft. Areas of concern relate to

1. Immigration assumptions
2. Need arising from those in bricks and mortar accommodation
3. Assumed household formation rates
4. Definition of a traveller

4.18 Project officers from all the authorities met on Friday 6 of September and West Oxfordshire's Officer (project lead) relayed back some in principle comments from a very

Duty to Cooperate
Statement November 2024

brief discussion with the GTTA consultants (Arc 4) about the concerns ahead of Arc4 considering in more detail.

4.19 All officers agreed to ask the GTTA consultant to review the study in view of South and Vale concerns but wanted to hear from the GTTA consultants before reaching any conclusions or proposing amendments. All agree that timing was of the essence particularly for South and Vale and Cherwell.

4.20 The project group together with policy managers met on Monday 30 September with the GTTA consultant. Following a detailed discussion, the group could not agree a way forward, particularly on matters 1 and 4 (see above).

4.21 A separate meeting record outlines the position reached on Monday 30 September and the actions agreed. It shows that GTTA consultants have done further work reviewing South and Vale officers' concerns and will continue engaging with them.

4.22 A further meeting of the project group with policy managers took place on 25 October 2024.

4.23 Matter 1: Oxford, West and Cherwell all support a version of the GTAA report which includes overall need figures with and without migration. South and Vale will consider their position in light of the further ARC4 analysis on pitch turnover but would prefer the report to exclude migration assumptions altogether with any such 'need' addressed through a criteria-based policy approach.

4.24 Matters 2 and 3 – not discussed

4.25 Matter 4 (resolved): It was agreed that the GTAA would continue to be based on the 2012 PPTS definition but that the text should be amended so that it is clear and unequivocal why this approach, which has been taken based on current policy and case law as well as how this has been reflected in the survey work undertaken and questions asked etc. The text should also reference the fact that the Government intend to review this area of policy and case law and that any future change to the definition may necessitate a re-assessment of need.

4.26 On the 7 November 2024 Oxfordshire Planning Policy Officers briefly discussed the outstanding issues, and a further meeting was agreed.

This meeting took place on 13 November 2024. The discussion focused on 3 key issues:

- Definition of gypsies and travellers
Point of agreement 1 - It was therefore agreed that the current definition being used by Arc4 in the GTAA study is appropriate but that the text of the report should be updated to reflect the fact that the agreed definition has evolved during the study due to the above case law. And, that the report, either in the main text or as a footnote, should state that the Government intends to review the approach to this area of policy and case law in 2024.
- Re-letting of social pitches
It was agreed that the study should not include specific figures relating to the re-letting of social pitches but should instead, refer in more general terms to the fact that any such re-lets form a potential source of supply for some LPAs and that those LPAs should have regard to this, in determining how best to meet the identified level of need.
- Alternative scenarios/sensitivity testing based around demographic, household formation and migration assumptions

4.27 It was agreed that (subject to practical considerations re: report authoring) it would be appropriate 'in principle' to include different scenarios within the GTAA and that there is a precedent for such an approach in other studies (e.g. SHMA, OGNA and HENA). It was agreed that the A1 baseline scenario should be presented as the primary scenario as this aligns with Arc4's standard methodology. It was also agreed that any other scenarios should be presented in a factual, neutrally worded way, that simply explains what alternative data has been used and how/why that impacts on the level of need identified.

4.28 Notwithstanding all parties accepting the principle of including alternative scenarios in the GTAA report, a point of disagreement then arose on the use of external data to derive those alternative scenarios – in particular household formation rate assumptions used by ORS who are not part of this commission.

4.29 Engagement between all authorities continues to resolve outstanding issues and finalise the study.

Jobs needed in the area

4.30 Economic growth is an important matter for the Local Plan Review to consider. The Council is a board member of the Oxfordshire Local Enterprise Partnership (OxLEP) which has developed the Oxfordshire Local Industrial Strategy (LIS) and Investment Plan in partnership with the business community, academic institutions and the other Oxfordshire authorities.

4.31 The HENA formed part of the early assessment of employment needs for the Local Plan. However, the Council now solely relies on other independent evidence prepared for the Council by Lambert Smith Hampton. In terms of the neighbouring authorities, none of the authorities have identified that they require Cherwell to meet any of their employment needs. We, in turn, do not require neighbouring authorities to meet any of our employment needs.

4.32 Regular meetings have been held with the LEP on economic matters and matters of common interest. Joint working had taken place between Cherwell District Council and Oxford City Council on identifying employment needs in the HENA. The Council's employment studies have been informed by engagement with businesses, land agents and site promoters.

Provision of retail, leisure and other commercial development

4.33 The district's urban centres of Banbury, Bicester and Kidlington are an important focus for shopping, commerce, leisure and other facilities which serve the needs of residents and visitors. In addition to these centres there are significant retail offerings at several out of centre retail parks, major food stores, and various local centres within Banbury and Bicester. The district-wide Town Centre and Retail Study concludes that although the district serves a catchment beyond district boundaries, there is little or no need to plan for additional retail provision in the district. Based on these recommendations there has been no need to discuss this matter further at a strategic cross-boundary level.

Provision of infrastructure for transport

4.34 The NPPF states that local authorities should work with neighbouring authorities and transport providers to develop strategies and investments for the provision of transport infrastructure which is necessary to support sustainable development (paragraph 110). Thus, strategic transport infrastructure requires cross boundary co-operation. Oxfordshire County Council is the highways authority with responsibility for producing the Local Transport Plan. Neighbouring authorities can also have an important role to play in these matters. National Highways is responsible for the strategic road network including the M40 and A34.

4.35 There are five railway stations in Cherwell and direct rail links from Banbury and Bicester to London, Birmingham and Oxford. Cross-country services link Banbury with Manchester, Bournemouth, Newcastle and Reading. Oxford Parkway station in Water Eaton opened in 2015, linking Oxford and London Marylebone via Bicester. Further significant improvement works are taking place and planned in the area as part of the wider East West Rail and HS2 projects.

4.36 London Oxford Airport is situated northwest of Kidlington. The airport is mainly used for private and recreational aviation activity as well as operating a small number of private and chartered flights. Meetings have been held between the council and London Oxford airport.

4.37 Regular meetings have taken place with the Highways authority on transport matters, and we have engaged in the production of Oxfordshire County Council strategies such as the Local Transport and Connectivity Plan and Walking and Cycling Strategies. Specific projects include the A41 at Bicester, Bicester Market Square, Hennef Way and Tramway in Banbury, and A44 improvements in the Yarnton, Begbroke area. Discussions have also been held in relation to new park and ride facilities.

4.38 The Local Plan seeks to reflect the transport priorities of National Highways and the County Council and has assessed the proposals in terms of transport impact. The Council has jointly commissioned a transport assessment with the County Council to inform the draft Cherwell Local Plan Review. Engagement has been ongoing with National Highways, including use of their strategic transport model and required mitigation measures as a result of the Plan proposals.

4.39 Engagement to inform the Infrastructure Delivery Plan has included meetings and workshops with Network Rail, National Highways and neighbouring local authorities. Transport modelling work has been undertaken by the County Council to assess the sites proposed for allocation in the Cherwell Local Plan Review.

Provision of utilities infrastructure (including telecommunications, waste, water and energy)

4.40 A range of Duty to Cooperate bodies including Oxfordshire County Council, neighbouring authorities, and the Environment Agency are involved in these matters. In addition, other bodies (outside of the duty to cooperate) including Thames Water, Anglian Water and energy and telecommunications providers have been consulted as necessary.

4.41 The Council's Water Cycle Study has been informed by consultation with water companies and neighbouring authorities. The energy companies have provided information to inform the draft Local Plan including in relation to site requirements. The Council's Infrastructure Delivery Plan has involved detailed input and discussions with infrastructure/utilities providers.

Natural Environment

4.42 Cherwell's natural environment is varied. The River Cherwell and Oxford Canal run north-south through the district. There are 19 landscape character types within Cherwell including the Ironstone Downs in the northwest, which includes a small area within the Cotswolds Natural Landscape. Cherwell District contains many areas of high ecological or geological value including sites of international, national and local importance. There are

several Sites of Special Scientific Interest (SSSIs) and part of the Oxford Meadows Special Area of Conservation (SAC) lies in the southwest corner of the district, north of the boundary with Oxford City. The district is home to many legally protected species as well as priority species and habitats.

4.43 An Oxfordshire Local Nature Partnership has been established in Oxfordshire involving the Oxfordshire authorities and other stakeholders. The Oxfordshire Local Nature Partnership (OLNP) is an organisation of key partners working together to radically enhance nature, its positive impact on our climate and the priority it is given, helping to make Oxfordshire a county where people and nature thrive. Cherwell's Corporate Director for Communities sits on the LNP Board.

4.44 The LNP priorities have informed the Plan. Officers from Cherwell District attended meetings of the Oxfordshire Partnership Forum and their subgroups.

4.45 Led by Oxfordshire County Council a draft Local Nature Recovery Strategy has been published (October 2024) for consultation. As a partner authority, CDC has been represented at the LNRS working group meetings.

4.46 The Council's Green and Blue Infrastructure Study 2024 involved consultation and engagement with a range a range of stakeholders including the Oxfordshire County Council and Natural England.

Habitats Regulation Assessment

4.47 Through OPPO and officer-led meetings with those responsible for District level HRAs and Natural England, we have been collaborating to ensure that our duties are discharged effectively with regards to the cumulative impacts of development in all our adopted plan, and effective testing of emerging plans takes place. HRA has been progressing with collaboration to the best that Oxfordshire authorities can achieve given their different stages of plan-making, and has involved engagement with Natural England

Flood risk

4.48 The predominant risk of flooding within Cherwell is due to flooding from rivers and watercourses as identified in the Council's Flood Risk Assessments for the Local Plan. In addition to the risk of flooding from rivers and watercourses, overland flow, surface water (pluvial) and ground water flooding affects some areas of the district.

4.49 Managing flood risk is a key element of Cherwell's climate change mitigation plans, involving the Environment Agency, Oxfordshire County Council and neighbouring authorities. The Plan seeks to manage and reduce flood risk in the district.

4.50 The Environment Agency and the Oxfordshire County Council (as Lead Local Flood Authority) have engaged and been consulted on the Flood Risk Assessments supporting the draft Local Plan.

Provision of health infrastructure and local facilities/infrastructure

4.51 At the local level Oxfordshire County Council has responsibility for public health and so is important in helping frame the policies of the Local Plan Review. Both the Integrated Care Board (ICB) and NHS England also have important roles to play. Regular meetings are held with officers from the ICB on the Local Plan, development proposals and on a wide range of issues relating to local primary care provision.

4.52 The Future Oxfordshire Partnership has produced the Oxfordshire Health Impact Tool Kit. The purpose of the tool kit is to facilitate the delivery of sustainable growth across the County and aims to positively impact on health inequalities and to create healthy, more resilient and sustainable communities. The toolkit methodology has formed the basis of the Council's Health and Equality Impact Assessment.

4.53 In addition, officers regularly attend an Oxfordshire based Healthy Place Shaping working group which has helped shape local plan policies and has ensured alignment with Oxfordshire strategic health aims.

4.54 Working with the County Council the Local Plan seeks to provide educational needs, provide for health needs and promote healthy lifestyles including the provision of active travel routes.

Climate change mitigation and adaptation

4.55 At the heart of the Local Plan is an ambition to future proof growth and to ensure that climate change mitigation and adaptation are an integral consideration when planning for new development. The Council has been working with the County Council and other stakeholders to address climate change. The Oxfordshire Energy Strategy (2019) prepared by OxLEP and the 2021 Pathways to a Zero-Carbon Oxfordshire (PAZCO) have informed the Local Plan. Pathways to a Zero Carbon Oxfordshire was prepared and funded with consortium of key stakeholders in Oxfordshire including the Local Authorities, with the aim of examining how Oxfordshire can sustain the momentum of the last decade to achieve net-zero emissions. Further collaborative working is ongoing.

Conservation and enhancement of the historic environment, landscape and Green Belt

4.56 Cherwell is characterised by its distinctive and diverse towns and villages and the district has a wealth of important heritage assets, many of which are protected. A small area of the Cotswolds National Landscape lies within the district and the Council is represented on the Board. In preparing heritage evidence, including Heritage Impact Assessments, the

Council has engaged with Historic England. This engagement is continuing in a positive and constructive manner.

Minerals and Waste

4.57 Oxfordshire County Council is responsible for Minerals and Waste Planning. The MWLP is relevant to the preparation of the Cherwell Local Plan, especially in relation to the safeguarding of mineral resources, aggregate rail depots, sites for recycled aggregate supply, other minerals infrastructure, and sites for waste management. The Local Plan includes policies on waste including requirements ensuring materials used in construction are locally sourced where possible, and that waste developed through the construction process is effectively dealt with in a sustainable manner.

4.58 Oxfordshire County Council provides support and engagement in the development of minerals and waste policy and other minerals related issues on specific sites which have greatly assisted the development of policies in the Local Plan. Regular updates on progress with the new Minerals and Waste Local Plan are provided through the Oxfordshire Planning Policy Officers group (OPPO) and regular OCC/CDC liaison meetings

Engagement

Table 1: Summary of key engagement for the Regulation 19 Local Plan

Body/Organisation	Summary of Key Engagement
Oxfordshire County Council	<p>Regular monthly OCC / CDC Liaison Meetings include discussing County Council matters relevant to the Local Plan, including transport, education, strategic flood risk, archaeology, energy, minerals and waste and public health.</p> <p>Regular OPPO, and other partnership meetings, detailed in Table 2.</p> <p>Engagement with the County Council on forming the strategy and proposed policies in the Plan in relation to County responsibilities.</p> <p>Regular meetings held with OCC to discuss preparation of the Infrastructure Delivery Plan (IDP) in particular reference to highways, education, social services, libraries, public health, rights of way, public transport, policy. Latest meeting held between OCC, Cherwell DC and IDP consultants 9/10/2024 and 15/10/2024</p>

Oxford City Council	<p>Regular OPPO, and other partnership meetings detailed in Table 2.</p> <p>Regular meetings between Cherwell and the City Council during the commissioning and preparation of the HENA.</p> <p>Joint working on a Gypsy and Travellers needs assessment and other work areas for Oxfordshire to inform Local Plans.</p> <p>Preparation of a Statement of Common/meetings between the City Council and Cherwell District Council including on matters relating to housing and employment needs, gypsy and travellers, the Oxford Meadows SAC, and transport.</p> <p>The latest Duty to Cooperate meeting was held between Cherwell and Oxford City Council on 15/10/2024. The discussion included the following matters:</p> <ul style="list-style-type: none"> • Cherwell Local Plan timetable, confirming that it is intended to take forward the 4,400 unmet need allocations. • Partial Review Sites – are being saved, discussion re individual sites deliverability. • OCC Plan – options are being considered for next steps following receipt of the Inspectors letter re the initial EIP hearings. • OCC confirmed that they are comfortable with the CDC approach to take the 4,400 homes forward. <p>Joint working</p> <ul style="list-style-type: none"> • GTAA – CDC have been working on Cherwell specific elements. Conscious that SODC/VoWH have concerns over its publication. • A joint meeting was suggested so that all districts can agree a way forward for the GTAA. • HRA – working well. City considers not progressing as quickly as expected and are keen to meet with Natural England.
West Oxfordshire District Council	Regular OPPO, and other partnership meetings detailed in Table 2.

	<p>Joint working on a Gypsy and Travellers needs assessment and other work areas for Oxfordshire to inform Local Plans.</p> <p>Strategic matters include housing and employment needs, gypsy and travellers, and transport and the proposed allocation in the draft Plan at Woodstock.</p> <p>A meeting was held between Policy officers of West Oxfordshire and Cherwell District Councils on 25th September 2024 where the main area of discussion was with regards the potential Cherwell Local Plan allocation for land at Woodstock. The discussion included the following matters:</p> <ul style="list-style-type: none">• Review of housing need figures because of the consultation NPPF• West Oxfordshire queried whether Cherwell still needed to allocate the site at Woodstock. Cherwell advised, that, yes, it remained necessary. Advising that available evidence has been revisited alongside everything that is already published, including information regarding the planning application. Cherwell advised that new evidence undertaken includes a heritage impact assessment (HIA).• It was confirmed that the HIA had been shared with officers including Oxfordshire County Council (OCC)• Capacity of the Woodstock site was discussed with a suggestion of c 500 dwellings.• It was confirmed by Cherwell that an application for development at Southeast Woodstock had been withdrawn.• It was confirmed that the ICMOS report regarding the setting of Blenheim and park views had been reviewed. Concern has been raised that no buffer zone is proposed. West Oxfordshire advised that this is a separate process and not for them to progress. <p>Key Infrastructure issues for West Oxfordshire highlighted the following matters:</p> <ul style="list-style-type: none">• Three existing proposed development sites at Woodstock (all planned) and that the proposed allocation would be a fourth. It was acknowledged that it didn't all fall to the
--	--

	<p>proposed allocation. This was acknowledged by West Oxfordshire, but it remained an issue. Cherwell queried whether the IDP had been prepared to support the three sites West Oxfordshire had planned. This was confirmed but infrastructure remained an issue.</p> <ul style="list-style-type: none">• West Oxfordshire advised School provision and GP provision are key and asked if there is a plan to provide a school on site, given what is now consented whether this resulted in need for a school on site. West Oxfordshire consider it a missed opportunity to not provide a school at this location.• Cherwell highlighted that the site does not generate the need for a school. West Oxfordshire confirmed that there is only one school at Woodstock and the understanding is that it cannot expand. Cherwell stated that there is not a reasonable transport solution, and OCC concern is with a satisfactory access with additional vehicle movements.• Cherwell queried whether there were alternative sites at Woodstock which had been promoted through HELAA, or known that could be made available for school provision. West Oxfordshire advised that Blenheim had promoted a great deal of land in their control. There have been a number of developments in the Woodstock area and no consideration has been given to the location of the school.• Cherwell advised that the partial review plan showed educational capacity and that the County would ringfence the capacity for West Oxfordshire pupils. Cherwell pupils will go to Begbroke. It was questioned whether this meant that the pupils could walk or cycle. Cherwell advised there were already Woodstock children going to Yarnton/Begbroke. The pupil generation has been dropping considerable, and capacity is higher than expected, so it was agreed that a further discussion with Barbara Chilman OCC is required. (Cherwell to action)• West Oxfordshire advised that it is likely to continue to have concerns about the Woodstock site and will look at this site and likely take advice. West Oxfordshire retain in principle concerns, however if the allocation goes ahead then it needs to address the issues, including the school capacity within Woodstock.
--	--

	<ul style="list-style-type: none"> • West Oxfordshire recognised its connection with the A44 and the potential for improvements to this corridor. • Both authorities recognised the need to continue dialogue regarding the Woodstock site as it progressed through the Local Plan process. <p>A Duty to Cooperate meeting was held on TEAMS on 9th October 2024 the meeting discussion included:</p> <ul style="list-style-type: none"> • Discussions around the Gypsy and Traveller joined Oxfordshire Needs assessment, with both West Oxfordshire and Cherwell agreeing that they were both broadly happy with the study outcomes. • agreement that a further meeting should be held between the two district councils and Oxfordshire County Council to discuss Education and Health provision at Woodstock. • Reference to A44 transport routes in the Cherwell Local Plan that would aid infrastructure improvement • The ongoing proposal/discussions for a park and ride at Kidlington. It was agreed by both Cherwell and West Oxfordshire as a sensible location for the proposal. • Follow up meetings agreed to discuss Local Plan next steps for both Districts
<p>South Oxfordshire and Vale of Whitehorse District Council</p>	<p>Regular OPPO, and other partnership meetings detailed in Table 2.</p> <p>Joint working on a Gypsy and Travellers needs assessment for Oxfordshire.</p> <p>Strategic matters include housing and employment needs, gypsy and travelers, Oxford Meadows SAC, and transport.</p> <p>Duty to Cooperate meeting held between Cherwell, South Oxfordshire and Vale of Whitehorse District Councils (S and V) on 15/10/2024. Discussion included:</p> <ul style="list-style-type: none"> • Cherwell response to S and V Regulation 18 consultation. (Approach to housing need, and site exclusions • S and V are now at Regulation 19 stage with further clarification included on the approach to housing need and site exclusions. • The importance of aligning with transport schemes and the potential benefits for increased movement around the A34 corridor.

	<ul style="list-style-type: none"> • Those outstanding matters relating to the County GTAA evidence need to be resolved within the next few weeks. • Both parties agreed on the importance of ingoing discussions that included matters of countywide interest. • Both parties agreed that engagement on the Statement of Common Ground should continue.
Oxfordshire LEP	<p>Meetings discussing the LEPs current and planned strategies and projects and on the economic objectives of the Local Plan and its reflection of the LEPs priorities.</p> <p>Strategic matters include the Plans economic objectives and previously the HENAs housing and employment need scenarios.</p> <p>April 2024 - HM Government introduced changes to the funding of local enterprise partnerships and mandated the transfer of statutory responsibilities around strategic economic planning to upper tier authorities. Joint work had been undertaken with OxLEP to arrange for control of the independent OxLEP company to transfer to the County Council on 1 April 2024 via the governance model of a Local Authority Trading Company, but to retain the current Board, business plan and staff structure.</p>
Buckinghamshire Council	<p>Key strategic matters relate primarily to traffic and landscape impacts at Bicester.</p> <p>Meeting held on 02/10/2024 where the discussion included:</p> <ul style="list-style-type: none"> • The NPPF consultation (July -September 2024) would result in an increased Bucks housing requirement of 42%. Buckinghamshire advised that several options were being considered but the result may be the need to consult neighbouring authorities on the options of taking some of its unmet housing need. • Transport matters were discussed including the possibility of joint working on improvements to the East West rail links. A 2014 four-way memorandum of understanding is to be revisited to determine if a joint study should be funded to assess the need for road improvements along the A41.
Stratford Upon Avon District Council	<ul style="list-style-type: none"> • A joint meeting has been agreed between Warwick, Stratford on Avon and Cherwell to discuss the South Warwickshire Local Plan and the Cherwell Local Plan.
West Northamptonshire Council	<p>Strategic matters include health provision, housing and employment allocations and transport links.</p>

Duty to Cooperate
Statement November 2024

	<p>Meeting on 10/10/2024 included the following discussions:</p> <ul style="list-style-type: none"> • West Northamptonshire response to the Cherwell Regulation 18 consultation (December 2023) • the role of Horton Hospital which serves parts of both districts • Cherwell proposed housing and employment allocations and numbers/site areas/uses • Follow up meeting agreed to discuss Local Plan next steps for both Districts
<p>Warwickshire County Council</p>	<p>Warwickshire County Council have been consulted at each of the formal stages of Local Plan consultation. No response was received at Regulation 18 stage.</p> <p>A Duty to Cooperate meeting was held on MS TEAMS between Janet Neale – Infrastructure Planning Lead – Strategic Growth at WCC Warwickshire CC and Policy Officers at Cherwell DC on 19/11/2024 where the discussion included the following matters:</p> <ul style="list-style-type: none"> • The Regulation 19 Cherwell Local Plan • Proposed timetable and CDC O & S and Executive meetings • Proposed consultation period • Main proposed growth areas – housing and employment • The East West Rail safeguarding <p>WCC Information and Documentation</p> <ul style="list-style-type: none"> • WCC local elections in 2025 • WCC Local Transport Plan (LTP4) adopted this year 2024 • WCC Minerals Plan adopted about 18 months ago • WCC Waste Plan – is out of date, needs to be reviewed WCC debating whether to do a joint Minerals and Waste Plan or not • Involvement with High-Speed Rail 2 (HS2) as it goes through the WCC <p>Update on Warwick District Council and Stratford on Avon District Council – South Warwickshire Local Plan</p> <ul style="list-style-type: none"> • Currently at the Preferred Options Stage • The Preferred Options has been to each Council’s Executive • The Councils will have a joint WDC and SDC members meeting on the 2nd of December 2024

Duty to Cooperate
Statement November 2024

	<ul style="list-style-type: none"> • WDC/SDC South Warwickshire Plan – proposed public consultation will be from the 13th of January 2025 to 15th March 2025 • JLR employee/contactor transport movements on the M40 / A46/ other roads declined since pandemic onwards due to increase in working from home
Oxfordshire Local Nature Partnership	Cherwell has consulted with the Oxfordshire Nature Partnership throughout the public stages of local plan production.
Homes England	Homes England are in discussions with CDC corporately regarding housing projects in the district including at Northwest Bicester to help delivery.
Office for Road and Rail	Cherwell has consulted with the Office for Road and Rail throughout the public stages of local plan production
National Highways	Key strategic issues include that the impacts of the Plan’s strategy on the sub-regional and regional highway network Cherwell, Oxford City Council and National Highways agreed an approach to the Local Transport assessment and modelling in February 2024. The meeting took place on 5 th February 2024. The approach makes use of the National Highways Strategic model validated for Cherwell Local Plan purposes. Engagement between the three bodies has continued via exchange of information and has been followed up by a Local Plan and transport modelling update meeting held on 23 rd October 2024. Next stages of LP transport work will involve testing mitigation packages.
Natural England	<p>Natural England are consulted at consultation stages of the Plan, on the production of a Habitats Regulation Assessment (HRA) for the draft Plan. Preparation of a Statement of Common ground explaining how the Plan will help to conserve, enhance and manage the natural environment, contributing to sustainable development.</p> <p>All OXON authorities agreed on an approach to the cumulative assessment of traffic flows associated with 2040/42 Local Plan growth for Oxfordshire. The note was prepared to help the preparation of Habitat Regulations Assessments of emerging LPs, it presents a common methodology to cumulative assessment of traffic flows and is to be used by the individual authorities when discussing their approach with Natural England. Final note date 14 October 2024.</p> <p>14 November 2024 – Further meeting with CDC to discuss HRA and assumptions/cumulative effects.</p>

	<p>Discussed LP timeframes and outlined Reg 19 emerging strategy and proposed growth</p> <p>Welcomed NE comments and recommendations at Reg 18 stage including on:</p> <ul style="list-style-type: none"> • Biodiversity and Geodiversity and GI, • Landscape (and National Landscapes AONB), • NE request for Landscape and Visual Impact Assessments for development proposals, and • addressing Land of Least Environmental Value and Best and Most Versatile Land • CDC updates: • Oxfordshire LNR Strategy currently out for consultation • G&BI Strategy finalised in 2023 • New Landscape Evidence: LCA, Local Landscape Designations, Site specific landscape assessments and Strategic gaps <p>NE highlighted specifically the location of Ardley Station safeguarding at Reg. 18 and the relationship of the proposed extension to NW Bicester in relation to Ardley Cutting and Quarry SSSI to the west of the site.</p> <p>NE welcomed the proposed removal of the station in the Reg 19 Plan and how the emerging Policies map illustrates the relationship of the NW Bicester Site, the proposed Bicester-Bucknell Strategic gap and the SSSI site.</p> <p>On HRA:</p> <p>CDC explained the Countywide position regarding modelling for HRA purposes and noted progress to date including joint working with OXON authorities to ensure consistency across authorities.</p> <p>NE noted that there isn't a single transport model in Oxfordshire that could be used by all authorities and that Cherwell has not used discounts in relation to Oxfordshire Local Transport and Connectivity Plan targets to reduce vehicle trips from the road network</p> <p>NE welcomed the early engagement ahead of Reg 19 consultation commencing.</p> <p>CDC agreed to provide specific information on modelling inputs for Cherwell and share a near completed draft HRA when ready by e-mail and reconvene a meeting at a later date to discuss the information.</p>
Historic England	Historic England has been consulted and provided input on the methodology for the individual site Heritage Impact

	<p>Assessments. Additional site discussions were held for the SE Woodstock site and Heyford Park. Further work being undertaken on the SE Woodstock site at the request of Historic England to supplement the HIA prepared.</p> <p>The following meetings have been held with Historic England during 2024 to discuss Cherwell Local Plan progress.</p> <p>23 May 2024. CDC, HE and CBA associates to discuss methodology and approach to undertake the Heritage Impact Assessments across the District. HE happy with approach</p> <p>20 June 2024. CDC, HE and promoters at Upper Heyford met on site at the airfield to undertake a site visit and see the historic flying field.</p> <p>4 July 2024. CDC, HE and CBA met to discuss Upper Heyford site visit, prior to the site being removed as a proposed allocation from the emerging Local Plan</p> <p>18 July 2024. CDC, HE and LUC met to discuss the proposed methodology relating to the HIA to be undertaken for SE Woodstock. HE is reasonably happy with this approach.</p> <p>15 October 2024. CDC and HE met to discuss concept plan for SE Woodstock. HE was reasonably happy with approach</p>
NHS	<p>Cherwell has consulted with NHS Property and other departments throughout the public stages of local plan production, Strategic matters include the provision of primary and other health care facilities that serve Cherwell residents.</p> <p>Meeting held with Oxford University Hospital Trust at the early stages of the Plan.</p>
Integrated Care Board	<p>Regular meetings are held with the Integrated Care Board. (normally 3 monthly)</p> <p>3rd July 2024 meeting discussed:</p> <ul style="list-style-type: none"> • Progress on Cherwell LP and in particularly site allocations • Progress of the Long-Term Strategy for health planning in Cherwell –Work on a draft has commenced but not currently progressed due to difficulties around 3rd party estate progress.

	<ul style="list-style-type: none"> • Bicester – ICB have requested a steer for need of a new health facility at NW Bicester. Discussion regarding existing premises and leases. • Heyford Park –Two clinical rooms to be delivered at Heyford • Banbury – Enough estate in the town centre, however the smaller offers are more difficult. A possible way forward to be explored could be off-site contributions to enable a refit. • Kidlington – Workforce issues are making it harder to find new estate. S106 funding will be necessary to help deliver additional provision as a result of new development.
<p>The Environment Agency</p>	<p>Strategic issues include avoiding areas at risk of flooding by directing development away from areas at highest risk and where development is necessary, the development should be made safe for its lifetime without increasing flood risk elsewhere.</p> <p>Cherwell Council have been engaging with the Environment Agency in respect to the progress of The Thames Water 5-year business plan, that will include design solutions for Oxford City Sewerage Treatment Works.</p> <p>A meeting was held between Cherwell and the EA on 26/06/2024 to discuss the Draft Local Plan Strategic Flood Risk Assessment. The discussion included the following matters:</p> <ul style="list-style-type: none"> • Cherwell provided an update on the draft Local Plan progress including site allocations • Consultants have been commissioned to update the SFRA Level 1 work and to provide the necessary SFRA Level 2 work. • Cherwell confirmed that they are keen to address the matters raised by the EA at Regulation 18 stage through the updated SFRA work. • As the work predates the latest definition of FZ3b the EA recommended that Level 2 models are created especially for J Flows. • EA are expected to release a national data set – the data was confidential at the time of the meeting. Cherwell requested confirmation that sites could be shared with the EA to confirm if the approach taken is appropriate.

	<ul style="list-style-type: none"> • Cherwell required confirmation with regards post development modelling, in respect of undefended and defended flood risk. • Cherwell confirmed that they would provide the EA with full list of sites to remain confidential at this time • The EA and Cherwell agreed to ongoing engagement.
Civil Aviation Authority	Cherwell has consulted with the CAA throughout the public stages of local plan production. The Plan will ensure compliance with the Civil aviation authority’s requirements in respect of its responsibilities.
Water Companies	<p>Cherwell has consulted with Anglian Water and Thames Water throughout the public stages of local plan production. Consultation was also undertaken on the Water Cycle Study prepared to inform the draft Plan.</p> <p>Meetings/workshops with CDC consultants to inform the IDP.</p> <p>Ongoing discussions are being held between Cherwell, Thames Water and the Environment Agency with regards Thames Water progressing their 5-year business plan including design solutions for Oxford Sewerage Treatment Works.</p>
Energy Companies	<p>Cherwell has consulted with National Grid and SSEN throughout the public stages of local plan production</p> <p>Meetings/workshops with CDC consultants to inform the IDP.</p> <p>Reg 18 consultation responses taken into account for the Reg 19 Local Plan.</p>
Parish/Town Councils	<p>Workshops/briefings undertaken with Parish Councils on draft Plan proposals as follows:</p> <ul style="list-style-type: none"> • Town and Parish Councils were invited to two workshops held on 19th October and 25th October 2023, the former was held in-person at the Bodicote House, the latter online via Zoom. <p>Attendees</p> <ul style="list-style-type: none"> • Adderbury Parish Council • Bicester Town Council • Bletchingdon Parish Council • Bloxham Parish Council • Bourton Parish Council

	<ul style="list-style-type: none">• Chesterton Parish Council• Cropredy Parish Council• Deddington Parish Council• Fringford Parish Council• Hornton Parish Council• Launton Parish Council• Milcombe Parish Council• Sibford Ferris Parish Council• Swalcliffe Parish Council• Weston-on-the-Green Parish Council• Woodstock Town Council <p>The aims of the sessions were to introduce and provide further detail on the overall vision, objectives, spatial strategy and core policies of the draft Local Plan Review 2040. The workshop was interactive and included time for an open discussion to allow attendees to voice their views/provide feedback on the draft Local Plan Review 2040.</p> <p>Key issues raised by parish/town councils at the workshops have been considered as part of the development of the Local Plan.</p> <p>A Local Plan Review Update Meeting was held on TEAMS on 06/02/2024 between Cherwell and 7 parish councils. (Adderbury, Bloxham, Launton, Steeple Aston, Bletchington, Bodicote, Kirtlington). The main areas of discussion were:</p> <ul style="list-style-type: none">• Site allocations• Infrastructure provision• Neighbourhood plans – progress and allocation of sites <p>Bi-annual Parish Liaison Group meetings are held corporately. Meeting on 06/11/2024 included an update on the Cherwell Local Plan.</p> <p>Various meetings and correspondence have been undertaken on a one-to-one basis with a number of parishes and neighbourhood planning groups to discuss plan progress and the implications of the Local Plan for neighbourhood planning locally.</p>
--	--

Developers and Promoters	Various meetings and site visits with landowners and site promoters to inform site selection for the draft Plan and evidence base. Meetings have continued to take place between Cherwell, developers, agents and landowners in the preparation of site allocations, infrastructure provision and site delivery.
IDP /IDS Contacts	LUC consultants are preparing the Cherwell IDP and IDS and as part of the evidence gathering and consultation work to inform the IDP and IDS have liaised with infrastructure providers and provided them with a copy of the draft IDP for comment. These include Sport England, Canals and River Trust, Anglian Water, OCC, ICB, Thames Valley Police, Network Rail, SSEN, National Grid, Thames Water, First Great Western. Further details are included within the IDP.

5. Mechanism for Cooperation

Regular Partnership Meetings

5.1 Cherwell District Council is actively involved in several cross boundary and joint partnership relationships, which have shaped the early stages of the plan and will continue to inform the preparation of the Local Plan. Many of these are formalised, regular meetings or forums where a variety of topics are discussed, with some of these tailored for the purposes of producing the Local Plan. These partnerships are a mechanism for facilitating Duty to Cooperate discussions. They enable regular direct contact with a range of Duty to Cooperate bodies and other bodies relevant to strategic priorities.

5.2 Table 2 details the regular partnership meetings that have a direct relevance to the Local Plan. The frequency of meetings may change depending upon issues arising and priorities.

Table 2: Regular partnership meetings

Group / meeting	Frequency (approx.)	Attendees	Role	Engagement/Meetings
Future Oxfordshire Partnership (FoP)	Every two months	Oxfordshire authorities and non-voting members (CCG, Environment	The partnership's purpose is to deliver the aims of the Strategic	Regular meetings held informing cross boundary strategic matters for the Local Plan Review.

		<p>Agency, Homes England, two universities, Oxfordshire Skills Board and Oxfordshire LEP).</p> <p>There is a Members Advisory Group for Members with Planning Portfolios.</p>	<p>Vision which all six councils have adopted. The FOP will:</p> <p>Coordinate local efforts to manage economic, housing and infrastructure development in a way that is inclusive and maximises local social and environmental benefits;</p> <p>Support the development of local planning policy that meets the UK Government's stated aim of net zero carbon by 2050, and contributes towards biodiversity gain whilst embracing the changes needed for a low carbon world; and,</p> <p>Seek to secure funding in the pursuit of these aims and</p>	<p>See Table 3 for a summary of district- wide FOP meetings</p>
--	--	---	---	---

			<p>oversee the delivery of related work programmes delegated to it by the joint committee's constituent local authority members.</p> <p>It does this by overseeing the delivery of projects that the councils of Oxfordshire are seeking to deliver collaboratively in the fields of economic development and strategic planning. This cooperation has helped Oxfordshire to secure over £500m of additional investment, such as through the City Deal, Housing and Growth Deal, Housing Infrastructure Fund and the Oxfordshire Rail Connectivity</p>	
--	--	--	--	--

Duty to Cooperate
Statement November 2024

			<p>Study. The Future Oxfordshire Partnership also has an important role in representing Oxfordshire on matters of regional interest.</p> <p>The councils have also agreed that continued collaborative working on spatial planning matters will be valuable.</p> <p>New Terms of Reference are being drawn up to ensure that a members' advisory group with planning policy portfolio holders from each authority can continue to discuss spatial planning and issues that impact the County as a whole.</p>	
Oxford-Cambridge	Twice a year	Local authorities	Various groupings	Regular Meetings held informing cross boundary

Duty to Cooperate
Statement November 2024

Arc Leadership Group		from across the Oxford-Cambridge Arc. Chief Executives and Leaders meet.	helped develop and co-ordinate the work fed into the government's planned Spatial Framework for the Oxford-Cambridge Arc.	strategic matters for the Local Plan Review.
Oxfordshire Plan 2050 (now ceased in August 2022)	Evidence Working Groups (Monthly) Planning Policy Manager (2 weekly) Group; Heads of Planning (monthly); Member Sub-group of the Growth Board (monthly)	All districts and city council in Oxfordshire and representatives of the County Council and LEP. Liaison Group of planning officers; Heads of Planning; and Member Sub-group.	These groups provided regular input, advice and leadership to the Oxfordshire Plan 2050.	<p>Evidence Working groups to inform the Oxfordshire Plan including for: Flood Risk, Water Management, Gypsy and Traveller needs, Habitats Regulation Assessment, Transport, Green Belt, sustainability appraisal.</p> <p>The Planning Policy officers group discussed matters including: Oxfordshire Plan and Evidence base funding. The production of Oxfordshire Growth Needs Assessment. The Oxfordshire Plan policies and options for growth</p> <p>Most of this work is now being undertaken at the district level to inform Local Plans being produced by the Districts/City following the cessation of the Oxfordshire Plan.</p>

Duty to Cooperate
Statement November 2024

<p>Oxfordshire Local Enterprise Partnership (LEP)</p>	<p>Executive Board meets monthly</p>	<p>A body made up of representatives from business, academia and the wider public sector.</p>	<p>Business led with senior academic figures and local authority members. It provides leadership and champions growth and innovation, helping to break down barriers and providing support mechanisms. Prepared the Local Industrial Strategy and Investment Plan.</p>	<p>Meetings held between Cherwell and City Council officers and the LEP in relation to the OGNA and the Housing and Economic Needs Assessment commissioned by Oxford and Cherwell Councils.</p> <p>April 2024 - HM Government introduced changes to the funding of local enterprise partnerships and mandated the transfer of statutory responsibilities around strategic economic planning to upper tier authorities. Joint work had been undertaken with OxLEP to arrange for control of the independent OxLEP company to transfer to the County Council on 1 April 2024 via the governance model of a Local Authority Trading Company, but to retain the current Board, business plan and staff structure.</p>
<p>The Oxfordshire Inclusive Economy Partnership</p>	<p>Regular Meetings</p>	<p>The Oxfordshire Inclusive Economy Partnership brings together over a hundred organisations – employers, business, education, community groups and</p>	<p>Working to create opportunities for all people in Oxfordshire, making use of everyone’s potential, so that we can all benefit from Oxfordshire’s success. The</p>	

Duty to Cooperate
Statement November 2024

		local government.	aim is to create an environment and communities that can adapt to change, a region that is resilient in the face of shocks in the economy and a workforce that responds to different needs and different kinds of work in the future.	
Cherwell Local Strategic Partnership (LSP)	Quarterly	The board is made up of public, private and voluntary and community sector representatives .	Through the promotion of partnerships, the board maximises the contribution of each sector to improve the quality of life in Cherwell.	Meetings provide an opportunity to present an update and receive questions on the Cherwell Local Plan.
Oxfordshire Skills Board	Every two months	The board is made up of public and private employers, secondary, further and higher education skills providers and stakeholder groups.	Responsible for understanding and communicating the needs of employers and providers in Oxfordshire relating to business development, employment and skills issues which	

Duty to Cooperate
Statement November 2024

			<p>impact on the economic wellbeing of the area. Works closely with the LEP.</p>	
<p>Health and Wellbeing Board</p>	<p>Every two months</p>	<p>Includes local GPs, District and County Councillors, Oxfordshire Clinical Commissioning Group, Healthwatch Oxfordshire, and senior council officers.</p>	<p>Seeks to provide strategic leadership for health and wellbeing across Oxfordshire, ensuring that plans are in place and that action is taken to realise those plans. The Board produces the Oxfordshire Joint Health and Wellbeing Strategy.</p>	<p>The Oxfordshire Joint Health & Wellbeing Strategy has informed the Local Plan.</p>
<p>Oxfordshire Leaders Group</p>	<p>Approximately six times a year</p>	<p>The Leaders of all the Oxfordshire authorities.</p>	<p>Key elements of the group's work include consideration of impacts of changes in government policy and guidance; agreement of county wide programmes; monitoring the impact on resources and services due to changes;</p>	

Duty to Cooperate
Statement November 2024

			implementing savings.	
Oxfordshire Chief Executive's Group	Approximately six times a year	The Chief Executives of all the Oxfordshire authorities.	Advises and supports the Oxfordshire Leaders Group on the above issues.	
Oxfordshire Planning Policy Officers Meetings (OPPO)	Monthly meetings	Planning Policy Managers of all Oxfordshire authorities.	Regular forum for authorities to provide updates on plan progress and to discuss other cross boundary matters and joint evidence base.	
Heads of Planning (HoP)	Monthly and as required	Heads of Planning from the Oxfordshire Councils	Forum for authorities to provide updates on plan progress and to discuss other cross boundary matters including previously providing direction on the Oxfordshire Plan.	Meetings regularly include discussions on local planning cross boundary strategic matters Most recent meeting held on 25/06/2024 included the following planning policy related matters: -Oxford Local Plan examination - Sewerage capacity
OCC / CDC Liaison Meetings	Every month	Officers of Cherwell and Oxfordshire County Council	Used to discuss current work and emerging issues that affect both authorities, including	

			County and District strategic matters and joint working.	
Integrated Care Board / CDC Liaison Meetings	Approximately every 3 months	Integrated Care Board locality and estates officers, CDC planning officers and Healthy Place-Shaping Lead.	Regular forum to provide updates and discussions relating to primary care strategy and provision, particularly in the context of development management decisions and development plan making.	
Oxfordshire Local Nature Partnership	Regular meetings as required.	Officers from the Oxfordshire authorities and other stakeholders	To bring together local organisations, businesses and people who want to improve their local natural environment.	

