Cherwell
DISTRICT COUNCIL
NORTH OXFORDSHIRE

Cherwell Local Plan Review

Planning for Cherwell

Community Involvement Paper 2: Developing our Options

September 2021









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1. Introduction

1.1 What is the purpose of this consultation?

1.1.1 This document is not a draft Local Plan (that will come later), it is a consultation document asking for your views and contributions as we shape our new local plan following the publication of our first Community Involvement Paper in 2020.

1.1.2 This consultation paper sets out what has changed since we first consulted, and the current options we are considering for preparing the Cherwell Local Plan Review. There will be other options we will need to consider as we progress, and other plans and programmes become firmer. Some of the options we have identified may also need refinement.

1.1.3 This stage of plan making is about developing our thinking and gathering evidence. The responses to this consultation are an important part of that process and will help shape our new Local Plan. Having previously consulted on issues, we once again wish to ensure that a wide cross-section of views is obtained in identifying and examining our development and policy options.

1.1.4 Some contextual information included in the earlier Community Involvement Paper (CIP) has been reproduced in this options paper, where appropriate. However, please revisit our previous paper if you require further information. It is available on-line (www.cherwell-dc.gov.uk/planningpolicy).

1.1.5 The previous consultation paper also provided information on the national requirements we must comply with in preparing Local Plans. The National Planning Policy Framework (NPPF 2021) and associated Planning Practice Guidance (PPG) are available on-line.

Why do we need a new Local Plan for Cherwell?

1.1.6 We have an existing adopted Cherwell Local Plan, approved in 2015, that provides a framework for growth across the District up to 2031.

1.1.7 This adopted Cherwell Local Plan is now five years old and there is a new national context emerging. Whether it is the response to the climate emergency and the need for action, new Government policy and guidance on the environment, on design, regional planning issues or the continuing digital revolution, there is a need for our Local Plan to reflect this changing context and now is the time to proactively assess and review some policies, and also see if we need some new policies.

1.1.8 Government policy requires us to look ahead for a minimum of 15 years so that we can anticipate and respond to long-term requirements and opportunities. Our new Plan is intended to cover the period 2040. However, in view of new national policy we may now need a vision for a longer period (at least 30 years) depending on the scale of developments we need to plan for and the likely timescale for delivery.

1.1.9 Furthermore, although we do not know yet what COVID-19 will mean for how we live in the future and for the economy in the long term, we do

know that our world, at least in the short term, has changed. A new Local Plan will be a key mechanism in responding and adapting.

1.2 How is a Local Plan produced?

A Local Plan must:

- Understand the development needs to be met
- Understand the social, environmental and economic issues and context
- Establish a vision for responding to those needs and issues
- Identify objectives for meeting that vision
- Establish planning policies for meeting those objectives
- Set out a framework for monitoring the implementation of those policies and ensuring that the policies are effective.

1.2.1 A Local Plan is a land use or spatial plan that responds to identified issues and needs. It must be evidence based and informed by community engagement, and cooperation with prescribed partners and organisations. Preparation of a local plan must conform with legal requirements and national planning policy.

1.2.2 In addition to specific evidence, the plan preparation process is underpinned and informed by a process of sustainability appraisal (SA) that considers the environmental, social and economic effects of the plan. The SA will ensure that reasonable options are considered in preparing a plan, and that policies are refined in the interests of achieving sustainable development.

1.2.3 Our new Local Plan will set out policies for change and include a strategy for delivering any required future growth. It will set out how valuable historic and natural environments will be protected and enhanced. It will include policies which are used when the Council is determining planning applications. It will identify appropriate areas and sites for development, such as new homes, offices, shops, and community facilities. It will identify the circumstances where development will not be appropriate.

1.2.4 In preparing the new plan we will be:

- Identifying development needs and the planning issues to be addressed;
- Exploring how much land is likely to be needed for different uses;
- Identifying the right areas and sites to make sure we have a healthy supply of developable land;
- Working with our neighbouring councils and the County Council, expert advisors (such as the Environment Agency and Natural England) and infrastructure providers (such as Thames Water) to look at how the impacts of development can be managed across Cherwell and beyond;
- Listening to our residents, businesses and communities.

1.2.5 The Cherwell Local Plan Review will when 'adopted' contain:

- A vision for Cherwell District for 2040 or longer if required to deliver large scale development;
- Objectives and a strategy showing how we will get there;
- Land allocations for development where these are needed; and
- Policies which will be used to assess new planning proposals.

1.3 The story so far

1.3.1 In July 2020, we published our first Community Involvement Paper, which highlighted issues we felt needed to be considered in preparing the new Local Plan. We invited comments, discussion of the issues, and made a 'call for sites' for those that might be appropriate to help meet our development needs and address our priorities to 2040. We received around 271 submissions from the Issues consultation, from a wide cross section of individuals and organisations – if you took part, thank you for your input.

1.3.2 We are publishing a Statement of Consultation alongside this Options Paper which summarises the issues raised during that consultation. It also includes the outcome of workshops held with our Town and Parish Councils/Meetings. We are also publishing the representations and site submissions we received in response to that consultation paper and the 'call for sites'.

1.3.3 The Cherwell Local Plan Review can only relate to Cherwell District and it is not for us to consider potential developments in other districts. However, we continue to work co-operatively with all the Oxfordshire Councils on strategic and cross-boundary matters, particularly through the Oxfordshire Plan 2050, where they arise, together with our other neighbouring councils and key organisations under the 'duty to cooperate'. The Oxfordshire Plan will provide overarching context to our district Local Plan. More on this later.

1.3.4 Public consultations and engagement are not the only way we collect evidence and information to help us prepare our new Local Plan. We are carrying out or commissioning a range of other studies to provide us with a comprehensive picture of opportunities and constraints. Some of these are already complete and are used to inform this consultation – for example, we already know that as well as new homes we may need more employment land. We have begun studies on the capacity of the transport network and the sensitivity of the landscape. We have also commissioned a town centre and retail study, and another looking at employment issues.

Completed studies, and some of the interim findings, will be available on the evidence pages of our website once they are complete. You can access this via www.cherwell.gov.uk

1.4 How Can You Help Us Now?

1.4.1 Our plan preparation is still at an early stage. At this stage we are consulting on:

1) Draft Vision and objectives: These need to be forward looking and aspirational but based on evidence about the challenges we face now.

2) Options to inform draft policies: We have proposed a series of policy options to shape and direct development thereby achieving our vision and objectives.

1.4.2 We will use the comments and feedback we receive at this stage, together with our emerging evidence to prepare the next stage of plan preparation which is a complete draft plan. It is therefore important that we carefully consider our options now and your input will be invaluable to this process.

1.4.3 Alongside this consultation paper we are also publishing:

- all the representations and site submissions received in response to our earlier **Community Involvement Paper** consultation.
- our emerging **evidence base**. The production of evidence is on-going, and we have clarified which evidence has informed this Options Paper and what evidence is currently expected to follow.
- all the areas of land received in response to our invitation for sites which we made when we published the Community Involvement Paper. This '**Call for Sites**' invitation was an opportunity for everyone from developers, landowners, residents and other stakeholders to help shape the Local Plan.

1.4.4 We welcome any comments on what has been submitted to us and the evidence that we have produced so far.

1.5 How this Options Paper is structured

1.5.1 The Options Paper is intended to help guide the development decisions we will need to make. This includes the strategic policies, those that relate to how much and where development might be located, as well as the more detailed policies that will help with the day-to-day decisions on planning applications.

1.5.2 The Options paper sets out:

- **The National Context:** this includes the current and proposed changes to national planning policy and other influences such as the current pandemic.
- **Oxfordshire and Beyond:** here we set out the main strategies that we need to consider which are being developed on a more local scale. This includes the relationship with the Oxford-Cambridge Arc, and the Oxfordshire Plan 2050
- **Cherwell Context:** This section builds on the previous consultation providing some of the key information about the district and the current local plan strategy.
- **The Key Themes:** highlight the main overarching principles that will guide our approach. These were supported through the previous consultation.
- **Vision and Objectives:** here we set out our vision for Cherwell and the objectives that will help us achieve it.

1.5.3 The rest of the paper is then framed around key topics including housing, economic development, transport and the natural environment. This enables us to consider the guiding principles alongside how the plan may be delivered through development management policies. These sections are Cherwell wide.

1.5.4 Finally, towards the end of the document there are sections on Banbury, Bicester, Heyford Park, Kidlington and the Surrounding Area and our Rural Areas. The options within these place sections are important in helping us understand what our communities and stakeholders would like to see for their own localities in the future.

1.5.5 This Options Paper does not contain all options or cover every topic. **If you feel we have missed a key issue or you think there are specific policy options we need to consider, please tell us.** Alongside our technical evidence base, your views will shape the plan's strategy and ensure that the plan reflects common needs and aspirations for the district.

2. National Context

2.1 Current and proposed changes to the Planning System

2.1.1 For some time, the Government has been signalling its intention to make significant changes to the planning system in England. In August 2020 it published its white paper 'Planning for the Future' which proposed a new planning system suitable for the 21st century. We await the Government's response to the consultation on the white paper; however, it was announced in the Queen's Speech that it will be introducing a new Planning Bill during this Parliament.

2.1.2 Whilst acknowledging that these changes may have significant implications for plan making in the future, the Government has reiterated the importance of maintaining progress to get up to date local plans in place. We are mindful of this advice and therefore intend to continue to prepare our new local plan under the current planning system.

2.1.3 The Government has however already made various changes to planning rules. Some of these changes relate to permitted development rights (PDRs), under which development may take place without requiring an application to the local planning authority (LPA) for planning permission. Other changes create new 'use classes' (defined categories of development) and abolish some old ones. We will need to take these changes into account as we prepare this Plan.

2.1.4 We will also need to consider other existing and emerging government policy including, recently published guidance on design, and the requirements of the **Environment Bill** currently passing through Parliament.

2.1.5 The Government will shortly amend the Building Regulations to improve the energy efficiency of new homes. This new **Future Homes Standard** should ensure that all new homes-built from 2025 will produce 75-80% less carbon emissions than homes delivered under current regulations. The Government is also proposing to consult on a **Future Building Standard** which will look at, amongst others, measures to improve the energy efficiency of non-domestic buildings.

2.1.6 On 20 July 2021, the Government published its latest revisions to the **National Planning Policy Framework** (NPPF). It includes a shift in emphasis particularly on design matters to ensure development is well designed and 'beautiful'. It also requires us to consider if proposals are 'strategic' or 'significant' and whether we need to plan for 30 years, rather than 15.

2.2 Covid-19 Pandemic

2.2.1 We have all been affected by the COVID-19 pandemic. Whilst the lasting impacts are still being understood we have seen a rise in unemployment, particularly amongst our younger population. Businesses and consumers have shown extraordinary innovation and flexibility but our economy, particularly our town centres have clearly suffered. With the rollout of the vaccination programme, our economy and society are beginning to open again after a prolonged lockdown. Whilst the economy is forecast

to recover well, particularly in Oxfordshire which has traditionally been more resilient during times of recession, the impacts of the pandemic will have profound long-term implications for how we live and work.

2.2.2 Working from home or more flexible working patterns has become the new normal for many office-based workers. In response to our previous Community Involvement Paper, you have told us how important it is to be able to access green and blue spaces locally for mental and physical wellbeing. For those still travelling for work, many have opted for walking and cycling rather than using public transport. Good quality, safe routes are important to facilitate this, as traffic volumes begin to increase. The pandemic has led to a growing interest in the liveability of neighbourhoods, with people spending more time locally. Using public spaces, cycling and walking more and connecting with neighbours have become more important to many. You have also told us how important it is to plan for future housing that is flexible and adaptable, with access to outside space for children to play. Digital and internet connectivity is now seen as essential.

2.2.3 Before the pandemic town centres were experiencing change, but COVID-19 has accelerated this. Continued growth in internet shopping, an increasing consumer focus on convenience, rise of discount shopping and the continued evolution of out of centre retailing has all contributed to a fall in demand for physical retail floorspace and resulted in increased vacancy levels in our town centres. To continue thriving our town centres will need to evolve to perhaps become places where people live, work and play.