Joint working on strategies and infrastructure planning

5.3 Many of the partnerships detailed above have produced and adopted/published joint strategies as part of their work. This illustrates that the process of engagement and cooperation has been effective in the sense that it has resulted in outcomes that all parties considered could sign up to. Many of these strategies have direct relevance to the Local Plan. In addition, several of the partnerships have/will jointly commission studies or evidence base work which will influence the policies of the Local Plan. Table 3 details key jointly produced strategies and jointly commissioned studies.

Table 3: Joint working on strategies and infrastructure planning

Project document	Produced by / involved	Role / purpose
Oxfordshire Local Industrial Strategy (July 2019)	Oxfordshire Local Enterprise Partnership	<p>The Local Industrial Strategy (LIS) sets out an ambition for Oxfordshire to leverage its existing strengths to become one of the top three innovation ecosystems globally by 2040. It sets out how Oxfordshire’s strengths and assets are to be built on, to deliver transformative growth, which is clean and sustainable and delivers prosperity for all communities across the county. The LIS is intended to deliver the aims of the National Industrial Strategy, which is the government’s long-term plan to boost productivity. The LIS states ‘Oxfordshire has been at the centre of innovation in the UK for centuries. National and local investments have built up a network of science parks and innovative firms across the county, and now wider investments in the region offer the opportunity to cement the area’s reputation as one of the best locations in the world to innovate.’</p>
Oxfordshire Local Industrial Strategy – Oxfordshire Investment Plan (August 2020)	Oxfordshire Local Enterprise Partnership	<p>Prepared by the LEP, it translates the ideas and aspirations of the Local Industrial Strategy into a programme of delivery and updates the LIS.</p> <p>The investment plan should deliver:</p> <ul style="list-style-type: none"> 24,500 new jobs (gross full-time equivalents) 344,400m² of new commercial and innovation floorspace 29,400 new homes (based on existing local plans and the Oxfordshire Housing & Growth Deal) 2,700 qualifications (NVQ4+ and Apprenticeships) <p>Support for over 41,000 adult and young learners. Delivering the projects will collectively lever over £2.6bn in domestic and foreign private sector investment. More widely, the portfolio will secure a total of £3.6bn of Foreign Direct Investment and produce GVA of £1.2bn per year from 2030 (based on average Gross Value Added per job).</p>

<p>The Oxfordshire Infrastructure Strategy (OxIS)</p>	<p>Officers from the Oxfordshire authorities and other stakeholders</p>	<p>The Oxfordshire Infrastructure Strategy (OxIS) was an Oxfordshire Growth Board (now FoP) commissioned project involving the county's six local authorities and OxLEP, with the purpose of prioritising our infrastructure requirements to 2040 and beyond.</p> <p>The Future Oxfordshire Partnership is responsible both for decisions about how Deal money is spent and for overseeing the work undertaken to deliver the agreed outcomes.</p> <p>Following the Future Oxfordshire Partnership's negotiation of the terms of the Oxfordshire Housing & Growth Deal with Government, its adoption was agreed by affirmative votes in all six councils and the Oxfordshire Local Enterprise Partnership (OxLEP) Board.</p>
<p>Oxfordshire Strategic Vision</p>	<p>Future Oxfordshire Partnership (FOP)</p>	<p>The FOP purpose is to deliver the aims of the Strategic Vision for Sustainable Development in Oxfordshire which all six councils have adopted. The FOP:</p> <ul style="list-style-type: none"> • Coordinate local efforts to manage economic, housing and infrastructure development in a way that is inclusive and maximises local social and environmental benefits; • Support the development of local policy that meets the UK Government's stated aim of net zero carbon by 2050, and contributes towards biodiversity gain whilst embracing the changes needed for a low carbon world; and, • Seek to secure funding in the pursuit of these aims and oversee the delivery of related work programmes delegated to it by the joint committee's constituent local authority members. <p>The Partnership meets six times each year to discuss issues facing Oxfordshire's future, most often in a non-decision-making capacity.</p>

		<p>It is supported by four Advisory Sub-Groups (Infrastructure, Environment, Housing and Planning), a Scrutiny Panel and a small team of officers who are tasked with delivering elements of the Partnership’s work programme.</p> <p>Officers of Cherwell Council regularly attend the meetings. Through 2024 Scrutiny Panel/ FOP Partnership Meetings have been held; points raised Cherwell include:</p> <p>22/01/2024 (Scrutiny Panel) -Role and remit of the panel, the role of FOP in facilitating the duty to cooperate, the new Health and Well-being Board for Oxfordshire</p> <p>30/01/2024 (FOP) - Health and well-being Board Strategy for Oxfordshire, FOP Forward Plan, Oxfordshire Strategic Vision,</p> <p>11/03/2024 (Scrutiny Panel) - Oxfordshire Housing and Growth Deal –Update, LEP Partnership functions –transition arrangements,</p> <p>20/03/2024 (FOP) - Oxfordshire Housing and Growth Deal –Update, LEP Partnership functions – transition arrangements,</p> <p>23/07/2024 - (Scrutiny Panel) - Oxfordshire Housing and Growth Deal –Update, Oxfordshire Inclusive Economic Partnership (OIEP) Update Report, Update on the Oxfordshire Local Nature Recovery Strategy, Oxfordshire Local Area Energy Plan, Outline business case</p> <p>30/07/2024 (FOP)- Oxfordshire Housing and Growth Deal –Update, Oxfordshire Inclusive Economic Partnership (OIEP) Update Report, Update on the Oxfordshire Local Nature Recovery Strategy, Oxfordshire Local Area Energy Plan, Outline business case</p>
--	--	---

Duty to Cooperate
Statement November 2024

		<p>03/10/2024 -(FOP) - Oxfordshire Housing and Growth Deal –Update, Local Nature Partnership Update, Future Oxfordshire Partnership Forward Plan, Delivery of Oxfordshire Strategic Vision.</p> <p>Next meeting 26/11/2024.</p>
<p>The Future Oxfordshire Partnership Planning Advisory Group</p>	<p>Members and Senior Planning Officers across the County</p>	<p>Meetings held between members and senior planning officers across Oxfordshire to informally discuss planning matters beyond those discussed at the FOP meetings.</p> <p>Officers and members of Cherwell Council regularly attend the meetings, alongside officers and members of the other Oxfordshire Councils. Meetings held have included the following topics of discussion:</p> <p>21/07/2023 -The role of the Future Oxfordshire Partnership and the Oxfordshire Strategic Vision, Identifying areas for collaborative working, update on local plan progress.</p> <p>15/09/2023 -Opportunities for joint working, opportunities for joint working in the planning space, viability, biodiversity net gain, modern methods of construction, update on local plan progress, work programme.</p> <p>15/12/2023 - Planning for health infrastructure, proposals for joint working on biodiversity net gain, Oxfordshire local transport and connectivity plan (LTCP), forward work programme, update on local plan progress</p> <p>15/03/2024 - Update on joint working with regard to viability assessments, Salt Cross Garden Village – the net zero debate, update on local plan progress, forward work programme</p> <p>13/09/2024 - Consideration of a briefing paper on planning for primary care infrastructure across Oxfordshire. Planning related issues and subjects raised include:</p>

		<ul style="list-style-type: none"> • As well as linking strategic planning and district council local plans it was suggested that planning for primary healthcare infrastructure should feed into the next iteration of the Oxfordshire Infrastructure Strategy, (OxIS). (Welcomed by PAG) • Use of S106 and CIL for funding healthcare infrastructure projects • Investigation of the colocation of leisure and health facilities.
Oxfordshire Housing and Growth Deal (2018)	<p>All Oxfordshire councils and Oxfordshire LEP</p> <p>Approved and signed off by government (Ministry of Housing, Communities and Local Government)</p>	<p>The Oxfordshire authorities signed a Housing and Growth Deal with the government which comprised £215 million of funding to be granted to support the ambition to plan for and deliver 100,000 homes in Oxfordshire by 2031. This was linked to a number of other commitments from the government and the Oxfordshire authorities on affordable housing and infrastructure delivery.</p> <p>Oxfordshire is in the last year of the extended Oxfordshire Housing & Growth Deal which included support to help deliver 100,000 new homes across Oxfordshire between 2011 and 2031. The planned growth to contribute to this is contained within the Cherwell Local Plan 2011-2031 and the Partial Review of that Plan and sites continue to be delivered. There is no additional housing need arising from the Growth Deal.</p>
Oxfordshire Strategic Housing Market Assessment (SHMA) (April 2014) and Oxfordshire Growth Needs Assessment (OGNA)	Jointly commissioned by all Oxfordshire districts with County Council in support.	The SHMA was a technical study to help the Oxfordshire districts understand how many homes will be needed in the period 2011-2031. It also considered the housing needs of specific groups such as older people, minority groups and people with disabilities. (The OGNA (published in 2021) identified the housing and employment needs for Oxfordshire at this time.)
Housing and Economic Needs	Housing and Economic Needs	A study to provide an objective assessment of housing and employment needs in Oxfordshire.

Duty to Cooperate
Statement November 2024

Assessment (December 2022)	Assessment commissioned by Oxford Cherwell Councils to inform their Local Plans.	Following the examination into the Oxford City Local Plan 2040, where the Government appointed Inspectors expressed significant concerns in respect of the jointly commissioned Housing and Economic Needs Assessment, prepared by consultants Icenl, Cherwell District Council has chosen to withdraw this report from its evidence base documents.
Evidence to support policies towards to achieving net zero (January 2023)	Oxfordshire County Council and Cherwell district Council and stakeholders.	Review of policy, legislation and best practice to inform the Local Plan and wider Council policies and strategies. Pathways to Zero Carbon (Pazco) 2021. In 2020 Oxfordshire County Council published an Action Framework that includes guiding principles to enable a zero- carbon Oxfordshire.
Gypsy and travellers needs assessment for Oxfordshire	Oxfordshire authorities	A study has been commissioned to identify the needs of Gypsy and travellers across Oxfordshire meeting the requirements of government planning policy to inform Local Plans.
Transport assessment and commissioning of modelling	Cherwell District Council and Oxfordshire County Council	A transport assessment to inform the Local Plan and modelling for the County. Transport modelling work is ongoing between Cherwell and County Highways Authority in the assessment and delivery of local plan policy and appropriateness of site allocations.
Oxfordshire Rail Strategy	Oxfordshire Districts and Oxfordshire County Council	Engagement on the Oxfordshire Rail Strategy is planned to go out to public consultation during September 2025 for six weeks with Cabinet decision December 2025. The Area Travel Plans (Hopefully soon to be Movement and Place Strategies (MAPS) following a proposed amendment to LTCP are going to November Cabinet) Work is underway with the OCC place team to draft key actions for the Bicester chapter during November. The LTCP Monitoring Report is going to November's cabinet

Communication at formal stages of Local Plan production

5.4 The Duty to Cooperate bodies, as well as other relevant organisations and the wider public are invited to submit representations to inform the preparation of the Local Plan. The format and methods used will be detailed in the Consultation Statement which will also summarise the responses that have been received.

5.5 On 31 July 2020 the Council published a community involvement paper for a six-week period of consultation to 14 September 2020. The paper was prepared to engage with residents, businesses and other stakeholders to inform them of a review of the adopted Cherwell Local Plan 2011-2031. Written notifications were sent to the consultees listed in the 2016 Statement of Community Involvement and anyone who had registered on the Council's Planning Policy database on 30 July 2020. The database includes parish councils, adjacent authorities and parishes, planning agents, statutory consultees, local pressure groups and organisations as well as individuals. The Sustainability Appraisal Scoping Report was published for consultation alongside the community involvement paper on 31 July 2020. The three consultation bodies under the SEA Regulations – Natural England, Historic England and the Environment Agency – sent in a separate email inviting comments on the Sustainability Appraisal Scoping Report.

5.6 On 29 September 2021 the Council published a community involvement paper 2 for a six-week period of consultation to 10 November 2021. The paper was prepared to engage with residents, businesses and other stakeholders to inform them of a review of the adopted Cherwell Local Plan 2011-2031. Written notifications were sent to the consultees listed in the 2021 Statement of Community Involvement and anyone who had registered on the Council's Planning Policy database on 28 September 2021. The database includes parish councils, adjacent authorities and parishes, planning agents, statutory consultees, local pressure groups and organisations as well as individuals. Details of the consultation that took place are outlined in the Consultation Statement published alongside the draft Cherwell Local Plan Review.

5.7 On 22 September 2023 the Council published a Cherwell Local Plan Review 2040 Consultation Draft (Regulation 18) for a six-week period of consultation to 3 November 2023. The Draft Plan was prepared to engage with residents, businesses and other stakeholders and to invite them to submit their views on the draft policies and proposals set out in the Regulation 18 Draft Cherwell Local Plan 2020-2040. Written notifications were sent to the consultees listed in the 2021 Statement of Community Involvement and anyone who had registered on the Council's Planning Policy database on 22 September 2023. The database includes parish councils, adjacent authorities and parishes, planning agents, statutory consultees, local pressure groups and organisations as well as individuals. Details of the consultation that took place are outlined in the Consultation Statement published alongside the Regulation 19 Cherwell Local Plan Review.

Duty to Cooperate
Statement November 2024

5.8 Table 4 summarises the communications about the Local Plan with external stakeholders at each formal stage of preparation, including planned future consultations. The Council’s Statement of Consultation sets out the representations, including from the Duty Cooperate bodies, that have been received at each stage and how these have been taken into account for the draft Plan.

Table 4: Local Plan communications with external stakeholders at formal stages

Stage	Date	Communication	Partner organisation contacted / invited
Sustainability Appraisal Scoping Report consultation	30 July – 14 September 2020	Notification of consultation	Environment Agency English Heritage Natural England Highways Agency Oxfordshire County Council
Consultation on Community Involvement Paper			
District-wide Issues consultation	30 July – 14 September 2020	Notification of consultation	Duty to Co-operate bodies Specific consultation bodies General consultation bodies Additional organisations / bodies
Consultation on Community Involvement paper 2			
District-wide Options consultation	29 September – 10 November 2021	Notification of consultation	Duty to Co-operate bodies Specific consultation bodies General consultation bodies Additional organisations / bodies
Duty to Co-operate Background Paper	29 September – 10 November 2021	Document circulated for consultation	Duty to Co-operate bodies Additional Local Planning Authorities
Draft Cherwell Local Plan (Regulation 18)			
Consultation on Draft Plan and supporting documents	22 September – 3 November 2023	Notification of consultation	Duty to Co-operate bodies Specific consultation bodies General consultation bodies Additional organisations / bodies
Submission Plan (Regulation 19)			
Consultation on Proposed Submission Plan	Scheduled for December 2023 to February 2024	Notification of consultation	Duty to Co-operate bodies Specific consultation bodies General consultation bodies Additional organisations / bodies

Duty to Cooperate
Statement November 2024

--	--	--	--

This page is intentionally left blank

Appendix 1 – Retained policies list

A review of the 1996 saved policies and adopted Local Plan (2015) and Partial Review Plan (2020) policies was undertaken as part of the preparation of the Local Plan 2042. It was concluded that it is not necessary to save any of the 1996 Local Plan saved policies within this iteration of the Local Plan, therefore each of these policies is either replaced or no longer relevant. There are a small number of adopted Local Plan (2015) and Partial Review (2020) policies that are to be saved in this Plan. The table below summarises how each policy is to be considered. Any saved allocations listed below are included in the accompanying Saved Allocations Document.

Cherwell Local Plan 1996 Saved Policies			Cherwell Local Plan 2042
Policy Number	Description	Retained, Replaced or Other	Replacement Policy
GB2	Outdoor Recreation in The Green Belt	Replaced	COM 12: The Oxford Green Belt
GB3	Major Development Sites in The Green Belt	Replaced	COM 12: The Oxford Green Belt
H16	White Land at Yarnton	Policy no longer relevant	Scheme has been delivered
H17	Replacement of Dwellings	Policy no longer relevant	RUR 6 Replacement Dwellings in the Countryside
H18	New Dwellings in The Countryside	Replaced	RUR 3: New Dwellings in the Countryside
H19	Conversion Of Buildings in The Countryside	Replaced	RUR 4: Conversion of a Rural Building to a Dwelling
H20	Conversion Of Farmstead Buildings	Replaced	RUR 4: Conversion of a Rural Building to a Dwelling
H21	Conversion Of Buildings in Settlements	Replaced	SP 1: Settlement Hierarchy
H23	Retained Caravans	Replaced	COM 8: Residential Caravans
H26	Residential Canal Moorings	Replaced	COM 31: Residential Canal Moorings
S22	Provision of Rear Servicing, Kidlington	Policy no longer relevant	Village centre scheme and part pedestrianisation of High Street delivered
S26	Small Scale Ancillary Retail Outlets in the Rural Areas	Replaced	LEC 10: Town Centre Hierarchy and Retail Uses
S27	Garden Centres in the Rural Areas	Replaced	LEC 10: Town Centre Hierarchy and Retail Uses
S28	Proposals for Small Shops and Extensions to Existing Shops Outside	Replaced	LEC 10: Town Centre Hierarchy and Retail Uses

	Banbury, Bicester and Kidlington Shopping Centres		
S29	Loss of Existing Village Services	Replaced	COM 23: Local Services and Community Facilities
TR1	Transportation Funding	Replaced	COM 15: Active Travel – Walking and Cycling COM 20: Providing Supporting Infrastructure and Services CSD 22: Sustainable Transport and Connectivity Improvements
TR7	Development Attracting Traffic on Minor Roads	Replaced	CSD 23: Assessing Transport Impact/Decide and Provide
TR8	Commercial Facilities for the Motorist	Policy no longer relevant	N/A
TR10	Heavy Goods Vehicles	Replaced	CSD 23: Assessing Transport Impact/Decide and Provide
TR11	Oxford Canal	Replaced	COM 30: The Oxford Canal
TR14	Formation of New Accesses to the Inner Relief Road and Hennef Way, Banbury	Replaced	BAN 3: Banbury Inner Relief Road and Hennef Way
TR16	Access Improvements in the Vicinity of Banbury Railway Station	Replaced	CSD 22: Sustainable Transport and Connectivity Improvements CSD 23: Assessing Transport Impact/Decide and Provide COM 15: Active Travel – Walking and Cycling
TR22	Reservation of Land for Road Schemes in the Countryside	Policy no longer relevant	Schemes largely delivered or not progressed
R5	Use of Redundant Railway Lines and Disused Quarries for Recreation Purposes	Replaced	COM 15: Active Travel – Walking and Cycling COM 24: Open Space, Sport and Recreation
T2	Proposals for Hotels, Motels, Guest Houses and Restaurants within Settlements	Replaced	LEC 9: Tourism
T3	Land Reserved for Hotel and Associated Tourist or Leisure Based Development, in Vicinity of Junction 11 of the M40, Banbury	Policy no longer relevant	Site built out
T5	Proposals for new Hotels, Motels, Guesthouses and Restaurants in the Countryside	Replaced	LEC 9: Tourism LEC 8: Rural Diversification
T7	Conversion of Buildings Beyond Settlements to Self-Catering Holiday Accommodation	Replaced	LEC 9: Tourism LEC 9: Rural Diversification

AG2	Construction of Farm Buildings	Replaced	COM 14: Achieving Well Designed Places COM 10: Protection and Enhancement of the Landscape LEC 6: Supporting a Thriving and Resilient Farming Sector
AG3	Siting of New or Extension to Existing Intensive Livestock and Poultry Units	Replaced	CSD 17: Pollution and Noise
AG4	Waste Disposal from Intensive Livestock and Poultry Units	Replaced	CSD 17: Pollution and Noise CSD 21: Waste Collection and Recycling
AG5	Development Involving Horses	Replaced	N/A
C5	Protection of Ecological Value and Rural Character of Specified Features of Value in the District	Replaced	COM 10: Protection and Enhancement of the Landscape
C6	Development Proposals Adjacent to the River Thames	Replaced	COM 10: Protection and Enhancement of the Landscape
C8	Sporadic Development in the Open Countryside	Replaced	SP 1: Settlement Hierarchy COM 10: Protection and Enhancement of the Landscape COM 13: Settlement Gaps
C11	Protection of the Vista and Setting of Rousham Park	Replaced	COM 26: Historic Environment
C14	Countryside Management Projects	Policy no longer relevant	N/A
C15	Prevention of Coalescence of Settlements	Replaced	COM 10: Protection and Enhancement of the Landscape COM 13: Settlement Gaps
C18	Development Proposals Affecting a Listed Building	Replaced	COM 28: Listed Buildings
C21	Proposals for Re-Use of a Listed Building	Replaced	COM 28: Listed Buildings
C23	Retention of Features Contributing to Character or Appearance of a Conservation Area	Replaced	COM 27: Conservation Areas
C25	Development Affecting the Site or Setting of a Scheduled Ancient Monument	Replaced	COM 26: Historic Environment
C28	Layout, Design and External Appearance of New Development	Replaced	COM 14: Achieving Well Designed Places
C29	Appearance of Development Adjacent to the Oxford Canal	Replaced	COM 14: Achieving Well Designed Places COM 30: The Oxford Canal
C30	Design Control	Replaced	COM 14: Achieving Well Designed Places

C31	Compatibility of Proposals in Residential Areas	Replaced	COM 14: Achieving Well Designed Places
C32	Provision of Facilities for Disabled People	Replaced	COM 5: Residential Space Standards COM 14: Achieving Well Designed Places COM 18: Creating Healthy Communities
C33	Protection of Important Gaps of Undeveloped Land	Replaced	COM 13: Settlement Gaps
C34	Protection of Views of St Mary's Church, Banbury	Replaced	COM 26: Historic Environment COM 27: Conservation Areas COM 28: Listed Buildings
C38	Satellite Dishes in Conservation Areas and on Listed Buildings	Replaced	COM 26: Historic Environment COM 27: Conservation Areas COM 28: Listed Buildings
C39	Telecommunication Masts and Structures	Policy no longer relevant	CO N/A
ENV1	Development Likely to Cause Detrimental Levels of Pollution	Replaced	CSD 17: Pollution and Noise
ENV2	Redevelopment of Sites Causing Serious Detriment to Local Amenity	Replaced	CSD 17: Pollution and Noise CSD 19: Soils, Contaminated Land and Stability
ENV6	Development at Oxford Airport, Kidlington Likely to Increase Noise Nuisance	Replaced	KID 2: London-Oxford Airport
ENV10	Development Proposals Likely to Damage or be at Risk from Hazardous Installations	Replaced	CSD 20: Hazardous Substances
ENV11	Proposals for Installations Handling Hazardous Substances	Replaced	CSD 20: Hazardous Substances
ENV12	Development on Contaminated Land	Replaced	CSD 19: Soils, Contaminated Land and Stability
OA2	Protection of Land at Yarnton Road Recreation Ground, Kidlington for a New Primary School	Policy no longer relevant	N/A
Cherwell Local Plan 2030			Cherwell Local Plan 2042
Policy Number	Description	Retained, Replaced or Other	Replacement Policy
SLE 1	Employment Development	Replaced	LEC 1 Meeting Business and Employment Needs LEC 2: Development at Existing or Allocated Employment Sites LEC 3: New Employment Development on Unallocated Sites

			LEC 4: Ancillary Uses on existing or allocated Employment Sites
SLE 2	Securing Dynamic Town Centres	Replaced	LEC 10 Town Centre Hierarchy and Retail Uses LEC 11: Primary Shopping Areas
SLE 3	Supporting Tourism Growth	Replaced	LEC 9: Tourism
SLE 4	Improved Transport and Connections	Replaced	CSD 22: Sustainable Transport and Connectivity Improvements CSD 23: Assessing Transport Impact/Decide and Provide COM 15: Active Travel – Walking and Cycling
SLE 5	High Speed Rail 2 - London to Birmingham	Policy no longer relevant	High Speed Rail 2 is a national infrastructure project that is dealt through PINS with the decision-making framework in the Planning Act 2008 (as amended) and relevant national policy statements for major infrastructure planning applications.
BSC 1	District Wide Housing Distribution	Replaced	COM 1: District Wide Housing Distribution
BSC 2	The Effective and Efficient Use of Land - Brownfield Land and Housing Density	Replaced	CSD 25: The Effective and Efficient Use of Land – Brownfield Land and Housing Density
BSC 3	Affordable Housing	Replaced	COM 2: Affordable Housing
BSC 4	Housing Mix	Replaced	COM 3: Housing Size / Type
BSC 5	Area Renewal	Replaced	CSD 25: The Effective and Efficient Use of Land – Brownfield Land and Housing Density
BSC 6	Travelling Communities	Replaced	COM 9: Travelling Communities
BSC 7	Meeting Education Needs	Replaced	COM 21: Meeting Education Needs
BSC 8	Securing Health and Wellbeing	Replaced	COM 17: Health Facilities COM 18: Creating Healthy Communities
BSC 9	Public Services and Utilities	Replaced	COM 22: Public Services and Utilities

BSC 10	Open Space, Outdoor Sport and Recreation Provision	Replaced	COM 24: Open Space, Sport and Recreation
BSC 11	Local Standards of Provision - Outdoor Recreation	Replaced	COM 24: Open Space, Sport and Recreation
BSC 12	Indoor Sport, Recreation and Community Facilities	Replaced	COM 24: Open Space, Sport and Recreation
ESD 1	Mitigating and Adapting to Climate Change	Replaced	CSD 1: Mitigating and Adapting to Climate Change
ESD 2	Energy Hierarchy and Allowable Solutions	Replaced	CSD 2: Achieving Net Zero Carbon Development - Residential CSD 3: Achieving Net Zero Carbon Development, Non-residential
ESD 3	Sustainable Construction	Replaced	CSD 2: Achieving Net Zero Carbon Development - Residential CSD 3: Achieving Net Zero Carbon Development, Non-residential
ESD 4	Decentralised Energy Systems	Replaced	CSD 1: Mitigating and Adapting to Climate Change
ESD 5	Renewable Energy	Replaced	CSD 2: Achieving Net Zero Carbon Development - Residential CSD 3: Achieving Net Zero Carbon Development, Non-residential CSD 6: Renewable Energy
ESD 6	Sustainable Flood Risk Management	Replaced	CSD 7: Sustainable Flood Risk Management
ESD 7	Sustainable Drainage Systems (SuDS)	Replaced	CSD 8: Sustainable Drainage Systems (SuDS)
ESD 8	Water Resources	Replaced	CSD 9: Water Resources and wastewater infrastructure
ESD 9	Protection of the Oxford Meadows SAC	Replaced	CSD 10: Protection of the Oxford Meadows SAC
ESD 10	Protection and Enhancement of Biodiversity and the Natural Environment	Replaced	CSD 12: Biodiversity Net Gain CSD 11: Protection and Enhancement of Biodiversity
ESD 11	Conservation Target Areas	Replaced	CSD 13: Conservation Target Areas
ESD 12	Cotswold Area of Outstanding Natural Beauty (AONB)	Replaced	COM 10: Protection and Enhancement of the Landscape CSD 11: Protection and Enhancement of Biodiversity

ESD 13	Local Landscape Protection and Enhancement	Replaced	COM 10: Protection and Enhancement of the Landscape
ESD 14	Oxford Green Belt	Replaced	COM 12: The Oxford Green Belt
ESD 15	The Character of the Built and Historic Environment	Replaced	COM 26: Historic Environment COM 27: Conservation Areas COM 28: Listed Buildings
ESD 16	The Oxford Canal	Replaced	COM 30: The Oxford Canal
ESD 17	Green Infrastructure	Replaced	CSD 15: Green and Blue Infrastructure
Bicester 1	North West Bicester Eco-Town	Replaced	BIC 1: Bicester Area Strategy BIC H1: Land at North West Bicester
Bicester 2	Graven Hill	Retained	N/A
Bicester 3	South West Bicester Phase 2	Retained	N/A
Bicester 4	Bicester Business Park	Retained	N/A
Bicester 5	Strengthening Bicester Town Centre	Replaced	BIC 1: Bicester Area Strategy LEC 10: Town Centre Hierarchy and Retail Uses
Bicester 6	Bure Place Town Centre Redevelopment Phase 2	Policy no longer relevant	Policy no longer relevant. Scheme has now been delivered.
Bicester 7	Meeting the Need for Open Space, Sport and Recreation	Replaced	COM 24: Open Space, Sport and Recreation BIC 4: Delivery of Green and other Strategic Infrastructure in the Bicester Area
Bicester 8	Former RAF Bicester	Replaced	BIC 6: Former RAF Bicester
Bicester 9	Burial Site Provision in Bicester	Retained	N/A
Bicester 10	Bicester Gateway	Retained	N/A
Bicester 11	Employment Land at North East Bicester	Retained	N/A
Bicester 12	South East Bicester	Retained	N/A
Bicester 13	Gavray Drive	Retained	N/A
Banbury 1	Banbury Canalside	Replaced	BAN 1: Banbury Area Strategy BAN M/U 1: Banbury Canalside
Banbury 2	Hardwick Farm, Southam Road (East and West)	Retained	N/A
Banbury 3	West of Bretch Hill	Retained	N/A
Banbury 4	Bankside Phase 2	Retained	N/A
Banbury 5	North of Hanwell Fields	Retained	N/A
Banbury 6	Employment Land West of M40	Retained	N/A
Banbury 7	Strengthening Banbury Town Centre	Replaced	BAN 7: Banbury Opportunity Areas

			LEC 10: Town Centre Hierarchy and Retail Uses
Banbury 8	Bolton Road Development Area	Replaced	BAN M/U2: Bolton Road
Banbury 9	Spiceball Development Area	Policy no longer relevant	The Spiceball Development Area is almost complete.
Banbury 10	Bretch Hill Regeneration Area	Retained	N/A
Banbury 11	Meeting the Need for Open Space, Sport and Recreation	Replaced	COM 24: Open Space, Sport and Recreation BAN 5: Green and Blue Infrastructure in the Banbury Area
Banbury 12	Land for the Relocation of Banbury United FC	Retained	N/A
Banbury 13	Burial Site Provision in Banbury	Retained	N/A
Banbury 14	Cherwell Country Park	Retained	Cherwell Country Park boundary updated
Banbury 15	Employment Land North East of Junction 11	Retained	N/A
Banbury 16	South of Salt Way - West	Retained	N/A
Banbury 17	South of Salt Way - East	Retained	N/A
Banbury 18	Land at Drayton Lodge Farm	Retained	N/A
Banbury 19	Land at Higham Way	Replaced	BAN E1: Land at Higham Way
Kidlington 1	Accommodating High Value Employment Needs	Replaced	KID 1: Kidlington Area Strategy LEC 1 Meeting Business and Employment Needs LEC 2: Development at Existing or Allocated Employment Sites LEC 3: New Employment Development on Unallocated Sites
Kidlington 2	Strengthening Kidlington Village Centre	Replaced	KID 1: Kidlington Area Strategy LEC 10: Town Centre Hierarchy and Retail Uses LEC 11: Primary Shopping Areas
Villages 1	Village Categorisation	Replaced	SP 1: Settlement Hierarchy
Villages 2	Distributing Growth Across the Rural Areas	Replaced	RUR 1: Rural Areas Strategy
Villages 3	Rural Exception Sites	Replaced	RUR 2: Rural Exception Sites
Villages 4	Meeting the Need for Open Space, Sport and Recreation	Replaced	COM 24: Open Space, Sport and Recreation
Villages 5	Former RAF Upper Heyford	Retained	N/A

INF 1	Infrastructure	Replaced	COM 20: Providing Supporting Infrastructure and Services
Cherwell Local Plan Partial Review			Cherwell Local Plan 2042
Policy Number	Description	Retained, Replaced or Other	Replacement Policy
PR1	Achieving Sustainable Development for Oxford's Needs	Retained	N/A
PR2	Housing Mix, Tenure and Size	Retained	N/A
PR3	The Oxford Green Belt	Retained	N/A
PR4a	Sustainable Transport	Retained	N/A
PR4b	Kidlington Centre	Retained	N/A
PR5	Green Infrastructure	Retained	N/A
PR6a	Land East of Oxford Road, North Oxford	Retained	N/A
PR6b	Land West of Oxford Road, North Oxford	Retained	N/A
PR6c	Land at Frieze Farm	Retained	N/A
PR7a	Land South East of Kidlington, Kidlington	Retained	N/A
PR7b	Land at Stratfield Farm, Kidlington	Retained	N/A
PR8	Land East of the A44, Begbroke	Retained	N/A
PR9	Land West of Yarnton, Yarnton	Retained	N/A
PR11	Infrastructure Delivery	Retained	N/A
PR12a	Delivering Sites and Maintaining Housing Supply	Replaced	COM 1: District Wide Housing Distribution
PR12b	Sites Not Allocated in the Partial Review	Replaced	COM 1: District Wide Housing Distribution
PR13	Monitoring and Securing Delivery	Replaced	IMP 1: Delivery and Contingency

Appendix 2: Housing Supply and Trajectory

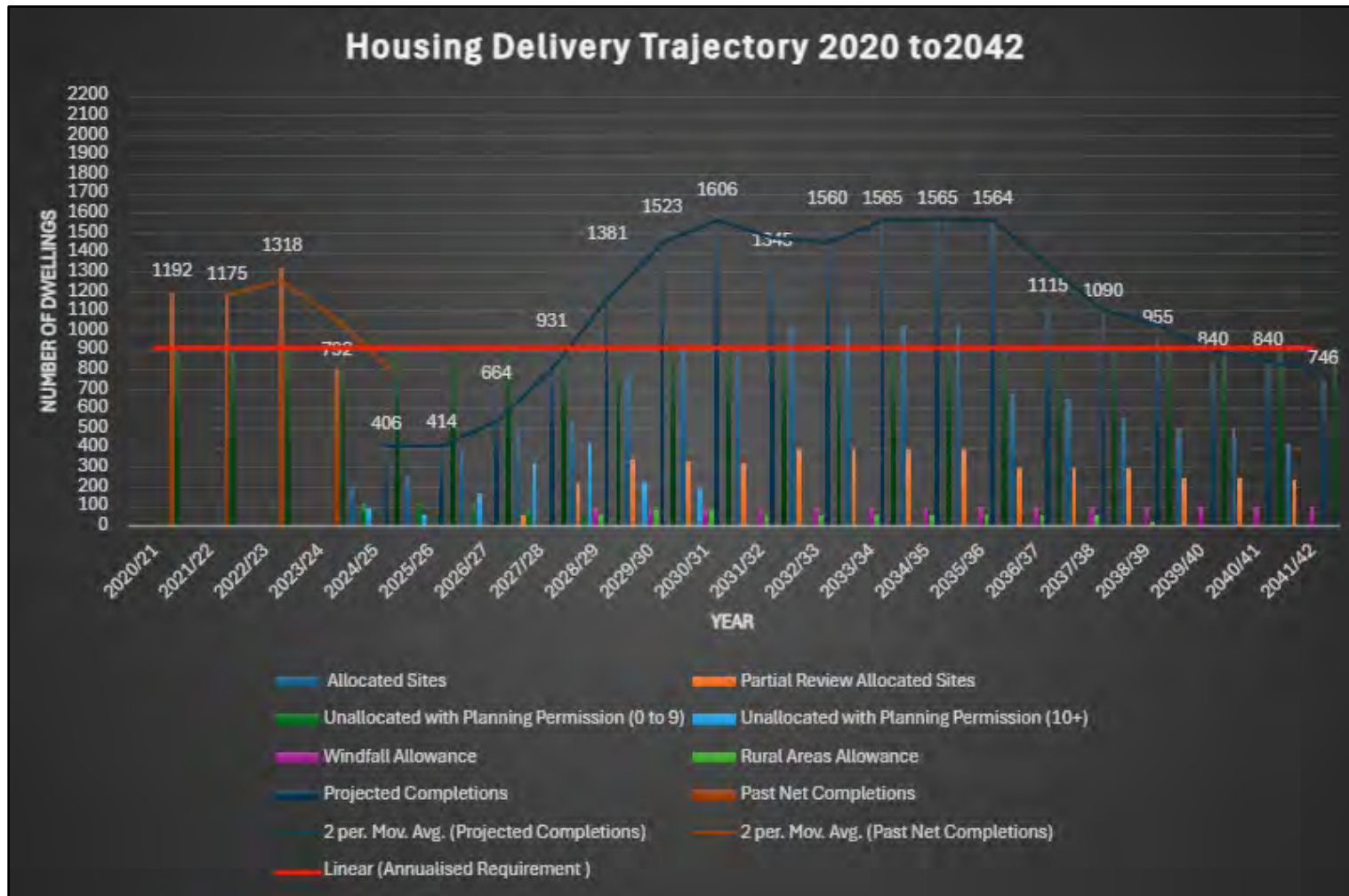
Housing Trajectory 2020 to 2042

The housing trajectory charts demonstrate past completions between 2020 and 2024. Projected completions between 2024 and 2042. Expected annual delivery rates from all known sources of supply. (Planning permission, site allocations, rural allowance, windfall allowance). The annualised requirement (red line) provides a visual overview of how projected delivery compares to the annualised requirement over the plan period.

Housing Trajectory Chart 2020 to 2042

Year	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31	2031/32	2032/33	2033/34	2034/35	2035/36	2036/37	2037/38	2038/39	2039/40	2040/41	2041/42	
Proposed Allocated Sites with Permission (status at 31/03/2024)																							
Proposed Allocated Sites Without Permission (status at 31/03/2024)											125	150	145	150	150	150	150	150	50				
Planning Permission on Unallocated Large Sites (10 and over) (status at 31/03/2024)					90	51	168	246	229	88	50	0	0	0	0	0	0	0	0	0	0	0	0
Unallocated Site Appeal Decisions (01/04/2024 to 29/07/2024)								75	197	140	140												
Planning Permission on Sites (0-9) (status at 31/03/2024)					114	115	115	75	52														
Retained/Replaced Sites Adopted in the 2015 Cherwell Local Plan Without Permission (status at 31/03/2024)								30	33	180	210	600	750	750	750	749	400	400	400	400	400	316	
Retained /Replaced Sites Adopted in the 2015 Cherwell Local Plan With Permission (status at 31/03/2024)					202	248	381	455	500	600	576	125	125	125	125	125	125	100	100	100	100	100	
Retained Sites Adopted in the 2020 Cherwell Local Plan Partial Review								50	220	340	330	376	376	376	376	376	265	263	263	263	263	263	
Total Existing Commitments	0	0	0	0	406	414	664	931	1231	1348	1431	1251	1396	1401	1401	1400	940	913	813	763	763	679	
Allowance for Windfall									100	100	100	100	100	100	100	100	100	100	100	100	100	100	
Rural Allowance									50	75	75	50	50	50	50	50	50	50	15				
Total Past Net Completions	1192	1175	1318	792																			
Total Projected Completions					406	414	664	931	1381	1523	1606	1401	1546	1551	1551	1550	1090	1063	928	863	863	779	
Cumulative Completions	1192	2367	3685	4477	4883	5297	5961	6892	8273	9796	11402	12803	14349	15900	17451	19001	20091	21154	22082	22945	23808	24587	
PLAN -Overall Housing Requirement Annualised	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	911	
Cumulative Requirement	911	1822	2733	3644	4555	5466	6377	7288	8199	9110	10021	10932	11843	12754	13665	14576	15487	16398	17309	18220	19131	20042	
No. of Dwellings Completed Above or Below Cumulative Requirement	281	545	952	833	328	-169	-416	-396	74	686	1381	1871	2506	3146	3786	4425	4604	4756	4773	4725	4677	4545	

Housing Trajectory Graph 2020 to 2042



Appendix 3: Monitoring Framework

The table below sets out the monitoring framework. The tables list the indicators and targets used to measure the effectiveness of the Local Plan 2042 policies.

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

Policy Reference	Policy Title	Local Plan Indicators	Target
SP 1	Settlement Hierarchy	Monitor the delivery of new residential development by settlement	Appropriate type of residential development delivered for its settlement location
Theme 1: Meeting the Challenge of Climate Change and Ensuring Sustainable Development			
Strategic Objectives: SO 1, SO 2, SO 3, SO 4, SO 5, SO 6			
CSD 1	Mitigating and Adapting to Climate Change	New development (including new buildings, conversions and the refurbishment of existing buildings) achieving resilience to climate change impacts and mitigation of the impact of development on climate change	100% of new development (including new buildings, conversions and the refurbishment of existing buildings) achieving resilience to climate change impacts and mitigation of the impact of development on climate change
CSD 2	Achieving Net Zero Carbon Development - Residential	New residential permissions achieving net zero operation carbon from total energy use	100% of new residential developments achieving net zero operation carbon from total energy use
CSD 3	Achieving Net Zero Carbon Development, Non-residential	New non-residential development of 500m2 or more achieving net zero	Annual increase of new non-residential development of 500m2 or more achieving

Policy Reference	Policy Title	Local Plan Indicators	Target
		operation carbon emissions from regulated energy uses	net zero operation carbon emissions from regulated energy uses
CSD 4	Improving Energy and Carbon Performance in Existing Buildings	Submission of an appropriate energy statement with applications for existing buildings creating 10+ homes or 1000sqm + floorspace	100% submission of appropriate energy statements with applications for existing buildings creating 10+ homes or 1000sqm + floorspace
CSD 5	Embodied Carbon	Submission of a RICS Whole Life Carbon Assessment methodology demonstrating compliance with the target limit, with all large-scale major development.	All large-scale major development proposals to submit a Whole Life Carbon Assessment methodology.
CSD 6	Renewable Energy	Planning applications and permissions for renewable energy development (type, location, description)	Zero applications for renewable energy approved that would result in adverse impacts
CSD 7	Sustainable Flood Risk Management	Monitor the sequential approach to development applying the sequential approach	100% submission of appropriate site-specific flood risk assessments accompanying relevant planning applications
CSD 8	Sustainable Drainage Systems (SuDS)	Developments using Sustainable Urban Drainage Systems (SuDS) in line with the hierarchy for the management of surface water run-off.	Maximise use of SuDs including for biodiversity and amenity value

Policy Reference	Policy Title	Local Plan Indicators	Target
CSD 9	Water Resources and Wastewater Infrastructure	New homes designed to a water efficiency standard of 110 litres/head/day (l/h/d)	100% of new homes designed to a water efficiency standard of 110 litres/head/day (l/h/d)
CSD 10	Protection of the Oxford Meadows SAC	Improvement of the water quality and the hydrological regime of the Oxford Meadows SAC	Maximise Improvement of the water quality and the hydrological regime of the Oxford Meadows SAC
CSD 11	Protection and Enhancement of Biodiversity	Monitor the protection, restoration and expansion of protected sites, habitats and species.	Maximise the protection restoration and expansion of protected sites, habitats and species.
CSD 12	Biodiversity Net Gain	Demonstration of 10% biodiversity net gain on development proposals Demonstration of 20% biodiversity net gain in the Nature Recovery Network Core and Recovery Zones	10% biodiversity net gain achieved on 100% of relevant applications 20% biodiversity net gain achieved on 100% of relevant applications
CSD 13	Conservation Target Areas	Submission of biodiversity survey and report for proposed development adjacent to or within a Conservation Target Area	Submission of biodiversity survey and report for 100% of proposed development adjacent to or within a Conservation Target Area
CSD 14	Natural Capital and Ecosystem Services	Submission of a Natural Capital Assessment with all major development proposals, demonstrating the impact of development on environment and any net gain to be secured.	Submission of a Natural Capital Assessment with all major development proposals. Evidence of net gain secured

Policy Reference	Policy Title	Local Plan Indicators	Target
CSD 15	Green and Blue Infrastructure	Integrated GBI in development proposals. Off-site provision for biodiversity net gain	Integrated GBI in all relevant developments. Annual reduction for the approval of off-site biodiversity net gain
CSD 16	Air Quality	Submission of an air quality assessment and sustainable management plan for relevant development proposals	All relevant applications to submit an air quality assessment and sustainable management plan.
CSD 17	Pollution and Noise	Monitor proposals for development that would result in unacceptable risk to public health or safety he environment, general amenity or existing uses due to the potential of air pollution, noise nuisance, vibration, odour, light pollution, surface/ground water sources or land pollution.	100% of development proposals refused that would result in unacceptable risk to public health or safety the environment, general amenity or existing uses due to the potential of air pollution, noise nuisance, vibration, odour, light pollution, surface/ground water sources or land pollution.
CSD 18	Light Pollution	Monitor proposals for development that would result in harmful light pollution to people and wildlife	100% of development proposals refused that would result in harmful light pollution to people and wildlife
CSD 19	Soils, Contaminated Land and Stability	Monitor proposals for development on contaminated land	100% of development proposals on contaminated land refused where appropriate mitigation cannot be delivered
CSD 20	Hazardous Substances	Consult relevant authorities for development proposals involving the	Zero development proposals permitted involving the use, movement or storage of hazardous substances where the relevant

Policy Reference	Policy Title	Local Plan Indicators	Target
		use, movement or storage of hazardous substances	authorities are not satisfied that appropriate safeguards are in place to ensure there is no unacceptable risk on human health, safety and the environment.
CSD 21	Waste Collection and Recycling	Suitable facilities provided on new development to enable occupiers to separate and store waste for recycling	Year on increase in suitable facilities provided on new development to enable occupiers to separate and store waste for recycling
CSD 22	Sustainable Transport and Connectivity Improvements	Monitor the delivery of transport plans and initiatives that support the delivery of the Local Plan identified within the Oxfordshire Local Transport and Connectivity Plan.	Implementation of transport improvements that support delivery of the Local Plan
CSD 23	Assessing Transport Impact/Decide and Provide	Monitor the delivery of public transport schemes and the improvement and delivery of walking and cycling routes that serve new development.	To ensure the timely delivery of public transport and the improvement and delivery of walking and cycling routes that serve new development.
CSD 24	Freight	Provision of local delivery hubs that reduce traffic	A reduction in traffic because of the provision of local delivery hubs that reduce traffic
CSD 25	The Effective and Efficient Use of Land – Brownfield Land and Housing Density	Monitor the delivery of residential development in compliance with minimum density requirements.	New residential development is delivered applying the following density requirements:

Policy Reference	Policy Title	Local Plan Indicators	Target
			<ul style="list-style-type: none"> • 5 dwellings/hectare within existing settlements of Banbury, Bicester, Kidlington, and Heyford Park; • 40 dwellings /hectare urban extensions (less than 50 hectares); • 35 dwellings /hectare urban extensions (more than 50 hectares), and • 35 dwellings /hectare rural and other areas
Theme 2: Maintaining and Developing a Sustainable Local Economy			
Strategic Objectives: SO 7, SO 8, SO 9, SO 10			
LEC 1	Meeting Business and Employment Needs	<p>Employment land permitted and completed for employment use. (Use class, Sqm of floorspace, hectares of land)</p> <p>Loss of employment land to other uses</p>	<p>Delivery of employment land identified in the adopted Local Plan</p> <p>No overall net loss of employment land</p>
LEC 2	Development at Existing or Allocated Employment Sites	<p>Employment land permitted and completed for employment use</p> <p>(Use class, Sqm of floorspace, hectares of land)</p>	100% take up of existing and allocated employment land by the end of the plan period
LEC 3	New Employment Development on Unallocated	Employment land permitted and completed for employment use	Delivery of appropriate employment development on unallocated sites

Policy Reference	Policy Title	Local Plan Indicators	Target
	Sites	(Use class, Sqm of floorspace, hectares of land)	Refusal of inappropriate employment development on unallocated sites
LEC 4	Ancillary Uses in Existing or Allocated Employment Sites	Proposals for the development of uses other than E(g) B2 and B8 business uses on allocated employment sites	Zero development proposals approved were criteria i, ii and iii of Policy LEC 4 has not been met
LEC 5	Community Employment Plans (CEP)	Submission of site-specific CEP employment plans on significant development	Maximise opportunities for sourcing local produce, suppliers and services, during both construction and operation of significant development
LEC 6	Supporting a Thriving and Resilient Farming Sector	Demonstration of 20% BNG on development proposals that assist in retaining land and buildings in productive farming, or environmental stewardship	BNG increase of 20% achieved Submission of an appropriate viability appraisal where 20% BNG cannot be achieved
LEC 7	Best and Most Versatile Agricultural Land	Monitor applications for development that would result in the loss of best and most versatile agricultural land	Zero net loss of best and most versatile agricultural land Submission of an appropriate Agricultural Land Classification Report To be accompanied by any application resulting in loss of best and most versatile agricultural land
LEC 8	Rural Diversification	Monitor planning permissions and delivery of development for rural diversification	Increase in appropriate rural diversification* that promotes economic activity in Cherwell Villages *Refer to Policy SP1 Settlement Hierarchy

Policy Reference	Policy Title	Local Plan Indicators	Target
LEC 9	Tourism	Monitor planning permissions and delivery of development for tourist and visitor facilities	Increase in appropriate tourist and visitor facilities*that meet with 'town centre first' principles. *Refer to Policy SP1 Settlement Hierarchy
LEC 10	Town Centre Hierarchy and Retail Uses	Monitor planning applications, permissions and delivery for appropriate development in the defined town centre boundaries.	No net loss of town centre use floorspace within the defined town centre boundaries of Banbury, Bicester and Kidlington Submission of appropriate Impact Assessments with planning applications for retail or leisure proposals outside of defined centres (threshold: Banbury over 2000m ² (gross), Bicester 1500m ² (gross) Elsewhere 350m ² (gross))
LEC 11	Primary Shopping Areas	Monitor the number of losses of an E Class Use at ground floor in Primary Shopping Areas	No net loss of an E use class at ground floor level within Primary Shopping Areas
LEC 12	Outdoor Markets	Delivery of new outdoor markets and maintain existing outdoor markets	Gain of appropriate new outdoor markets No loss of existing outdoor markets
LEC 13	Shopfronts and signage	Monitor proposals for new or altered shopfronts and advertisements where permission is required	Appropriately designed shopfronts and advertisements
Theme 3: Building Healthy and Sustainable Communities			
SO 11, SO 11, SO 13, SO 14, SO 15			

Policy Reference	Policy Title	Local Plan Indicators	Target
COM 1	District Wide Housing Distribution	<p>Number of dwellings permitted and completed by area and strategic allocation.</p> <p>Number of dwellings permitted and completed on non-strategic allocations by area.</p> <p>Number of dwellings permitted and completed on small and large windfall sites by area.</p>	<p>Housing delivery that meets the defined housing need between 2020 and 2042, in accordance with the Settlement Hierarchy (Policy SP1) and Policy COM 1</p> <p>Maintaining and publishing an annual 5-year housing land supply position</p>
COM 2	Affordable Housing	<p>Percentage, tenure and area of affordable homes (10 or more dwellings (gross) or which would be provided on sites suitable for 10 or more dwellings (gross) permitted and completed</p> <p>Monitor development of a minimum of 400 dwellings</p>	<p>Delivery of the appropriate proportion and tenure of affordable homes on qualifying developments</p> <ul style="list-style-type: none"> • Banbury - 30% • Bicester - 30% • Kidlington - 35% • Elsewhere - 35% <p>70% social or affordable rent and 30% other forms of affordable housing.</p> <p>Delivery of a minimum of 60 units of affordable extra care on sites of 400 or more dwellings.</p>

Policy Reference	Policy Title	Local Plan Indicators	Target
COM 3	Housing Size / Type	Average housing mix of planning permission (data shown by area).	Delivery of appropriate housing size and type that meets housing need over the plan period
COM 4	Specialist Housing	Quantum and type of housing designed for elderly persons and those with specialist needs as part of strategic allocations and non-strategic allocations within the district.	Delivery of appropriate housing to meet housing need for elderly persons and those with special needs over the plan period
COM 5	Residential Space Standards	Access to external residential space	Provision of external residential space for all new dwellings
COM 6	Self-Build and Custom-Build Housing	Monitor the delivery of self-build and custom-build housing on developments of 100 or more dwellings.	On an annual basis achieve the delivery of a minimum of 5% of self-build or custom build dwellings on qualifying sites
COM 7	Sub-division of Dwellings and Homes in Multiple Occupation	Proposals for sub-division of dwellings and homes in multiple occupation	100% of permitted proposals for sub-division of dwellings and homes in multiple occupation complying with parking standards
COM 8	Residential Caravans	Temporary permission for the location of residential caravans	100% of residential caravans removed from its temporary location following expiration of the permission
COM 9	Travelling Communities	Net additional pitches for gypsy and travellers and plots for travelling show people. Loss of sites, pitches or plots	To meet the identified pitches requirement for gypsy and travellers and travelling show people plots No net loss of sites, pitches or plots with clear demonstration of need or suitability.

Policy Reference	Policy Title	Local Plan Indicators	Target
			Maintain a 5yhls.
COM 10	Protection and Enhancement of the Landscape	Planning permissions and development within the Cotswolds AONB (National Landscape)	Preserve and respect the character and appearance of Cherwell's landscape
COM 11	Cherwell Local Landscape Designations	Development proposals within or affecting a designated local landscape	Appropriate management of development recommendations within or affecting a designated local landscape
COM 12	The Oxford Green Belt	Planning permissions and development in the Oxford Green Belt.	No inappropriate development in the green belt unless very special circumstances demonstrated.
COM 13	Settlement Gaps	Development proposals located within a strategic gap	Retain separate identity of settlements No coalescence of built-up areas
COM 14			
COM 15	Active Travel – Walking and Cycling	Monitor the number and type (walking, cycling) of active travel routes secured and delivered through Section 106 Agreements	New and improved schemes for walking and cycling routes secured and delivered
COM 16			
COM 17	Health Facilities	Monitor the funding and monetary contributions received for healthcare and wellbeing schemes, as outlined within the Council's Infrastructure Delivery Plan.	New and improved schemes for health facilities secured and delivered
COM 18	Creating Healthy Communities	Planning applications supported by an appropriate Health and Impact Assessment	All relevant applications to provide an appropriate HIA.

Policy Reference	Policy Title	Local Plan Indicators	Target
COM 19	Hot Food Takeaways	Proposals and permissions for hot food takeaways	Zero proposals for hot food takeaways permitted where located within a five-minute walk of a school or playground, unless located within an established local shopping centre.
COM 20	Providing Supporting Infrastructure and Services	Planning applications supported by an independent Viability Assessment	Delivery of necessary infrastructure and services on qualifying development
COM 21	Meeting Education Needs	Provision of further and higher education facilities.	Delivery of further and higher education identified in the Councils Infrastructure Delivery Plan.
COM 22	Public Services and Utilities	Access to high-speed broadband and mobile data connectivity from a range of providers	Access to high-speed broadband and mobile data connectivity from a range of providers for all new development
COM 23	Local Services and Community Facilities	<p>Monitor the provision of improvements to existing and provision of new community facilities by type and location</p> <p>Monitor the loss of existing community facilities and services</p> <p>Registration of Assets of Community Value</p>	<p>Provision and improvements to community facilities in accordance with standards.</p> <p>No net loss of community facilities and services without appropriate justification</p>
COM 24	Open Space, Sport and	Monitor the funding and monetary contributions received for open space	Onsite delivery and/or contributions received detailed in the Local Cherwell

Policy Reference	Policy Title	Local Plan Indicators	Target
	Recreation	and sports and recreation facilities, as outlined within the 'Local Cherwell Standards for Leisure Provision' and the Council's Infrastructure Delivery Plan.	Standards for Leisure Provision and/or the Council's Infrastructure Delivery Plan.
COM 25	Local Green Space	Planning permissions and development on designated Local Green Spaces.	No loss of designated green space unless in very special circumstances
COM 26	Historic Environment	Planning permissions and development affecting a designated heritage asset	No development allowed that would lead to harm to the significance of a designated heritage asset unless there is clear public benefit to outweigh the harm
COM 27	Conservation Areas	Planning permission for the sympathetic restoration and reuse of a building in a conservation area	Avoid unacceptable loss of buildings in conservation areas
COM 28	Listed Buildings	Number of buildings on the 'Heritage at Risk' Register.	To protect all buildings on the 'Heritage at Risk' Register and facilitate their subsequent removal from the Register.
COM 29	Registered Parks and Gardens and Historic Battlefields	Development located within or affecting registered parks and gardens and historic battlefields	Preserve the significance of the heritage asset
COM 30	The Oxford Canal	Monitor planning permissions and development located within the Oxford Canal corridor	Protect and enhance the part of the Oxford Canal corridor which passes through Cherwell District
COM 31	Residential Canal Moorings	Development proposals for siting of permanent residential canal moorings	100% located within or immediately adjacent to the built-up limits of a settlement Provision of adequate car parking

Policy Reference	Policy Title	Local Plan Indicators	Target
Banbury Area Strategy			
BAN 1	Banbury Area Strategy	Monitor planning permissions for development listed in the Banbury Area Strategy (New and amended site allocations, retained allocations, windfall)	To achieve the vision and objectives for Banbury and to ensure new development meets the requirements of the Settlement Hierarchy (SP1) and Banbury Area Strategy
BAN 2	Delivery of Transport Schemes	Monitor the delivery of transport infrastructure for Banbury (listed in Policy BAN 2)	Delivery of sustainable transport benefitting the Banbury area
BAN 3	Development in the Vicinity of Banbury Railway Station	Planning applications, permissions and delivery of development in the vicinity of Banbury Railway Station	No development that would harm proposed transport improvements in the vicinity of Banbury Railway Station
BAN 4	Green and Blue Infrastructure in the Banbury Area	Monitor funding and monetary contributions received for projects in the Banbury area identified in the Cherwell Green and Blue Infrastructure Strategy	Delivery of green and blue infrastructure projects benefitting the Banbury area
BAN 5	Horton Hospital Site	Monitor planning applications, permissions and development for the redevelopment of the Horton Hospital site.	Progress the appropriate redevelopment of the Horton Hospital site.
BAN 6	Banbury Opportunity Areas	Monitor planning applications, permissions and development for the redevelopment of: <ul style="list-style-type: none"> • Bridge Street/Concorde Avenue • George Street/Cherwell Street/Bridge Street 	Progress the appropriate redevelopment of <ul style="list-style-type: none"> • Bridge Street/Concorde Avenue • George Street/Cherwell Street/Bridge Street

Policy Reference	Policy Title	Local Plan Indicators	Target
BAN M/U1	Banbury Canalside	Monitor planning progress/ implementation for the delivery of development at Banbury Canalside (in accordance with a Masterplan and design code)	Delivery of the Banbury Canalside allocation for: <ul style="list-style-type: none"> • 700 dwellings • 7 hectares of E (g), B2, B8 use
BAN H2	East of Bloxham Road	Monitor planning applications, progress/implementation for the delivery of development at East of Bloxham Road (in accordance with a Masterplan and design code)	Delivery of the East of Bloxham Road allocation for: <ul style="list-style-type: none"> • 600 dwellings
BAN H3	Calthorpe Street	Monitor planning applications, progress/implementation for the delivery of development at Calthorpe Street (in accordance with a Masterplan and design code)	Delivery of the Calthorpe Street allocation for: <ul style="list-style-type: none"> • 170 dwellings
BAN M/U2	Bolton Road	Monitor planning applications, progress/implementation for the delivery of development at Bolton Road (in accordance with a Masterplan and design code)	Delivery of the Bolton Road allocation for: <ul style="list-style-type: none"> • 200 dwellings
BAN E1	Land at Higham Way	Monitor planning applications, progress/implementation for the delivery of development at Land at Higham Way	Delivery of Land at Higham Way for: <ul style="list-style-type: none"> • 3 hectares of employment land
Bicester Area Strategy			
BIC 1	Bicester Area Strategy	Monitor planning permissions for development listed in the Bicester Area Strategy (New and amended site	To achieve the vision and objectives for Bicester and to ensure new development

Policy Reference	Policy Title	Local Plan Indicators	Target
		allocations, retained allocations, windfall)	meets the requirements of the Settlement Hierarchy (SP1) and Bicester Area Strategy
BIC 2	Delivery of Transport Schemes within the Bicester Area	Monitor the delivery of transport infrastructure for Bicester (listed in Policy BIC 2)	Delivery of sustainable transport benefitting the Bicester area
BIC 3	Safeguarding of Land for Strategic Transport Schemes in the Bicester Area	<p>Monitor progress for the delivery of:</p> <ul style="list-style-type: none"> • Land for a south-east link road north of Wendlebury • The realignment of Howes Lane • Land adjacent to the southbound off-slip from the M40 at Junction 9 • The planned route for East-West rail. 	<p>To secure highways and sustainable transport improvements that can accommodate planned growth over the plan period at:</p> <ul style="list-style-type: none"> • Land for a south-east link road north of Wendlebury • The realignment of Howes Lane • Land adjacent to the southbound off-slip from the M40 at Junction 9 • The planned route for East-West rail.
BIC 4	Delivery of Green and other Strategic Infrastructure in the Bicester Area	Monitor funding and monetary contributions received for projects in the Bicester area identified in the Cherwell Green and Blue Infrastructure Strategy	Delivery of green and other infrastructure projects benefitting the Bicester area
BIC 5	Bicester Opportunity Areas	<p>Monitor planning applications, permissions and completions for the redevelopment of:</p> <p>Site 1: Bure Place/ Wesley Lane/ Sheep Street</p>	<p>Redevelopment of:</p> <p>Site 1: Bure Place/ Wesley Lane/ Sheep Street</p> <p>Site 2: Market Place (Square)</p> <p>Site 3: London Road Area</p>

Policy Reference	Policy Title	Local Plan Indicators	Target
		Site 2: Market Place (Square) Site 3: London Road Area Site 4: Bicester Depot	Site 4: Bicester Depot
BIC 6	Former RAF Bicester	Monitor planning applications, permissions and development at the Former RAF Bicester site.	Delivery of: <ul style="list-style-type: none"> • Conservation led proposals for; <ul style="list-style-type: none"> ○ Heritage, tourism uses, leisure, recreation, employment and community uses
BIC H1	Northwest Bicester	Monitor planning applications, progress/implementation for the delivery of development at Northwest Bicester (in accordance with a Masterplan, design code, Cherwell Design Guide (or superseding guidance) <ul style="list-style-type: none"> • 7,500 dwellings (3,200 up to 2042) • 10 hectares of employment land 	Delivery of: <ul style="list-style-type: none"> • 3,200 homes up to 2042 • 10 hectares of employment land
BIC E1	Land East of Junction 9 -M40	Monitor planning applications, progress/implementation for the delivery of development at Land East of Junction 9-M40 (in accordance with a Masterplan and design code <ul style="list-style-type: none"> • 30 hectares of developable employment land (covering E1, E2 and E3) 	Delivery of: <ul style="list-style-type: none"> • 30 hectares of developable employment land (covering E1, E2 and E3) •

Policy Reference	Policy Title	Local Plan Indicators	Target
BIC E2	Land South of Chesterton	<p>Monitor planning applications, progress/implementation for the delivery of development at Land South of Chesterton (in accordance with a Masterplan and design code</p> <ul style="list-style-type: none"> 9 hectares of developable employment land (covering E1, E2 and E3) 	<p>Delivery of:</p> <ul style="list-style-type: none"> 9 hectares of developable employment land (covering E1, E2 and E3)
BIC E3	Land at Lodge Farm Chesterton	<p>Monitor planning applications, progress/implementation for the delivery of development at Land at Lodge Farm Chesterton (in accordance with a Masterplan and design code</p> <ul style="list-style-type: none"> 25 hectares of developable employment land (covering E1, E2 and E3) 	<p>Delivery of:</p> <p>25 hectares of developable employment land (covering E1, E2 and E3)</p>
BIC E4	Land Southwest of Graven Hill	<p>Monitor planning applications, progress/implementation for the delivery of development at Land Southwest of Graven Hill (in accordance with a Masterplan and design code</p> <ul style="list-style-type: none"> 17 hectares of developable employment land (Mixed use B2, B8 and E(g) i/ii/iii uses) 	<p>Delivery of:</p> <p>17 hectares of developable employment land (Mixed use B2, B8 and E(g) i/ii/iii uses)</p>

Policy Reference	Policy Title	Local Plan Indicators	Target
BIC E5	Land adjacent to Symmetry Park	Monitor planning applications, progress/implementation for the delivery of development at Land adjacent to Symmetry Park (in accordance with a Masterplan and design code) <ul style="list-style-type: none"> 6 hectares of developable employment land (Mixed use B2, B8 and E(g) i/ii/iii uses) 	Delivery off: <ul style="list-style-type: none"> 6 hectares of developable employment land (Mixed use B2, B8 and E(g) i/ii/iii uses)
Kidlington Area Strategy			
KID 1	Kidlington Area Strategy	Monitor planning permissions for development listed in the Kidlington Area Strategy (New and amended site allocations, retained allocations, windfall)	To achieve the vision and objectives for the Kidlington area and to ensure new development meets the requirements of the Settlement Hierarchy (SP1) and Kidlington Area Strategy
KID 2	London Oxford Airport	Monitor planning applications, and decisions for London Oxford Airport	Delivery of development within the control of Cherwell District Council that meets the criterion for Policy KID 2
KID 3	Delivery of Transport Schemes within the Kidlington Area	Monitor the delivery of transport schemes benefitting the Kidlington Area	Delivery of transport infrastructure benefitting Kidlington Area
KID 4	Kidlington Area Strategy – Green and Blue Infrastructure	Monitor receipt of contributions and delivery of schemes for the protection and enhancement of: <ol style="list-style-type: none"> Expanding and enhancing the network of footpaths and trails; 	Receipt of contributions and delivery of: <ol style="list-style-type: none"> Expanding and enhancing the network of footpaths and trails; Enhancing the Oxford Canal and River Cherwell blue corridors;

Policy Reference	Policy Title	Local Plan Indicators	Target
		ii. Enhancing the Oxford Canal and River Cherwell blue corridors; iii. New and enhanced access to the canal and river, and iv. Greening Kidlington village centre and supporting walking and cycling.	iii. New and enhanced access to the canal and river, and iv. Greening Kidlington village centre and supporting walking and cycling.
KID 5	Development within and adjoining Kidlington Village Centre	Monitor planning applications, permissions and delivery of development within or close to the centre of Kidlington	Delivery of appropriate development within and adjoining Kidlington Village Centre
KID H1	South-East of Woodstock	Monitor planning applications, progress/implementation for the delivery of development at South-East of Woodstock (in accordance with a Masterplan and design code: <ul style="list-style-type: none"> • 450 dwellings 	Delivery of: <ul style="list-style-type: none"> • 450 dwellings at land Southeast of Woodstock
Heyford Area Strategy			
HEY 1	Heyford Park Strategy	Monitor development at Heyford Park in accordance with Retained Policy Villages H5 (2015 adopted Local Plan) Monitor non-strategic development in the Heyford Area	To achieve the overarching priority for Heyford Park in accordance with Retained Policy Villages H5 (2015 adopted Local Plan) Ensure non-strategic development in the Heyford Area meets the requirements of the Settlement Hierarchy (SP1)

Policy Reference	Policy Title	Local Plan Indicators	Target
Rural Area Strategy			
RUR 1	Rural Area Housing Strategy	Monitor housing development (number of dwellings and area) in the rural areas listed in Policy RUR 1	<p>To ensure new housing development meets Policy RUR 1 criterion and Policy SP1: District Wide Housing Distribution</p> <p>Delivery of dwellings Numbers/locations:</p> <ul style="list-style-type: none"> • Adderbury –75 • Bletchingdon, Hampton, Gay and Poyle - • Bloxham – 75 • Bodicote –75 • Deddington –90 • Hook Norton –75 • Mid Cherwell – 100 • Milcombe -25
RUR H1	Land west of Springwell Hill, Bletchingdon	Monitor planning applications, progress/implementation for the delivery of development at Land west of Springwell Hill, Bletchingdon.	<p>Delivery of:</p> <ul style="list-style-type: none"> • 44 dwellings at Land west of Springwell Hill, Bletchingdon
RUR 2	Rural Exception Sites	Monitor planning applications, progress/implementation for the delivery of small-scale affordable housing schemes within or immediately adjacent to villages.	To ensure that small scale affordable housing schemes are only approved on rural exception sites where they meet the criterion of Policy RUR 2

Policy Reference	Policy Title	Local Plan Indicators	Target
		<p>Monitor the inclusion of occupancy restrictions on affordable schemes)</p> <p>Monitor planning applications, progress/implementation for the delivery of market housing for private rent on rural exception sites</p>	<p>To ensure that occupancy of small-scale affordable housing scheme benefits local needs in perpetuity</p> <p>To ensure that the delivery of market housing for private rent is only approved on rural exception sites where they meet the criterion Policy RUR 2 (i to vi)</p>
RUR 3	New Dwellings in the Countryside	Monitor planning applications, progress/implementation for the delivery of new dwellings in the open countryside	To ensure that the delivery of new dwellings in the open countryside meets criterion for Policy RUR 3
RUR 4	Conversion of a Rural Building to a Dwelling	Monitor planning applications, progress/implementation for the conversion of a rural building to a dwelling	To ensure that the conversion of a rural building to a dwelling meets criterion for Policy RUR 4
RUR 5	Community –led Housing Development	Monitor planning applications, progress/implementation for the delivery of community led housing development	<p>Delivery of community led housing schemes that meet the following criteria:</p> <ul style="list-style-type: none"> a. located within a settlement or, it is adjacent to an existing settlement with a safe walking and cycling connection to it. b. proportionate in scale to the settlement, with the number of dwellings proposed not exceeding 5% of the dwellings in the settlement; and the total site area not exceeding 1 hectare.

Policy Reference	Policy Title	Local Plan Indicators	Target
RUR 6	Replacement Dwellings in the Countryside	Monitor planning applications, progress/implementation for the delivery of replacement dwellings in the Countryside	To ensure that the delivery of replacement dwellings meets criterion for Policy RUR 6

Appendix 4- Strategic Gaps associated with Banbury, Bicester and Heyford Park: Key Characteristics and Recommendations

Policy COM 13: Settlement Gaps, sets out strategic gaps associated with the main growth areas in the Local Plan. The purpose of these gaps is to identify areas within which maintenance of settlement separation is a key consideration. No strategic gaps are identified within the Oxford Green Belt as this designation addresses the prevention of settlement coalescence.

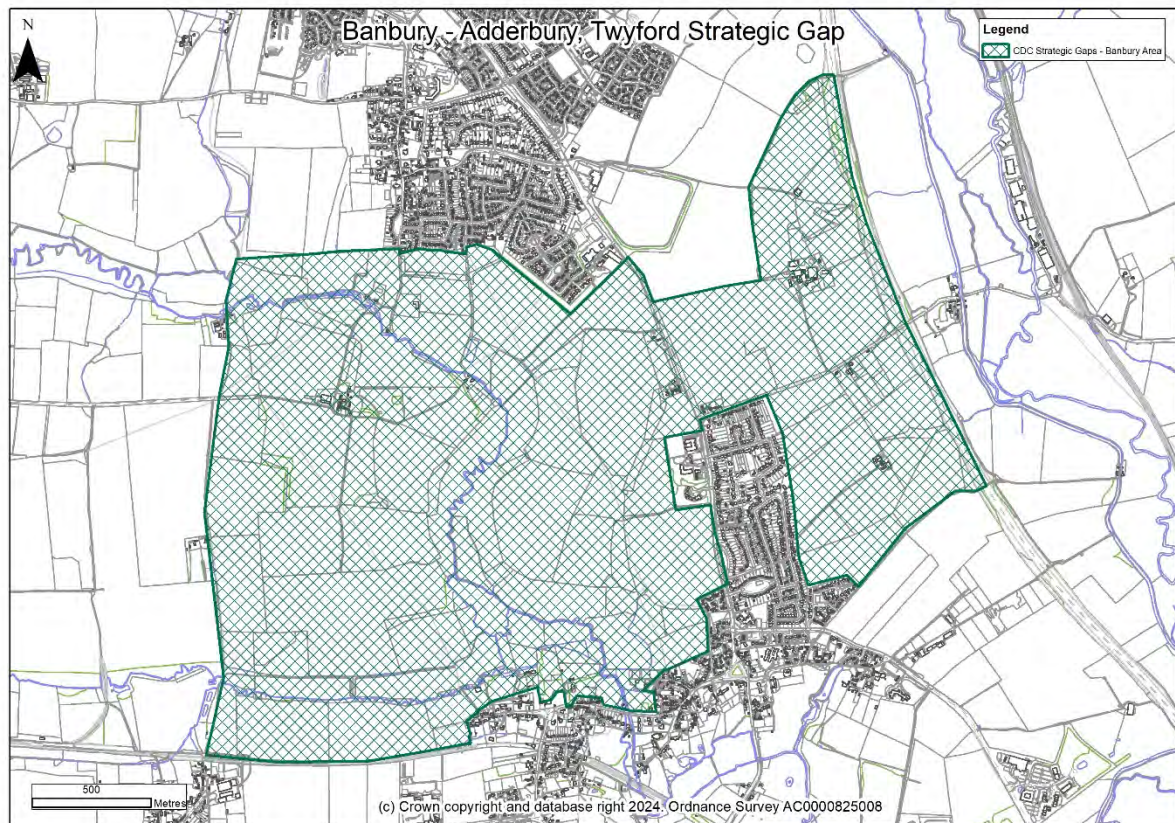
Each strategic gap is supported by the key characteristics important to the maintenance of the gap and guidance for preserving and enhancing the degree of settlement distinction provided by the gap.

Strategic gaps are not intended to prevent development. Proposals within a strategic gap will be assessed against the criteria in Policy COM 13 which requires development to:

- Respond appropriately to the strategic gap characteristics and significance,
- Respond appropriately to the recommendations for the preservation and enhancement of the strategic gap, and
- Avoid loss of key characteristics and significance of the strategic gap.

Strategic gaps associated with Banbury	Strategic gaps associated with Bicester	Strategic gaps associated with Heyford Park
<ul style="list-style-type: none"> • Adderbury and Twyford • Bloxham • Bodicote • Bourtons • Broughton • Drayton and Wroxton • Hanwell • Horley • Kings Sutton • Milton • Nethercote, Overthorpe, Warkworth and Middleton Cheney • North Newington • Williamscot and Chacombe 	<ul style="list-style-type: none"> • Ambrosden, Blackthorn and Arncott • Bucknell (NW Bicester) • Caversfield • Chesterton • Launton • Merton • Middleton Stoney • Stratton Audley • Wendlebury 	<ul style="list-style-type: none"> • Ardley with Fewcott • Caulcott • Fritwell • Middleton Stoney • Somerton • Upper and Lower Heyford

Banbury- Adderbury and Twyford



Key characteristics

The key elements in preserving settlement distinction are:

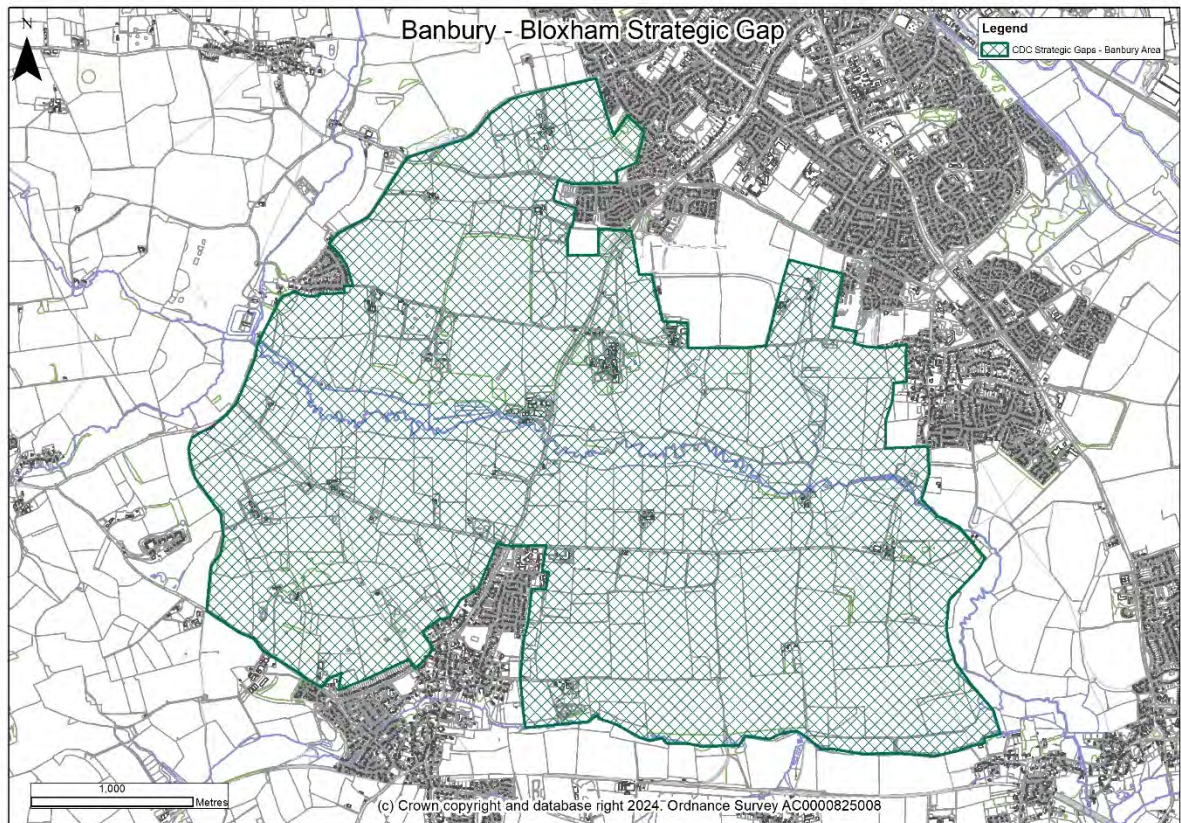
- The screening tree belts along the southern boundary of Bodicote.
- The long east-west rural views through the gap north of Twyford.
- The distinct topographical setting of Adderbury associated with Sor Brook, and also its containment of south-western Bodicote.
- The presence of intervening higher ground between Adderbury and Bodicote.