2.2.4 We will continue to monitor changes but whatever the future holds for us, post pandemic, our Local Plan will be a key strategy to drive Cherwell's recovery. The options we outline later in this document reflect the need to support the recovery of many sectors of our economy. But we have also listened to the other issues and priorities you have raised, such as taking the opportunity to attach greater importance to our natural environment and social infrastructure and have sought to incorporate these too.



3. Oxfordshire and Beyond

3.1 Oxford – Cambridge Arc Spatial Framework

3.1.1 According to the Government the **Oxford-Cambridge Arc** (the OxCam Arc), is a globally significant area between Oxford, Milton Keynes and Cambridge. It comprises the five counties of Oxfordshire, Bedfordshire, Buckinghamshire, Northamptonshire and Cambridgeshire.

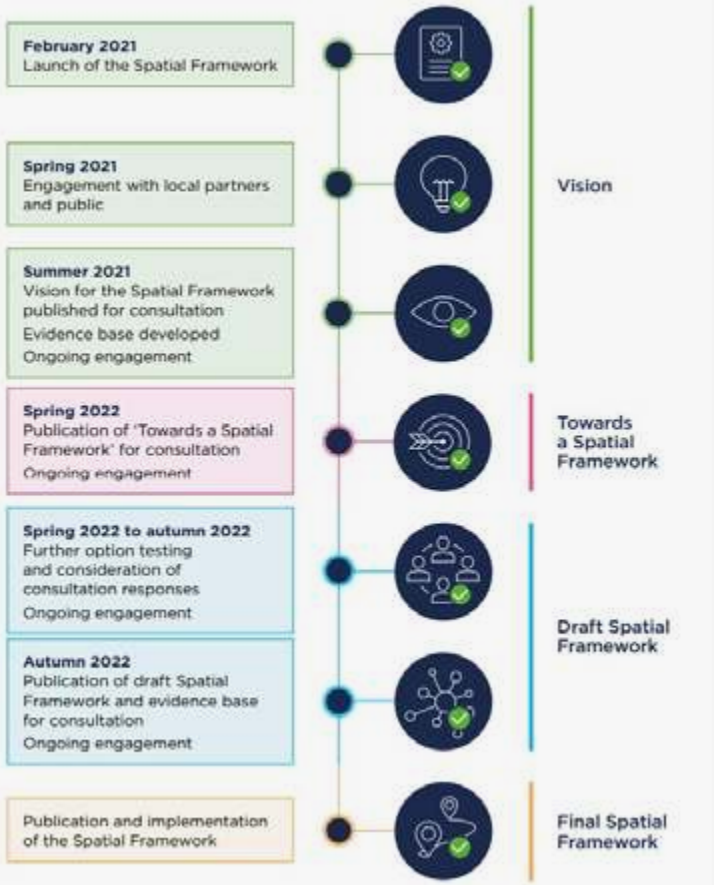
3.1.2 It supports over two million jobs, adds over £110 billion to the national economy every year and houses one of the fastest growing economies in England.



3.1.3 In July 2021 the Government produced a policy paper setting out its planned approach to developing the vision for the Oxford-Cambridge Arc Spatial Framework. The timeline suggests the framework will be completed in early 2023. This is the same time as we are currently due to complete our Local Plan. However, the Government has stressed that it does not expect planning authorities to delay the preparation of their local plans until the publication of the Spatial Framework.

3.1.4 Once it is finalised and published the Spatial Framework will be given the same status as national planning policy, like the NPPF. It will become a requirement for Local Plans in the Arc, including those in Oxfordshire, to take it into account. We will continue to monitor the work on the Spatial Framework closely.

Timetable for Preparation of Oxford - Cambridge Spatial Framework



(c) MHCLG 2021

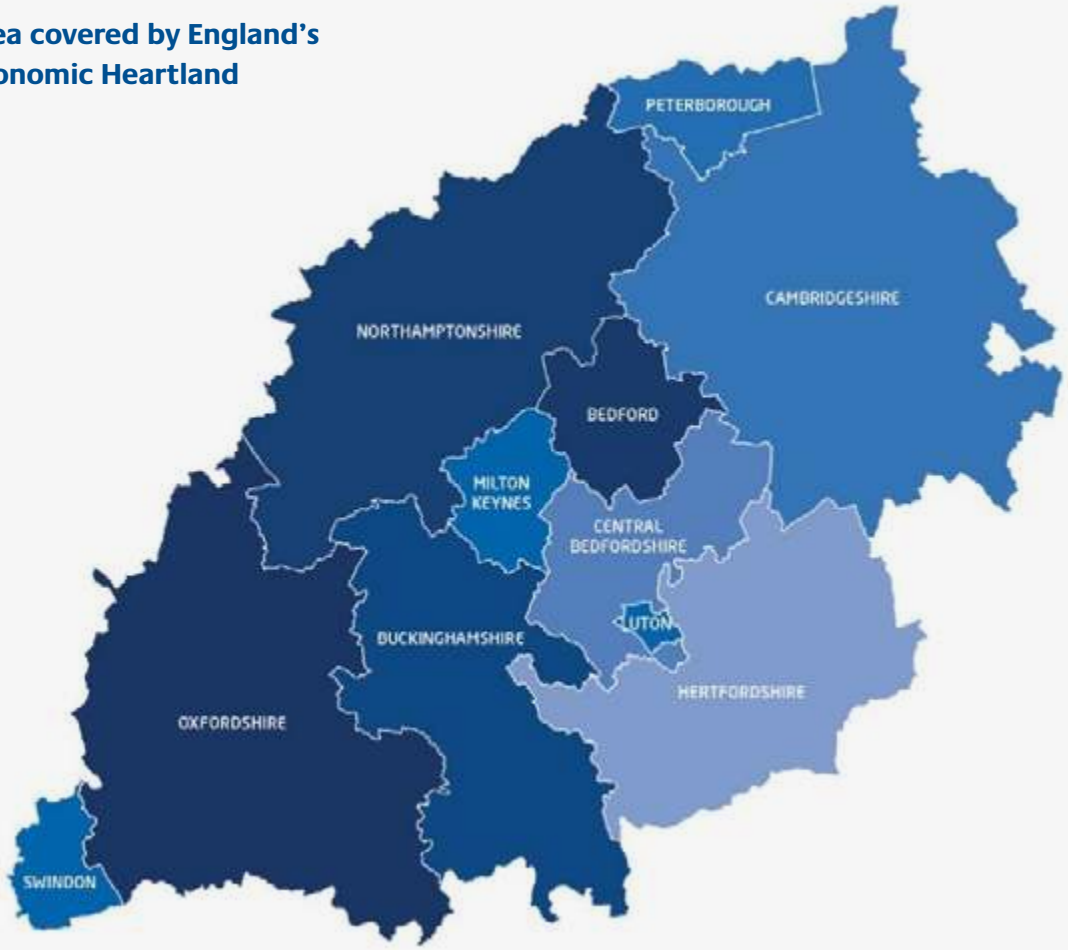
3.2 England's Economic Heartland:

3.2.1 **England's Economic Heartland** is a partnership of councils and local enterprise partners that provide leadership and coordinate investment on strategic infrastructure to support sustainable economic growth. It covers the area from Swindon across to Cambridgeshire. The partnership's Regional Transport Strategy, 'Connecting People, Transforming Journeys' (February 2021), sets the ambition for the area:

'To support sustainable growth and improve quality of life and wellbeing through a world-class decarbonised transport system which harnesses the region's global expertise in technology and innovation to unlock new opportunities for residents and businesses, in a way that benefits the UK as a whole' [1]

[1] Paragraph 5, Connecting People, Transforming Journeys (February 2021)

Area covered by England's Economic Heartland



3.3 Oxfordshire Local Enterprise Partnership,

3.3.1 Oxfordshire's economic growth strategy is led by the **Oxfordshire Local Enterprise Partnership** (OxLEP). OxLEP prepares a Strategic Economic Plan (SEP) and the current SEP encourages economic investment across a 'Knowledge Spine' which includes 'Science Vale' in the south of the County, Oxford and Bicester. The SEP also highlights the importance of other projects in our market towns and rural areas including providing rural broadband and sustainable jobs.

3.3.2 The LEP has also prepared an **Oxfordshire Local Industrial Strategy** which sets out an ambitious plan to build on Oxfordshire's strong foundations and world-leading assets, to deliver transformative economic growth which is clean and sustainable and delivers prosperity for all communities across the county. Its vision for Oxfordshire is for it to have '***A vibrant, sustainable, inclusive, world-leading economy – driven by innovation, enterprise and research excellence.'***. This will be supported by the Oxfordshire Investment Plan .

3.3.3 More recently, in response to the Covid-19 pandemic, the LEP has published an economic recovery plan called 'At the Vanguard of UK Recovery: *Delivering Economic Growth for Oxfordshire and UK plc*' which explores how Oxfordshire can lead the nation's economic recovery.

3.4 Oxfordshire Growth Board and Growth Deal

3.4.1 The **Oxfordshire Growth Board**, a joint committee of all the Oxfordshire councils and OxLEP, is a collective voice to represent Oxfordshire's interests in wider strategic discussions, including those with central Government. In April 2021 the Growth Board approved a strategic vision (see below) for Oxfordshire which sets out what Oxfordshire should look like in 2050. The full vision can viewed here.

3.4.2 One of the Oxfordshire Growth Board's functions is to oversee the projects set out in the **Oxfordshire Housing and Growth Deal** agreed with the Government in 2018. The Deal involves Oxfordshire receiving up to £215 million of central government funding to help support infrastructure provision and the delivery of 100,000 homes across the county by 2031, the production of the Oxfordshire Plan 2050, the provision of additional affordable housing and enhanced economic productivity. The new Local Plan will need to ensure that it helps to deliver these commitments.



[2] See: https://www.oxfordshirelep.com/lis

Oxfordshire Strategic Vision

If we are successful, by 2050 Oxfordshire will:

- have achieved carbon neutral status, and be accelerating towards a carbon negative future, removing more carbon than it emits each year. Energy production will be sustainable.
- be the first generation to leave the natural environment in a better state than that in which we found it. The natural environment will be more biodiverse, support social, economic and ecological resilience and have the capacity to adapt to change.
- have a healthier and happier population with better physical and mental health. Young people will feel confident, positive and excited about their future and people will spend more of their later life active, in good health and with care available in their communities to meet their changing needs.
- be a globally competitive economy which is sustainable, diverse and inclusive, generating high quality, productive and knowledge-based employment for our communities. It will utilise the county's strengths and resources, including its world-class universities and world-leading research, innovation and technology assets. There will be improved educational attainment and a skills system aligned to the needs of business and communities, helping to provide the conditions in which all Oxfordshire's people can benefit and thrive.
- be a more equal place, supported by inclusive growth that gives everyone a fair chance in life to prosper. Deprivation and disadvantage will have been tackled wherever it manifests itself in our urban and rural areas, and discrimination will have been removed.
- enjoy a built and historic environment which is rich and diverse, comprising high quality places where people want to live, work, visit and invest. Our rich and distinctive internationally recognised heritage assets, visitor economy and vibrant cultural offer will have been further enhanced and there will be improved access to them.
- have energy efficient, well-designed homes, sufficient in numbers, location, type, size, tenure and affordability to meet the needs of our growing economy, young people, residents and future generations.
- have transformed movement and connectivity within the County and beyond. There will be greater digital connectivity and physical mobility in and between places in ways that enhance environmental, social and economic wellbeing, with an emphasis on sustainable travel, including walking and cycling.
- have flourishing, diverse and vibrant communities rooted in pride with our local, national and international connections and a strong sense of civic identity. Individuals and families will support each other in partnership with sustainable public services, a thriving voluntary and community sector and be connected to dynamic and socially responsible businesses.'