Guidance for preservation and enhancement of settlement gap

In order to maintain Bodicote's distinction from Twyford and Adderbury, new development should:

- Not introduce any development in the narrowest part of the gap between Twyford and the approved access road to Longford.
- Seek to limit the urbanising impact of any new recreational development to the north of the Longford access road by screening new buildings from the south.
- Avoid any encroachment on the valley sides of Sor Brook.

Banbury- Bloxham



Key characteristics

The key elements in preserving settlement distinction are:

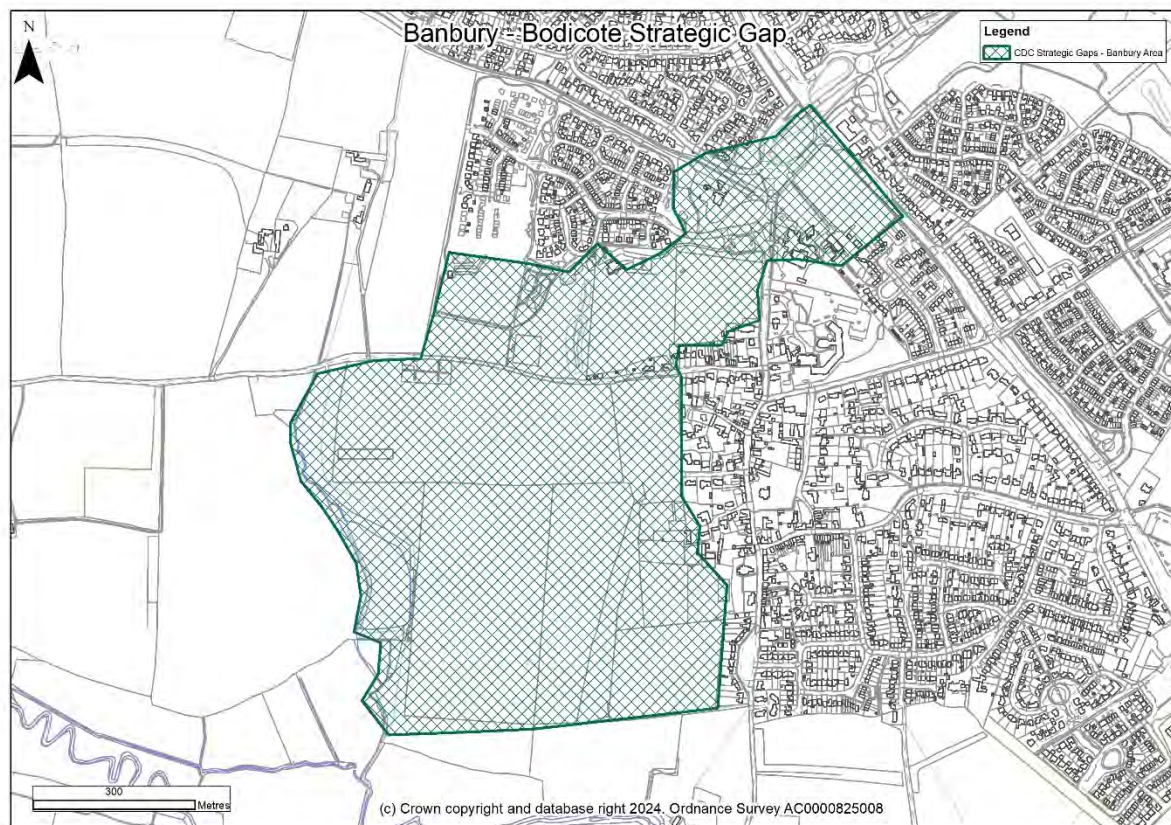
- The topographical variation of the Sor Brook valley.
- Mature vegetation of field boundaries, parkland, tree belts and woodland, screening views, forming a boundary to the development allocation on the edge of Banbury and giving a distinct parkland character to the settlement gap.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Bloxham new development should:

- Not extend either settlement downslope into the valley of Sor Brook.
- Not have a dominating influence on land in the valley, using planting for containment where appropriate.

Banbury- Bodicote



Key characteristics

The key elements in preserving settlement distinction are:

Character, associated with Bodicote Conservation Area.

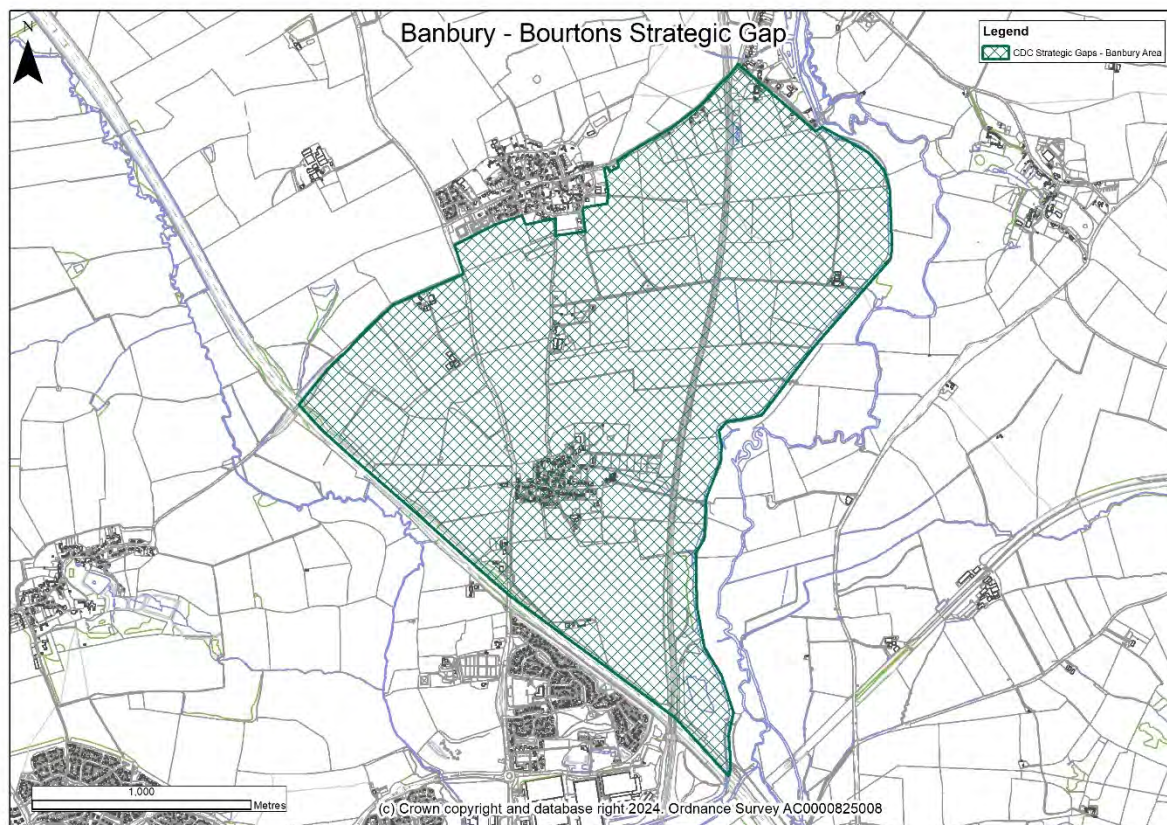
Open land to the west of Bodicote, linking to the valley of Sor Brook to the south, does contribute to the settlement's historic setting, helping to emphasise the distinction between settlements in terms of form and character.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction in settlement character between Banbury and Bodicote, new development should:

Help to preserve historic character by avoiding encroachment on the valley to the west of the Bodicote Conservation Area.

Banbury- Bourtons



Key characteristics

The key elements in preserving settlement distinction are:

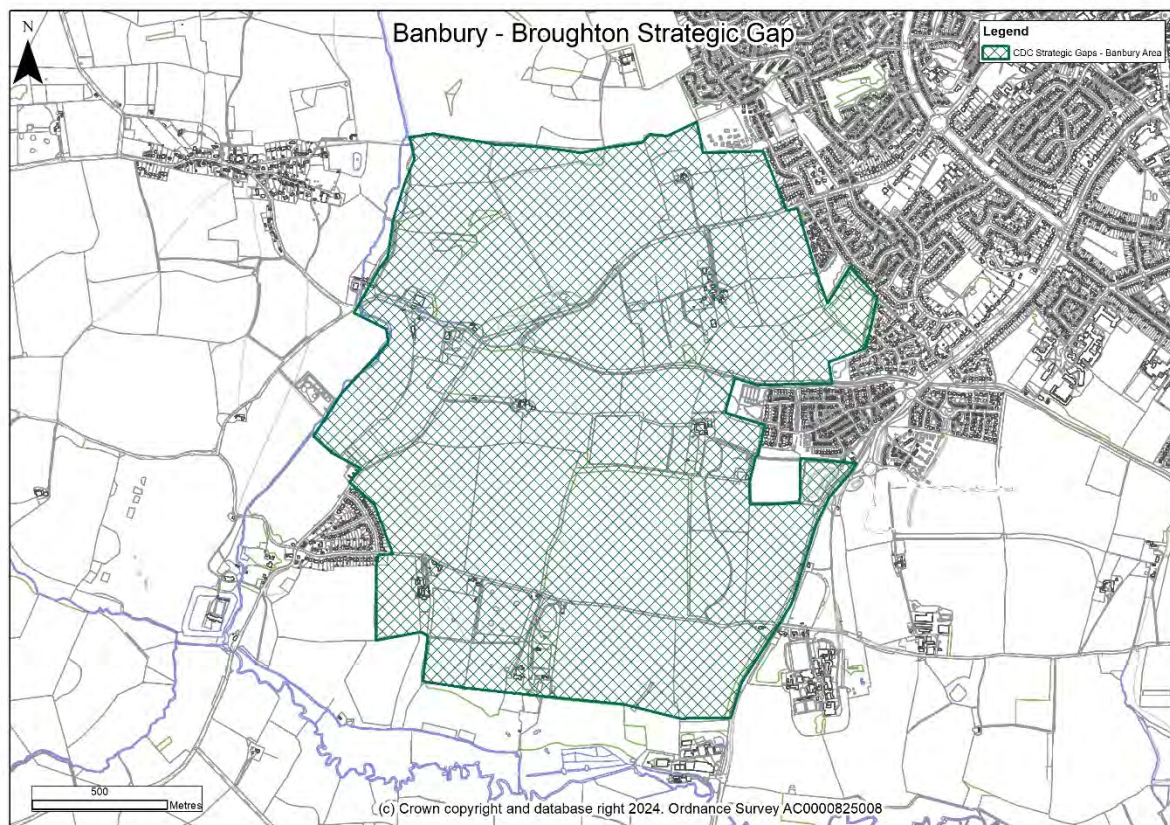
- The role of the M40 and associated linear tree cover in defining the northern extent of Banbury and limiting intervisibility with Little Bourton.
- The screening role of field boundaries hedgerows to the south of Little Bourton.
- The visual relationship between the land in the gap and the wider Cherwell Valley and hills beyond, which helps to strengthen rural character.
- The role of tree groups in defining the northern edge of Little Bourton.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and the Bourtons new development should:

- Avoid extending Banbury beyond the M40 as this would effectively negate its separation from Little Bourton.
- Maintain a pattern of small, hedged fields to the south of Little Bourton, to limit views across the gap.
- Retain the role of mature tree cover in defining the northern edge of Little Bourton.
- Avoid a significant loss of separation between the Bourtons where development would be visible in the visually open fields alongside the A423.
- Avoid increasing the perception of development from the Oxford Canal path, railway and Country Park.

Banbury- Broughton



Key characteristics

The key elements in preserving settlement distinction are:

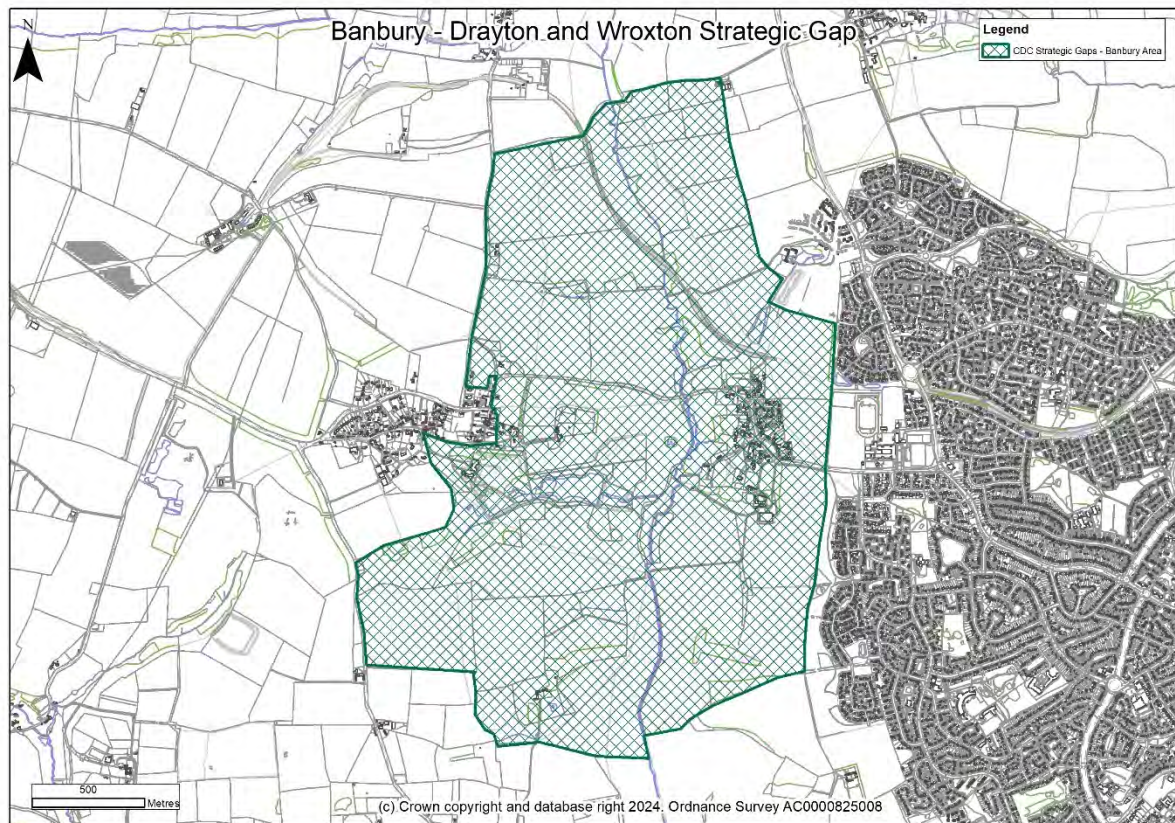
- The containment of Broughton within a west-facing valley-side landscape.
- The containment of Banbury within a plateau landscape, with Crouch Hill contributing to defining the western edge of the settlement.
- Tree belts along the edge of Banbury, and tree cover along the B4035, limiting views towards the settlements.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Broughton new development should:

- Ensure that Banbury does not extend downslope into the Sor Brook valley and does not visually intrude on the valley.
- Ensure that Broughton does not extend upslope onto the plateau.
- Not significantly increase perception of Broughton on approach southwards along the B4035.

Banbury- Drayton and Wroxton



Key characteristics

The key elements in preserving settlement distinction are:

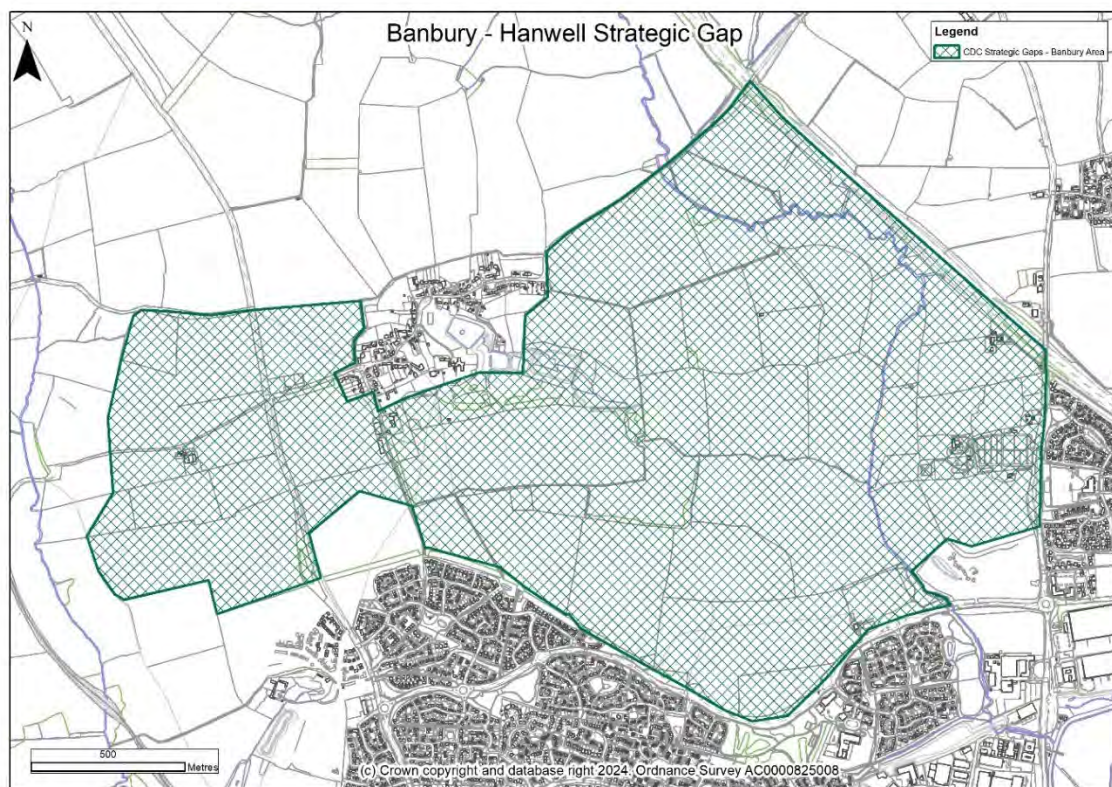
- The existing tree belts on the edge of Banbury, both mature and more recently planted.
- The remaining open fields between Drayton and Banbury, and availability of longer, rural views along the gap.
- The valley-side setting of Drayton and Wroxton villages and the distinctive, parkland landscape between them.

Guidance for preservation and enhancement of settlement gap

There is no scope for any further narrowing of the gap between Banbury and Drayton without significantly compromising the remaining settlement gap. It is noted that most, but not all, of the gap lies within the Drayton Conservation Area. Any new development should:

- Avoid Drayton extending further onto the plateaux, retaining its valley side form.
- Not extend Wroxton down onto the lower valley side.
- Strengthen vegetation within the gap to minimise intervisibility between Banbury and Drayton.

Banbury- Hanwell



Key characteristics

The key elements in preserving settlement distinction are:

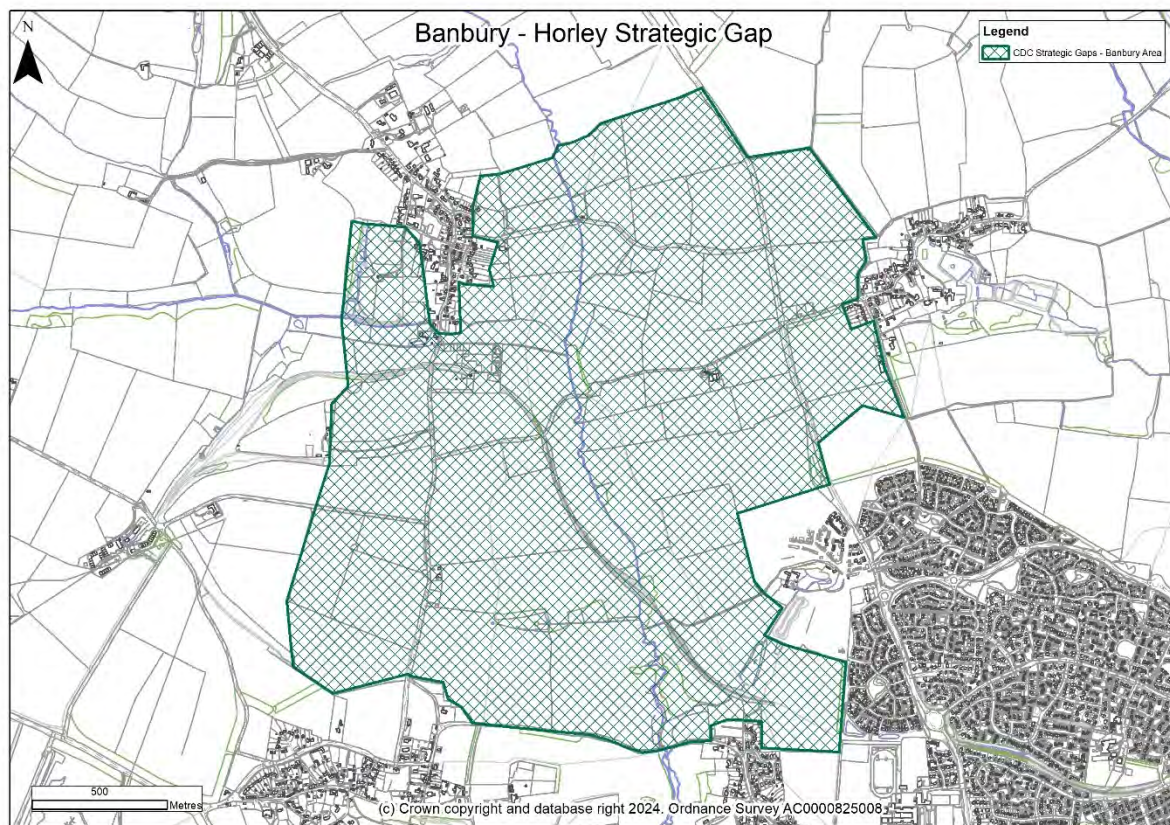
- The valley-side woodland and water features associated with Hanwell Castle.
- The well-treed field boundaries between the two settlements.
- The setting back of allowed development (23/00853/OUT) from the site's northern boundary and from Gullicote Lane.
- The undeveloped valley side between Hanwell and Hanwell Brook.
- The absence of any direct road links and urbanising influences in the settlement gap.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Hanwell new development should:

- Not reduce the width of the narrowest part of the settlement gap, in the fields to either side of Gullicote Lane.
- Not result in any removal of mature field boundaries where this would increase views of urban development; with particular consideration of views from the public rights of way that connect the settlements.
- Retain the wooded, enclosed character of Hanwell.
- Not extend upslope towards Hanwell to the west of Hanwell Brook.
- Not introduce any new vehicular links.
- Limit perception of either settlement from Warwick Road.

Banbury- Horley



Key characteristics

The key elements in preserving settlement distinction are:

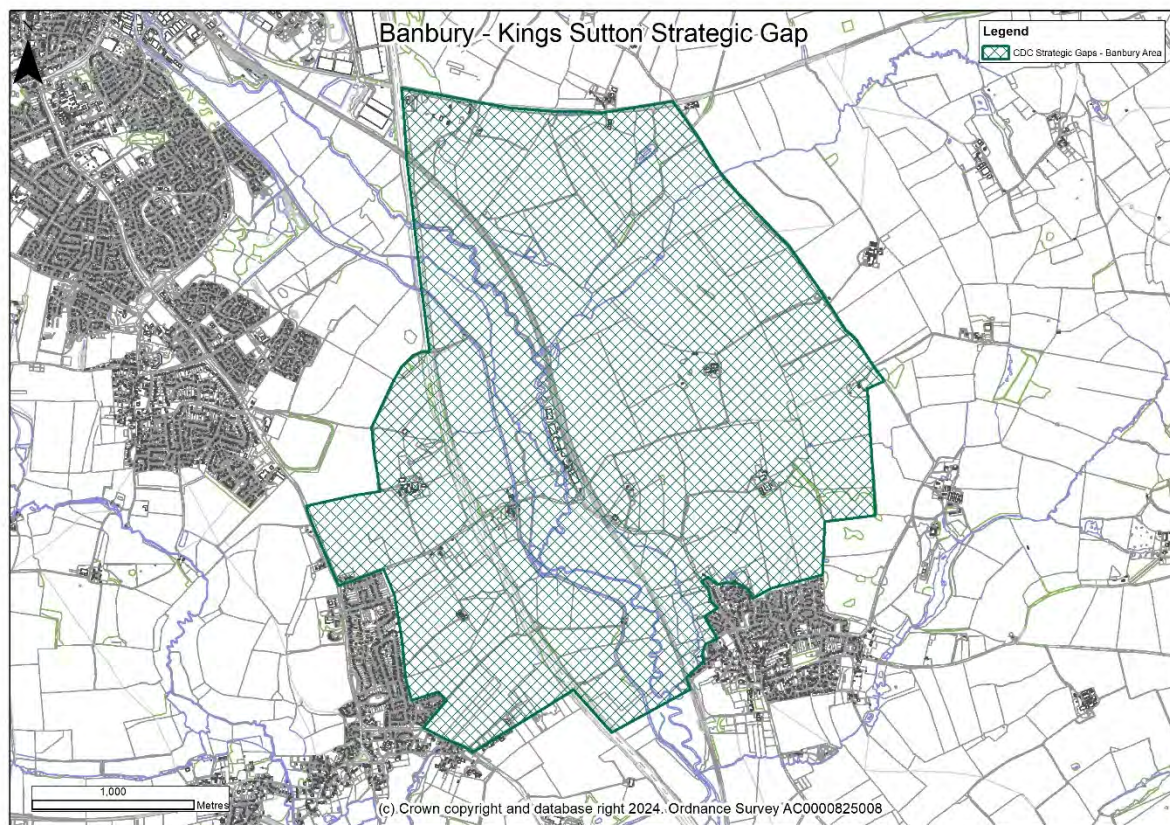
- Horley's distinctive valley-side setting, around which there are long, rural views but with limited visibility of the edge of Banbury.
- Horley's containment by watercourses to the east and south.
- Banbury's plateau location, with no development on the side of Sor Brook valley.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Horley new development should:

- Avoid any sense of Banbury extending down the eastern valley of the Sor Brook.
- Ensure there are no significant long views of new development on the edge of Banbury, using screening planting where necessary.
- Maintain the unspoilt rural character of the Sor Brook valley between Horley and Drayton.

Banbury- Kings Sutton



Key characteristics

Key elements in preserving settlement distinction are:

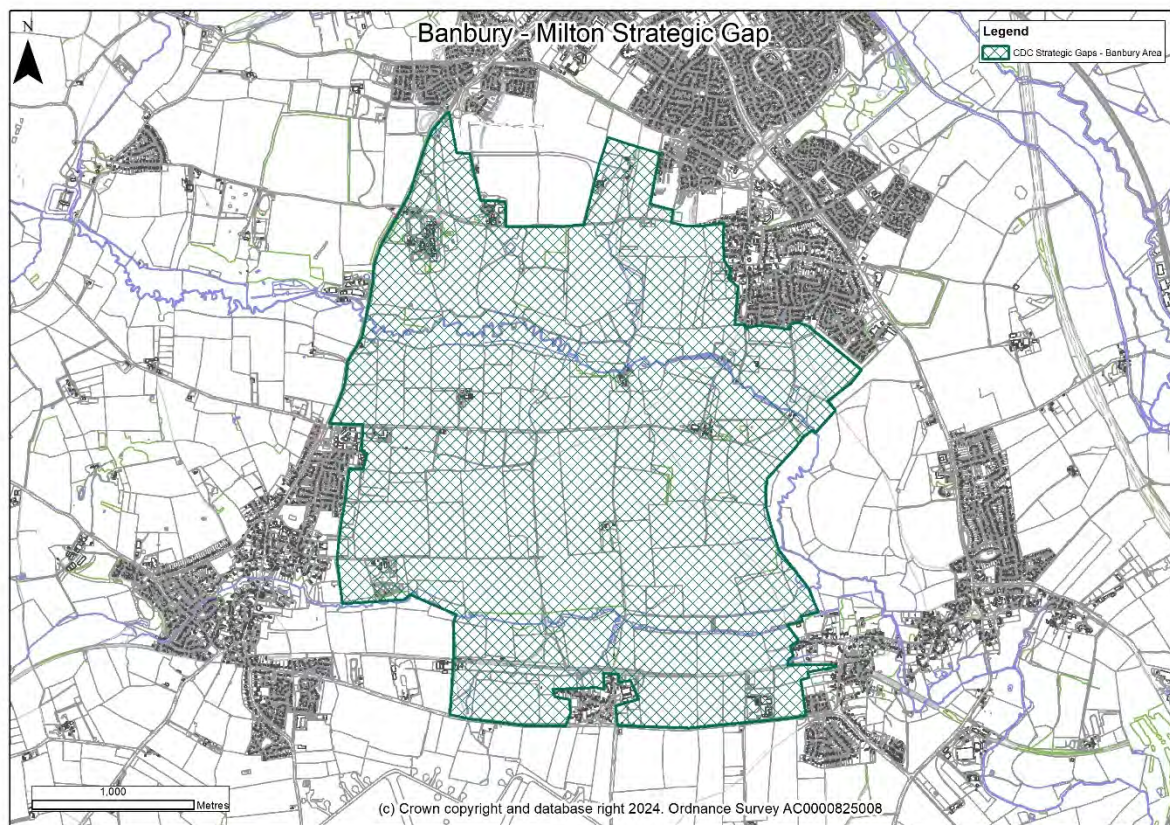
- In relation to Bodicote: the separating role of the Cherwell Valley, with its linear transport links and floodplain. Flatter land to the west of the M40 contributes less in this regard, although the retention of open land between Bodicote and Twyford, and between Twyford and the M40, still contributes to separation.
- In relation to the commercial edge of Banbury to the west of the river: the distance between the settlements and screening role of intervening higher ground.
- King's Sutton's distinct setting, contained between the River Cherwell, its tributary to the south and the Astrop parkland to the north-east.

Guidance for preservation and enhancement of settlement gap

The River Cherwell marks the district and county boundary. In order to maintain distinction between Banbury (Bodicote) and King's Sutton new development within Cherwell district should:

- Remain on higher ground at Bodicote, above the steeper Cherwell valley side slopes.
- Preserve separation between Bodicote and Twyford, to avoid narrowing the gap through the latter being perceived as part of Banbury.

Banbury- Milton



Key characteristics

The key elements in preserving settlement distinction are:

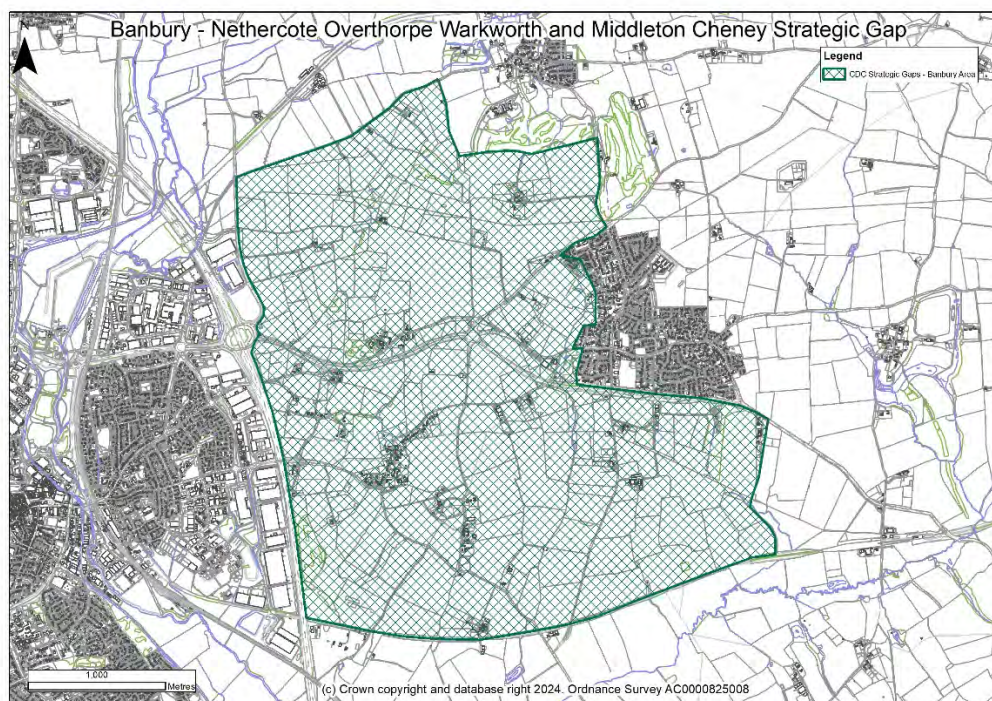
- The higher ground that lies between Milton (to the south), Bloxham (to the west) and the course of Sor Brook (to the east and north), which provide visual screening.
- The containment to Milton provided by the former railway embankment and its mature vegetation.
- The containment of Bodicote provided by Sor Brook.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury/Bodicote and Milton new development should:

- Not extend Milton beyond the former railway embankment to the north and onto higher ground.
- Not extend Bodicote or any part of Banbury down into or beyond the valley of Sor Brook. Wykham Lane can be considered an approximate northern boundary to the Sor Brook valley, although a few small areas of land south of the road are still on higher, flatter ground.

Banbury- Nethercote, Overthorpe, Warkworth and Middleton Cheney



Key characteristics

Key characteristics preserving settlement distinction are:

- The band of higher ground running north-south between Banbury and Middleton Cheney.
- The containment of the western edge of Middleton Cheney by a valley landform.
- The distinction between Banbury's valley floor and the ridge crest setting of Overthorpe.
- The roles of the A422 and A361 in defining the southern and eastern sides of the expanded eastern edge of Banbury.

Guidance for preservation and enhancement of settlement gap

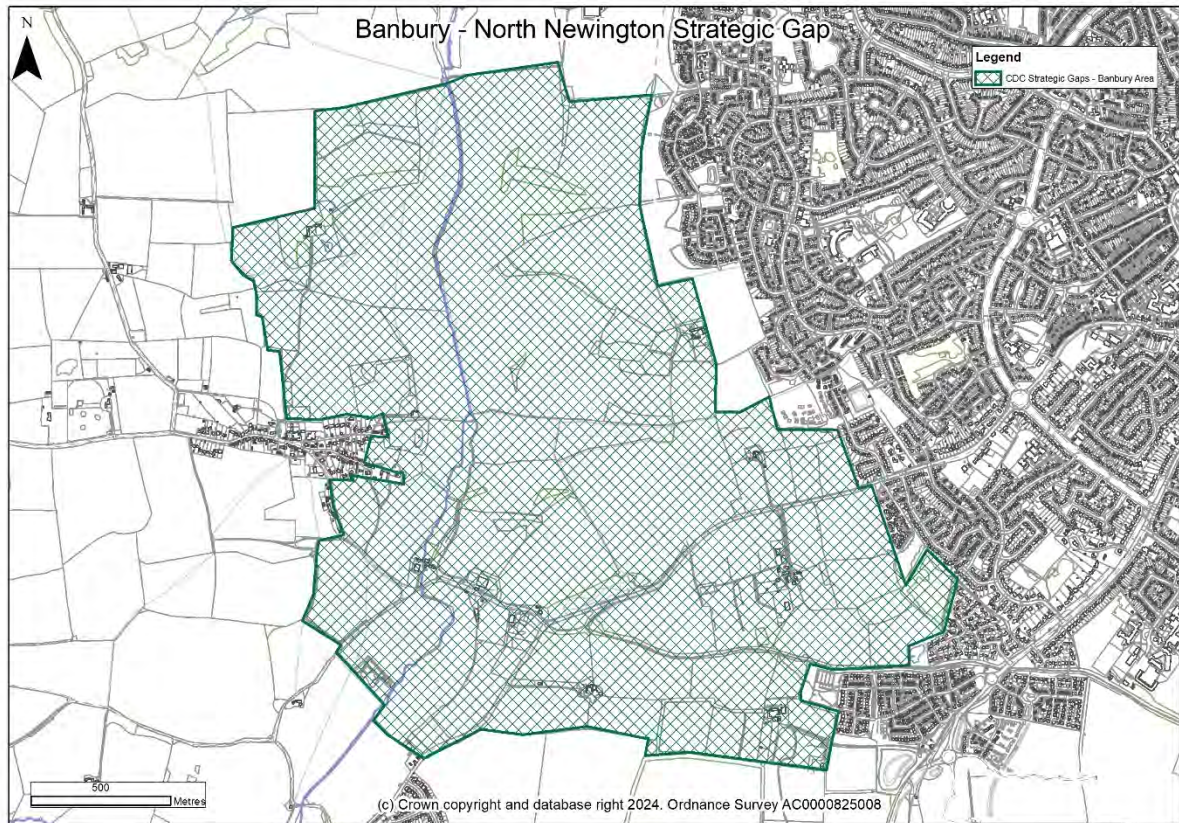
In order to maintain distinction between Banbury and Overthorpe, Warkworth and Middleton Cheney, new development within Cherwell district should:

- Avoid any sense of Banbury extending upslope onto the eastern side of the Cherwell Valley.
- Retain the well-treed field boundaries on the valley side that contribute to screening views of Banbury.

To maintain distinction between Banbury and Nethercote, new development should:

- Not cross south of the A422.
- Not extend Banbury east onto higher ground (north of the A422) where it would expose Nethercote to urbanising visual influence.
- Preserve mature hedgerows that contribute to screening between Nethercote and the Junction 11 development.

Banbury- North Newington



Key characteristics

The key elements preserving settlement distinction are:

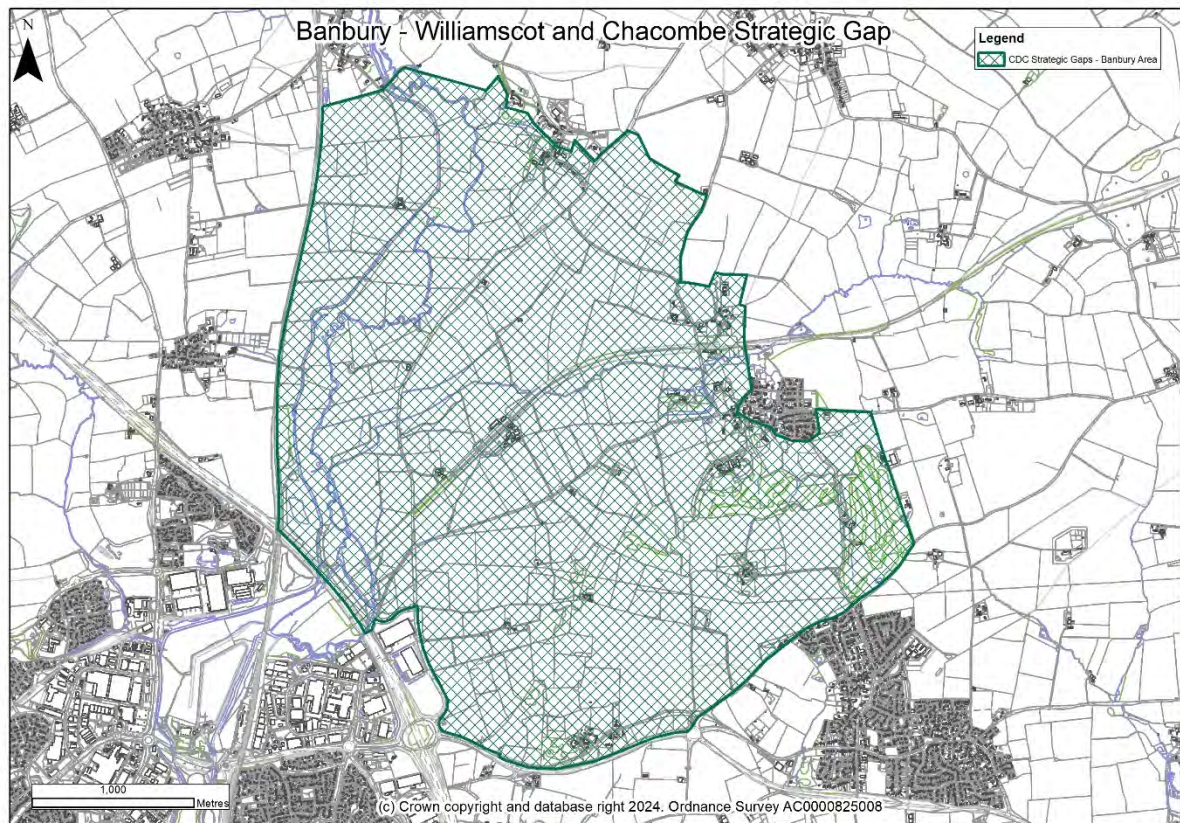
- The distinct topographical setting of North Newington, contained to the western side of the Sor Brook valley.
- The parkland character of land between North Newington and Sor Brook, protected by Conservation Area status.
- Banbury's plateau location, with Crouch Hill forming a prominent feature containing the urban edge.
- The well-treed and rural character of the intervening countryside.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and North Newington new development should:

- Not extend North Newington beyond Sor Brook or detract from the parkland character of intervening open land.
- Not extend Banbury down from the plateau or diminish the role of Crouch Hill as an urban boundary feature.
- Retain/enhance field boundaries to prevent any intervisibility between Banbury and land in or to the west of the valley.

Banbury- Williamscot and Chacombe



Key characteristics

The key elements in preserving settlement distinction are:

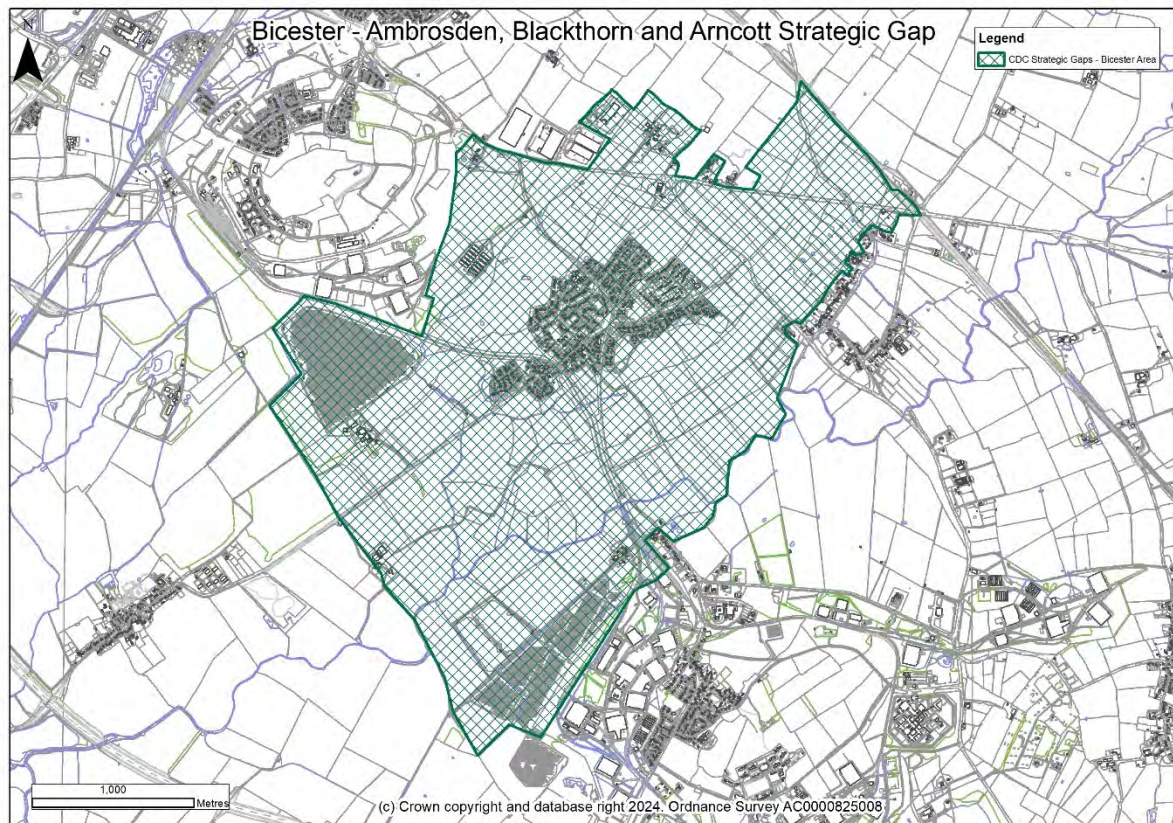
- The distinct topographical and wooded settings of Williamscot and Chacombe.
- The absence of development on the visual exposed lower valley sides beneath Chacombe and Williamscot and the distinct character of the valley floor, where flood risk limits development potential.
- The well-treed character of the steeper valley sides between the A422 and Chacombe.

Guidance for preservation and enhancement of settlement gap

Although the gap between Banbury and Chacombe is relatively strong, it would have been stronger before the expansion of Banbury east of the M40. In order to maintain distinction between Banbury and both Chacombe and Williamscot new development should:

- Avoid any sense of Banbury encroaching from the valley floor up the eastern side of the Cherwell Valley.
- Avoid any sense of Williamscot or Chacombe descending from their contained, upper valley side settings.
- Minimise any views of development on the edge of Banbury east of the M40, on approach from the north along the A361 or from Chacombe (Banbury Road).

Bicester- Ambrosden, Blackthorn and Arccott



Key characteristics

The key elements in preserving settlement distinction are:

- The clearly defined boundaries of Bicester formed by the A41 and by the tree-fringed railway along the edge of Graven Hill.
- The south-facing setting of existing development at Ambrosden.
- The woodland belt along the valley between Ambrosden and Graven Hill, and absence of road links across this area.

For Blackthorn the intervening Blackthorn Hill, together with tree cover which limits the urbanising influence of commercial land uses on it, is the key element in preserving distinction.

For Arccott the distinct character of the River Ray valley floor, where flood risk limits development potential, is the key element in preserving distinction in addition to those factors noted above in relation to Ambrosden.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Ambrosden new development should:

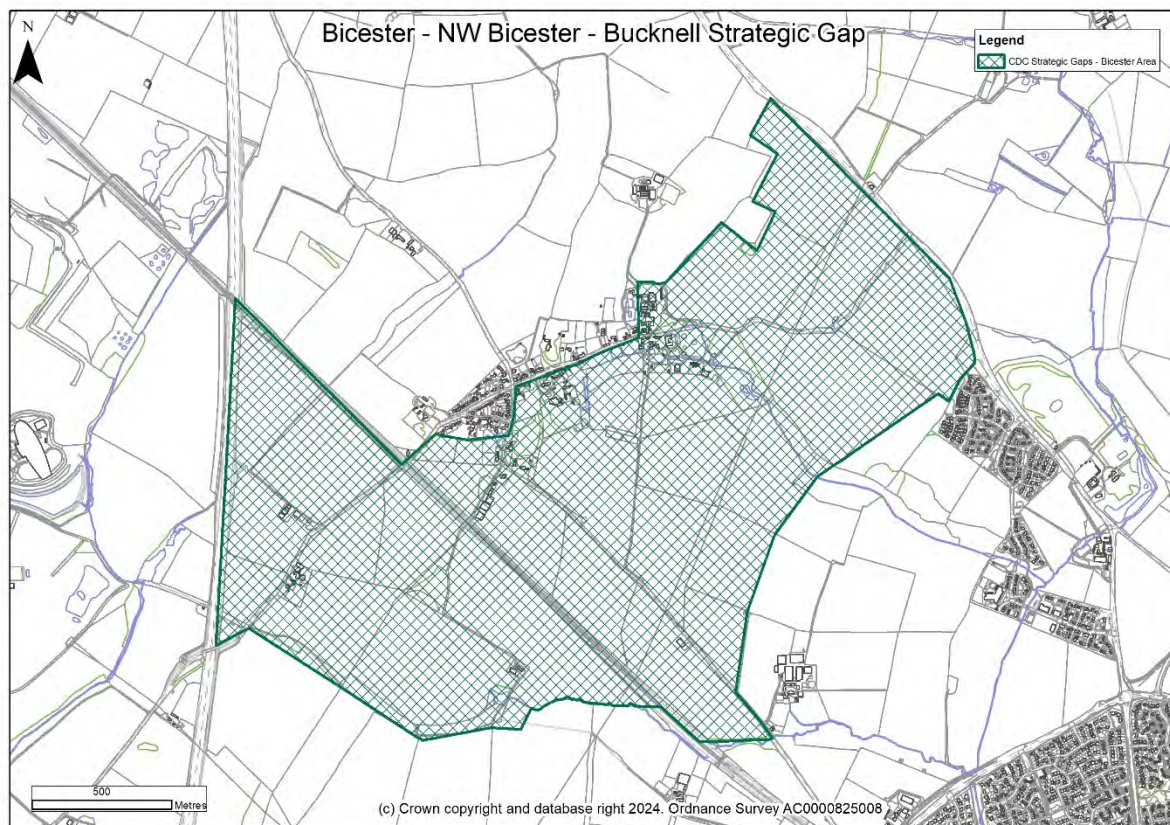
- Not result in any further reduction of the width of the gap to the east of Ploughley Road.
- Using landscaping to minimise views of the forthcoming development on the northern edge of Ambrosden, seeking to limit the perception of the village spreading downhill towards Bicester.
- Not detract from the role of Graven Hill as a physical marker of the southern edge of Bicester.

- Retain the strong tree belt between Ambrosden and Graven Hill.
- Introduce planting to limit visibility of the north-western edge of Ambrosden.
- Not introduce any new vehicular links.

Blackthorn has stronger distinction from Bicester but limited separation from Ambrosden. The relatively weak distinction between Bicester and Ambrosden means that it would in turn be desirable to preserve separation between Ambrosden and Blackthorn.

The development constraint provided by the River Ray's floodplain should maintain separation between Ambrosden, Blackthorn and Arncott. However, any development beyond the well-treed edges of Arncott has the potential to be widely visible in the very open valley landscape so visual impact should be a key consideration.

Bicester- Bucknell (NW Bicester)



Key characteristics

The key elements in preserving settlement distinction are:

- The historic character of the parkland associated with the Manor House and nearby church. This includes the wooded area that forms a boundary to the south-east of the village core and the more open parkland extending south to form the core of the settlement gap, experienced from the public right of way that passes through it.
- The mature, well-treed and intact field boundaries between Bucknell and Bicester.
- Woodland and other tree cover to the east of Lower Farm, forming a clear edge to the dispersed village area along Bainton Road.

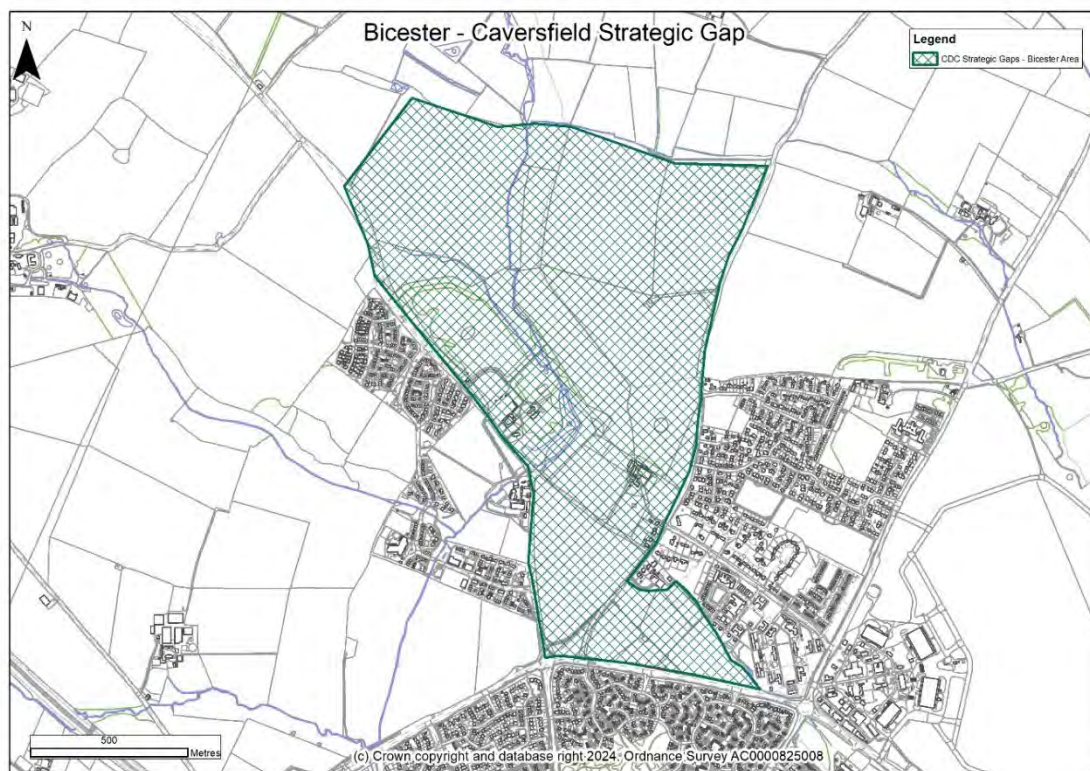
Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Bucknell new development should:

- Not result in any intervisibility between Bicester and either the core village area of Bucknell or the more dispersed development to the east along Bainton Road or to the south on Bicester Road. Retain the sense of Bucknell being contained to the south and east by tree cover.
- Preserve the open, undeveloped character of the parkland to the south of the Manor House, including maintaining its visual separation from Bicester.
- Avoid extension of any urbanising influences into the remaining gap along Bicester Road – including road widening, addition of pavements, street lighting or the expansion of development on the outskirts of the village (around the Trigger Pond, Lake Rise and Crowmarsh Farm).

- Avoid any sense of development of Bicester/Caversfield encroaching on the eastern end of Bucknell along or south of Bainton Road, where only a single field separates the Exemplar Eco-Town Site from the woodland alongside Lower Farm.
- Visually screen the proposed future edge of Bicester with mature vegetation.
- Avoid introducing any new vehicular links or other links which reduce the rural character of remaining fields in the settlement gap.

Bicester- Caversfield



Key characteristics

The key elements in preserving settlement distinction are:

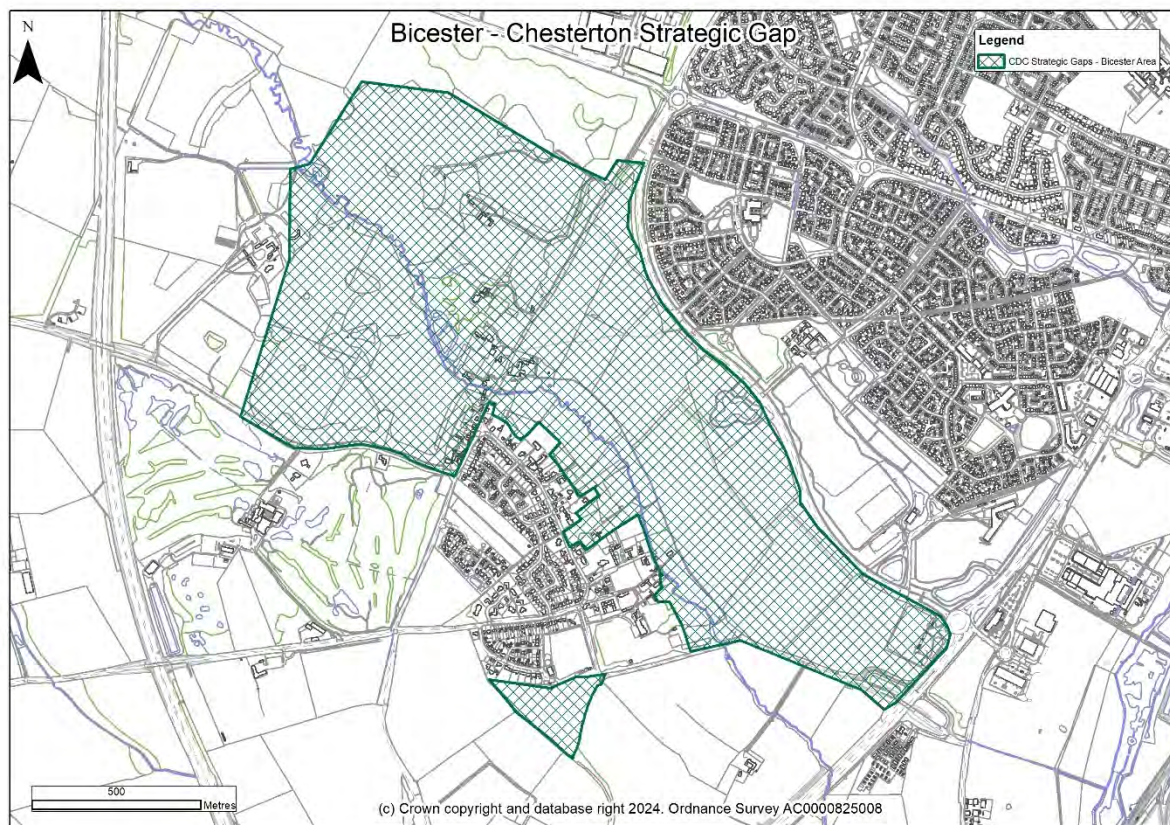
- The retention of clear boundary roads with strong hedgerows / tree cover to limit urbanising visual influences within the gap: the A4095, the B4100 and Fringford Road.
- The retained historic character associated with the parkland around Caversfield House, St Laurence's Church and Home Farm, which preserves a sense of transition when travelling between Caversfield and Elmsbrook.
- Differences in the character of Caversfield, Bicester and Elmsbrook.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Caversfield new development should:

- Not encroach on the single field between the B4100, Fringford Road and Aunt Em's Lane, or increase perception of urban development along Aunt Em's Lane.
- Not result in any removal of mature field boundaries or roadside vegetation where this would increase views of urban development.
- Protect the character of the Caversfield House parkland and in the area around Home Farm, to maintain a sense of passing through a historic, rural landscape between Caversfield and Elmsbrook.
- Maintain the distinctions in character between development in Bicester, development in the eco-town (Elmsbrook) and development at Caversfield.
- Not introduce any new vehicular links from Caversfield onto the A4095, to limit perception of development.

Bicester- Chesterton



Key characteristics

The key elements in preserving settlement distinction are:

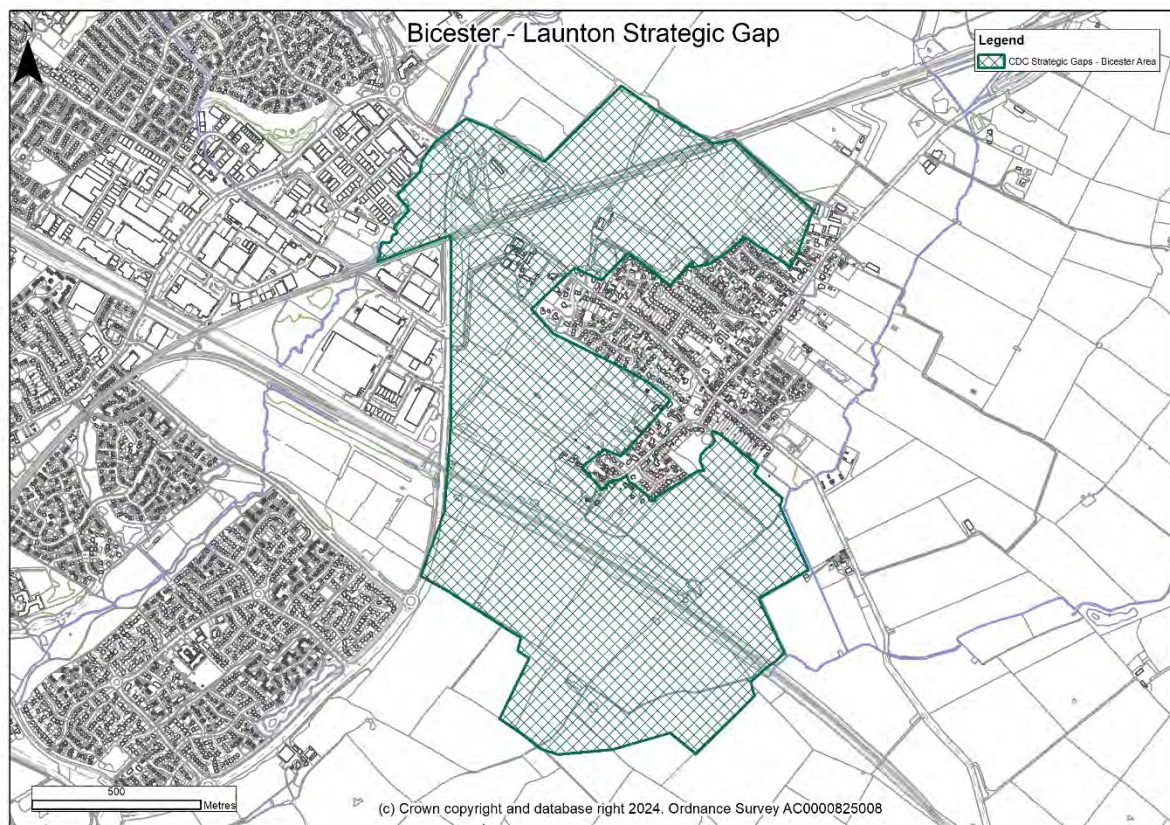
- The tree cover associated with Gagle Brook, the adjacent Conservation Area and the Burnehyll Community Woodland, forming a strong boundary to Chesterton.
- The consistent boundary to Bicester formed by the B4030 Vendee Drive.
- Containment of the area of Chesterton north of Gagle Brook by tree cover in Bignell Park.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Chesterton new development should:

- Not expand Chesterton beyond Gagle Brook and its associated tree cover, either to the east of the village or south-east (near Lodge Farm).
- Not extend Bicester south of Vendee Drive or west of the A41.

Bicester- Launton



Key characteristics

The key elements in preserving settlement distinction are:

- The clearly defined boundaries of Bicester formed by the A4421 Charbridge Lane, the railway line (to the south of Launton) and the treelined Langford Brook (to the north of the East West Rail line).
- Mature tree cover along property boundaries off West End (Launton) and along the northern edge of the village to either side of Bicester Road.
- The functional farmland, well-treed field boundaries and woodland between the two settlements, together with the open land at the northern end of the South East Bicester development area to be left open and managed for nature conservation.
- The remaining open fields in the settlement gap to either side of Bicester Road.
- The rural character associated with the buildings of Manor Farm.
- The open rural character of farmland to the north of Launton.

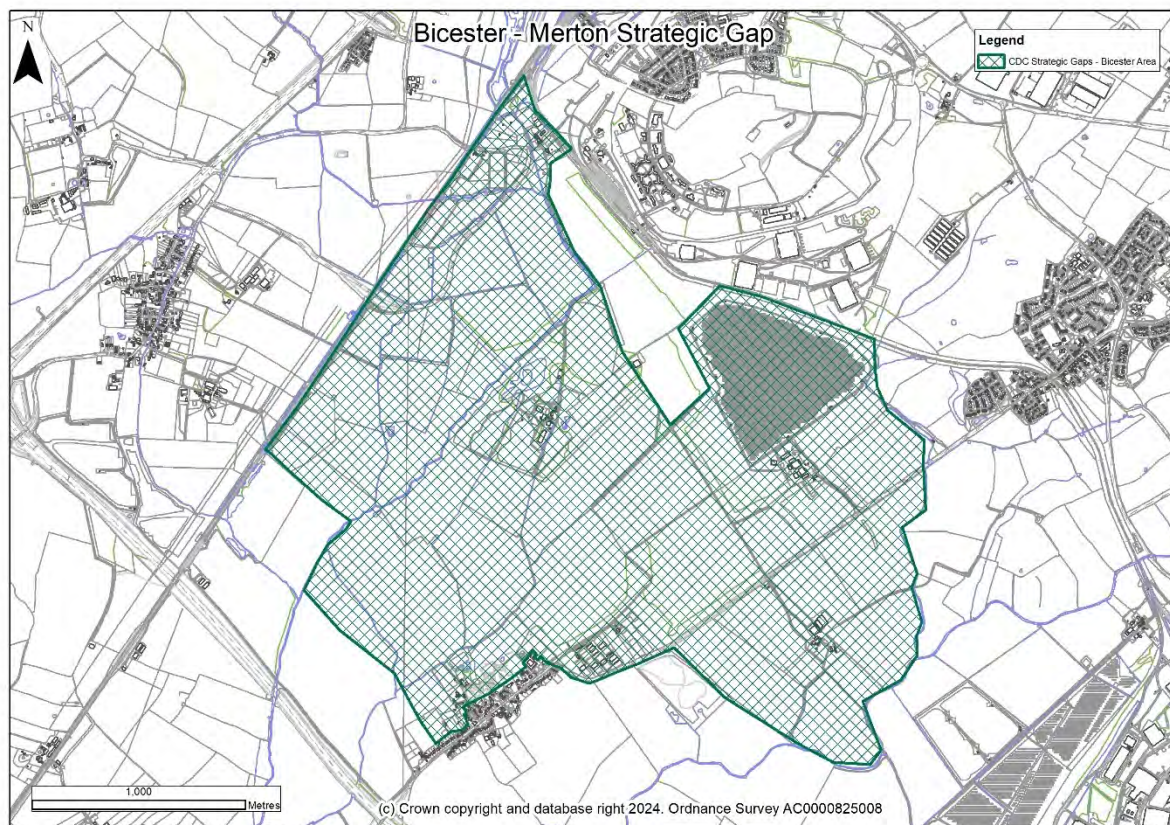
Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Launton new development should:

- Not reduce the width of the settlement gap along Bicester Road.
- Not result in any removal of mature field boundaries where this would increase views of urban development.
- Retain the wooded, enclosed character of the western and southern edges of Launton.
- Not hamper the continuation of farming in the fields between the settlements.
- Not extend Bicester east beyond Charbridge Lane.

- Not introduce any new vehicular links.
- Not introduce buildings in the South East Bicester development that would be visible from Launton or from fields to the south of the village.
- Not create intervisibility between Bicester and the northern edge of Launton.

Bicester- Merton



Key characteristics

The key elements in preserving settlement distinction are:

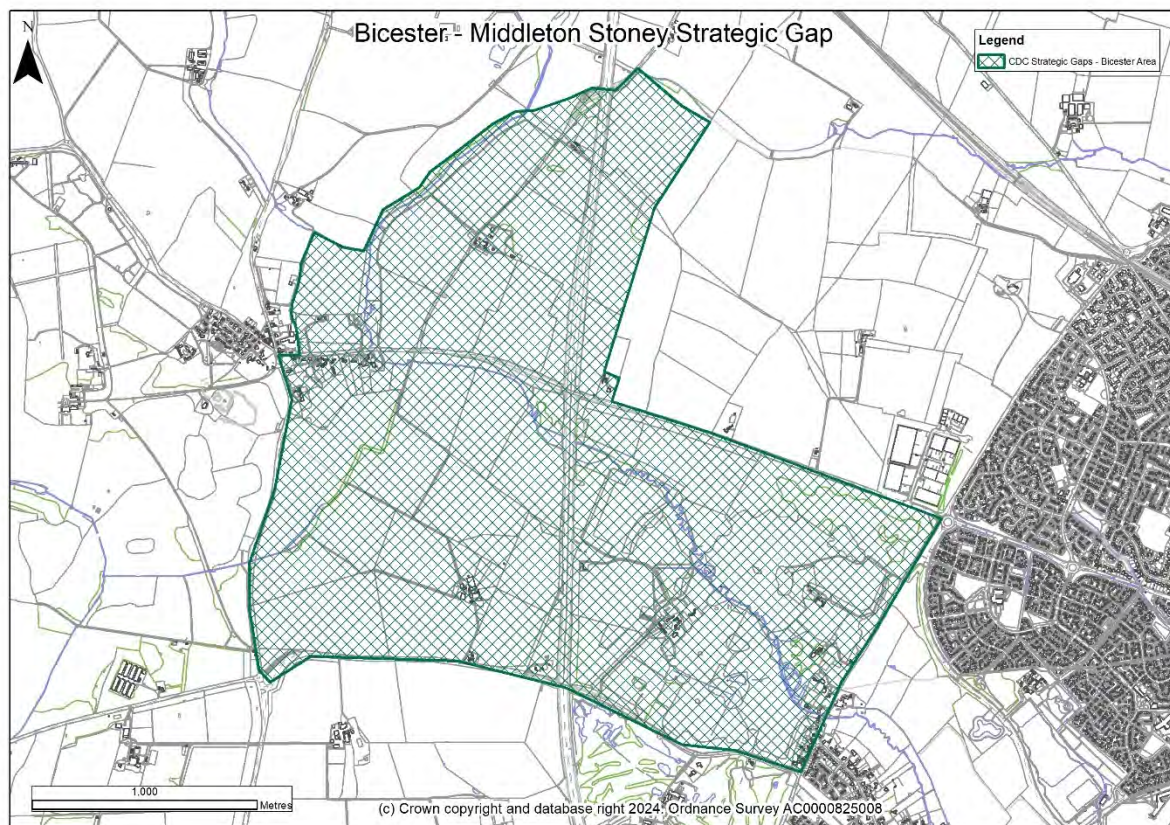
- The distinct character of the valley floor, where flood risk limits development potential.
- The containing role of tree belts along the foot of Graven Hill, at Home Farm and on the eastern edge of Merton.
- The distinctive physical presence of Graven Hill as a marker of the southern edge of Bicester.
- The ridge top setting of Merton, and contribution of land on the northern edge of the village to historic settlement character.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Merton new development should:

- Not detract from the role of Graven Hill as a physical marker of the southern edge of Bicester.
- Not result in Merton expanding down from the ridge.
- Respect the contribution of earthworks on the northern side of Merton to its historic character.
- Retain the screening role of tree belts along the foot of Graven Hill, at Home Farm and on the eastern edge of Merton.
- Not introduce any new vehicular links between the settlements.

Bicester- Middleton Stoney



Key characteristics

The key elements in preserving settlement distinction are:

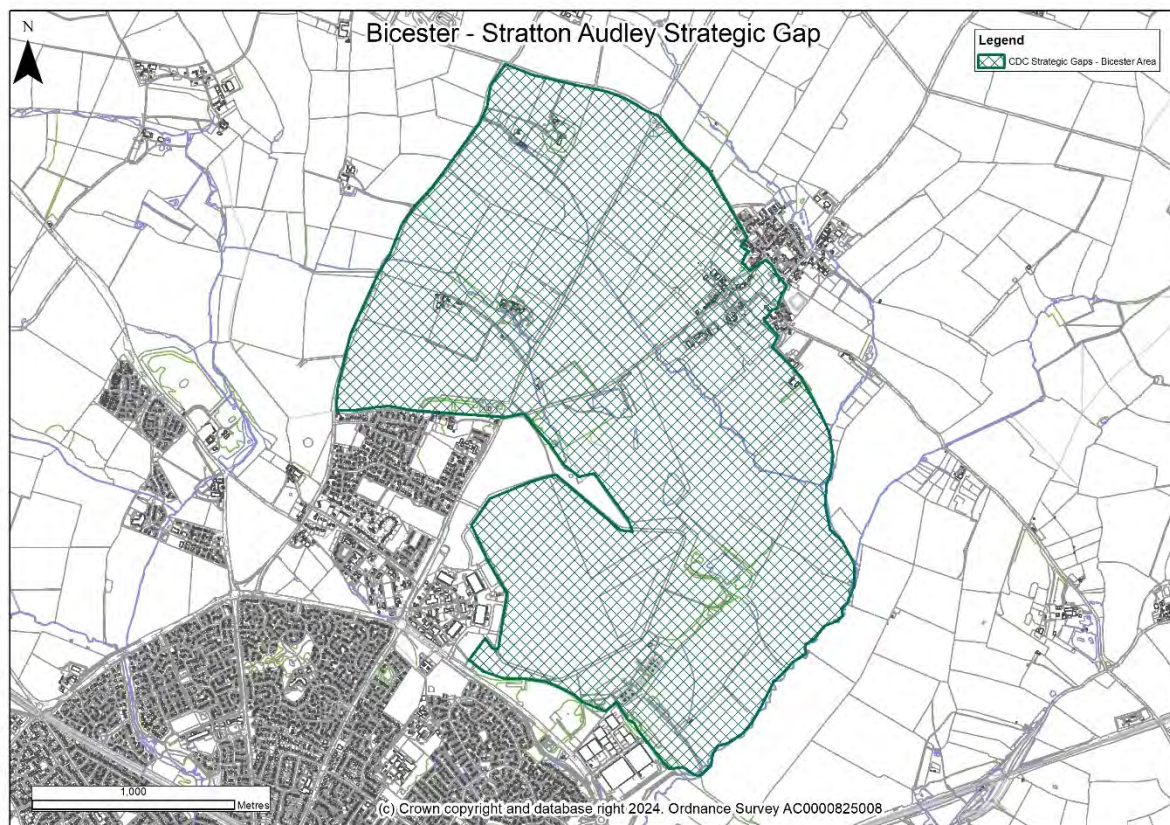
- The well-treed edges of Middleton Stoney, in particular the tree belt alongside Gagle Brook north of the B4030.
- Mature roadside vegetation along the B4030 and M40, notably the tree belt associated with Bignell Park.
- Well-treed hedgerows north of the B4030 and east of the motorway, which limit views from the more open landscape to the west.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Middleton Stoney new development should:

- Not extend Middleton Stoney east of Gagle Brook or reduce the extent to which its south-eastern setting is dominated by tree cover.
- Ensure that the urban edge of Bicester is not significantly visible from west of the M40.

Bicester- Stratton Audley



Key characteristics

The key elements in preserving settlement distinction are:

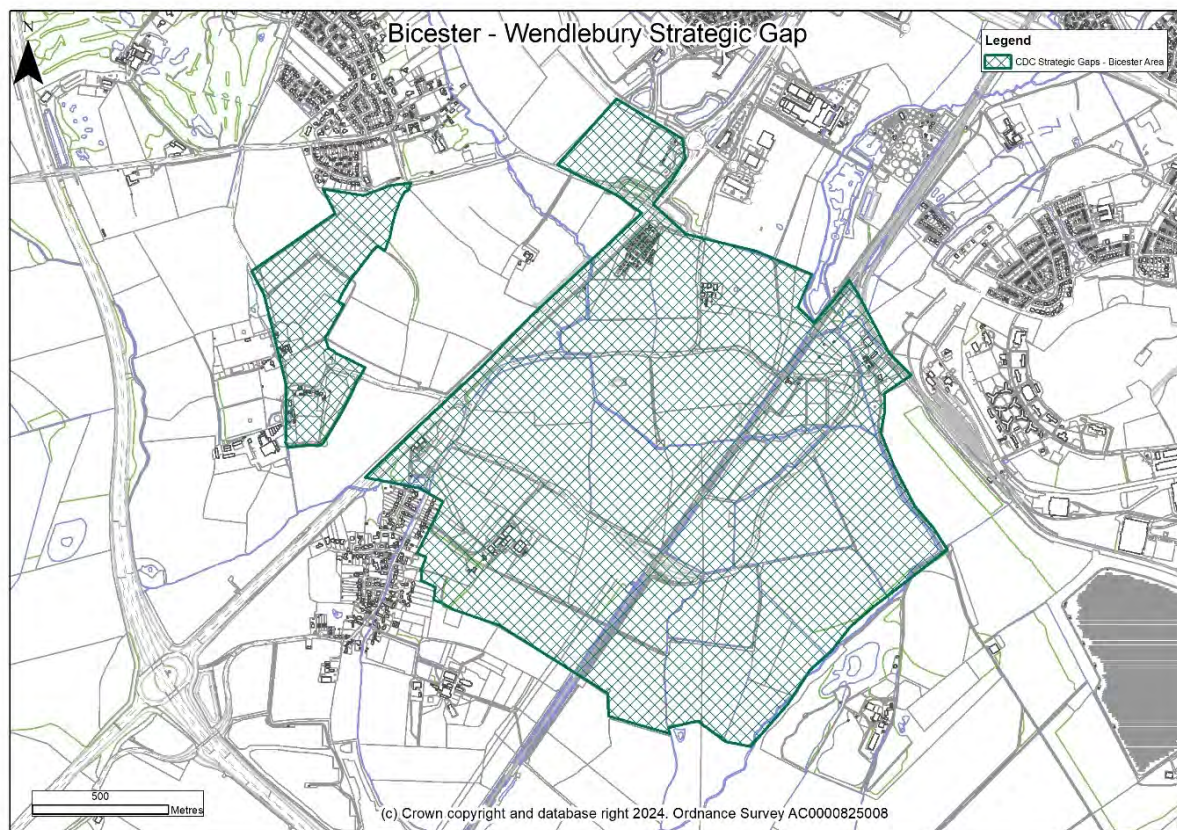
- Tree cover and the A4421 forming a strong boundary to existing development at Caversfield.
- Scrub vegetation on the former quarry south of Bicester Road, forming a boundary to forthcoming development on the former RAF Bicester airfield.
- The role of open land and mature trees in creating a historic setting to the main village area at Stratton Audley, reflected in the coverage of the Conservation Area designation.
- The lack of urbanising influences in the visually more open area at the centre of the gap.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Stratton Audley new development should:

- Not extend Bicester/Caversfield north of the former airfield and east of the A4421.
- Retain screening tree cover within the former quarry site south of Bicester Road.
- Retain rural character and a sense of time-depth on approach through the western outskirts of Stratton Audley.

Bicester- Wendlebury



Key characteristics

The key elements in preserving settlement distinction are:

- The constraint to the expansion of Bicester provided by the Scheduled Monument designation of Alchester Roman Town.
- The constraint to development represented by Flood Zone 3 land east of the railway line.
- The role of Graven Hill as a distinctive feature marking the southern extent of Bicester.
- The mature, well-treed and intact field boundaries between the two settlements.
- Mature roadside vegetation along the A41 and Wendlebury Road, limiting perception of the proximity of the settlements to passing traffic.
- Limited road connectivity between Wendlebury and Little Chesterton/Symmetry Park, to limit any sense of settlement coalescence in this direction.