Extract from Oxfordshire's Strategic Vision for Long-Term Sustainable Development (OGB, March 2021 (adopted April 2021))

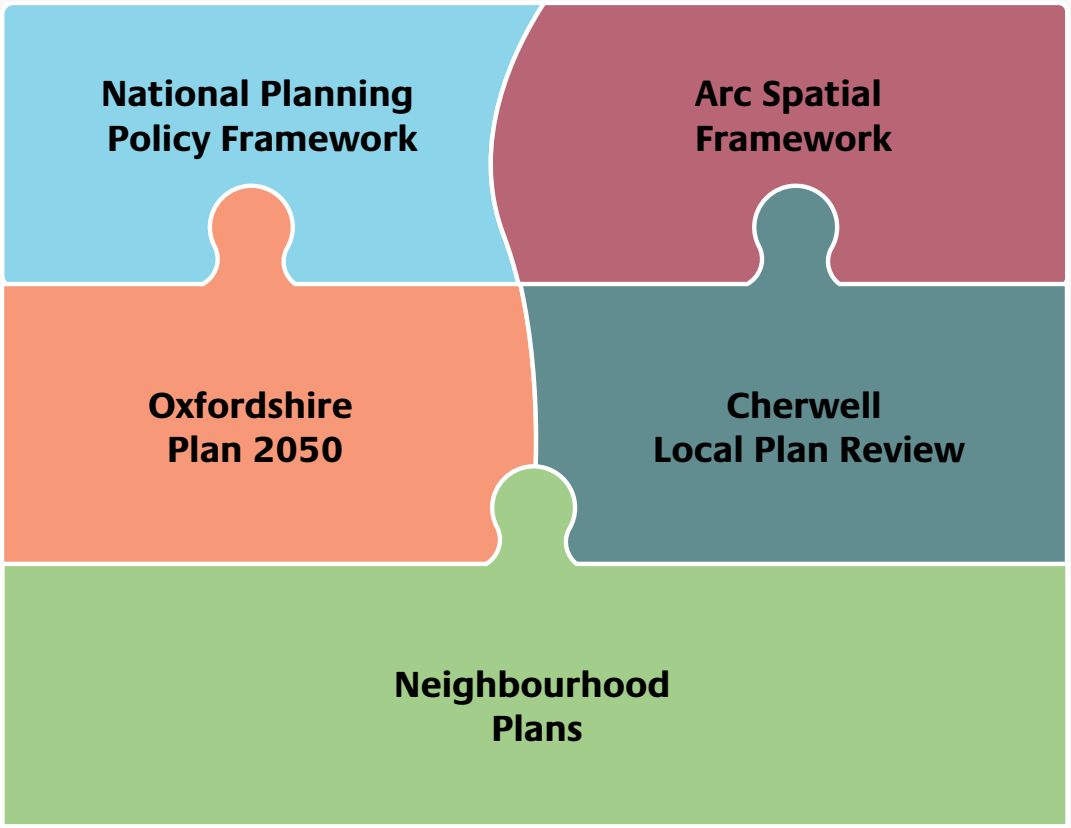
3.5 The Oxfordshire Plan 2050

3.5.1 The Oxfordshire Plan is a joint Local Plan covering the period to 2050. It is being prepared by the five Local Planning Authorities in Oxfordshire, including us, in partnership with the County Council.

3.5.2 The aim of the Oxfordshire Plan is to provide a strategic planning framework and evidence base to support sustainable growth across the whole county to 2050. The Oxfordshire Plan will provide a set of 'strategic' policies that ensures new development responds to the need for climate action, environmental improvement and 'clean growth' on a consistent, countywide basis. It will also set the amount of housing required across the county and a strategy for how this should be delivered. The Oxfordshire Plan Options Paper was released for consultation on 30 July 2021 for a period of 10 weeks. You may have responded.

3.5.3 The Oxfordshire Plan will cover strategic policies and topic areas; policies for large-scale developments and/or broad locations for new development. It will provide a spatial framework for other plans, strategies and programmes relevant to land use in Oxfordshire. In addition to informing district level local plans it will support the implementation of economic strategies, infrastructure programmes and the Oxfordshire Local Transport and Connectivity Plan. It will also play an important role in helping shape the emerging Spatial Framework for the Oxford-Cambridge Arc.

Indicative Planning Policy Framework for Oxfordshire



Draft Oxfordshire Plan Vision (July 2021)

If we are successful, by 2050 Oxfordshire will:

In 2050 the people of Oxfordshire are living in sustainable communities with a high quality of life and strong sense of community. The integrity and richness of the county's historic character and natural environment are valued and conserved. A wide range of secure and good quality housing options are within reach for all. Existing and new communities are well connected, integrated, distinct, attractive and desirable places to live; their design and layouts facilitate healthy lifestyles and sustainable travel options. Productivity has increased and residents are well-skilled and able to access a wide range of high-value job opportunities and share in wealth creation. The private and public sector continue to have the confidence to invest in the county. Oxfordshire has embraced the technological, demographic and lifestyle changes of recent decades and new developments are fit for the future and resilient to climate change. The wellbeing of residents and workers is enhanced through being part of this special place.

3.5.4 The Vision for the Oxfordshire plan is set out below. This is important for developing our Local Plan as we need to ensure that we contribute to meeting this shared vision for the County:

3.5.5 The Options Paper also includes five spatial strategy options. These are the options about where new homes and jobs could be located:

- **Option 1: Focus on opportunities at larger settlements and planned growth locations.**
- **Option 2: Focus on Oxford-led growth.**
- **Option 3: Focus on opportunities in sustainable transport corridors & at strategic transport hubs.**
- **Option 4: Focus on strengthening business locations.**
- **Option 5: Focus on supporting rural communities.**

3.5.6 As indicated in the Oxfordshire Plan Options Paper, the final strategy is likely to be a combination or a blend of these options. Within the place sections of this options paper (chapter 6), we have tried to capture what these options might mean for the places within Cherwell.

3.5.7 It is important to stress that no decisions have been made about how much and where new development will be located, and your views on the future of our towns, villages and the rural areas will help feed into the Oxfordshire Plan. As the spatial strategy emerges it will then be for us in Cherwell to establish detailed planning policies and site allocations at a district level through this Local Plan Review.

3.5.8 Up to date details of progress on the Oxfordshire Plan can be found at https://oxfordshireplan.org/

4. Cherwell Context

4.1.1 The Cherwell Local Plan 2011-2031 adopted in 2015 provides a sustainable development strategy that meets our needs to 2031. A 'Partial Review' of that Plan helps to meet Oxford's unmet housing needs in the south of the district.

4.1.2 We now need to look beyond 2031. We need to establish a longer-term vision for Cherwell and identify our new objectives. We need to think about the policy options, and the identification of specific development sites to help meet the needs and issues identified for the District to 2040 or longer if required.

4.1.3 Our Community Involvement Paper published last summer summarised the main characteristics of the District and identified many issues for us to consider. The Sustainability Scoping Report published alongside that paper also described a 'baseline' position for Cherwell. Based on the feedback we have received we have now refined these issues.

4.2 Cherwell Today

4.2.1 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 areas, with its many small villages, accounts for the remaining 31% of Cherwell's population.

4.2.2 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, particularly at Banbury and Bicester. Its location, at the fulcrum of two strong and growing knowledge intensive economies: the Oxford-Cambridge Arc and the Oxfordshire Knowledge spine, influence the scale, form and nature of economic activity in our area.

4.2.3 Cherwell has excellent transport links. The M40 motorway passes through Cherwell close to Banbury and Bicester, and there are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. The rail link from Oxford to Bicester has recently been upgraded as part of the wider East West Rail Project, and a new station at Water Eaton (Oxford Parkway) linking Oxford and London Marylebone via Bicester opened in 2015.

4.2.4 The district is characterised by distinctive and diverse towns and villages. Most of our villages and hamlets retain their traditional character. There are approximately 2,300 listed buildings, 60 conservation areas, 59 Scheduled Monuments and 11 nationally recognised registered parks and gardens, and a historic civil war battlefield in the District. In some areas the MOD's presence has influenced the built environment, with Bicester Airfield and former RAF Upper Heyford being of national historic importance.

4.2.5 Cherwell's natural environment is alsocontrasting contributing to its character. The River Cherwell and Oxford Canal run north-south through the District. There are Ironstone Downs in the north west, which include a very small area within the Cotswolds Area of Outstanding Natural Beauty. The Ploughley limestone plateau is in the east and the Clay Vale of Otmoor in the south, providing a varied and interesting landscape.

4.2.6 Part of the Oxford Meadows Special Area of Conservation lies in the south west of the District, north of the boundary with Oxford City. There are also several Sites of Special Scientific Interest (SSSIs) and other designated areas of ecological or geological interest, including Otmoor. Much of the southern part of the District lies within the Oxford Green Belt.

4.3 Our Current Strategy

4.3.1 Our current planning strategy, as expressed in the 2015 local plan, aims to manage the growth of Cherwell up to 2031. The strategy can be summarised as:

- Focusing most of the proposed growth in and around Bicester and Banbury.
- Limiting growth in our rural areas and directing it towards larger and more sustainable villages.
- Aiming to strictly control development in open countryside.

4.3.2 The current development strategy will result in over 20,000 additional people living in Bicester and over 14,000 at Banbury by 2031.

4.3.3 Planned housing growth in the 2015 Plan was higher than seen previously and reflected the economic potential of Cherwell, the aspirations for economic development and the high level of housing need.

4.3.4 In addition to the 2015 Plan, the Council's Partial Review Local Plan allocated a further 4,400 homes to meet our share of the unmet needs of Oxford to 2031. These allocations were focused north of Oxford, south of Kidlington, and along the A44 corridor at Yarnton and Begbroke, being the area of the district with the strongest economic and social relationships with Oxford and which is fully integrated with the County Council's sustainable transport policies.

4.3.5 The 2015 Plan has been successful in delivering this growth, broadly in accordance with the strategy:

Table 1: Homes Planned and Delivered

	Planned for (2011- 2031)	Delivered (2011-2021)	Homes with Permission (allocated sites only) at 31 March 2021
Bicester	10,129 (44%)	2,879	5,579
Banbury	7, 139 (32%)	3,612	1,536
Upper Heyford	2,361 (10%)	674	1,178
Rural Areas	3,031 (13%)	2,641	n/a[3]

Table 2: Employment Land Planned and Delivered		
	Planned for (2011- 2031)	**Delivered (at 31 March 2021) [4]**
Bicester	138.5 ha	89.05 ha
Banbury	48 ha	25.06 ha
Upper Heyford	12,000 sq. m	0 sq.m
Rural Areas	N/A	N/A

4.3.6 The current strategy is supported by strategic policies. However, we also have several important policies that address local issues such as establishing design principles, protection of important landscape features and settings and other development management policies. Many of these policies date back to our 1996 Local Plan. The new Plan provides an opportunity to refresh older policies that we find helpful or replace them if appropriate.

4.3.7 We undertook a five-year review of our current local plan policies at the end of 2020. This review was approved by the Council and has been published on the Evidence Base Page alongside this Options Paper. Our aim, through this Plan Review is to ensure we have a suite of polices to best meet Cherwell's needs for the future and to simplify and consolidate where possible. We return to this in Section 7.

4.4 What you have told us

4.4.1 In responding to our first Community Involvement Paper many of you agreed with the issues and needs that it identified. This has set out priorities for this options paper:

You told us

The provision of well-designed, affordable homes in the right places that meet local needs is generally supported. Encouraging economic growth across all sectors was cited as being important to help the recovery from COVID-19. Tourism should also be encouraged. Our urban centres were important to you and we needed measures to support them.

The importance of Infrastructure provision aligned to growth was highlighted. You said that there is a need for improved connections between our towns and rural areas, and also within our towns where there is a need for improved pedestrian and cycling facilities. The lack of public transport options, particularly in our rural areas was a recurrent theme. The maintenance of village services was seen as a way of reducing travel, alongside improved digital connectivity. Health infrastructure, particularly GP and hospital provision, featured in many responses.