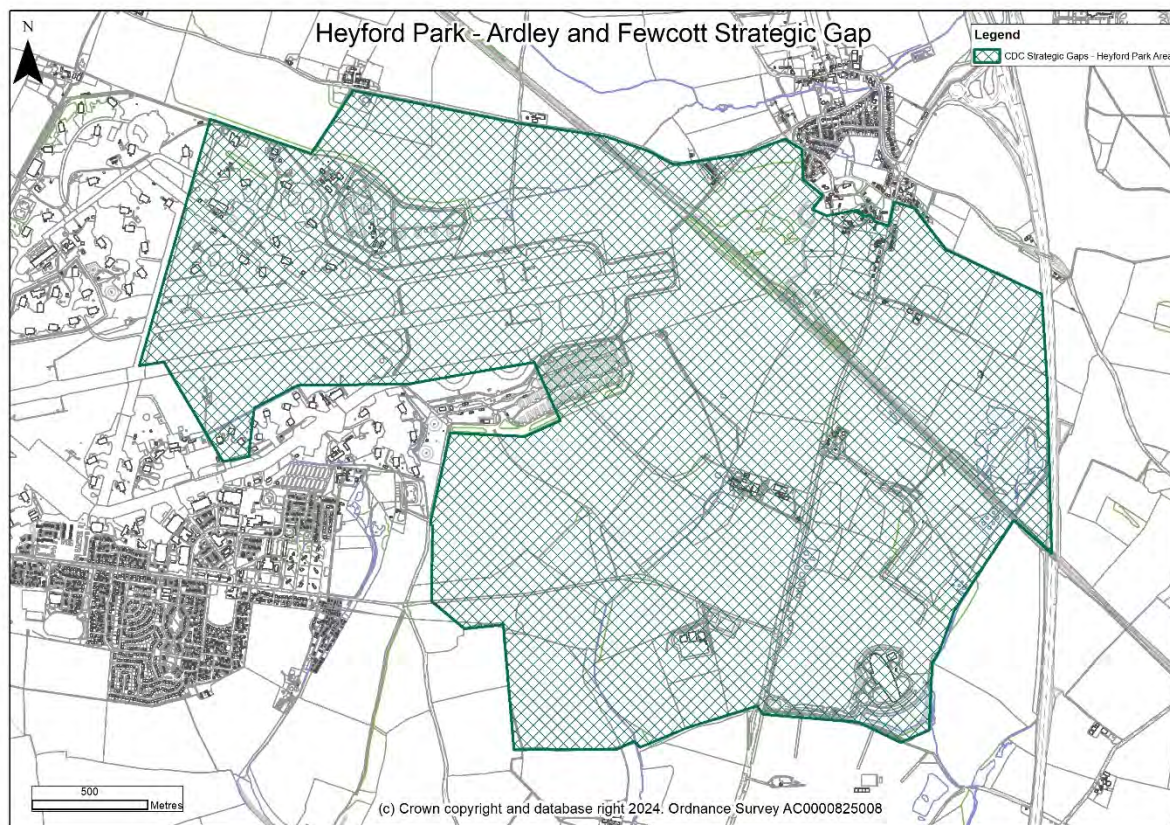
Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Bicester and Wendlebury new development should:

- Not detract from the role of Graven Hill as a physical marker of the southern edge of Bicester.
- Not result in any removal of mature field or road boundaries where this would increase views of urban development.
- Not extend Wendlebury up onto higher ground to the east of the village where development would be widely visible.
- Maintain openness between Little Chesterton and Chesterton and avoid strengthening vehicular links between Wendlebury and Little Chesterton/Symmetry Park, to prevent

their amalgamation into a single urban area with the narrow Chesterton – Bicester gap being the primary point of separation.

Heyford Park- Ardley and Fewcott



Key characteristics

The key elements in preserving settlement distinction are:

- Ardley Wood and the mature, well-treed hedgerow boundaries around the fields to the east of the railway line, which form a strong boundary to 20th century development in Ardley.
- The open slopes falling gently south-east from the plateau on which Heyford Park is located.
- The absence of significant urbanising influences within the gap, despite the visual openness of the large fields west of the railway line, which helps to retain the rurality of the area and the importance of minimising influences particularly in the narrowest part of the gap between the RAF runway and Ardley Wood.
- The absence of a direct vehicular route between the settlements.
- The cultural heritage constraints associated with the historic flying field area of the former RAF Upper Heyford.
- The need to retain the historic, rural settlement character of the older parts of Ardley and Fewcott, which limits any potential to expand the settlement area towards Heyford Park without increasing urbanising containment of land in the Conservation Areas.

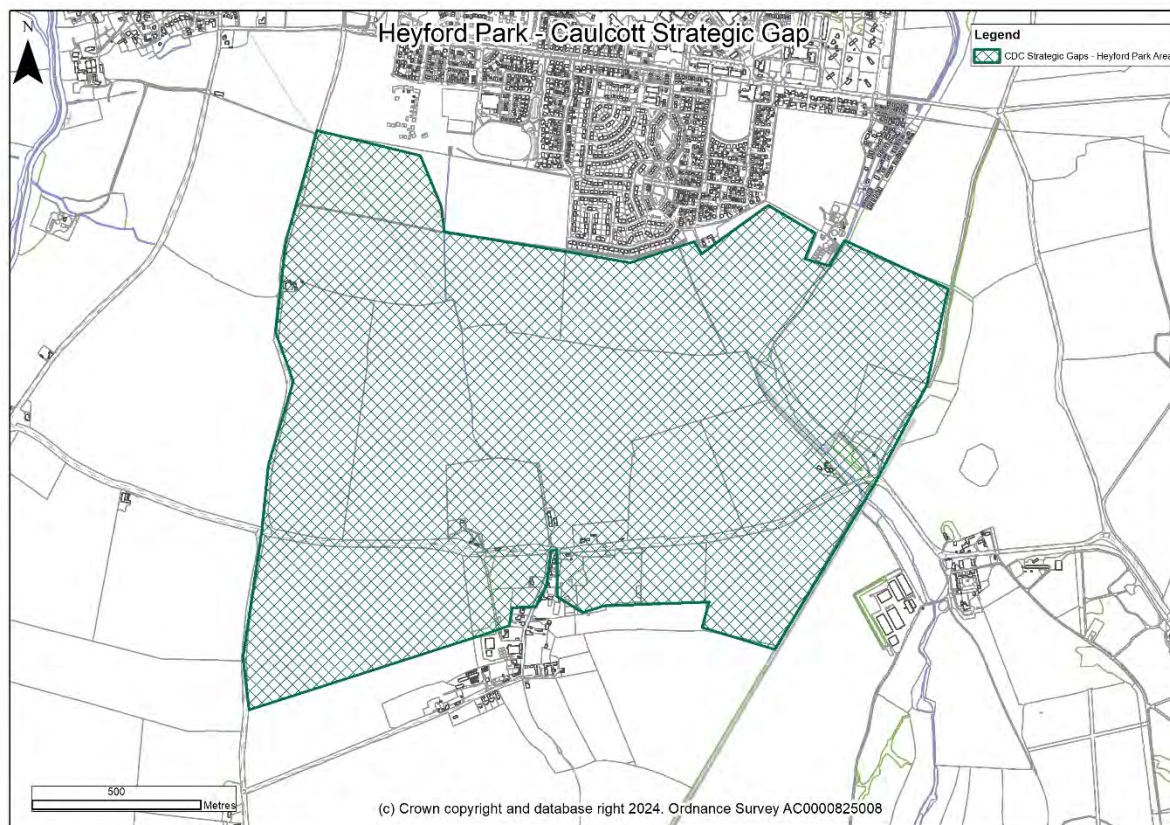
Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Heyford Park and Ardley / Fewcott new development should:

- Avoid breaching the strong boundary formed by Ardley Wood and by the railway line.

- Avoid any sense of Heyford Park expanding down from the plateau into the valley, diminishing the boundary role of the woodland south of Camp Road.
- Preserve visual separation between the settlements on either side of the gap.
- Preserve the visual openness and rural character of the large fields forming the core of the gap to the west of the railway line. Particular consideration should be given to minimising impact on views from the bridleway that runs north-east from Camp Road to the railway line.
- Not introduce any direct vehicular links between the settlements that would detract from rural character.

Heyford Park- Caulcott



Key characteristics

The key elements in preserving settlement distinction are:

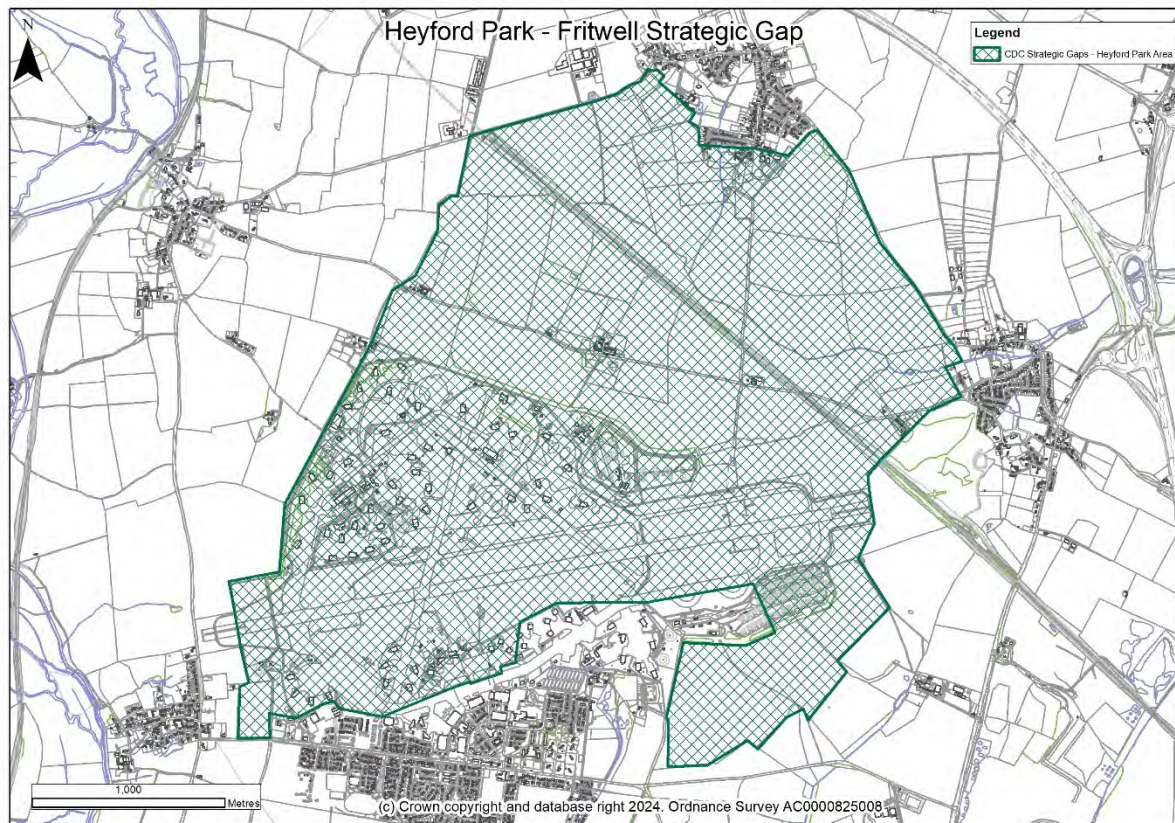
- The boundary role of the B4030 Lower Heyford Road and the form and well-treed setting of Caulcott.
- The visual relationship between land in the gap and the wider rural landscape (although the visual openness of the gap is also a factor that weakens perceived settlement separation).

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Heyford Park and Caulcott new development should:

- Not extend Caulcott northwards such that housing would be visible from within the gap's open landscape.
- Retain Caulcott's north-south orientation and well-treed character.
- Use tree/hedgerow planting to create a visual boundary along the southern edge of Heyford Park.
- Preserve a belt of visually open farmland between Port Way and The Gorse.
- Not introduce any new vehicular links between the settlements, or urbanising features within the gap (such as street or pathway lighting or formal recreational land uses).

Heyford Park- Fritwell



Key characteristics

The key elements in preserving settlement distinction are:

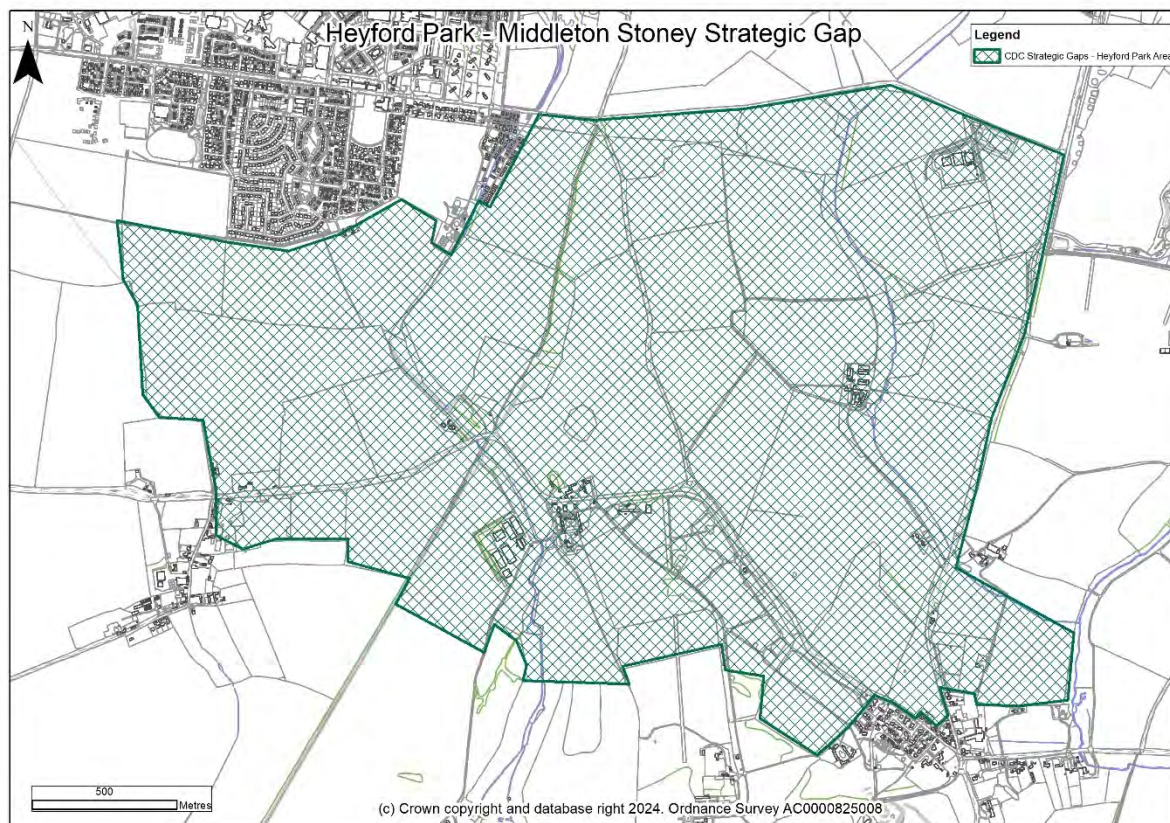
- The Conservation Area designations which are likely to limit the potential for development in the gap south of the edge of the former RAF Upper Heyford and in the fields at the southern edge of Fritwell.
- The consistent visual screen provided by boundary tree cover at the former RAF Upper Heyford.
- The rural character of the farmland between Heyford Park and Fritwell, with few urbanising visual influences within the settlement gap or from the settlements despite relatively strong visual openness.
- The absence of any direct road links between the two settlements.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Heyford Park and Fritwell, new development should:

- Avoid introducing urbanising visual features into the open, rural valley landscape that forms the core of the gap north of the RAF base perimeter tree belt and Kennel Wood.
- Not introduce any new vehicular links or street lighting between settlements.
- Maintain the association between houses in Fritwell Conservation Area and the surrounding rural landscape.

Heyford Park- Middleton Stoney



Key characteristics

The key elements in preserving settlement distinction are:

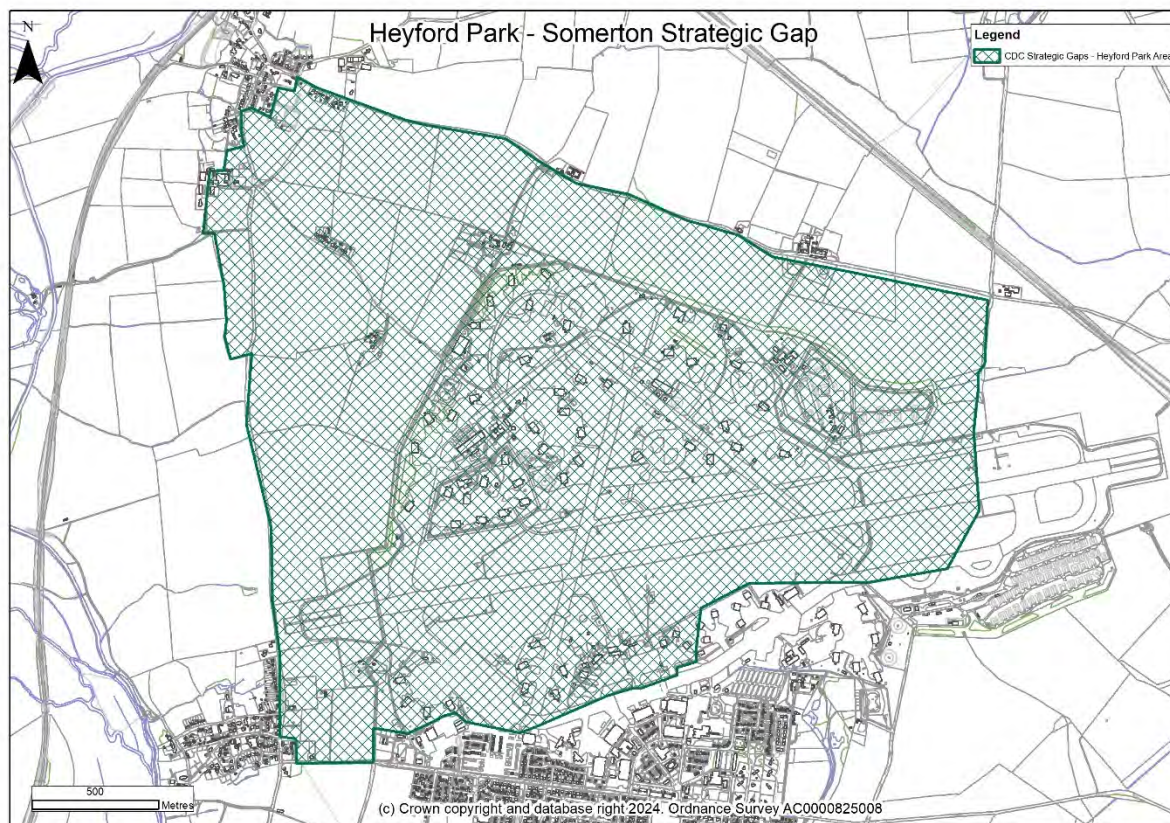
- The wooded areas that provide visual separation between the settlements, including The Heath, The Gorse and tree cover in Middleton Park.
- The visual openness of the landscape and lack of urbanising influences.
- The historic boundary role of Aves Ditch.
- The lack of views significant views into either settlement from the majority of the gap.
- The extent to which development at Middleton Stoney is contained by, or strongly associated with, Middleton Park.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Heyford Park and Middleton Stoney new development should:

- Avoid any expansion of Heyford Park east of Aves Ditch, The Heath and The Gorse.
- Preserve the current relationship between Middleton Stoney and Middleton Park, with the wooded character of the latter dominating the setting of the former.
- Retain the sense of passing through an expansive rural landscape without significant views of development until close to either settlement.

Heyford Park- Somerton



Key characteristics

The key elements in preserving settlement distinction are:

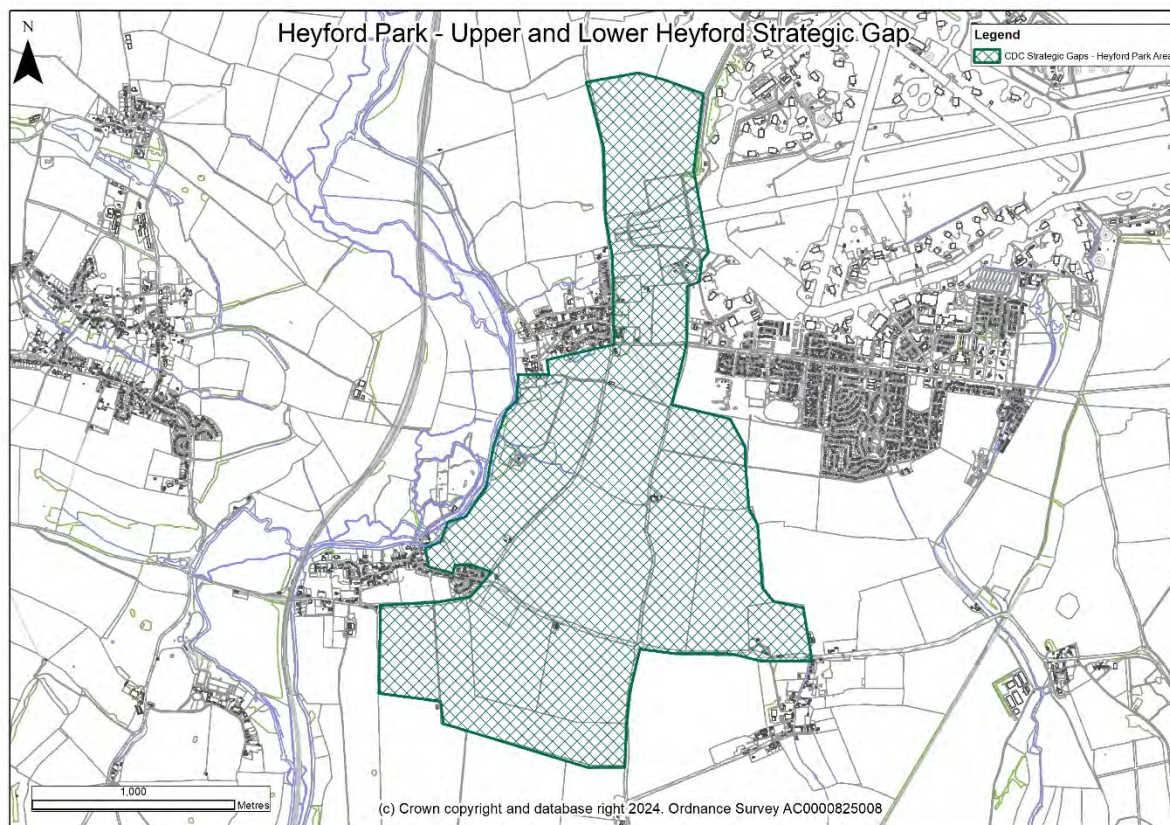
- The change in landform which gives Heyford Park a plateau location and Somerton a valley setting.
- The tree cover in the vicinity of the former airfield's perimeter fence, which limits views.
- The availability of long, rural views from the airfield perimeter in which Somerton is screened from sight.
- The Conservation Area designation which is likely to limit the potential for extensive development in the 'flying field' area of the former RAF Upper Heyford.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Heyford Park and Somerton new development should:

- Avoid any expansion of Somerton up from its valley-side location onto the plateau.
- Maintain the extent of tree cover in the vicinity of the boundary of the former RAF base.
- Not introduce any new vehicular link over the plateau from Somerton.

Heyford Park- Upper and Lower Heyford



Key characteristics

The key elements in preserving settlement distinction are:

- The sloping, visually open, farmed landscape which associates land in the settlement gap with the wider Cherwell Valley rather than with the plateau on which Heyford Park is located.
- The clearly defined road and hedgerow boundaries to Heyford Park, the role of Somerton Road in containing most of Upper Heyford around its historic core, and the absence of significant urbanising influence in between.
- The importance of minimising urbanising influences in views from Rousham Park, reflected in the inclusion of land in the settlement gap within the Rousham Conservation Area.
- The importance of preserving the historic flying field area of the former RAF Upper Heyford, which includes the western end of the runway within the settlement gap.

The first three of these elements apply equally to Lower Heyford, but the greater distance involved means that distinction from Heyford Park is considered to be strong.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Heyford Park and Upper Heyford, new development should:

- Avoid any sense of Heyford Park spilling down from the plateau into the Cherwell Valley.

- Not reduce the perceived width of the narrowest part of the settlement gap, in the fields to either side of Camp Road.
- Retain open views into the settlement gap from Somerton Road.
- Preserve a belt of open farmland between the settlements, retaining the strong visual links between land in the gap, particularly the PRow, and the wider Cherwell Valley.
- Not introduce any new vehicular links between the settlements.

In order to maintain strong distinction between Lower Heyford and Heyford Park new development should also:

- Avoid any sense of Heyford Park spilling down from the plateau into the Cherwell Valley.
- Avoid expansion of either settlement into the large open field west of Station Road, north of the B4030 and west of Port Way, or expansion of Lower Heyford north of the field to the west of this.

Appendix 5 - Local Green Space Maps

These maps present the Local Green Spaces as designated by Policy COM 25.

N

Derwent Green

Key

 Site_Boundary



0 5 10 20
Metres

Gavray Meadows



Key

 Site_Boundary



0 50 100 200 Metres

Langford Community Orchard



Key

 Site_Boundary



0 25 50 100 Metres

N

Stratfield Brake Nature Reserve

Key

 Site_Boundary



0 65 130 260 Metres




N



Field between Park Farm and the Castle Grounds

Key


 Site_Boundary

0 15 30 60
Metres

N

Bowmont Square

Key

 Site_Boundary



0 12.5 25 50
Metres

N

Dangerfield

Key

 Site_Boundary




0 15 30 60
Metres

N

Hamilton Close

Key

 Site_Boundary




0 5 10 20
Metres

N

Kings Meadow Recreational Ground

Key


 Site_Boundary



N

Meredith Close

Key


 Site_Boundary



0 10 20 40 Metres

Keta Field

Key

 Site_Boundary




0 15 30 60
Metres

Leach Road Allotments



Key

 Site_Boundary




0 15 30 60
Metres

N

Evenlode Allotments

Key

 Site_Boundary




0 10 20 40
Metres

Colne Close Allotments



Key

 Site_Boundary



0 5 10 20
Metres

N

George Street

Key

 Site_Boundary



0 12.5 25 50
Metres

N

Hudson Street

Key


 Site_Boundary



0 15 30 60 Metres

Site 10- Isis Avenue

Legend

 Local Green Space

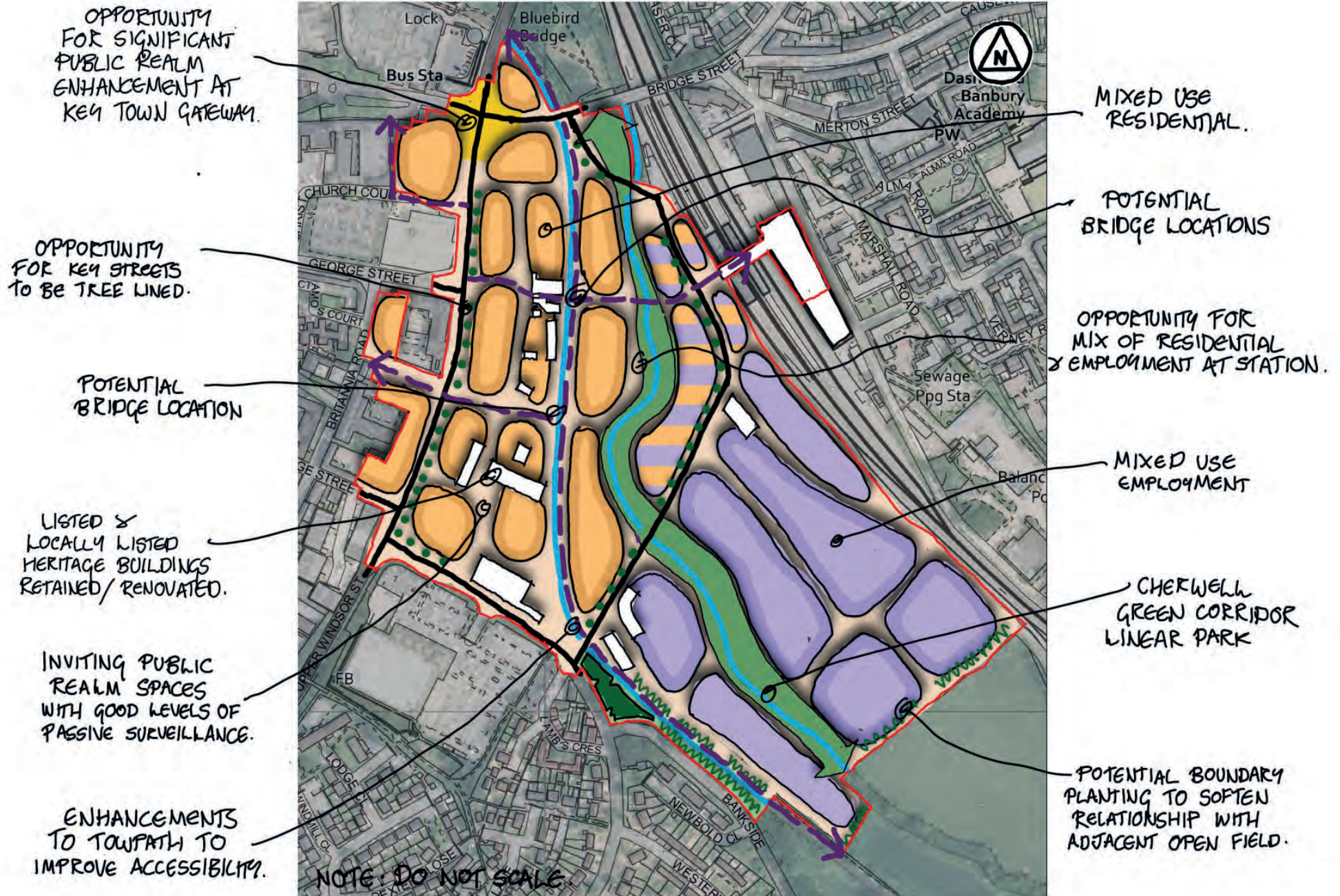
Isis Avenue
10

0 15 30 60
Metres

Appendix 6 – Site Concept Plans

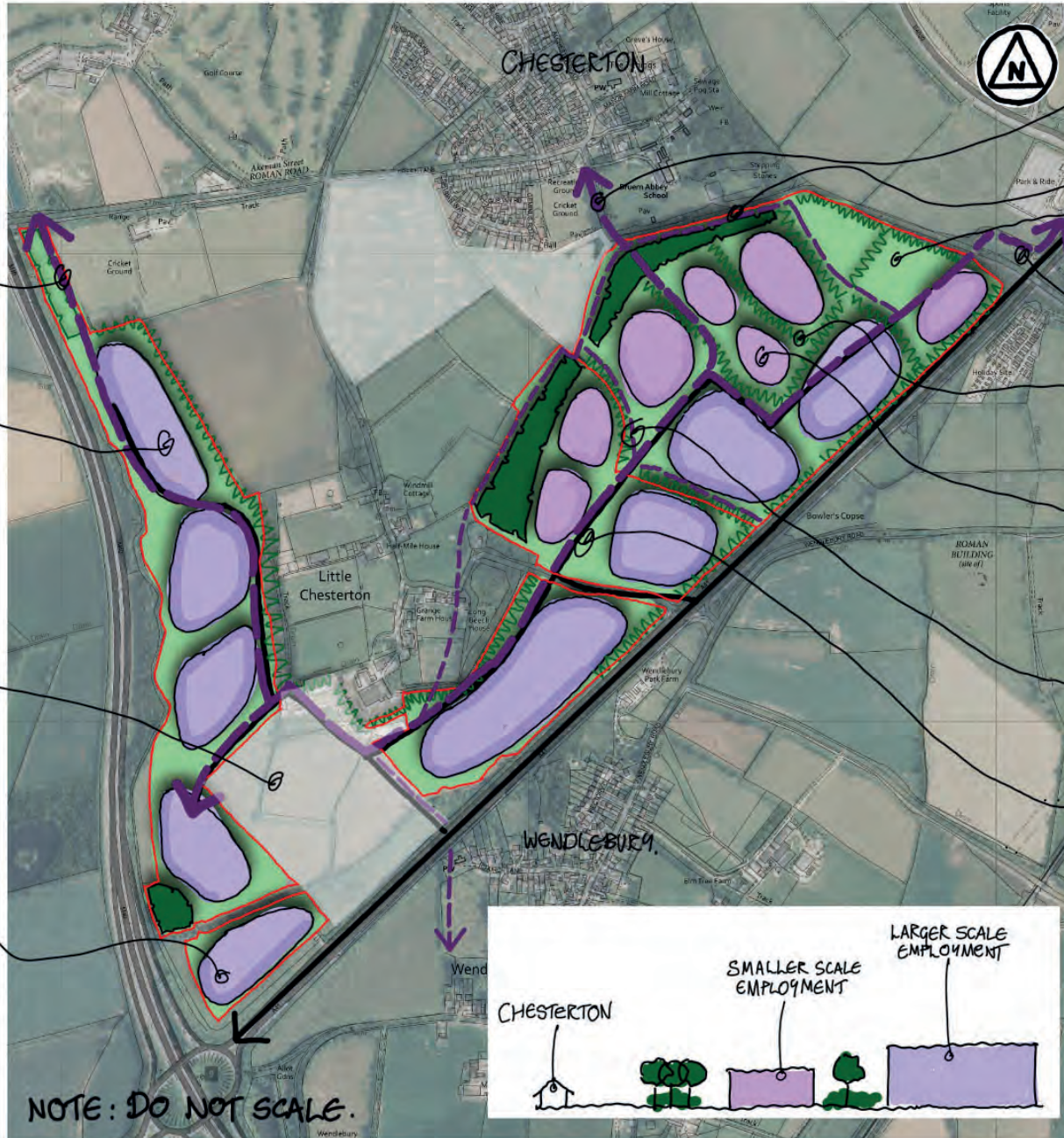
INDICATIVE SKETCH LAYOUT BAN M/U 1: BANBURY CANALSIDE

Page 516



INDICATIVE SKETCH LAYOUT BIC E1 EAST OF J9, M40, BIC E2 SOUTH OF CHESTERTON, & BIC E3 LODGE FARM

Page 518



PEDESTRIAN/
CYCLE LINK

LARGER SCALE
DEVELOPMENT
M40 x A41
CORRIDORS.

EMERGING
EMPLOYMENT
DEVELOPMENT

POTENTIAL GATEWAY
BUILDING- KEY
FRONTAGE
- CONSIDER ALONGSIDE
LAND REQUIREMENTS
FOR M40 J9 WORKS.

NOTE: DO NOT SCALE.



PEDESTRIAN/
CYCLE
LINK TO CHESTERTON.

NEW RECREATIONAL
WALKING ROUTES.

MEADOWS RETAINED/
& MANAGED.

PEDESTRIAN/
CYCLE
LINKS TO P+K x BICESTER

RETAIN/ REINFORCE
HEDGEROW / TREES AS
WOODLAND SETTING.

CONSIDER RELATIONSHIP
WITH CHESTERTON-
SMALLER SCALE/ NATURAL
MATERIALS.

CONSIDER VIEWS
TOWARDS OXFORD HEIGHTS

POTENTIAL ROUTE
OF STRATEGIC CYCLE
LINK- DESIGN TO
ENSURE ATTRACTIVE/
DIRECT ROUTE WITH
GOOD LEVELS OF ACTIVITY
& PASSIVE SURVEILLANCE.



INDICATIVE SKETCH LAYOUT BIC E4: LAND SOUTH WEST OF GRAVEN HILL



Page 519

INDICATIVE SKETCH LAYOUT RUR H1: LAND WEST OF SPRINGWELL HILL, BLETCHINGDON

Page 521

RETAIN FOOTPATH
WITHIN ATTRACTIVE,
OVERLOOKED
LANDSCAPE
CORRIDOR.

OPEN SPACE &
TREE PLANTING.

OVERALL: ENSURE
CLEAR RELATIONSHIP
WITH ADJACENT
SETTLEMENT.

CLEAR PEDESTRIAN
LINK TO SCHOOL
& CO-OP.



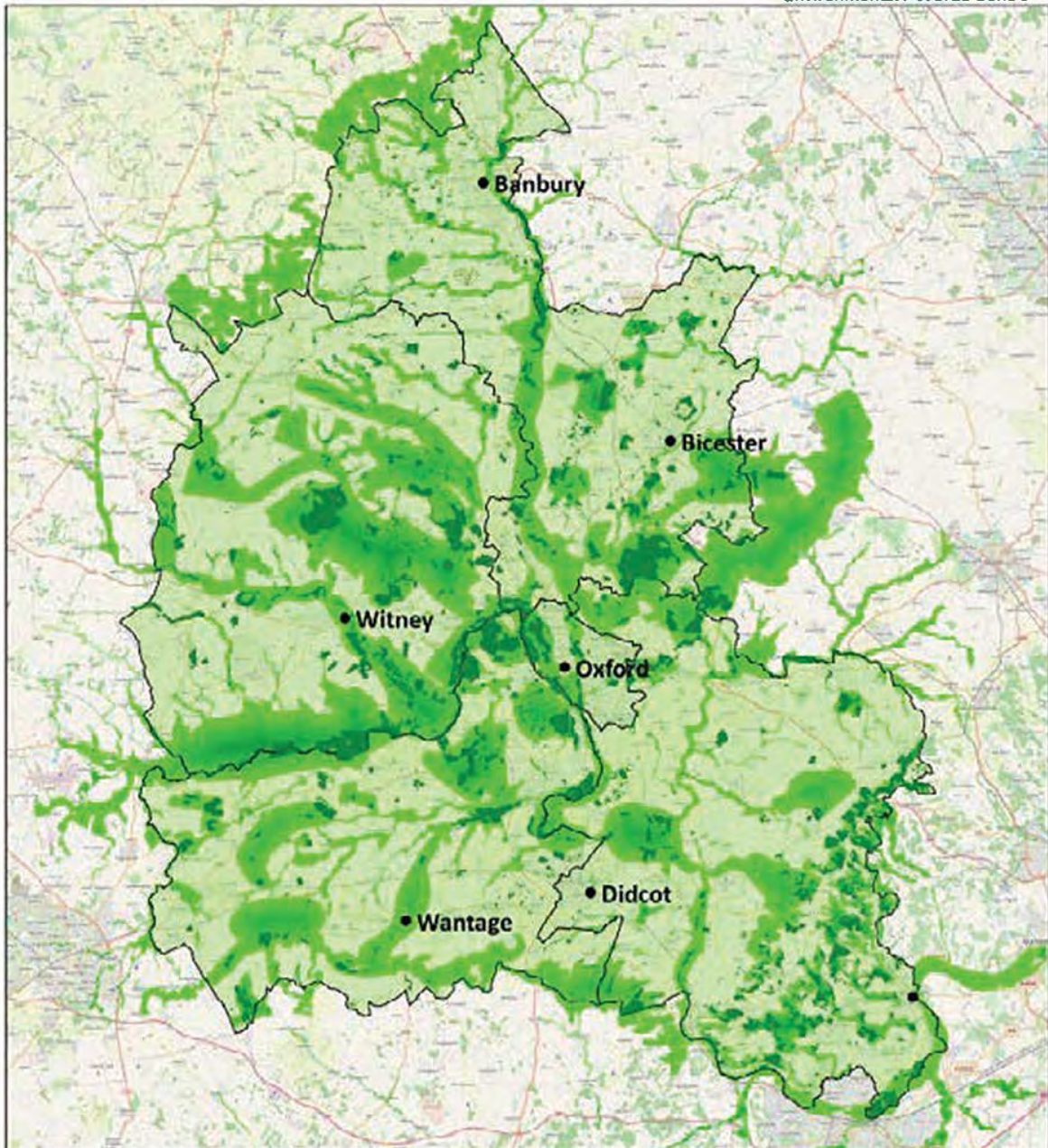
OPPORTUNITY
FOR ADDITIONAL
BOUNDARY PLANTING

PERIMETER
BLOCKS WITH
SECURE REAR
BOUNDARIES &
ACTIVE FRONTAGE

NOTE: DO NOT SCALE.

Appendix 7 - Draft Nature Recovery Network Maps

Draft Oxfordshire Nature Recovery Network



Key

Nature Recovery Network

- Core Zone
- Recovery Zone
- Wider Landscape Zone

Boundaries

- District Boundaries

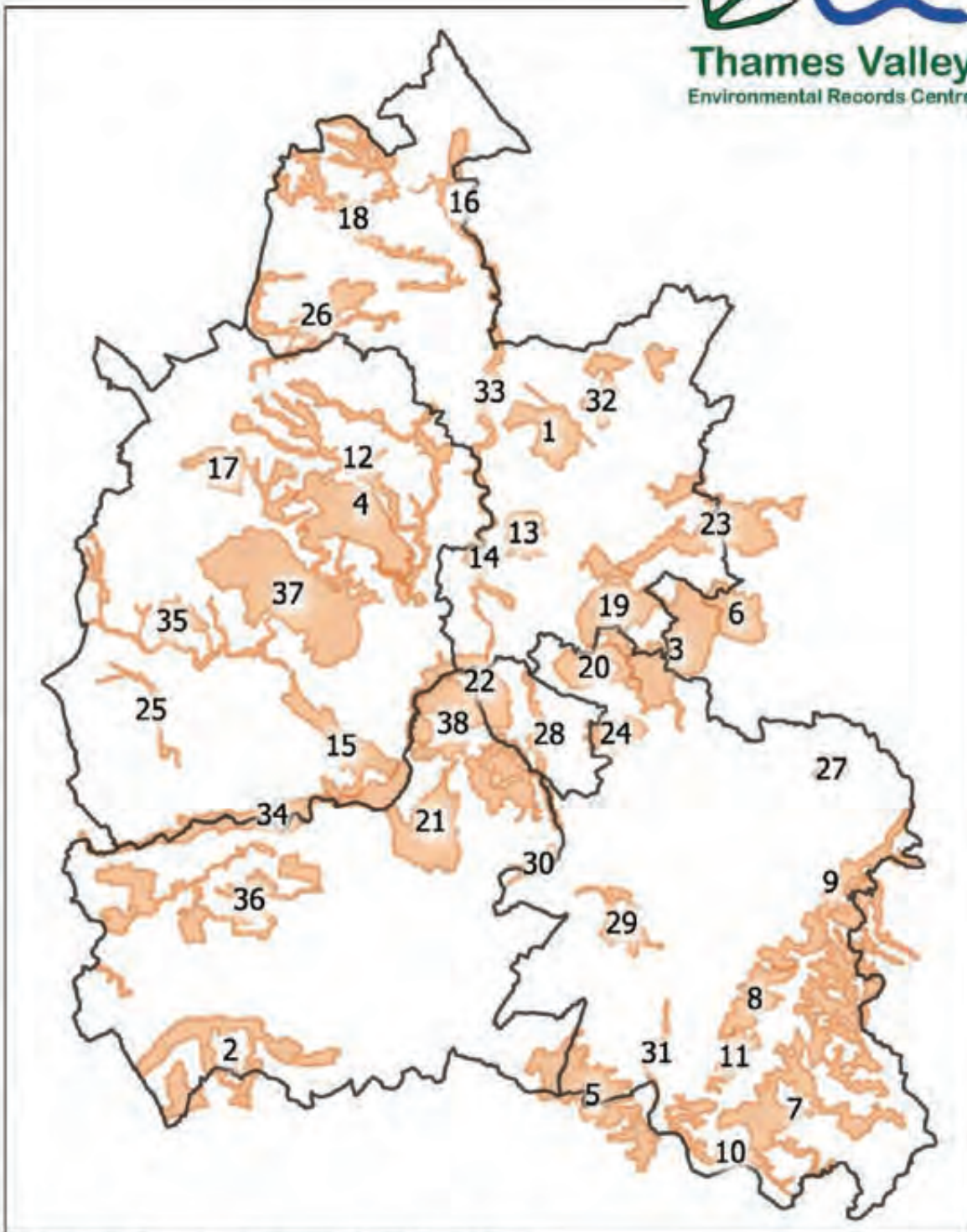
Map produced by Thames Valley Environmental Records Centre in 2023
 Contains TVERC data
 Contains OS data (c) Licence number 1000233-13
 Contains OpenStreetMap data
 Contains Environment Agency information (c) Environment Agency or database right

Appendix 8 - Conservation Target Areas

Oxfordshire Conservation Target Areas

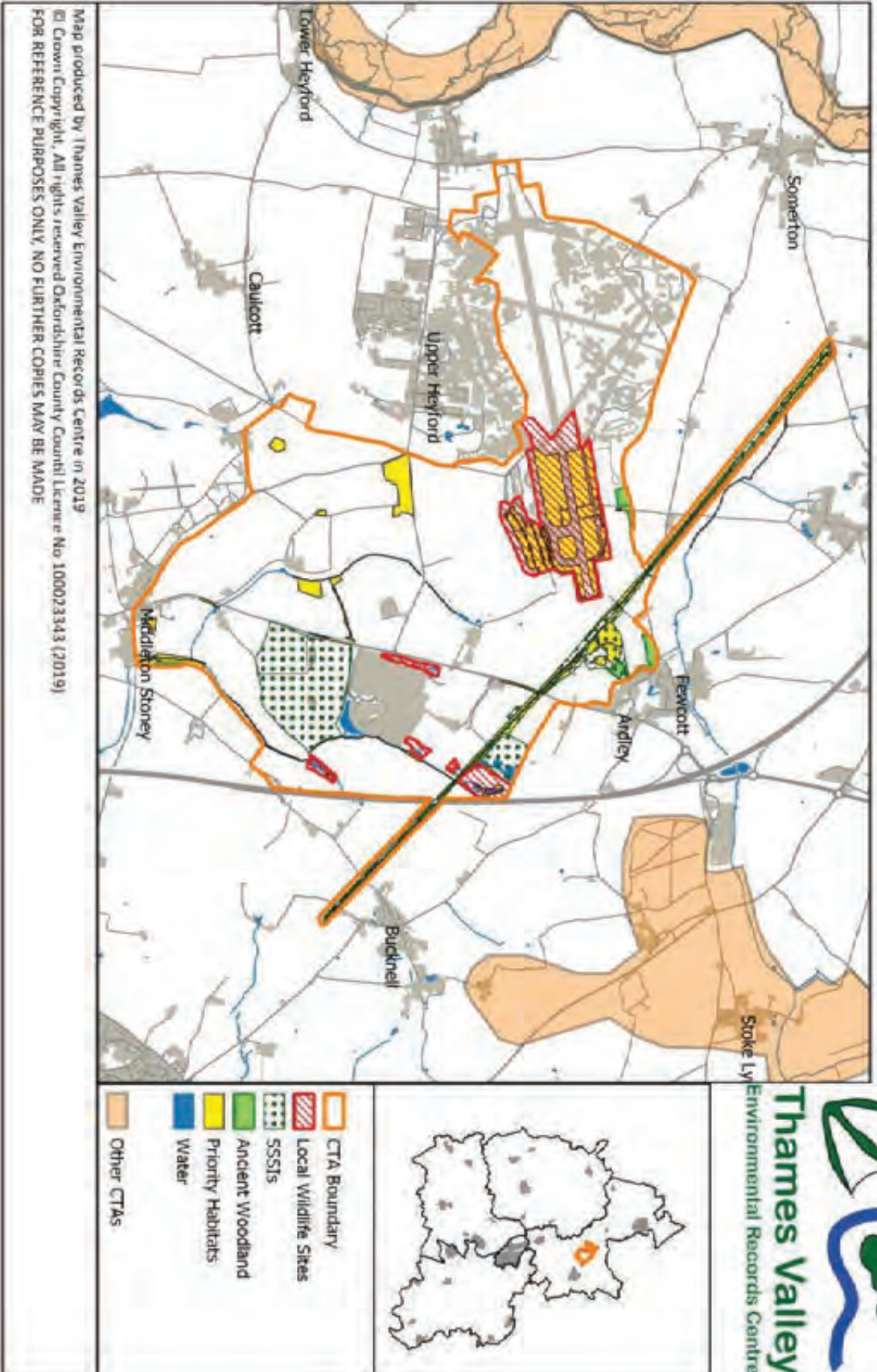


Thames Valley
Environmental Records Centre

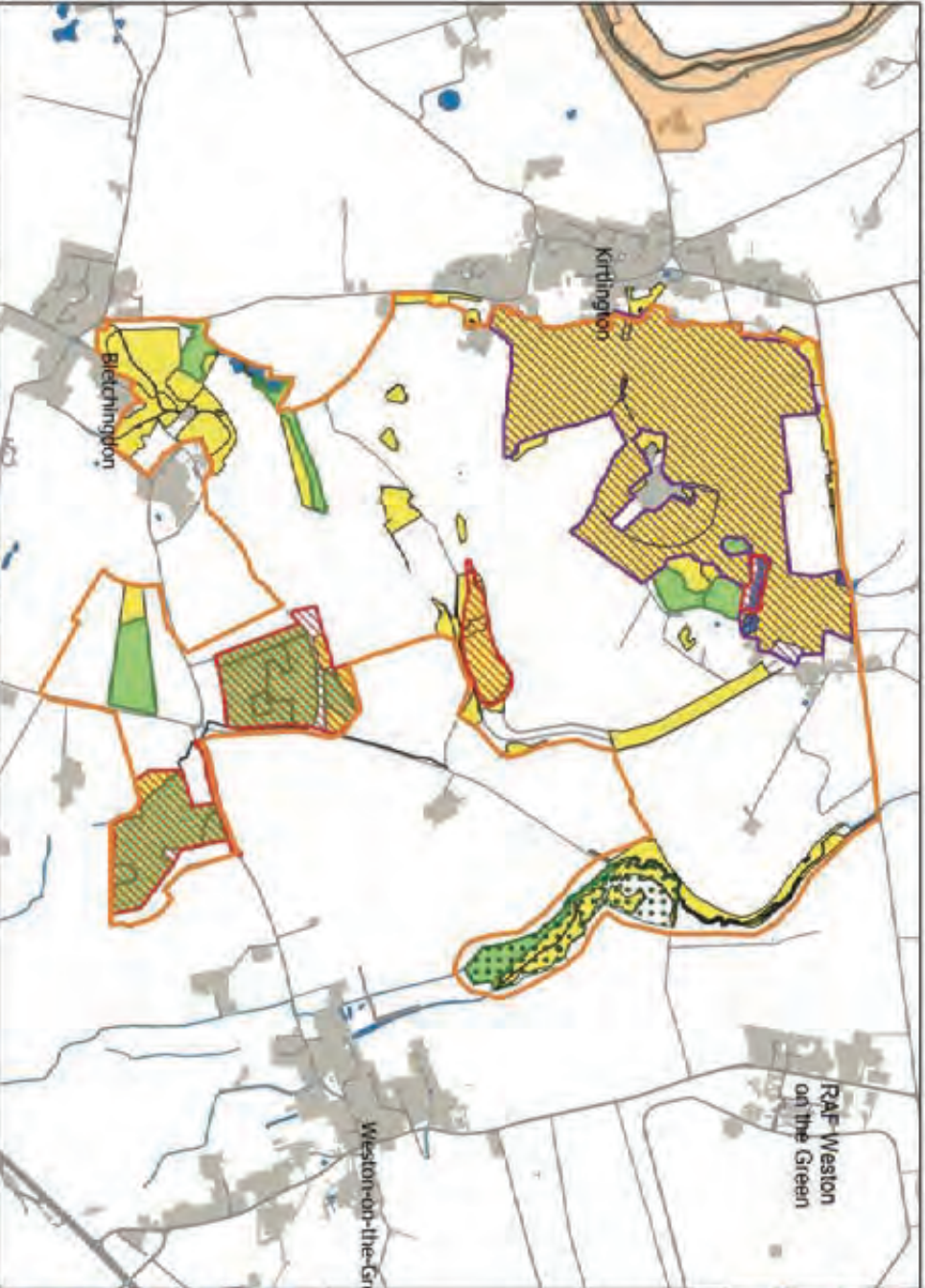


Map produced by Thames Valley Environmental Records Centre in 2020
© Crown Copyright, All rights reserved Oxfordshire County Council Licence No 100023343 (2020)
FOR REFERENCE PURPOSES ONLY, NO FURTHER COPIES MAY BE MADE

Ardley and Upper Heyford Conservation Target Area



Kirtlington and Blechington Parks and Woods Conservation Target Area



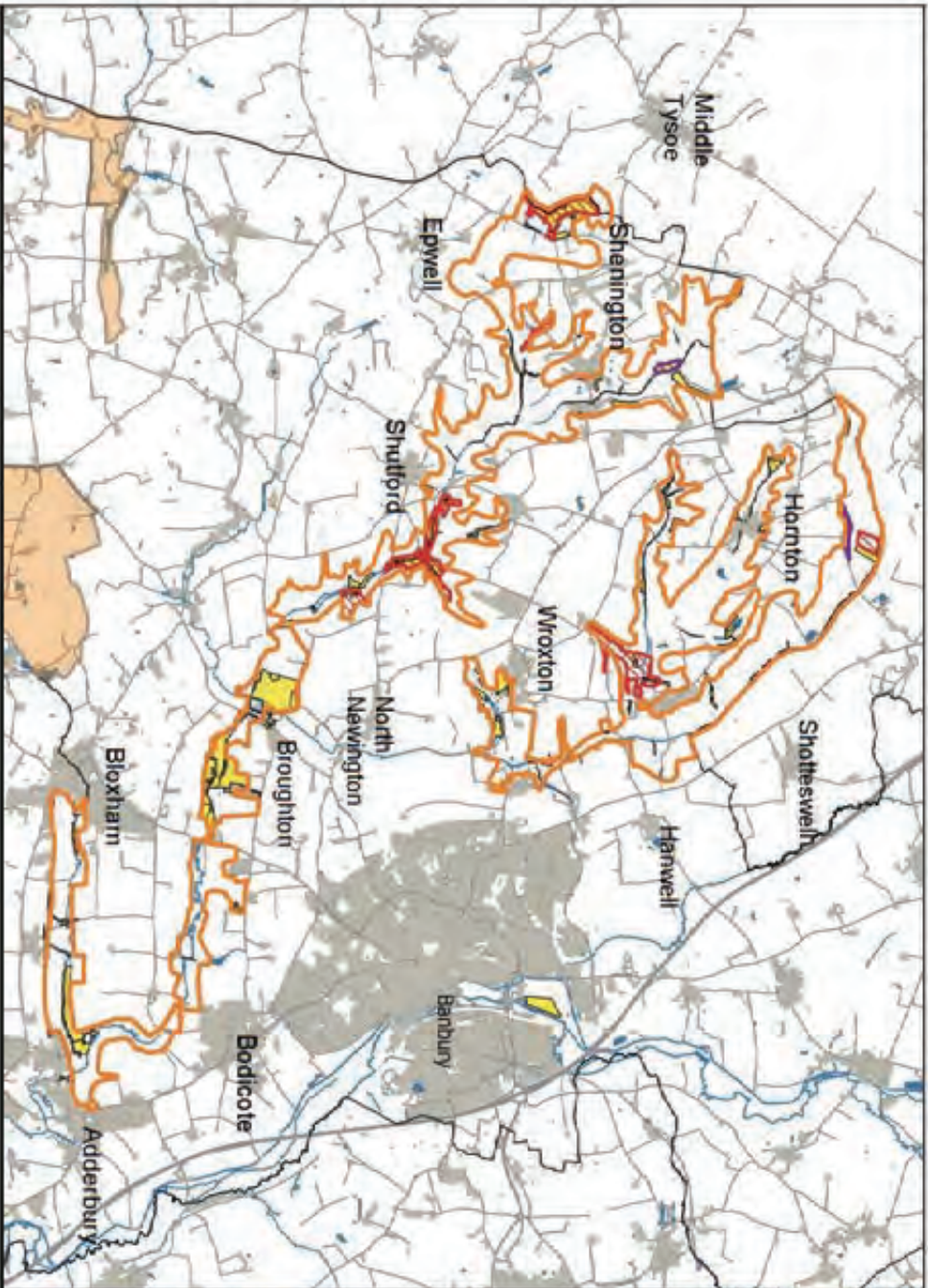
Thames Valley
Environmental Records Centre



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

Map produced by Thames Valley Environmental Records Centre in 2019
 © Crown Copyright. All rights reserved. Oxfordshire County Council Licence No 100023343 (2019)
 FOR REFERENCE PURPOSES ONLY. NO FURTHER COPIES MAY BE MADE

Northern Valleys Conservation Target Area



Map produced by Thames Valley Environmental Records Centre in 2019
 © Crown Copyright, All rights reserved Oxfordshire County Council Licence No 100023343 (2019)
 FOR REFERENCE PURPOSES ONLY, NO FURTHER COPIES MAY BE MADE

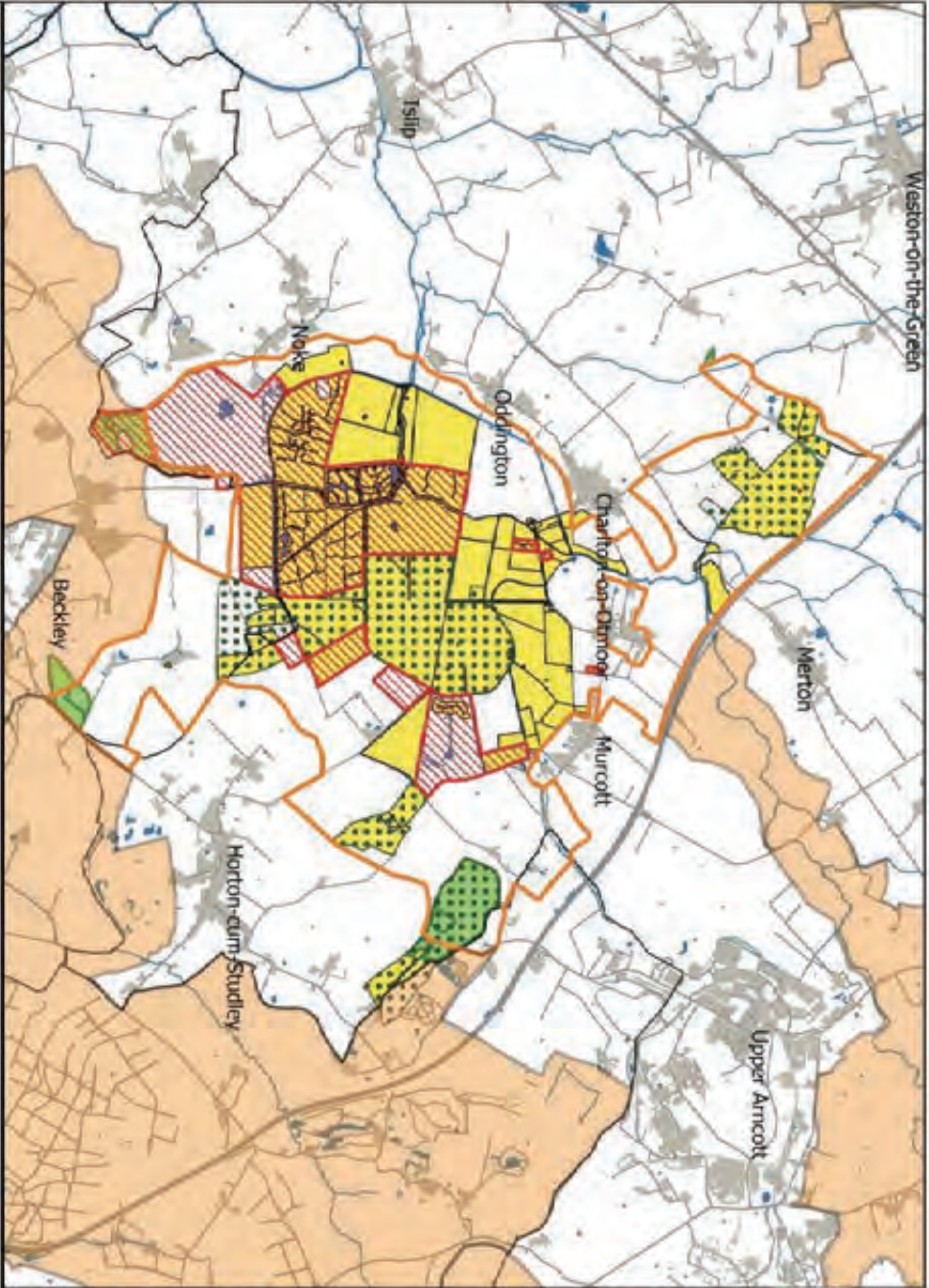


Thames Valley
 Environmental Records Centre



-  CTRA Boundary
-  Local Wildlife Sites
-  Proposed Local Wildlife Sites
-  Ancient Woodland
-  Priority Habitats
-  Water
-  Other CTAs

Otmoor Conservation Target Area



Map produced by Thames Valley Environmental Records Centre in 2019
 © Crown Copyright. All rights reserved Oxfordshire County Council Licence No 100023343 (2019)
 FOR REFERENCE PURPOSES ONLY. NO FURTHER COPIES MAY BE MADE

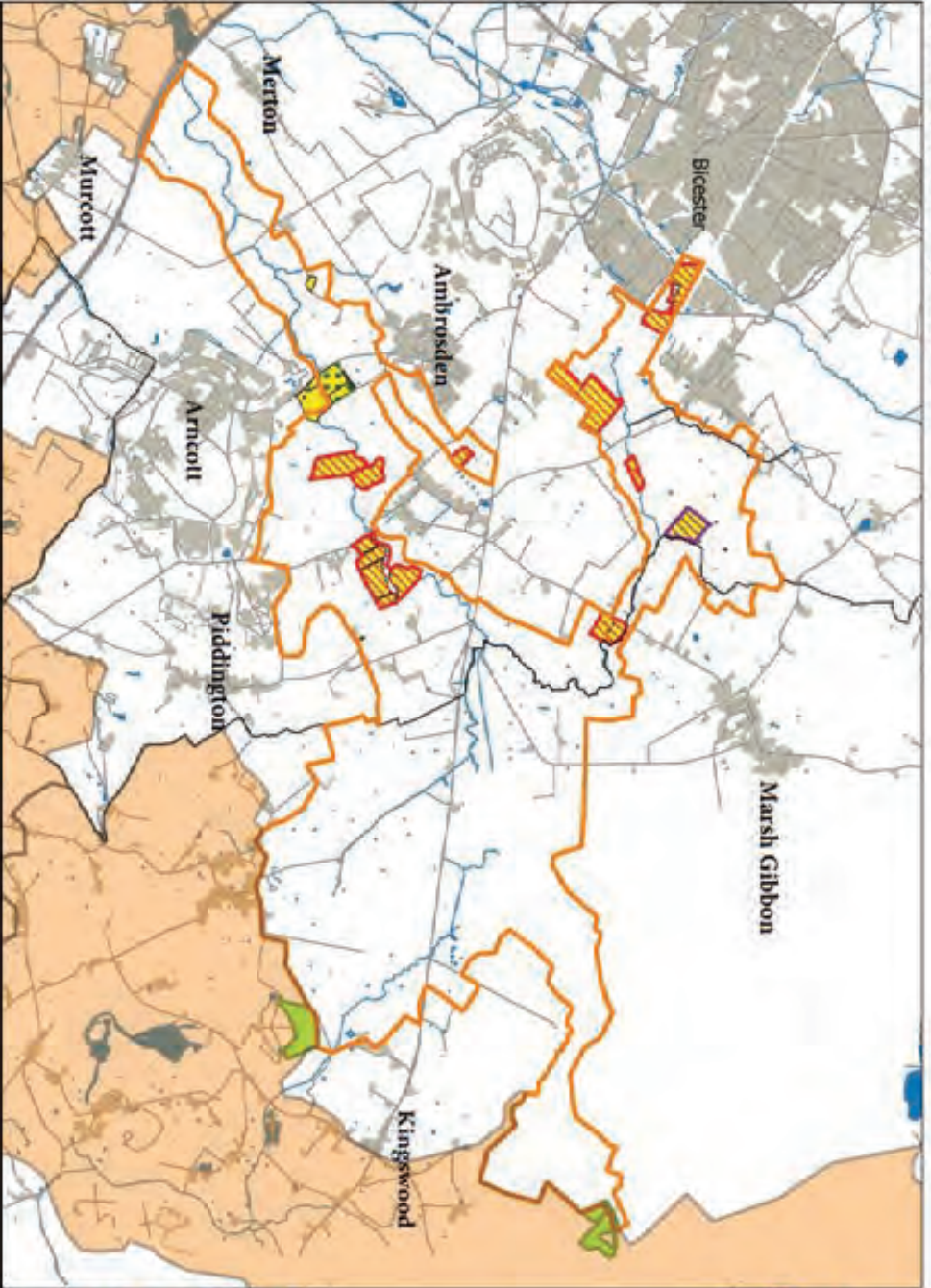


Thames Valley
 Environmental Records Centre



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

Ray
Conservation Target Area



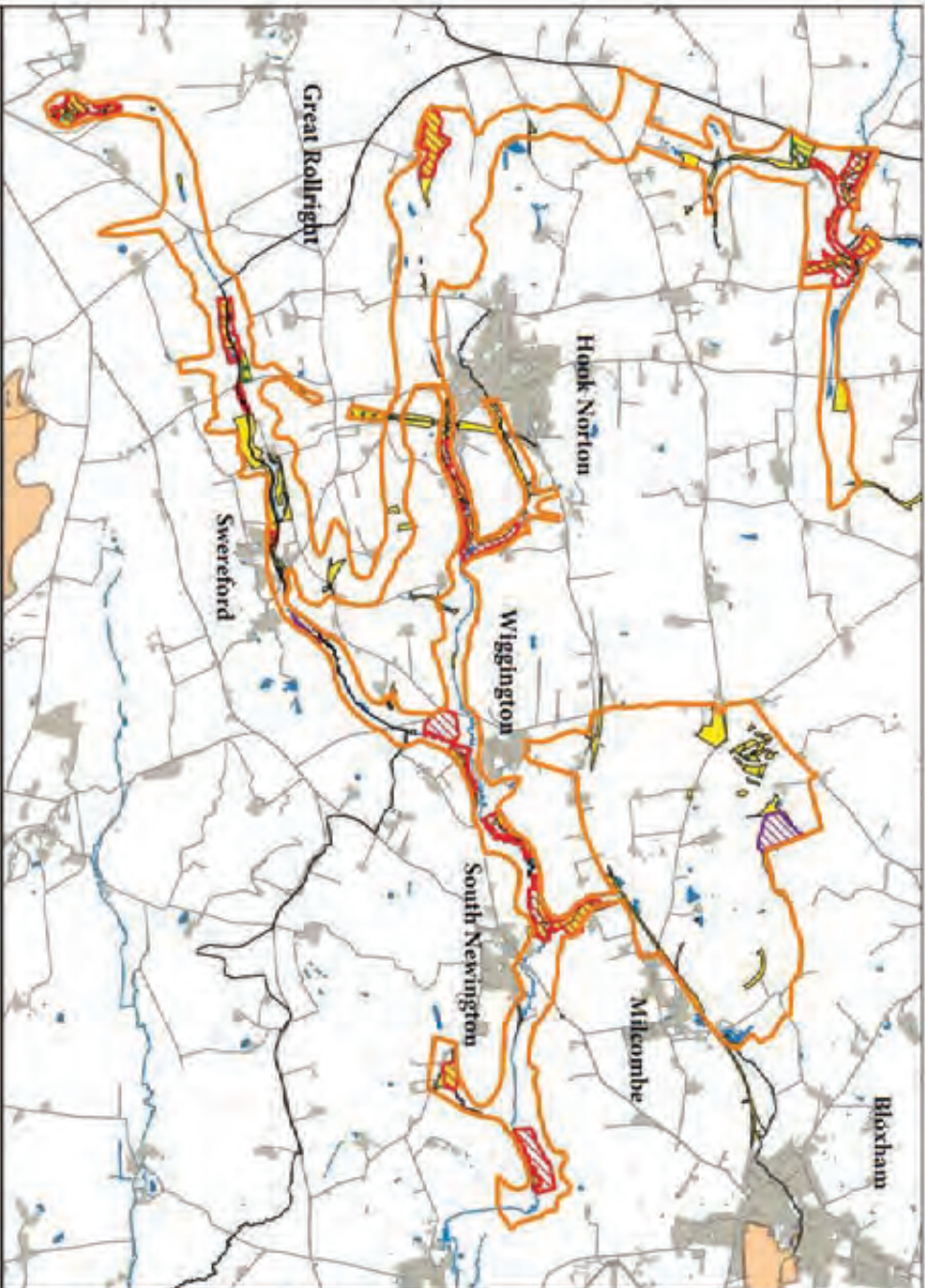
Thames Valley
Environmental Records Centre



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

Map produced by Thames Valley Environmental Records Centre in 2019
© Crown Copyright. All rights reserved Oxfordshire County Council licence No 100023343 (2019)
FOR REFERENCE PURPOSES ONLY. NO FURTHER COPIES MAY BE MADE

Swere Valley and Upper Stour Conservation Target Area



Map produced by Thames Valley Environmental Records Centre in 2019.
 © Crown Copyright. All rights reserved Oxfordshire County Council Licence No. 100023343 (2019).
 FOR REFERENCE PURPOSES ONLY. NO FURTHER COPIES MAY BE MADE

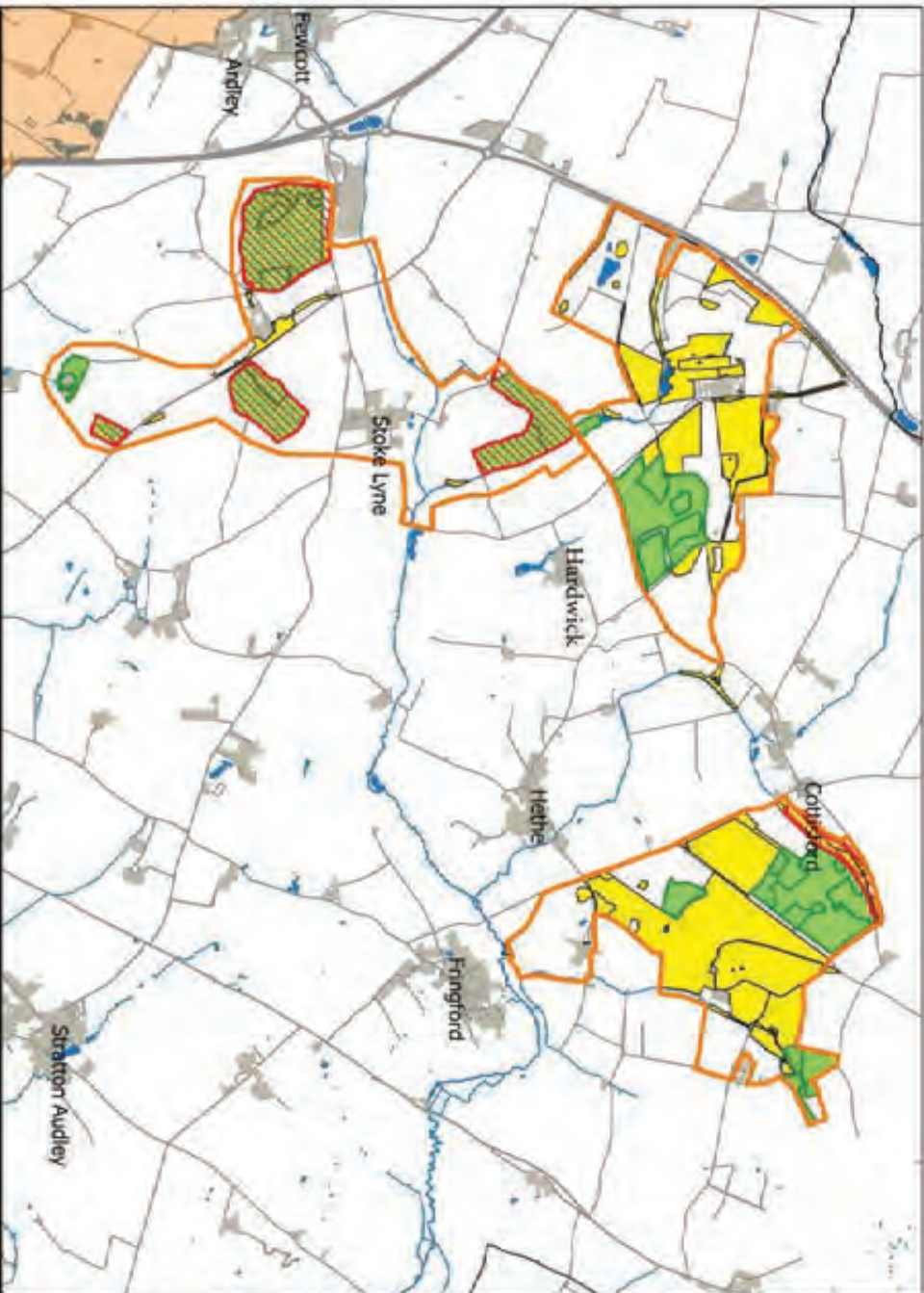


Thames Valley
 Environmental Records Centre



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

Tusmore and Shellswell Park Conservation Target Area



Map produced by Thames Valley Environmental Records Centre in 2019.
 © Crown Copyright. All rights reserved Oxfordshire County Council Licence No 100023343 (2019)
 FOR REFERENCE PURPOSES ONLY. NO FURTHER COPIES MAY BE MADE

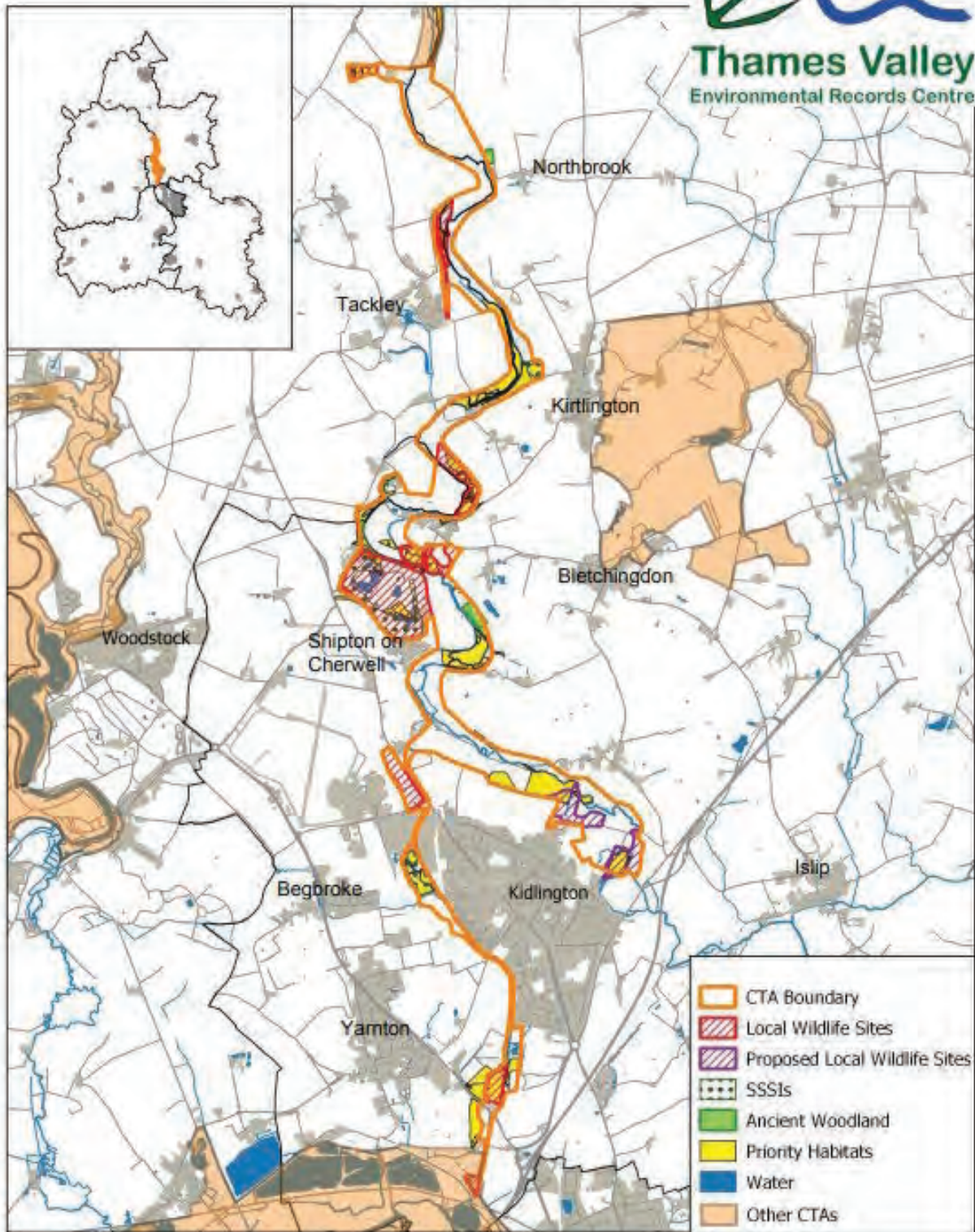


Thames Valley
 Environmental Records Centre



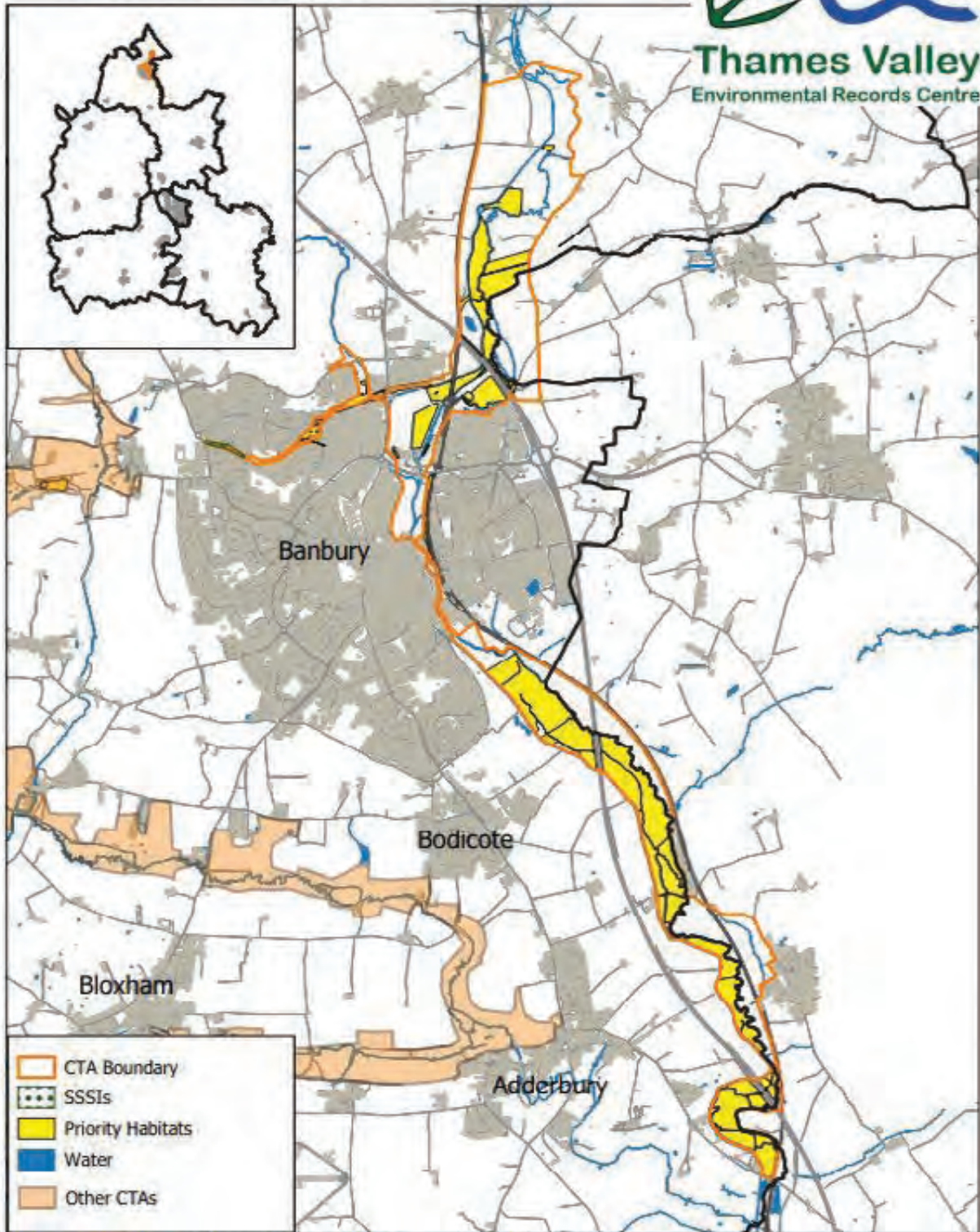
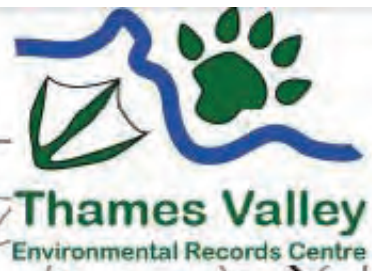
-  CTA Boundary
-  Local Wildlife Sites
-  Ancient Woodland
-  Priority Habitats
-  Water
-  Other CTAs