The Built and Natural Environment featured strongly, from the need to encourage sustainable farm diversification through to the desire to identify Local Green Spaces. There was also support for securing biodiversity net gain, the protection and enhancement of the natural environment and the desire to strengthen and extend blue and green infrastructure. The built heritage of the district was valued, and you said that additional protections are needed, particularly where growth is proposed.

[3] There are no allocated sites within the rural areas. [4] Since 2015

4.5 Key themes

4.5.1 Our first Community Involvement Paper identified three overarching themes for our Local Plan. These were:

- **Theme 1: Maintaining and Developing a Sustainable Local Economy**
- **Theme 2: Meeting the Challenge of Climate Change**
- **Theme 3: Healthy Place-shaping**

You told us

You generally agreed with the three themes for the Local Plan Review.

4.5.2 As the themes were generally supported and are consistent with the Government's objectives to achieve sustainable development, we intend to carry them through to our Local Plan.

Theme 1: Maintaining and Developing a Sustainable Local Economy

4.5.3 National planning policy encourages us to build a strong, responsive and competitive economy by ensuring that land of the right types is available in the right places and at the right time to support growth, innovation, improved productivity; and by identifying and coordinating the provision of infrastructure.

4.5.4 Our 2015 Local Plan was prepared to support economic growth and it had an overarching objective to create a broad, diverse and resilient economy. Much has and continues to be achieved from that Plan's delivery focused policies and the allocation of employment land.

4.5.5 We continue to recognise the valuable sectors and companies that are already in the District and that it will be important to sustain an environment that can help them to grow. The maintenance and development of a diverse and resilient economy will be key to supporting a range of jobs for local people.

4.5.6 We also recognise the strategic importance of the food and farming industry to the local economy. This sector can help us deliver thriving rural communities, providing jobs and growth both in food production but also in diversified industries such as renewable energy and tourism.

4.5.7 Our town, village and local centres play a central role on the life of our communities and the future of our local economy. Their prosperity determines how well they serve our community's needs, shape people's perceptions of the District and influence future investment in the wider area.

4.5.8 Improving Cherwell's economic future also requires consideration of how we manage and reduce the environmental impact of existing and proposed development and how we ensure that it is of sufficient quality, sustainable, and respects the urban and rural character of the District. This includes managing our biodiversity and green infrastructure recognising its wider economic as well as environmental benefits.



4.5.9 Having the right planning policies to support the local economy is now even more important as we look to 'Re-Start, Re-Cover and Re-New' as we emerge from the pandemic.

Theme 2: Meeting the Challenge of Climate Change



4.5.10 Climate change is the greatest long-term challenge facing society; a challenge recognised by the Council when it declared a Climate Emergency in July 2019 and pledged to be carbon neutral by 2030. It is one that requires us to act now.

4.5.11 Direct greenhouse gas emissions from buildings accounted for 19% of the total UK greenhouse gas emissions in 2017, yet in Cherwell this is estimated to be as high as 21%. One of our biggest challenges remains reducing emissions from transport, which accounts for 40%. The Council is legally bound to ensure that its local plan contributes to the mitigation of, and adaption to climate change.

4.5.12 There are many ways the local plan can do this, including policies on the location of new development, construction methods, scale, mix and character of development (as well as density and layout, including building orientation, massing and landscaping).

4.5.13 We can also help Cherwell and the UK meet its emissions reduction targets through direct influence on energy use and emissions (by, for example, encouraging renewable energy and promoting low-carbon modes of travel). In addition, we can encourage economic growth and improve energy security by identifying renewable and local sources of energy and by reducing the amount of energy used.

4.5.14 Our open spaces and green infrastructure will also play an important role by, for example, providing urban cooling, local flood risk management, sustainable drainage systems, carbon sequestration, local access to outdoor shady space, and assist species/biodiversity to adapt to the impacts of climate change.

Theme 3: Healthy Place-shaping

4.5.15 Only a small percentage of our health and well-being is determined by access to health care. The rest is influenced by housing, the quality of our work, income, education and skills, the food we eat, access to green space and nature, transport, family, friends and active communities.

4.5.16 We consider that significant benefits for local people can be achieved through bringing together planning for housing, infrastructure and the economy with planning for residents' health and well-being. No single aspect of people's lives determines their health and well-being. Factors as varied as employment status, transport options, quality of housing, sense of belonging, and access to green space and nature all affect people's health outcomes.

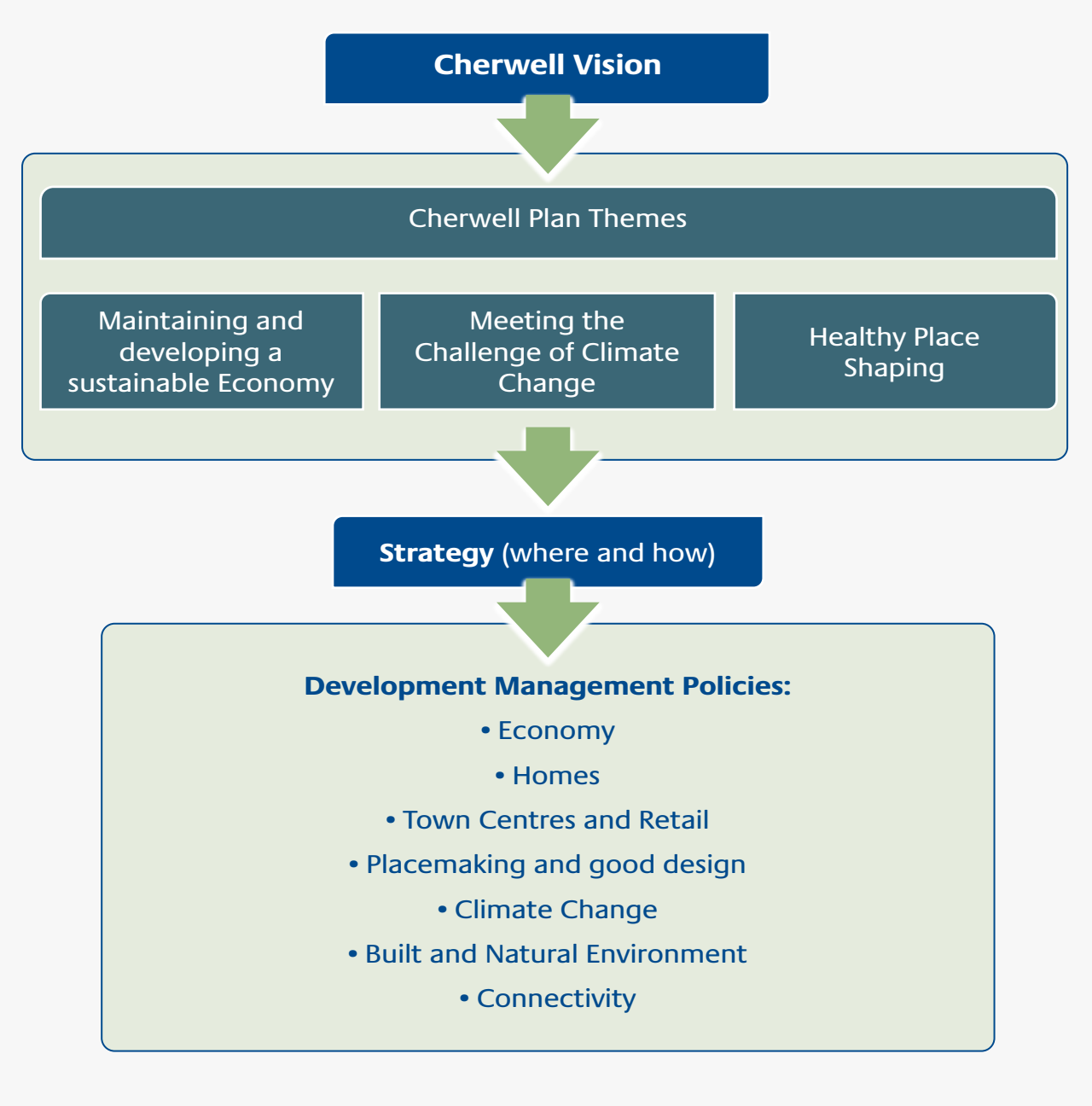
'Healthy place-shaping is a collaborative process which aims to create sustainable, well-designed communities where healthy behaviours are the norm and which provide a sense of belonging and safety, a sense of identity and a sense of community. It is also a means of shaping local services, infrastructure and the economy through the application of knowledge about what creates good health, improves productivity and benefits the economy, thus providing efficiencies for the tax-payer.'

4.5.17 Healthy place-shaping is therefore a practical way to create and secure active and healthier communities though planning.

4.6 Developing our Vision & Objectives

4.6.1 From the scoping of the issues, evidence we have gathered so far, what our local communities and businesses have told us and having regard to the emerging vision for the Oxfordshire Plan, we have developed a draft vision for the Plan.

4.6.2 The purpose of the vision is to set out an image of the future that we are seeking to create. In other words, **what type of place do we want Cherwell District to be in 2040 and beyond?** What values and principles should underpin our Local Plan? In defining our vision, we are mindful that other vision statements have already been prepared by other bodies and the Council in earlier documents and our new vision has drawn on these as appropriate. This is then delivered through the objectives, the strategy for the plan and detailed policies.



4.7 A Suggested Vision for Cherwell

Cherwell, a place of distinctive, vibrant, and diverse towns and villages, lies at the heart of the country. The River Cherwell and Oxford Canal are defining features of the landscape running north south through the district. The influences of the Ironstone Downs, Ploughley limestone plateau and the Clay Vale of Otmoor on our valued historic built and natural environment are evident all around us.

Cherwell's position within the Oxford-Cambridge Arc and its excellent links provide significant opportunities for a post COVID-19 recovery that delivers a healthier, more prosperous, resilient and sustainable future for all our communities.

Through the Cherwell Local Plan, we will ensure that:

1) We achieve our climate action targets. Our energy production will be sustainable.
2) New developments are built to high energy efficiency.
3) Neighbourhoods are sustainable, and well-functioning responding positively to their local social and natural context and seek to address the challenges of our growing and ageing communities.
4) There is a choice of energy efficient, well-designed market and affordable homes to meet our needs.
5) Working with our partners, investment in our social and physical infrastructure is timely. People have convenient access to excellent health, education, open space, sport and recreational activities when and where they need it. Inequalities in health have been reduced and measures taken to maximise well-being. Poverty and social exclusion have been reduced.
6) We continue to support a sustainable, flexible economy that is vibrant, inclusive with good transport links and sound infrastructure, supported by excellent educational facilities to foster the workforce skills required for the future. The economy has grown to provide more diverse employment for our increasing population and reduce the need for our residents to travel outside the District for work.
7) Our urban areas, taking advantage of their excellent location nationally, will build on their ongoing economic success, take full advantage of new technologies and the green economy to take a leading role in the Regional and National economy.
8) Cherwell continues to be a caring place known for fostering and retaining young talent, attracting business and investment and reducing poverty and social isolation.
9) Cherwell is more resilient. Working with our business community, neighbouring authorities and other partners for the continuous innovation and improvement of social, environmental and economic conditions we have embraced and championed new and green technology, shared knowledge and common resources.
10) Our distinctive natural and built environment and our rich historic heritage is cherished, protected and enhanced. Cherwell maintains its rural character where its landscapes, its vast range of natural and built heritage and its market towns define its distinctiveness.
11) The district's biodiversity resource is enhanced. Our natural environment is more diverse. Social, economic and ecological resilience provides the capacity to adapt to change, including minimising flood risk. Our heritage assets, visitor economy and vibrant cultural offer is further enhanced with improved access.

Continued...

Option 1: Vision

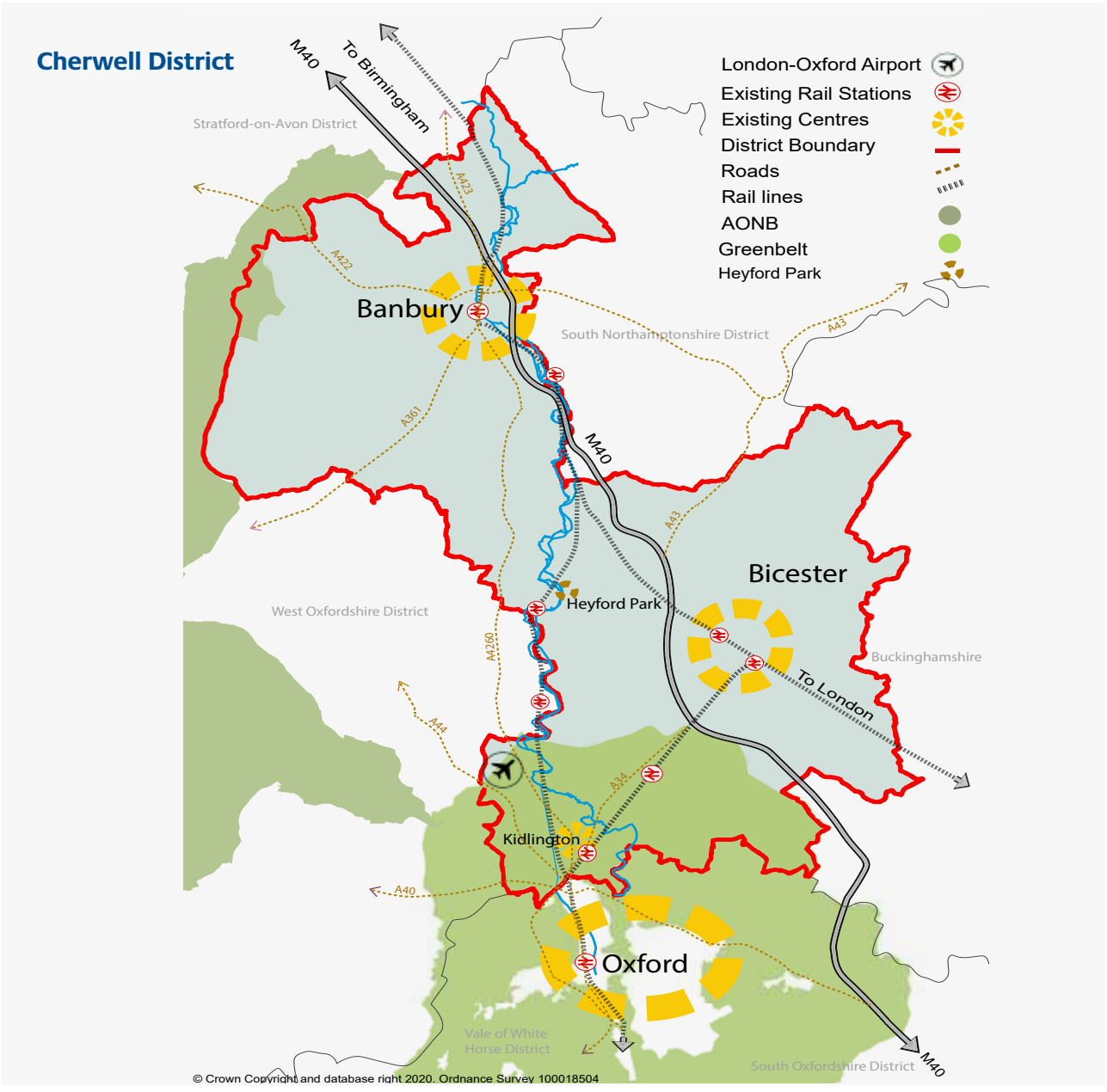
Do you have any observations on the suggested Vision?

Continued...

12) Banbury, Bicester and Kidlington have re-shaped and adapted to maintain their roles as attractive, vibrant, retail, cultural and social centres for our communities and visitors.

13) Heyford Park and other areas of planned growth benefit from enhanced community facilities, sustainable transport links and other infrastructure investment required to support their existing and new neighbourhoods.

14) Our rural communities are realising their full potential making the most of new technologies, supported by small business growth and transport services more responsive to their needs. New rural models of transport and service provision complement existing services for a more sustainable and well-connected (including digital) rural living. Our villages are places where communities thrive, as well as benefitting from being well connected to our towns, and major employment and service centres.



4.8 Getting There - Our draft Objectives

4.8.1 To achieve our vision, we must establish a set of objectives for each of our overarching themes of: Maintaining and Developing a Sustainable Local Economy; Meeting the Challenge of Climate Change; and Healthy Place-shaping. These objectives will guide our policy making for the District as a whole.

4.8.2 We consider that the following draft objectives would deliver our updated Vision and guide development to 2040 and onwards, but we would welcome your views. Our final objectives will take account of the feedback we receive and our evidence base.

Key Objectives for

Maintaining and Developing a Sustainable Local Economy

KO 1: Allocate sufficient land to meet our housing and employment needs.

KO2: Raise the value of the local economy and support the growth of all sectors to create an inclusive economy.

KO 3: Increase education, training and skills, and encourage local companies to invest in the local workforce, thereby helping to reduce commuting distances.

KO 4: Support digital connectivity across the whole District.

KO 5: Support a sustainable rural economy including sustainable agriculture and farm diversification. Support our farmers in food production whilst ensuring the effective management of the natural environment.

KO 6: Encourage sustainable tourism and recognise the importance of Cherwell's distinctive characteristics and the advantages that preserving and enhancing its historic environment and landscapes have for the local economy.

KO 7: Support Cherwell's urban centres, including where beneficial, redevelopment and renewal, to maintain and enhance their vitality, viability, distinctiveness and safety.

KO 8: Work with our partners to coordinate the identification and provision of infrastructure to support a successful sustainable economy.

KO 9: Recognise the economic benefits of the character and beauty of Cherwell's built and natural heritage, landscape, and the wider benefits from its natural capital and ecosystem services to ensure Cherwell remains attractive to business and as a place to live and work.

Key Objectives for

Meeting the Challenge of Climate Change

KO 10: Promote net zero carbon new developments, with high sustainable construction standards, and low embodied carbon to ensure new developments deliver the highest viable energy efficiency, including the use of decentralised energy.

KO 11: Support a local zero- carbon energy system that reduces Cherwell's reliance on global fossil fuels and prioritises community energy.

KO 12: Deliver developments that minimise and are resilient to the impacts of climate change, including extreme weather events such as flooding, drought and heatwaves.

KO 13: Protect and maximise opportunities for biodiversity net gain and the enhancement of Cherwell's natural capital, and minimising pollution across the whole of Cherwell.

KO 14: ecure new green and blue infrastructure provision to improve sustainable connectivity, improve habitat connectivity to mitigate climate change impacts on biodiversity, and mitigate against the effects of development on the microclimate.

KO 15: Protect, conserve and enhance 'natural capital' assets such as soils, woodlands, hedges and ponds in order to capture and store carbon.

KO 16: 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 zero-carbon transport network.

KO 17: Support the efficient use of our local resources (particularly water efficiency)

KO 18: Recognise the contribution the historic environment can make to climate change mitigation through the reuse and recycling of existing buildings which retains embodied carbon and diminishes carbon emissions through the demolition and construction of new buildings.

KO 19: Ensure a whole building approach is used for climate change mitigation measures for historic buildings, that allows for the unique circumstances of the historic building to be taken into account.

Key Objectives for

Healthy Place-Shaping

KO 20: Meet the housing needs of all sectors of Cherwell's communities, particularly the need to provide homes for an aging population and to meet the identified needs of Gypsies and Travellers and Travelling Show people, in a way that creates sustainable, well designed, safe, inclusive and mixed communities, which promote inter-generational connectivity and lifetime neighbourhoods.

KO 21: Deliver safe, well-designed, and maintained mixed tenure affordable housing in Cherwell to meet identified needs, including supported, wheelchair accessible and adaptable dwellings whilst ensuring the viability of housing development and a reliable supply of new homes.

KO 22: Create sustainable, well designed, distinctive places where healthy behaviours (being active, having opportunities to access a healthy diet, and having good social connections) are the norm and which provide a sense of belonging and safety, as well as a sense of community.

KO 23: Focus development in Cherwell's sustainable locations, making efficient and effective use of land, conserving and enhancing the countryside and landscape and the setting of its towns and villages.

KO 24: Support active travel as a first choice providing streets and service centre environments which are well connected, greener and more attractive for walking, cycling and socialising.

KO 25: Protect and enhance the historic and natural environment, including protecting and enhancing cultural heritage assets and archaeology, maximising opportunities for improving biodiversity and minimising pollution in urban and rural areas and promoting inclusive access to local assets where appropriate.

KO 26: Support access to green and blue infrastructure so that residents can enjoy the benefit of the natural environment on their physical and mental health

KO 27: Accommodate new development that maintains or enhances the local distinctiveness of Cherwell's settlements and the functions they perform ensuring that new developments are well connected to existing communities

KO 28: Provide sufficient accessible, well maintained good quality services, facilities and infrastructure, including green and blue infrastructure, to meet health, education, transport, open space, sport, recreations, cultural, social and other community needs, reducing social exclusion and poverty, addressing inequalities in health, and maximising well-being.

KO 29: Secure the timely and efficient delivery of infrastructure and transport enhancements to reduce the need to travel to meet daily needs, support home working and the uptake of new technologies.

KO 30: To create more sustainable communities by providing high quality, locally distinctive and well-designed environments which increase the attractiveness of Cherwell's places for living and working and which contribute to the well-being of residents.

KO 31: Support vibrant rural communities by seeking to protect and expand local services and facilities; and provide new affordable housing to meet identified local need.

Option 2: Key Objectives

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

5. Key Choices for Cherwell

5.1.1 We have explained that the 2015 plan seeks to deliver growth as part of an 'urban focused strategy', in other words most of the housing and employment was allocated in the main towns. As part of this stage of developing our plan we need to think carefully about where we put new development and the policies needed to ensure that it contributes to our vision. Some of the answers will, we expect, be provided by the Oxfordshire Plan but we also need to develop a local Cherwell focused strategy.

5.1.2 Your comments on the **places sections** will help inform and determine the big decisions, as well as helping us to understand what updates are needed to how our day to day planning policies (or "development management policies") might best evolve. These policies used for planning applications and in making professional judgements on planning enforcement matters have an important role to play in making sure individual changes to buildings and land uses deliver sustainable development and do not unacceptably harm the places or assets we value.

5.2 Supporting Economic Development across Cherwell

You told us

Most from the development and employment sectors told us that Cherwell is an attractive place for economic investment. The plan should capitalise on its location in the 'knowledge spine' and the Arc, including ensuring the needs of specific sectors including logistics are met. However, infrastructure was cited as a key requirement in terms of digital and physical connectivity.

The rural economy and tourism featured in several responses. Comments included the need to use village categorisation to direct employment in the rural areas, and the need to recognise agriculture and tourism as key sectors of the economy. In addition, there should be support for small holdings and the wider importance of farming to the area's character should be acknowledged.

Several respondents focused on skills and the need to provide policies for training, apprenticeships and employment diversification. The desire for higher skilled jobs and the attractiveness of the district for innovative businesses was also raised.

Post COVID-19 suggestions included the advantages of developing of community hubs, the need for flexibility with land uses, and that jobs can be created without the need for new offices. We also had comments on the need to design buildings with increased energy efficiency and ventilation.

Several proposed employment and commercial sites were submitted to us as part of the Call for sites process. These can be viewed as maps for Bicester and Banbury in appendix 1 or as part of the Parish profiles which are published alongside this document.

5.2.1 A strong and resilient economy is a principal aim of our plan. It provides reassurances for businesses to invest and grow, providing our communities with access to jobs. Our previous consultation highlighted the strengths of the Cherwell economy and set out several issues that the new plan should aim to address.