Lower Cherwell Valley
Conservation Target Area



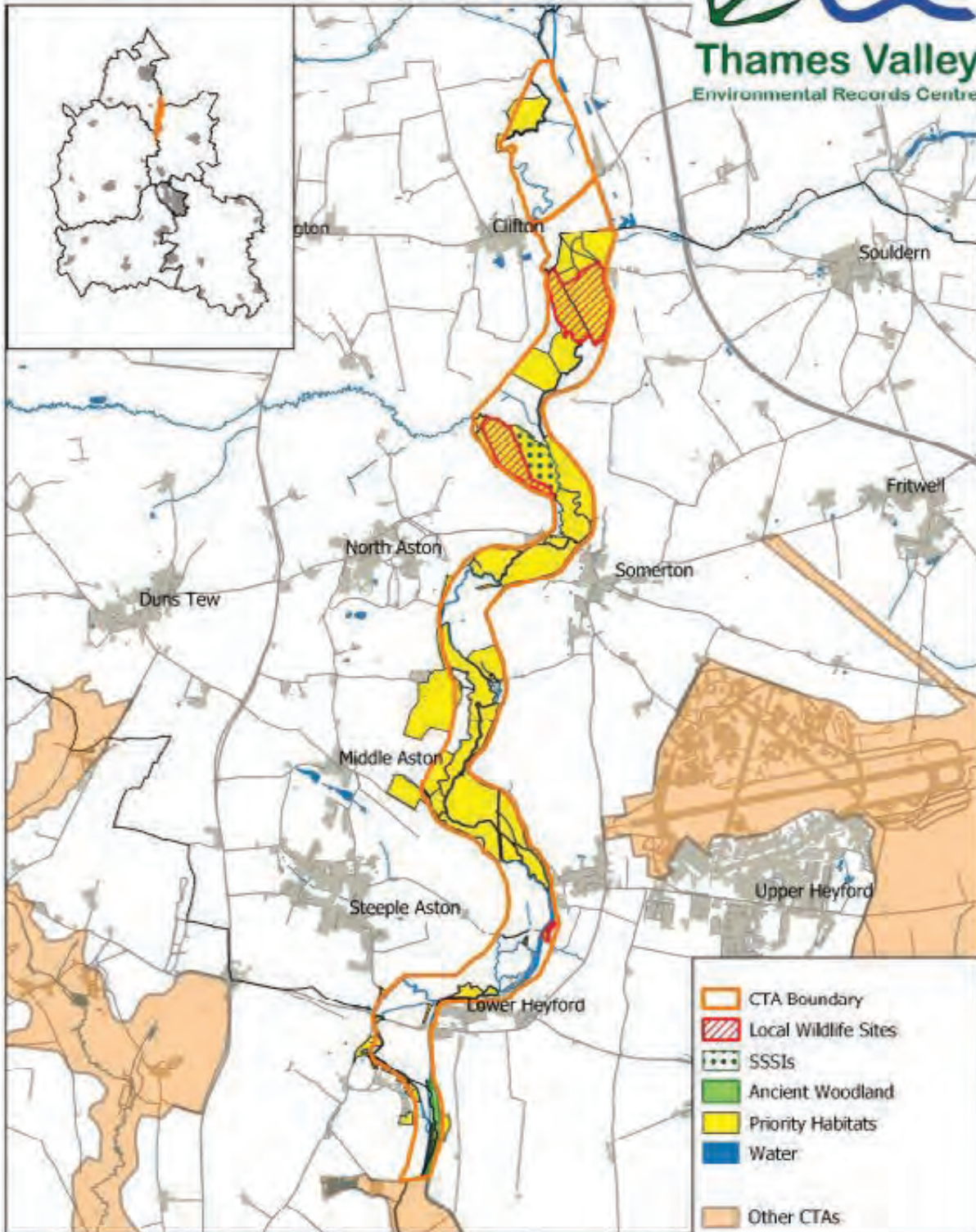
Map produced by Thames Valley Environmental Records Centre in 2019.
© Crown Copyright. All rights reserved Oxfordshire County Council Licence No 100023343 (2019)
FOR REFERENCE PURPOSES ONLY, NO FURTHER COPIES MAY BE MADE

North Cherwell Conservation Target Area



Map produced by Thames Valley Environmental Records Centre in 2020
© Crown Copyright, All rights reserved Oxfordshire County Council Licence No 100023343 (2020)
FOR REFERENCE PURPOSES ONLY, NO FURTHER COPIES MAY BE MADE

Upper Cherwell Conservation Target Area

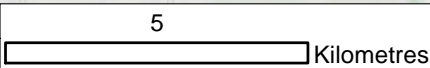
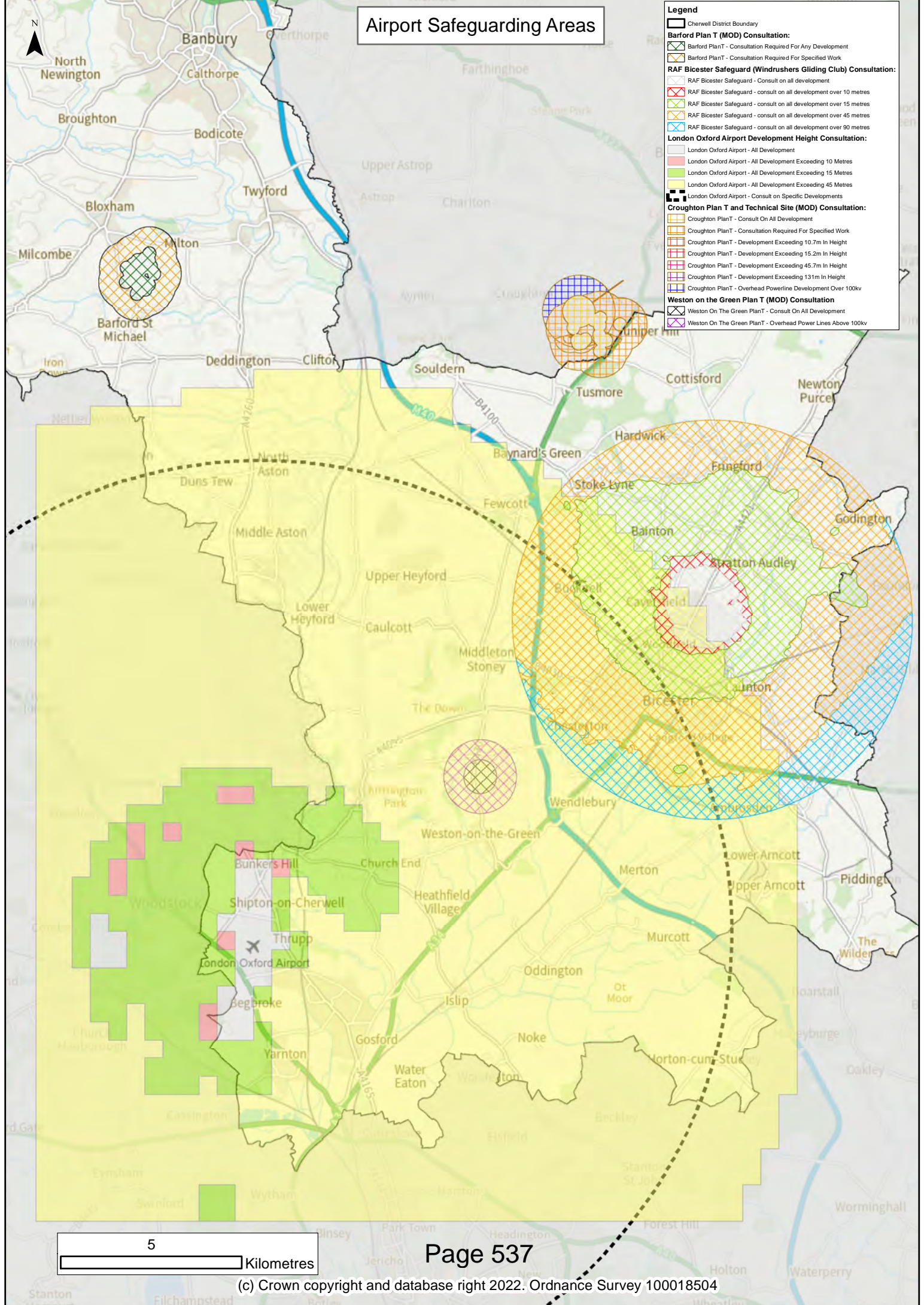


Map produced by Thames Valley Environmental Records Centre in 2019
 © Crown Copyright, All rights reserved Oxfordshire County Council Licence No 100023343 (2019)
 FOR REFERENCE PURPOSES ONLY, NO FURTHER COPIES MAY BE MADE

Appendix 9 - Airport Safeguarded Area

Airport Safeguarding Areas

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



Appendix 10 – Glossary

Phrase	Definition
20-Minute Neighbourhood	Model of urban development that creates neighbourhoods where daily services can be accessed within a 20-minute walk.
Accessible Green Space Standards	Model standards devised by Natural England for the provision of 'natural' greenspace, i.e. accessible areas that also provide Accessible Green Space Standards potential wildlife habitat. The model sets out that no person should live more than 300m from their nearest area of natural greenspace of at least 2ha in size; that there should be at least one accessible 20ha site within 2km of home; that there should be one accessible 100ha site within 5km of home; and that there should be one accessible 500ha site within 10km of home.
Access to Natural Greenspace Standard (ANGSt)	ANGSt is a tool in assessing current levels of accessible natural greenspace, and planning for better provision. The three underlying principles of ANGSt are: <ul style="list-style-type: none"> a) Improving access to greenspaces b) Improving naturalness of greenspaces c) Improving connectivity with greenspaces ANGST sets a maximum recommended standard on walking distance people should have to travel to have access to accessible natural greenspace.
Active travel	'Active travel' (or active transportation or mobility) means walking or cycling as an alternative to motorised transport (notably cars, motorbikes/mopeds etc) for the purpose of making every day journeys.
Adoption	The approval, after independent examination, of the final version of a Local Plan by a local planning authority for future planning policy and decision making
Affordable Housing	Housing for sale or rent, for those whose needs are not met by the market (including housing that provides a subsidised route to home ownership and/or is for essential local workers). Affordable housing for rent: meets all of the following conditions: (a) the rent is set in accordance with the Government's rent policy for Social Rent or Affordable Rent, or is at least 20% below local market rents (including service charges where applicable); (b) the landlord is a registered provider, except where it is included as part of a Build to Rent scheme (in which case the landlord need not be a registered provider); and (c) it includes provisions to remain at an affordable price for future eligible households, or for the subsidy to be recycled for alternative affordable housing provision. For Build to Rent schemes affordable housing for rent is expected to be the normal form of affordable housing provision (and, in this context, is known as Affordable Private Rent). Discounted market sales housing: is that sold at a discount of at least 20% below local market value. Eligibility is determined with regard to local incomes and local house prices. Provisions should be in place to ensure housing remains at a discount for future eligible households. Other affordable routes to home ownership is housing provided for sale that provides a route to ownership for those who could not

	achieve home ownership through the market. It includes shared ownership, relevant equity loans, other low-cost homes for sale (at a price equivalent to at least 20% below local market value) and rent to buy (which includes a period of intermediate rent). Where public grant funding is provided, there should be provisions for the homes to remain at an affordable price for future eligible households, or for any receipts to be recycled for alternative affordable housing provision or refunded to government or the relevant authority specified in the funding agreement.
Air Quality Assessment (AQA)	An assessment undertaken to establish the baseline air quality.
Air Quality Management Plan	Plan which outlines actions to improve air quality in an area.
Air Quality Management Area	An AQMA is a spatial designation for an area which has failed to meet national air quality guidelines. The size of the AQMA depends on the extent of the air quality issue, and its size can range from covering a single street to a local authority area. Once an AQMA has been declared, the local authority is required to prepare a Local Air Quality Action Plan to bring the area in line with national emission reduction commitments.
Ancient Woodland	An area that has been wooded continuously since at least 1600 AD. It includes ancient semi-natural woodland and plantations on ancient woodland sites (PAWS).
Ancillary uses	A subsidiary use connected to the main use of a building or piece of land.
Assured Performance Process (APP) (NEF/GHA)	The APP provides independent and expert input to the development process to minimise the energy, overheating, and indoor air quality performance gap. GHA - The Good Homes Alliance NEF - National Energy Foundation
Authority Monitoring Report (AMR)	A report produced at least annually assessing the progress of the Local Development Scheme (LDS) and the extent to which policies in Local Development Documents are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Archaeological interest	There will be archaeological interest in a heritage asset if it holds, or potentially holds, evidence of past human activity worthy of expert investigation at some point.
Area Action Plan (AAP)	A type of Development Plan Document focused on an area which will be subject to significant change.
Article 4 Direction	These are a means by which a local planning authority (LPA) can bring within planning control certain types of development, or changes of use, which would normally be permitted development (i.e. not require an application for planning permission).
Biodiversity	Biodiversity is seen as the total complexity of all life, including not only the great variety of organisms, but also their varying behaviour and interactions.
Biodiversity Action Plan	A strategy to safeguard the biodiversity of a specific area.

Biodiversity net gain	BNG is an approach to development. It makes sure that habitats for wildlife are left in a measurably better state than they were before the development
Blue infrastructure	Blue infrastructure refers to water elements, like rivers, canals, ponds, wetlands, floodplains and water treatment facilities.
BREEAM	Sustainability assessment method for master planning projects, infrastructure and buildings. It recognises and reflects the value in higher performing assets across the built environment lifecycle, from new construction to in-use and refurbishment.
Brexit	Brexit refers to the withdrawal process of the United Kingdom (UK) from the European Union (EU).
Building Regulations	Building regulations are minimum standards for design, construction and alterations to virtually every building. The regulations are developed by government and approved by Parliament.
Building Regulations Part L 2021 (BRUKL Report)	A BRUKL report, or Building Regulations UK Part L report, is a document that demonstrates that a non-domestic building complies with the UK's building regulations for fuel and power conservation: It is a summary of the results of SBEM calculations, which estimates a building's energy performance and annual carbon emissions.
Building Research Establishment Domestic Energy Model (BREDEM)	A calculation method for estimating how much energy a building uses based on its characteristics.
Carbon Offsetting	Any activity that compensates for the emission of carbon dioxide or other greenhouse gases by providing for an emission reduction elsewhere.
Carbon sequestration	Often referred to as carbon dioxide removal, this is the long-term removal, capture or sequestration of greenhouse gasses, particularly carbon dioxide from the atmosphere to slow or reverse atmospheric CO2 pollution and to mitigate or reverse global warming. In practice this could be through the storage of carbon in plants, soils, geologic formations, and the ocean.
CIBSE TM54	TM54, published by the Chartered Institution of Building Services Engineers (CIBSE), provides guidance for evaluating operational energy use during the design stage of buildings, and addresses energy performance gaps in buildings. It is typically used for non-residential areas not covered by SAP assessments; however, it can be applied to various building types.
Circular Economy	The circular economy is a model of production and consumption, which involves sharing, leasing, reusing, repairing, refurbishing and recycling existing materials and products as long as possible.
Climate Change	The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.
Climate Change Adaptation and Mitigation	Climate change adaptation: Adjustments to natural or human systems in response to actual or expected climatic factors or their effects, including from changes in rainfall and rising temperatures, which moderate harm or exploit beneficial opportunities. Climate change mitigation: Action to reduce the impact of human activity on the climate system, primarily through reducing greenhouse gas emissions.

Community Forest	An area identified through the England Community Forest Programme to revitalise countryside and green space in and around major conurbations.
Community Gardens	An open space, suitable for growing plants, run and formally managed by the actual gardeners themselves.
Community Infrastructure Levy (CIL)	A levy allowing local authorities to raise funds from owners or developers of land undertaking new building projects in their area.
Community Right to Build Order	An Order made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.
Comparison retail	Retail items not bought on a frequent basis, for example televisions, clothes and white goods (fridges, dishwashers etc).
Conservation Area	An area designated by the District Council under Section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as an area of special architectural or historical interest, the character or appearance of which is desirable to preserve or enhance. There are additional controls over demolition, minor developments and the felling of trees.
Conservation Target Areas (CTA)	These are county-wide important areas of landscape that present the best opportunities for prioritising the conservation, enhancement and re-creation of designated sites and important habitats.
Consultation	A process by which people and organisations are asked their views about planning decisions, including the Local Plan.
Convenience retail	The provision of everyday essential items, such as food.
Countryside Rights of Way Act 2000	Provides for public access on foot to certain types of land, amends the law relating to public rights of way.
Decentralised Energy	Local renewable energy and local low-carbon energy usually, but not always, on a relatively small scale encompassing a diverse range of technologies
Deliverability	<p>To be considered deliverable, sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within 5 years. In particular:</p> <p>a) sites which do not involve major development and have planning permission, and all sites with detailed planning permission should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within 5 years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).</p> <p>b) where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within 5 years.</p>
Designated Heritage Asset	A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Parks and Gardens, Registered Battlefield or Conservation Area designated under the relevant legislation.

Design code	A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area.
Design guide	A document providing guidance on how development can be carried out in accordance with good design practice, often produced by a local authority.
Design and Access Statement	A report accompanying and supporting a planning application as required by the Town and Country Planning (Development Management Procedure) (England) Order 2010 as amended. They provide a framework for applicants to explain how a proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users.
Development Plan	The statutory term used to refer to the adopted spatial plans and policies that apply to a particular local planning authority area. This includes adopted Local Plans (including Minerals and Waste Plans) and Neighbourhood Development Plans and is defined by Section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan Documents (DPDs)	Documents which make up the Local Plan. All DPDs are subject to public consultation and independent examination.
District Wildlife Sites	A site that has been recognised as having value for wildlife when assessed against a set of criteria. It is one tier below County Wildlife Site (CWS) in status.
Duty to Cooperate	A statutory duty placed on public bodies to cooperate constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.
Eco-innovation hub	A 'green technology' cluster of environmental goods and services businesses.
Eco-town	A small new town of at least 5-20,000 homes. They are intended to exploit the potential to create a completely new settlement to achieve zero carbon development and more sustainable living using the best new design and architecture.
Ecosystem services	Services provided by the natural environment that benefit people.
Embodied Energy	The energy bound up in making a building's materials, transporting them to the site and constructing the building.
Employment Land	A designation that has defined boundaries and is used to safeguard areas in the district for employment uses, both existing and proposed, as designated by the Local Plan or a Neighbourhood Development Plan.
Employment Land Review (ELR)	An evidence base study to assess the quantity, quality and viability of the district's employment land supply and forecast the future demand for employment land over the next planning period.
Employment uses	Commercial, Business and Service uses as defined in Class B and E of the Town and Country Planning (Use Classes) (England) Regulations
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.

Examination	The process by which an independent Planning Inspector considers whether a Development Plan Document is 'sound' before it can be adopted.
Exception Test	The Exception Test provides a method of managing flood risk while still allowing necessary development to occur. The Exception Test is only appropriate for use when there are large areas in Flood Zones 2 and 3, where the Sequential Test alone cannot deliver acceptable sites, but where some continuing development is necessary for wider sustainable development reasons, taking into account the need to avoid social or economic blight.
Extra Care Housing	Extra Care Housing is a type of self-contained housing that offers care and support that falls somewhere between traditional sheltered housing and residential care.
Five Year Housing Land Supply	A Five-Year Housing Land Supply is a forward-looking measure of whether a Local Planning Authority (LPA) has sufficient sites to meet its housing requirement in the next five-years.
Flood and Water Management Act 2010	An Act to make provision about water, including provision about the management of risks in connection with flooding and coastal erosion. The Act makes County Councils responsible for leading the coordination of flood risk management in the area as the Lead Local Flood Authority.
Flood Zone 1	Land having a less than 1 in 1,000 annual probabilities of river or sea flooding. This is the zone at lowest flood risk.
Flood Zone 2	Land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding.
Flood Zone 3/Flood Zone 3a	Land having a 1 in 100 or greater annual probability of river flooding; or Land having a 1 in 200 or greater annual probability of sea flooding. This is the zone at the highest flood risk.
Flood Zone 3b	This zone comprises land where water has to flow or be stored in times of flood. Local planning authorities should identify in their Strategic Flood Risk Assessments areas of functional floodplain and its boundaries, accordingly, in agreement with the Environment Agency.
Freeboard	The distance between the design flood level and the underside of a building. It is a safety margin that accounts for uncertainties in flood estimation and other factors, such as: Post-construction settlement and Wave action.
Future Homes Standard	The Future Homes Standard is a set of rules embedded in the Building Regulations that will come into effect in 2025 to ensure new homes produce less carbon emissions.
Geodiversity	The range of rocks, minerals, fossils, soils and landforms.
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
Green Corridors	Green spaces that provide avenues for wildlife movement, often along streams, rivers or other natural features. They often provide pleasant walks for the public away from main roads.
Garden Town	A new settlement that is planned to enhance the natural environment and provide high-quality, affordable housing. Garden towns are typically planned to have locally accessible work, and to create healthy, sociable communities.
Green Infrastructure	Green Infrastructure includes sites protected for their importance to wildlife or the environment, nature reserves, greenspaces and

	greenway linkages. Together they provide a network of green space both urban and rural, providing a wide range of environmental and quality of life benefits.
Gypsies and Traveller	Persons of nomadic habit of life whatever their race or origin, including such persons who on grounds only of their own or their family's or dependant's educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling show people or circus people travelling together as such.
Habitats Regulations Assessments (HRA)	HRA is required under the European Directive 92/43/ECC on the "conservation of natural habitats and wild fauna and flora for plans" that Habitats Regulations Assessments (HRA) may have an impact of European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 Site.
Habitats site	Any site which would be included within the definition at regulation 8 of the Conservation of Habitats and Species Regulations 2017 for the purpose of those regulations, including candidate Special Areas of Conservation, Sites of Community Importance, Special Areas of Conservation, Special Protection Areas and any relevant Marine Sites.
Hazardous substance	Any material that has the intrinsic nature of being toxic, explosive, prone to ignite, radioactive, corrosive or otherwise detrimental to human, animal and/or environmental health.
Heritage Asset	A building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions, because of its heritage interest. It includes designated heritage assets and assets identified by the local planning authority (including local listing).
Historic Environment Record	Information services that seek to provide access to comprehensive and dynamic resources relating to the historic environment of a defined geographic area for public benefit and use. Oxfordshire County Council hold the Historic Environment Record for the County.
House in Multiple Occupation	A building, or part of a building, that is occupied by 3 or more persons who do not form a single household.
Housing Market Area	A housing market area is a geographical area defined by household demand and preferences for all types of housing, reflecting the key functional linkages between places where people live and work
Housing Need	The quantity of housing required for households who are unable to access suitable housing without financial assistance.
Housing Need Assessment (HNA)	An assessment of housing need and affordable housing need.
Indices of Multiple Deprivation (IMD)	An indicative measure of deprivation for small areas across England.
Infilling	The filling of a small gap in an otherwise built-up frontage or on other sites within settlements where the site is closely surrounded by buildings.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, and services and facilities etc.
Infrastructure Delivery Plan (IDP)	The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Infrastructure Delivery Plan (IDP) Plan. This ensures that an

	appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development.
Infrastructure Funding Statement (IFS)	The IFS is a summary of all financial and non-financial developer contributions that we have been involved with over the course of a given financial year. It contains the following: information on Section 106 (S106); legal agreements under the Community Infrastructure Levy (CIL); and examples of infrastructure projects that have been delivered, planned or contributions allocated towards.
International, national and locally designated sites of importance for biodiversity	All international sites (Special Areas of Conservation, Special Protection Areas, and Ramsar sites), national sites (Sites of Special Scientific Interest) and locally designated sites including Local Wildlife Sites.
LAP	Local Area for Play
LEAP	Local Equipped Area for Play
Lifetime Homes Standards	Incorporates 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature adds to the comfort and convenience of the home and supports the changing needs of individuals and families at different stages of life.
Listed Building	Buildings and structures which are listed by the Department for Culture, Media and Sport are being of special architectural and historic interest and whose protection and maintenance are the subject of special legislation.
Local Cycling and Walking Infrastructure Plans (LCWIPs)	Ten-year plans for investing in walking and cycling within a defined area.
Local Development Documents (LDDs)	The collective term for Development Plan Documents, Supplementary Planning Documents and other documents containing statements relating to planning policy and the development and use of land.
Local Development Order (LDO)	An Order made by a local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a specific development proposal or classes of development.
Local Development Scheme (LDS)	A Local Development Scheme is a statutory document required to specify (among other matters) the documents which, when prepared, will comprise the Local Plan for the area. It sets out the programme for the preparation of these documents.
Local Geological Sites	Sites that are considered worthy of protection for their Earth Science or landscape importance but are not already protected as SSSIs.
Local Green Space	Local Green Space designation is a way to provide special protection against development for green areas of particular importance to local communities.
Local Enterprise Partnership (LEP)	A body, designated by the Secretary of State for Housing, Communities and Local Government, established for the purpose of creating or improving the conditions for economic growth in an area.
Local Nature Recovery Strategies (LNRS)	A system of spatial strategies for nature and environmental improvement required by law under the Environment Act 2021. The main purpose of the LNRS is to identify locations to create or improve habitat most likely to provide the greatest benefit for nature and the wider environment. The LNRS will set out habitats, and the species

	they support, that are priorities for habitat creation and enhancement measures in the strategy area.
Local Nature Reserves (LNRs)	Areas of natural heritage that are at least locally important.
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the District and strategic policies and proposals to deliver that vision.
Local Plan Viability Assessment (LPVA)	This Assessment considers the cumulative impact of the proposed policy requirements on the viability of development across a range of site typologies and locations.
Local Service Centre	Local Service Centres are large villages with, or are planned to have, a level of services and facilities, and local employment opportunities to provide the next best opportunities for sustainable development outside the Main Towns.
Local Strategic Partnership (LSP)	A group of people and organisations from the local community including from public, private, community and voluntary sectors within a local authority area, with the objective of improving the quality of life of the local community.
Local Transport Plan (LTP)	A transport strategy prepared by the local highways authority (the County Council).
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
Major Development	For housing, development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more. For non-residential development it means additional floorspace of 1,000m ² or more, or a site of 1 hectare or more, or as otherwise provided in the Town and Country Planning (Development Management Procedure) (England) Order 2015 .
Material Consideration	This is a matter that should be taken into account in deciding a planning application or on an appeal against a planning decision. This can include issues such as overlooking/loss of privacy, parking, noise, effect on listed building and conservation area, or effect on nature conservation etc.
Minerals resources of local and national importance	Minerals which are necessary to meet society's needs, including aggregates, brickclay (especially Etruria Marl and fireclay), silica sand (including high grade silica sands), coal derived fly ash in single use deposits, cement raw materials, gypsum, salt, fluorspar, shallow and deep-mined coal, oil and gas (including conventional and unconventional hydrocarbons), tungsten, kaolin, ball clay, potash, polyhalite and local minerals of importance to heritage assets and local distinctiveness.
Modular Homes	A house which is built within a factory and then transported to the specified building location.
MUGA	Multi-Use Games Area
NABERS (UK)	NABERS ratings are used to assess and rate the energy efficiency and environmental impact of buildings. They consider factors such as energy and water consumption, waste management, and the quality of the indoor environment, to provide a more accurate understanding of how much energy an office uses in practice. It also helps identify areas for savings and improvements.

National Landscape	Areas of National Landscape designations are defined by a set of special qualities which contribute to the areas outstanding scenic quality and underpin the necessity for their designation. A small area of the Cotswolds National Landscape falls within the District.
National Planning Policy (NPPF)	This sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a material consideration when deciding on planning applications or appeals.
National Nature Reserves	National Nature Reserves (NNRs) were established to protect some of our most important habitats, species and geology, and to provide 'outdoor laboratories' for research.
National trails	Long distance routes for walking, cycling and horse riding.
Natural Environment and Rural Communities Act 2006 (NERC)	An Act to make provision about bodies concerned with the natural environment and rural communities; to make provision in connection with wildlife, sites of special scientific interest, National Parks and the Broads; to amend the law relating to rights of way; to make provision as to the Inland Waterways Amenity Advisory Council; to provide for flexible administrative arrangements in connection with functions relating to the environment and rural affairs and certain other functions; and for connected purposes.
Nature Based Solutions	These address societal challenges through actions to protect, sustainably manage, and restore natural and modified ecosystems, benefiting people and nature at the same time.
Nature Recovery Network	An expanding, increasingly connected, network of wildlife rich habitats supporting species recovery, alongside wider benefits such as carbon capture, water quality improvements, natural flood risk management and recreation. It includes the existing network of protected sites and other wildlife rich habitats as well as and landscape or catchment scale recovery areas where there is coordinated action for species and habitats.
Natural Flood Management	Managing flood and coastal erosion risk by protecting, restoring and emulating the natural 'regulating' function of catchments, rivers, floodplains and coasts.
NEAP	Neighbourhood Equipped Area for Play
Neighbourhood Plans	A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).
Non-designated Heritage Assets	These are buildings, monuments, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decisions but which are not formally designated heritage assets. In some areas, local authorities identify some non-designated heritage assets as "locally listed".
Non-strategic policies	Policies contained in a neighbourhood plan, or those policies in a local plan that are not strategic policies.
Out of centre	A location which is not in or on the edge of a centre but not necessarily outside the urban area.
Out of town	A location out of centre that is outside the existing urban area.
Open space	All open space of public value, including not just land, but also areas of water (such as rivers, canals, lakes and reservoirs) which offer important opportunities for sport and recreation and can act as a visual amenity.
Oxford/Cambridge corridor	A spatial concept focused on the economic influence of Oxford and Cambridge. The aim of this is to promote and accelerate the

	development of the unique set of educational, research and business assets and activities.
Passivhaus Planning Package (PHPP)	A software programme for designing a properly functioning Passive House. The PHPP prepares an energy balance and calculates the annual energy demand of the building based on the user input relating to the building's characteristics. The programme forms the basis for quality assurance and certification of a building as a Passive House or an EnerPHit retrofit.
Passivhaus Accreditation	A quality assurance process for the design and construction of low energy buildings. To achieve Passivhaus certification, a building must adhere to strict performance criteria, ensuring that it meets specific energy consumption, airtightness, and thermal comfort standards. These standards are achieved through independent quality testing. This rigorous approach guarantees a high level of sustainability and occupant well-being.
Performance Engineering	Advanced manufacturing / high performance engineering encompass activities which are high in innovation and the application of leading edge technology, and which form a network of businesses which support, compete with and learn from each other.
Permission in principle	A form of planning consent which establishes that a site is suitable for a specified amount of housing-led development in principle. Following a grant of permission in principle, the site must receive a grant of technical details consent before development can proceed.
Planning condition	A condition imposed on a grant of planning permission (in accordance with the Town and Country Planning Act 1990) or a condition included in a Local Development Order or Neighbourhood Development Order.
Planning obligation	A legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal.
Planning Practice Guidance (PPG)	The Government's planning guidance supporting national planning policy.
Planning & Compulsory Purchase Act 2004	This Act amended the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.
Planning Inspectorate	The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents.
Policies Map	Maps of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Preferred Options	This is a non-statutory stage of consultation of the Local Plan setting out the preferred options for growth in the area, based on the findings of previous consultations. South Oxfordshire District Council chose to undertake a second iteration of Preferred Options consultation in Spring 2017.
Previously developed land or Brownfield land	Land which is or was occupied by a permanent structure, including the curtilage of the developed land (although it should not be assumed that the whole of the curtilage should be developed) and any associated fixed surface infrastructure. This excludes: land that is

	or has been occupied by agricultural or forestry buildings; land that has been developed for minerals extraction or waste disposal by landfill purposes where provision for restoration has been made through development control procedures; land in built-up areas such as private residential gardens, parks, recreation grounds and allotments; and land that was previously developed but where the remains of the permanent structure or fixed surface structure have blended into the landscape in the process of time.
Primary Shopping Area	Defined area where retail is concentrated
Priority habitats and species	Species and Habitats of Principal Importance included in the England Biodiversity List published by the Secretary of State under section 41 of the Natural Environment and Rural Communities Act 2006.
Ramsar site	Wetlands of international importance, designated under the 1971 Ramsar Convention.
Regeneration	The economic, social and environmental renewal and improvement of rural and urban areas.
Regulations	This means “The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended” unless indicated otherwise. Planning authorities must follow these when preparing Local Plans.
Renewable and low carbon energy	Includes energy for heating and cooling as well as generating electricity. Renewable energy covers those energy flows that occur naturally and repeatedly in the environment (wind, water, the movement of the oceans, sun and from biomass and deep geothermal heat. Low carbon technologies are those that can help reduce emissions.
RICS Whole Life Carbon Assessment (WLCA)	The Royal Institution of Chartered Surveyors (RICS) Whole Life Carbon Assessment (WLCA) is a methodology for measuring the amount of carbon emitted throughout the life of a built asset.
River Basin Management Plan	River Basin Management Plans (RBMPs) are drawn up for the 10 river basin districts in England and Wales as a requirement of the water framework directive. Cherwell District Council is covered within the Thames River Basin Management Plan (2015).
Rural exception sites	Small sites used for affordable housing in perpetuity where sites would not normally be used for housing. Rural exception sites seek to address the needs of the local community by accommodating households who are either current residents or have an existing family or employment connection.
Safeguarding zone	An area defined in Circular 01/03: Safeguarding aerodromes, technical sites and military explosives storage areas, to which specific safeguarding provisions apply.
Saved Policies	Policies in historic development plans that have been formally 'saved' and which continue to be used until replaced by a new Local Plan.
Scheduled Ancient Monument	A historic building or site of historic, architectural, artistic or archaeological interest that is included in the Schedule of Monuments kept by the Secretary of State, as advised by Historic England. This is set out in the Ancient Monuments and Archaeological Areas Act, 1979.
Section 106 Agreement	A legal agreement under section 106 of the Town and Country Planning Act. They are legal agreements between a planning authority and a developer, or undertakings offered unilaterally by a developer, that ensure that certain extra works related to a development are undertaken.

Section 278 Agreement	A section of the Highways Act 1980 that allows developers to enter into a legal agreement with the council (in our capacity as the Highway Authority) to make permanent alterations or improvements to a public highway, as part of a planning approval.
Self-build and custom-build housing	Housing built by an individual, a group of individuals, or persons working with or for them, to be occupied by that individual. Such housing can be either market or affordable housing. A legal definition, for the purpose of applying the Self-build and Custom Housebuilding Act 2015 (as amended), is contained in section 1(A1) and (A2) of that Act.
Sequential Test	A planning principle that seeks to identify, allocate or develop certain types of location of land before others. For example, brownfield housing sites before greenfield sites, or town centre retail sites before out-of-centre sites. With regard to flood risk, it seeks to locate development in areas of lower flood risk (Flood Zone 1) before considering Flood Zones 2 or 3.
Setting of a heritage asset	The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.
Settlement Gap	A planning tool to prevent coalescence of settlements and maintain their separate identity.
Settlement Hierarchy	A way of identifying and classifying settlements and provides a guide to where development may be sustainable according to the role and function of the settlement.
Simplified Building Energy Model (SBEM)	This model assesses the energy performance of non-domestic buildings in the UK. It calculates the energy required for heating, cooling, ventilation, and lighting. It works by SBEM evaluating a building's energy use and carbon dioxide emissions over a 12-month period. Non-domestic buildings include offices, warehouses, retail units, and leisure centres. Their main purpose is to: demonstrate compliance with Part L of the Building Regulations (BRUKL Report); and to produce Energy Performance Certificates (EPCs).
Site of Special Scientific Interest	Sites designated by Natural England under the Wildlife and Countryside Act 1981.
Site Specific Allocations	Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals.
Spatial Strategy	The overview and overall approach to the provision of jobs, homes and infrastructure over the plan period.
Special Area of Conservation (SAC)	An area designated to protect the habitats of threatened species of wildlife under EU Directive 92/43.
Special Education Needs and Disabilities (SEND)	A child or young person has special educational needs and disabilities (SEND) if they have a learning difficulty or a disability that means they need special health and education support.
Special Protection Area (SPA)	Areas classified under regulation 15 of the Conservation of Habitats and Species Regulations 2017 which have been identified as being of international importance for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds.

Specialist Housing	Purpose-built and designed housing that meets the needs of a targeted group, which can include older, vulnerable and disabled people as well as for Gypsies and Travellers. This includes supported housing and designated housing where access to support is provided where needed.
Standard Assessment Procedure (SAP)	A methodology used to assess the energy and environmental performance of residential dwellings. It is used to produce Energy Performance Certificates and to demonstrate compliance of new homes with Part L of the Building Regulations.
Statement of Community Involvement (SCI)	The SCI sets out standards to be achieved by the local authority in relation to involving the community in the preparation, alteration and continuing review of all DPDs and in development management decisions. It is subject to independent examination. In respect of every DPD the local planning authority is required to publish a statement showing how it complied with the SCI.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Flood Risk Assessment (SRA)	An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area.
Strategic gap	Settlement gap associated with the CLPR 2042 main growth areas outside the green belt. Their primary function is to avoid coalescence and retain the separate identity of settlements; and protect high quality landscape on the urban fringe and provide access to the countryside.
Housing and Economic Land Availability Assessment (HELAA)	An assessment of the land capacity across the district with the potential for housing and employment.
Strategic policies	Policies and site allocations which address strategic priorities in line with the requirements of Section 19 (1B-E) of the Planning and Compulsory Purchase Act 2004.
Strategic site	A broad location considered as having potential for significant development that contributes to achieving the Spatial Vision of an area.
Submission	The stage at which a Development Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Documents (SPDs)	Documents which provide guidance to supplement the policies and proposals in Development Plan Documents.
Sustainable Community Strategy (SCS)	Sets an overall strategic direction and long-term vision for the economic, social and environmental wellbeing of an area.
Sustainable Development	A widely used definition drawn up by the World Commission on Environment and Development in 1987: "development that meets the needs of the present without compromising the ability of future generations to meet their own needs". The NPPF taken as a whole

	constitutes the Government's view of what sustainable development in England means in practice for the planning system.
Sustainable Drainage Systems (SuDS)	SuDS seek to manage surface water as close to the source as possible, mimicking surface water flows arising from a site prior to the proposed development. Typically SuDS involve a move away from piped systems to softer engineering solutions inspired by natural drainage processes.
Sustainable transport modes	Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Town centre	Area defined on the policies map, including the primary shopping area and areas predominantly occupied by main town centre uses within or adjacent to the primary shopping area. References to town centres or centres apply to city centres, town centres, district centres and local centres but exclude small parades of shops of purely neighbourhood significance.
Transport assessment	A comprehensive and systematic process that sets out transport issues relating to a proposed development. It identifies measures required to improve accessibility and safety for all modes of travel, particularly for alternatives to the car such as walking, cycling and public transport, and measures that will be needed deal with the anticipated transport impacts of the development.
Transport statement	A simplified version of a transport assessment where it is agreed the transport issues arising from development proposals are limited and a full transport assessment is not required.
Travel Plan	A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives through action and is articulated in a document that is regularly reviewed.
Travelling Showpeople (Planning definition)	Members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This includes such persons who on the grounds of their own or their family's or dependants' more localised pattern of trading, educational or health needs or old age have ceased to travel temporarily, but excludes Gypsies and Travellers as defined above.
Tree Preservation Order (TPO)	A TPO is usually made by a local planning authority to protect a specific tree or woodland from deliberate damage and destruction. This could include felling, lopping, topping, uprooting or otherwise wilful damage.
Unallocated Sites	Unallocated sites are development sites that come forward which are not allocated in the Development Plan. These include both greenfield land and previously developed land. Predicted delivery rates are based on past trends.
Valued landscape	Important local landscapes that contribute to the quality of the natural and local environment.
Water Framework Directive (WFD)	A European Union law that aims to protect and improve water quality and quantity. The Water Environment Regulations 2017 (Water Framework Directive) (England and Wales) transpose the Water Framework Directive into UK law. The WFD protects surface waters including rivers, lakes, transitional waters, coastal waters and groundwater.

Watercourse	Main rivers, (larger rivers, brooks and streams) and ordinary watercourses (headwaters and smaller brooks and streams). Watercourses as defined in s72(1) Land Drainage Act 1991.
Wildlife corridor	Areas of habitat connecting wildlife populations.
Windfall sites	Unidentified sites that are approved for development.

This page is intentionally left blank