5.2.2 We are proud of the role Cherwell plays in the Oxfordshire economy. Over the last 10 years we have had an economic activity and employment rate above 80%, which is over national and comparable to regional averages. Our economy is spread across different economic areas, which have a complementary role and are explained further in the Oxfordshire Growth Needs Assessment ("OGNA"). Broadly speaking, Cherwell covers three of these functional areas including: the Knowledge Spine (areas around Bicester), the north of Oxfordshire around Banbury, "County North", and the Oxford City fringes including Kidlington, Yarnton and Begbroke, the "City Fringe". This means there are a range of opportunities across the district to build esilience and provide a wide range of jobs.

The Oxfordshire Functional Economic Market Area (FEMA)

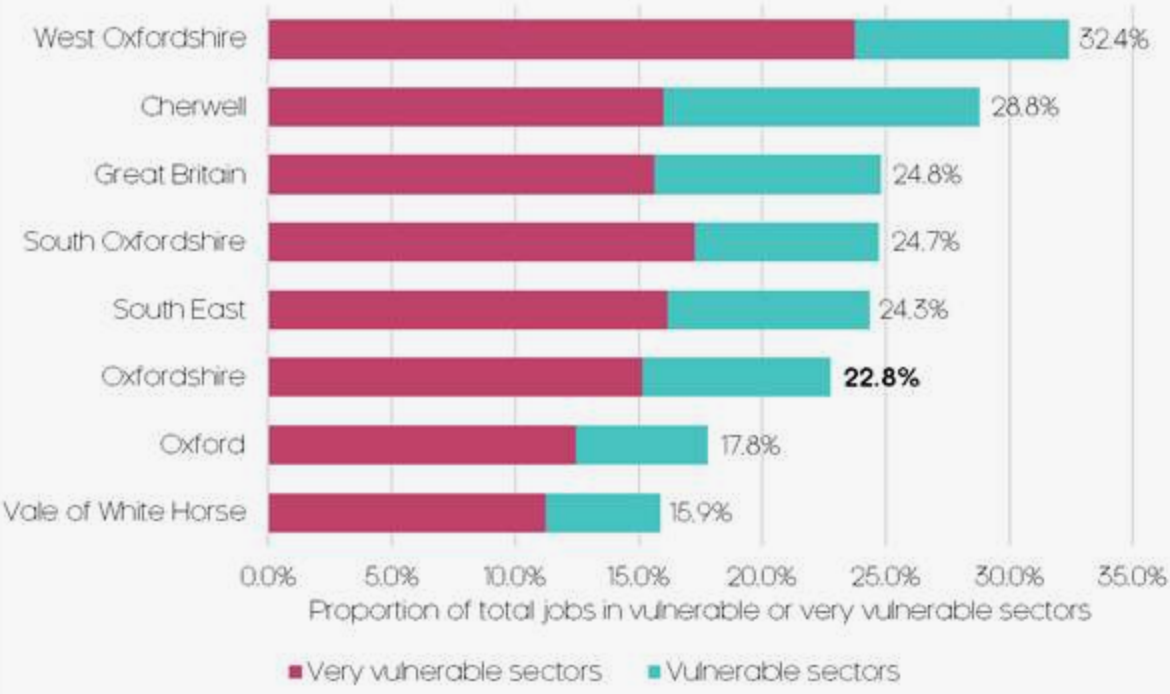
Figure 3.1: Spatial levels of the Oxfordshire FEMA



Source: Oxfordshire Growth Needs Assessment (2021)

5.2.3 Compared to Oxfordshire as a whole, a larger proportion of our jobs are in retail, leisure and hospitality with a smaller number in the scientific, technical and education sector. This is one reason why, when compared to Oxfordshire, wage levels are lower than in surrounding areas. However, Cherwell's work-based earnings[5], are comparable to Oxfordshire and earnings have risen in the last 5 years.

Proportion of pre-Covid (2019) jobs in very vulnerable or vulnerable sectors



Source: Oxfordshire Growth Needs Assessment

5.2.4 Our previous consultation highlighted several challenges faced by Cherwell in considering how our plan could support our local economy. These challenges included:

- pockets of deprivation and comparatively lower educational attainment and wages compared to Oxfordshire.
- challenges around delivering a technologically led strategy due to increasing demand from the logistics sectors,
- the impact of HGVs on villages
- the increase in home working and its impact on office use.

The economy and the Pandemic

5.2.5 The long-term impact of the pandemic on the economy is currently unknown. However, to try to understand the local impacts, Oxfordshire partners have prepared a County-wide COVID-19 Economic Renewal Plan (ERP). Underpinning the Recovery Plan is a baseline report, which found COVID-19 has had significant impacts across Oxfordshire in terms of employment, business turnover, travel, and indeed how and where people work. However, in general, Oxfordshire has been more resilient to the restrictions than most areas of the UK. This reflects the resilience of the County's economy and means the short-run impact of COVID-19 is expected to be less pronounced in Oxfordshire and there will be a smaller relative shortfall in 'lost growth'.

[5] Wages of the jobs based locally rather than the income of those who live in Cherwell but commute to other areas including London for their work,

How much employment land and where?

5.2.6 In support of the Oxfordshire Plan, an Oxfordshire Economic and Growth Needs Assessment (OGNA) has been prepared which identifies a range (based on three economic trajectories) for employment land needed across the County to 2050. This report was published alongside the Oxfordshire Plan and is available to view at https://oxfordshireplan.org/.

5.2.7 Our 2015 Local Plan focused employment growth at Banbury and Bicester, and on a smaller scale at Kidlington. At Banbury it sought to build on the town's assets including its manufacturing base and transport connections and allocated land for just over 60 hectares of employment land near to Banbury's M40 junction. At Bicester 140 hectares was allocated with a main objective to significantly increase the provision of jobs in the town to reduce out commuting.

5.2.8 The Oxfordshire Plan will identify the strategic county-wide employment requirements, but it will be for the Local Plan Review to allocate sites and address Cherwell's requirements. As we plan for the employment needs of the district, we need to understand the specific requirements of different employment sectors. To complement the Oxfordshire wide evidence base, we have therefore commissioned a Cherwell Employment Land and Needs Assessment. This Study will give us detailed information on demand across the sectors, as well as providing additional insight into the impact of the pandemic on Cherwell's economy. An interim report is published alongside this Options Paper.

5.2.9 In developing our economic policies and allocating land we also need to think about recent changes to the planning system, particularly to the Use Classes Order (the classification of different land uses) and Permitted Development rights, which have provided greater flexibility around the use of buildings across a range of employment uses. Government policy will mean that traditional employment sites could potentially contain a wider range of uses, including retail.

Option 3: Location of employment land

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

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

Tell us which you prefer



5.2.10 However, there are still opportunities for the Local Plan to direct different types of employment uses to certain locations. For example, logistics, warehousing and general industrial uses, including manufacturing. We have therefore set out the following options for you to consider.

Option 4: Employment land

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

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

Tell us which you prefer

Employment Policies:

5.2.11 In addition to policies that determine the location of employment land, we also need to consider whether we need other policies, for example those that control the appearance and operation of employment units.

Tell us what you think.

Question: Supporting Employment

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

5.3 Town Centres and retail

5.3.1 Banbury, Bicester and Kidlington are an important focus for shopping, commerce, leisure and other facilities. 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. Each of our main urban centres is unique and each face different challenges and opportunities. These are described in more detail later when we discuss options for our places.

5.3.2 Retail is one of the top employment sectors in Cherwell and retail premises make up 18% of Cherwell's total business floorspace. From 2000 to 2019 Cherwell experienced a 36% growth on retail floor space, performing strongly when compared to retail growth in Oxfordshire, and England. Cherwell is also home to Bicester Village Outlet Centre. As the District's most visited tourist destination, Bicester Village attracts national and international shoppers.

You told us

You are concerned about the decline of our town centres and increasing vacancy rates. You were also concerned about the threat to our towns from out-of-town retailing. However, others highlighted the investment that out-of-town destinations bring to the district, and that changing retail trends including the increase in online retailing need to be recognised.

In terms of our centres, you said that there was a need to improve green infrastructure provision and make more use of our town assets. Traffic congestion was cited as an issue together with a lack of high-quality walking and cycling routes. The need to invest and improve the appearance and quality of the public realm was also raised. Other matters raised included concerns about the high concentration of fast food establishments in certain locations, particularly in relation to healthy lifestyles, the lack of free parking in town centres which deters visitors; and high business rates which lead to low occupancy of retail units.

5.3.3 Town centres were under pressure before the pandemic. It has however, become evident that the shift to on-line retailing has accelerated over the past year but with local differences. Whilst planning will be unable to provide all the answers for ensuring the viability and vibrancy of our centres it certainly has an important role.

5.3.4 In recognition of these problems, the Government has introduced several measures aimed at supporting high streets. The High Streets Task Force provides support to local leaders in England to help places identify what they need to do now, as well as how to plan and build capacity for post-pandemic recovery. The Government has also provided several funds to assist High Streets. Our Economic Development Team is working with local partners to deliver projects to help the short-medium term recovery using some of these funds.

5.3.5 In September 2020, after our last consultation, the Government made changes to the Use Classes Order. The Use Classes Order is important as it classifies different types of business and land use and controls how these uses might change. The changes introduced provide greater flexibility to enable many types of uses found in our town centres to change to another use without the need for planning permission. For example, a shop can now change to a gym, creche or health centre. Further changes also allow commercial and retail premises to be converted to

residential use (subject to certain conditions) without the need for planning permission. The impacts on Banbury and Bicester are discussed within the 'places' sections.

5.3.6 Our current Local Plan seeks to ensure Bicester, Banbury and Kidlington have strengthened roles in achieving economic growth, as a destination for visitors, and in serving our rural hinterlands. The policies were supported by a Retail Study commissioned in 2012. To help develop new policies we have commissioned consultants to undertake a district-wide town centre and retail study, using the latest information to ensure that the impact of COVID-19 is fully considered. The study will also provide us with up-to-date information on the effect of out-of-town retail on our centres and whether we need additional control over new, large-scale retail outside of our towns.

Tell us which you prefer

Option 5: Town Centres and Retail

To support our town centres, should we

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

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

Question: Town Centre Uses (Banbury, Bicester & Kidlington)

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

Tell us what you think.

5.3.7 Delivering improvements to our town centres (including Kidlington Village Centre) will require close working with key stakeholders. Working with organisations, including our Town Councils who have considerable knowledge of our towns and ideas on how to make them better laces to live and work, is vital. We will draw on this knowledge for this Plan.

Policies for Retail and Town Centres:



5.3.8 Whist we have described some of the major issues affecting our town centres and retail there are more local issues the Plan will need to address. For example, we will need to review policies for shopping and service facilities in our villages and rural areas. Should we continue to have a policy on garden centres? We have policies on rear servicing of some parts of our high streets. Should this continue, or even be extended? We could also introduce policies for the design of shop fronts and advertising.



5.3.9 In addition, we may need to consider how we deal with out-of-town proposals in more detail to ensure that such sites are accessible by all modes.

Tell us what you think.

Question: Supporting our Town Centres

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

5.4 Providing Suitable and sustainable homes:

5.4.1 Providing the homes that we need is a key role of the planning system. We will need to identify how many; the type and where new homes will go that provide the right type of homes for our existing and future communities. These homes should be of a high quality and create places that people want to live.

5.4.2 How homes are constructed, to mitigate and adapt to the challenges of climate change, is also important.

You told us

You said that the affordability of homes is a key issue, however, there were mixed views on how affordable housing should be achieved. Many of you thought that site size thresholds should be reduced, and that the percentage of affordable housing should be increased. Others thought the opposite, with viability of schemes often cited. Social rented housing tenures were generally supported.

There was some support for further housing particularly at Banbury and Bicester, while others advocated development in sustainable villages. There were also mixed views on the size of sites. Large strategic sites were advocated as they can deliver significant infrastructure. However, others sounded a note of caution saying that an over reliance on large sites can impact housing delivery.

Some comments suggested a review of the existing settlement hierarchy and many advocated developing brownfield land, including the repurposing of commercial buildings, before releasing more green field sites.

We received various comments on the size and mix of housing with some advocating the introduction of minimum standards for new homes. Some of you said that densities could be raised and that there should be more emphasis on high quality design and sustainable, modern construction techniques. Wherever possible new homes should be adaptable. Homes for the young and older populations were seen as important.

You generally agreed that we should plan fully for the needs of travelling communities.

How many homes?

5.4.3 One of the biggest questions is, how many homes do we need to provide? Currently, we do not know.

5.4.4 The housing requirement for Cherwell to 2040 will be set by the Oxfordshire Plan. It is likely to be above the standard methodology set by government, which for Cherwell is currently 756[6] homes per year. The recently published Oxfordshire 2050 Options Paper outlined a range of figures based on three different scenarios tested through the Oxfordshire Growth Needs Assessment ("OGNA"), which is an important piece of evidence for both plans. These are:

1. **The standard method (adjusted) trajectory** which identifies a need for 101,580 homes in Oxfordshire up to 2050 which equates to the delivery of 3,386 dwellings per annum.

2. **The business as usual trajectory** which identifies a need for 123,390 homes in Oxfordshire up to 2050 which equates to 4,113 dwellings per annum.

3. **The transformational trajectory** which identifies a need for 152,790 homes in Oxfordshire up to 2050 which equates to 5,093 dwellings per annum.

[6] This is the OGNA figure. Based on the Government's current calculations and affordability ratios, the figure would be 718.

5.4.5 These numbers are for the whole of Oxfordshire and cover the period to 2050. They will need to be split amongst the different areas in line with the strategy set by the Oxfordshire Plan and they do not consider 'committed' growth (i.e. homes with planning permission or already allocated).

5.4.6 Our existing 2015 Plan provides enough homes to the period to 2031. This review will need ensure we have a deliverable supply to cover the new plan period and that the plan period and vision accommodates any need for longer term delivery. We are also mindful that some of the current allocated sites will deliver after 2031. These will be taken into account when the plan requirement is calculated.

What has been built?

5.4.7 Between 2011 and 2021 9,806 dwellings have been built in Cherwell at an average of 980 homes per year. Following the adoption of the Plan in 2015, the number of homes we have delivered has increased. Since 2016, completions have averaged 1,265 per year. In addition, we have over 8,000 homes with permission that have yet to be built and further land capable of accommodating nearly 8,500 homes which has been allocated for development, but which has yet to receive planning permission.

Affordable housing and First Homes

5.4.8 Since 2011 approximately 2,900 new affordable homes have been provided across the district which is 30% of all housing completions.[6.5] However, despite significant residential development over recent years, there remains a lack of new supply of social rented housing in the district. Social rented homes currently account for only 13% of all dwellings in Cherwell, which is below the national average of 19%[8]. Housing remains unaffordable for many.

"Cherwell is a high growth area and demand for housing is high but it can be an expensive place to live especially in areas of the district where average median house prices (approx. £300,000) and monthly private rents (approx. £900 pcm) significantly exceed median annual incomes for the local area (£32,259 pa)."

Cherwell Tenancy Strategy (consultation document, August 2021)

5.4.9 The draft Cherwell's Tenancy Strategy and Affordability Statement (August 2021) seeks to ensure that the supply of affordable housing in Cherwell meets the needs of local residents, specifically those on low income.

5.4.10 We know that there is a considerable need for affordable housing, and this was supported in the responses to the previous consultation. At April 2021, there were over 1,500 active applications on the Cherwell housing register, an increase from the 1,300 housing register applicants in April 2020. It is therefore evident that we need to do more to deliver affordable housing and explore the feasibility of requiring an increased proportion of affordable housing on our development sites. Our current requirements range from 30% to 50% depending on the location.

5.4.11 The Local Plan Review provides the opportunity for the Council to specify the 'mix' of housing to ensure that it delivers the types of housing tenure required by Cherwell residents. For example, we could seek social rented homes over other types of affordable housing such as affordable rent or intermediate housing, noting that a social rented home is the only truly affordable housing option for many low-income households in the district.

5.4.12 In developing our affordable housing policies, we need to be mindful of Government policy which imposes limits on the types of housing. For example, earlier this year it introduced a new type of affordable

[6.5] Affordable housing is currently only sought on 'qualifying' sites. These are sites of 10 or more homes

[7] English Housing Survey 2019-20

tenure called First Homes. The Government has stipulated that a minimum of 25% of affordable homes secured through developer contributions should be First Homes and these are ringfenced for first-time buyers.

Tell us which you prefer

Option 6: Rates of Affordable Housing

Should we

1) Increase the percentage requirement of affordable housing required on housing developments of 10 or more units?

2) Keep the percentage levels of affordable housing the same as in the 2015 Local Plan? (30% at Banbury and Bicester, and 35% across the rest of the District)

Option 7: Affordable Housing Tenure

Should we

1) Prioritise the provision of social rented housing above other affordable housing tenures?

2) Keep the same affordable housing tenure mix as set out in the 2015 Local Plan with 70% Affordable and Social Rent and 30% Social Rent?

Housing quality:

5.4.13The quality of housing has an impact on our health and wellbeing. Overcrowded or cramped housing can have impacts on our mental health. In 2015, the Government published the Nationally Described Space Standard (NDSS) which include standards for indoor space, and for accessibility and adaptability of new homes. The NDSS replaces previous housing standards such as the Code for Sustainable Homes, Housing Quality Indicators and Lifetime Homes.



5.4.14 A policy approach could be introduced through the Local Plan that ensures homes meet minimum standards. If we want these standards to be applied in Cherwell, we need to have a policy in the Local Plan Review as space standards are not covered by building regulations. The policy will need to be underpinned by local evidence, and assessments of need and viability. This has the potential to improve the quality of new housing in the district addressing some of the concerns raised in the last consultation.

Tell us which you prefer

Option 8: Housing Internal Space Standards

Should we

1) Introduce a policy which requires all new dwellings to meet the nationally described space standard and if so, should this be a minimum requirement?

2) Introduce a policy which only requires affordable homes to meet the nationally described space standard and if so, should this be a minimum requirement?

5.4.15 As well as internal space standards, Cherwell does not presently have standards for the separation distance between residential properties. These distances are important for ensuring privacy and a good amount of natural light. We could consider whether a standard is required to help improve our living environments.

Question: Separation Distances

Tell us what you think.

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

Housing Accessibility:

5.4.16 We do not currently have a policy on accessibility standards, but the Council's Housing Strategy 2019-2024 aims to continue to support and meet the demand for adaptations for assisting older and disabled people to remain living independently in their own homes. A policy could help to support the Housing Strategy as well as improving accessibility to homes for all our residents.

5.4.17 In 2015, the Government introduced a new approach to the setting of technical housing standards in England and published a new set of optional national technical standards that could be implemented through the planning system. Part M of the Building Regulations sets out accessibility related standards for new building works and adaptions.

Option 9: Housing Accessibility

Tell us which you prefer

Should we

1) Introduce accessibility standards for a proportion of new homes?
2) Continue to rely on Building Regulations in respect of accessibility?

Travelling Communities

5.4.18 In August 2015, the Government published its amended planning policy for traveller sites (PPTS) with its overarching aim to ensure fair and equal treatment for Travellers (gypsies and travellers, travelling show people, boat dwellers). It emphasised the need for local authorities to use evidence to plan positively and manage development for these groups.

Definition of Gypsies and Travellers:

"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 dependants' educational or health needs or old age have ceased to travel temporarily, but excluding members of an organised group of travelling showpeople or circus people travelling together as such.

In determining whether persons are "gypsies and travellers" for the purposes of planning policy, consideration should be given to the following issues amongst other relevant matters:

a) whether they previously led a nomadic habit of life

b) the reasons for ceasing their nomadic habit of life

c) whether there is an intention of residing a nomadic habit of life in the future, and if so, how soon and in what circumstances."

Definition of Travelling Showpeople:

"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."

5.4.19 Gypsies, Travellers and travelling show people are entitled to specific types of accommodation that allow them to continue with their traditional and nomadic way of life. For Cherwell, the most up to date assessment of need is the 2017 Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), It identifies a need for 7 additional pitches and 12 additional plots for traveller households by 2031. The Assessment also suggests that the overall needs could rise by up to an additional 12 pitches and 1 plot with further information from applicants.

5.4.20 A new county-wide GTAA has been commissioned jointly to inform the Oxfordshire Plan, once published it will replace the 2017 GTAA. We will use this up dated information to identify the needs of the Travelling community in the Local Plan Review.

Question: Travelling Communities

Tell us what you think.

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

Policies for Housing:

5.4.21Through the Local Plan Review we will consider the implications of the permitted development rights which allow certain building works and changes of use to be carried out without having to make a planning application, for example through the conversion of agricultural buildings (Class Q), or the conversion of homes into 'Houses in Multiple Occupation' and the benefits of having policies that could help ensure conversions are of the highest quality and meet the needs of residents.

5.4.22 For some policies to be effective we may have to restrict these rights. This will require careful consideration of the evidence before making a final decision.

5.4.23 We also know that some communities are concerned about the sub-division of homes and infilling. These matters will be picked up as part of the design policies.

Tell us what you think.

Question: Housing Policies

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



Custom Build Housing- Graven Hill Bicester

5.5 Mitigating and adapting to Climate Change

5.5.1 Climate change is the greatest long- term challenge facing society; a challenge recognised when we declared a Climate Emergency in July 2019 and pledged to be carbon neutral by 2030. The importance we place on this issue is further demonstrated by having 'meeting the challenge of climate change' as a central overarching theme.

You told us

There needs to be a genuine commitment to tackling climate change in the Plan and that it needs urgent attention. It was noted that climate change has wide reaching implications including on farming and food production and this needs to be recognised.

There was, however, often a difference of view in how we could address climate change. For example, how we produce energy had mixed responses. Some considered it is important that the energy needs of the district can be met, whilst others were opposed to some forms of energy generation such as solar farms. Similarly, some of you felt that buildings, particularly those for logistics, should embrace PV/Solar on their roofs to minimise the loss of agricultural land to solar farms, whilst others, particularly from the development industry, were concerned about the impact this has on viability and how policies would relate to Building Regulations.

We received several responses regarding water resources. The Environment Agency has designated the Thames Water region to be 'seriously water stressed' and there was concern that new development will increase this pressure, with concerns expressed about the supply/demand deficit in the District expected 2022-2023. Flooding was also a major concern, both from surface water and the rivers that flow through the district.

The role of transport in mitigating and adapting to climate change featured heavily. Responses included locating housing development close to jobs, encouraging sustainable transport modes and low-carbon technologies (such as electric cars). To support electric vehicles, you highlighted the need to consider how we deliver supporting infrastructure such as public and private charging points.

In mitigating climate change, many responses highlighted the importance of green (and blue) infrastructure. This included retaining existing green spaces, as well as protecting and planting trees which provide shade but can also help in carbon storage. The Oxford Canal was mentioned specifically as it offers a sustainable drainage option for new development and may be used to provide heating and cooling for buildings.

The location, design and layout of development were also important, and some said that there is a need to consider sites that can achieve a more sustainable pattern of development. In addition, responses urged us to consider the materials used for building, the need for energy efficient buildings and how we may encourage retrofitting of existing housing stock.

5.5.2 Climate change will impact how we live. Its impacts are evident locally in the form of extreme weather events such as heavy rainfall and extreme temperatures. The UK's ten hottest years on record have all been since 2002, and six of the ten wettest years since 1998. It is estimated that central and south-east of the UK will experience the most extreme temperature peak rises in coming decades, while despite being an area of water stress, the catchments of major rivers – e.g. the Thames basin, which includes the River Cherwell, will be most under threat from increased flood in winter increasing flood risk in Banbury and some of our other villages.

5.5.3 Our Local Plan Review will not be able to address all climate issues alone and we will need to work alongside others to meet the obligations of the Climate Change Act 2008 and the legally binding targets to achieve 'net zero' greenhouse gas emissions by 2050.

5.5.4 Across Oxfordshire there are various strategies to help meet these targets including: the Oxfordshire Energy Strategy (2019) prepared by OxLEP and, more recently the Pathways to a Zero-Carbon Oxfordshire (PAZCO) in May 2021. Whilst we have made progress in having a greener economy, our biggest challenge remains how to decarbonise transport, reduce reliance on fossil fuels for heating, and protect and enhance carbon stored in the natural environment. However, to maintain the reduction in emissions that has been achieved over the past 10 years, we will need to invest more in retrofitting, cleaner heating and electric vehicles as well as encouraging individual behavioural changes such as active travel, dietary changes and reducing our energy demand.

5.5.5 It is intended that the emerging Oxfordshire Plan 2050 will set the strategic policy framework for our climate change policies at a 'larger than local' level. However, through our Local Plan we need to ensure that the approach to tackling climate change is woven through our plan including the natural environment, placemaking and design as well as transport and the historic environment.

Sustainable Construction & Retrofitting

5.5.6 In Cherwell, emissions from buildings account for 21% of total emissions compared to around 19% for the UK. For new homes, there are several options for reducing this including Building Regulations and the Future Homes Standard.

5.5.7 The Government has set out that it will increase building standards from 2021 as a first step towards the Future Homes Standard in 2025. Homes built under the Future Homes Standard should produce 75-80% less carbon emissions compared with current levels and become net zero as the electricity grid continues to decarbonise. The intention is that homes built to the Future Homes Standard will not need to be retrofitted with any additional measures or technology to become net zero.

5.5.8 The Future Homes Standard should see homes fitted with low carbon forms of heating, typically heat pumps.

5.5.9 Homes built to an interim standard will produce 31% less carbon dioxide emissions compared to current levels. A second consultation on additional changes to Part L (conservation of fuel and power) and Part F (ventilation) of the Building Regulations, and on proposals to address overheating in residential buildings has also been launched.

5.5.10 However, whilst improvements to energy efficiency in new homes are likely to come through building regulations, the Government has confirmed that councils can continue to set local targets for reductions in emissions. The Oxfordshire Plan's preferred policy option is to include sustainable design and construction requirements for major residential and non-residential developments above those required by Government. If this is introduced, these standards will apply to new developments in Cherwell. We could go beyond these standards, but this would need to be considered against viability.

Option 10: Sustainable Construction

Tell us which you prefer

Should we

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

2) Set sustainable design and construction standards for new residential and non-residential development that only meet standards set by Government. or

3) Set sustainable design and construction standards for residential and non-residential development in Cherwell above those required by Central Government?

5.5.11Whilst energy efficiency standards for new development are being captured through new building standards, much of the building stock in Cherwell is older. In many cases it will be possible to improve the energy efficiency of our homes without the need for planning permission. However, there is a need to carefully consider how we might apply these principles to historic buildings. Some of Cherwell's historic buildings are unsuitable for retrofitting- for example through additional insulation. In such cases, we may have to look at whole life carbon of materials, rather than short-term efficiencies. In considering historic buildings, because there is so much variety, we think that each building will require a bespoke approach that considers the risks and benefits of the different measures on each property and its historic significance, but we would be interested to hear your views.

Tell us what you think.

Question: Retrofitting of historic buildings

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

Renewable Energy

5.5.12 Since the 2015 Local Plan, the way we produce energy has changed with increasing de-centralisation and an increase in smaller, renewable schemes. As indicated in the "You told us" section, there is a difference of opinion in how we should plan for renewable energy.

5.5.13 Cherwell is Oxfordshire' second largest renewable energy producer. Except for a small dip in 2019 renewable energy has increased every year since 2015. The Local Plan will need to consider the land use implications to meet the requirements of future renewable energy generation. A study looking specifically at the evidence for wind energy was completed in 2019 by LUC and is published on our website. We will need to consider if there is a need for further evidence on other sources of renewable energy.

Option 11: Renewable Energy

Should we

1) Identify and allocate specific sites for renewable energy generation

2) Use a criteria-based policy to assess the appropriateness of proposals for renewable energy generation?

Tell us which you prefer

Policies for Climate Change, sustainable construction and renewable energy

5.5.14 Our 2015 local plan had a suite of strategic policies aimed at mitigating and adapting to climate change. This Plan will also need to consider including some new policies on aspects of climate change that are not currently addressed at all, or which need to reflect current thinking. These could include:

- Sustainable construction and heritage assets
- Domestic sustainable energy generation
- The design and location of EV charging point

Tell us what you think.

Question: Policies for Climate Change, Sustainable Construction and Renewable Energy

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



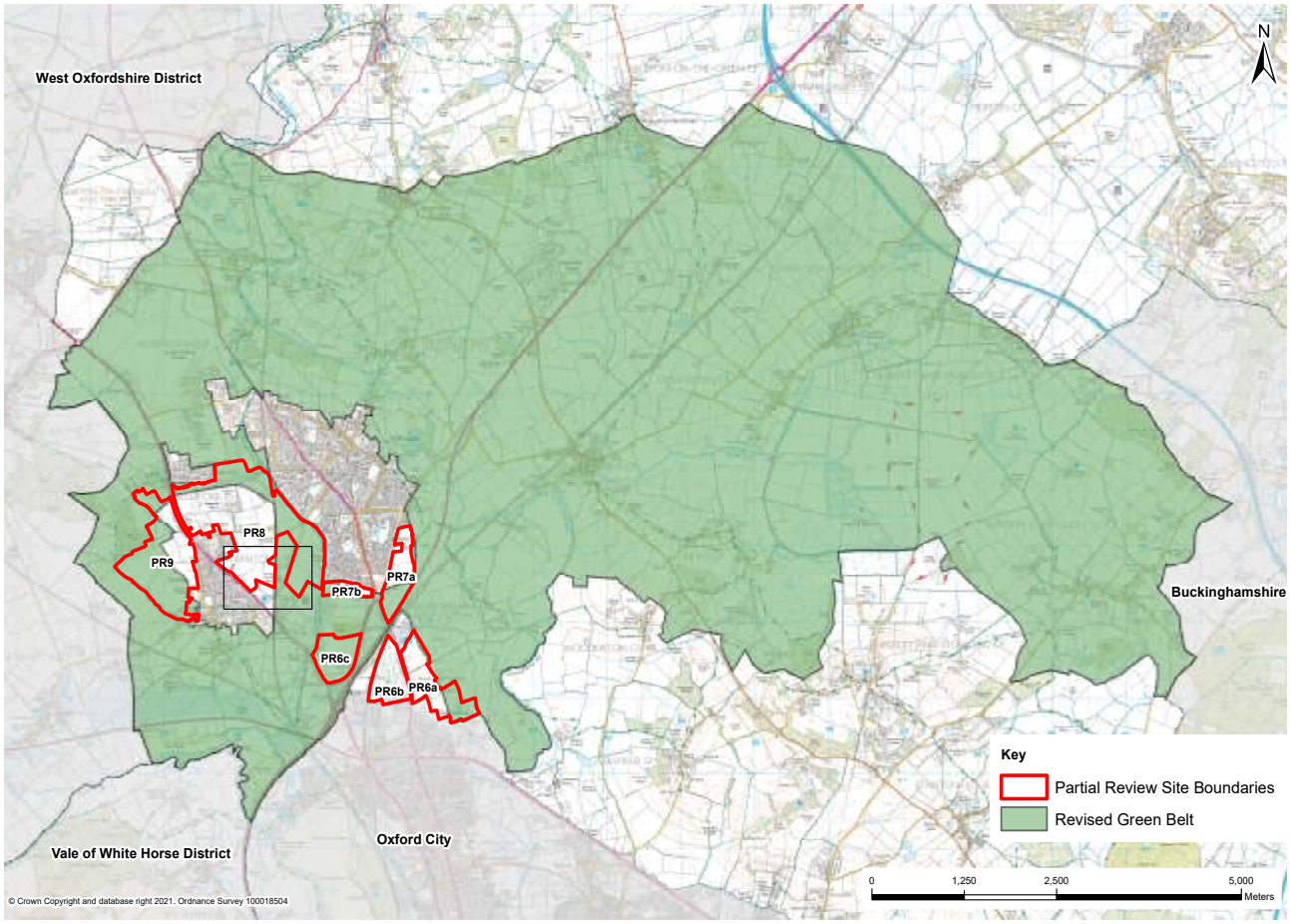
5.6 The Green Belt

5.6.1 One of the matters raised during the previous consultation was the Green Belt, which we know is highly valued by residents. Green Belt is a planning policy designation and not an environmental constraint as such, differing from green fields, which refer to undeveloped countryside beyond our towns and villages, and from 'greenfield land' which refers to all land that has not previously been developed or has returned to nature. The only current Green Belt within the District is the Oxford Green Belt the extent of which is shown on p45.

5.6.2 The Oxford Green Belt, which includes areas in Cherwell, was designated to restrain development pressures which could damage the character of Oxford City and its heritage and setting. Approximately 13.8% of Cherwell now lies within the Oxford Green Belt.

5.6.3 The outer boundaries of the Oxford Green Belt were approved in 1975 and the inner boundaries within Cherwell were originally defined by the Central Oxfordshire Local Plan of 1992. Our recently adopted Partial Review of the Cherwell Local Plan has resulted in some alterations to the inner boundary as land was released from the Green Belt around Kidlington, Yarnton, Begbroke and Gosford and Water Eaton to help meet Oxford's unmet housing need.

Green Belt with Partial Review Sites



5.6.4 The 2015 Plan identified exceptional circumstances to justify a small-scale local review of the Green Belt boundary in the vicinity of Langford Lane, Kidlington and Begbroke Science Park to address the then identified need for additional employment land in the Kidlington area. This study was undertaken in 2016 and we will need to consider whether there is still a need to release further Green Belt land in the Kidlington area for employment purposes.

5.6.5 Beyond this small-scale review, it is our expectation that any new countywide strategic matters relating to the Oxford Green Belt will be addressed by the Oxfordshire Plan.

Tell us what you think.

Question: Green Belt

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

5.7 Natural Environment and Biodiversity

5.7.1 Our natural environment and varied landscapes are part of what makes Cherwell distinctive. Maintaining and enhancing a healthy and stable natural environment contributes to the District's attractiveness as a place to live, work and visit, and is also important to its economic prosperity.

5.7.2 However, there has been a decline in biodiversity nationally and locally. One of the challenges for the Plan will be to plan to secure biodiversity net gain and mitigate the impact of climate change on biodiversity.

You told us

That there is a world-wide ecological emergency as well as a climate emergency and that robust data regarding the current status of biodiversity in the district is needed. There was general support for the intention to consider new policies to secure biodiversity net gain, adopt an ecosystems approach and enhance the national environment, although there were differences in how biodiversity net gain and other measures should be calculated and delivered. Mitigation was a divisive issue with some respondents strongly against mitigation measures as they are hard to enforce, whilst others saw this as an important flexibility to allow for development. There were also suggestions regarding maintenance of open spaces, for example verges, to benefit biodiversity.

In respect of open spaces, you said that there should be more accessible natural green space to address shortfalls. High quality natural green space should be included as part of all new housing developments, as well as the protection of designated open spaces and areas of significant flora and fauna. Others wanted to see increases in the size or number of nature reserves to meet the Natural England targets of 1ha per 1000 population. In many responses there was also an overlap with the importance of the need to extend and strengthen our green and blue areas, both in terms of access to these spaces but also for the wider benefits that they offer, for example, in terms of flood storage.

The importance of Landscape and Visual Impact Assessments was emphasised. Other respondents highlighted the need to retain policies on buffer zones between villages and towns to help protect the landscape and avoid coalescence.

Dark skies were identified as being important to help protect wildlife and stop light pollution, it was suggested that we introduce a protective dark skies policy to help address these aims.

5.7.3 The 25 Year Environment Plan[8] requires us to ***'leave our environment in a better state that we found it and to pass on to the next generation a natural environment protected and enhanced for the future'***. The emerging Environment Bill (2020) is likely to make the requirement for biodiversity and Nature Recovery Networks law. Whilst we currently seek a 10% gain, our Local Plan review will need to reflect any new requirements including considering if a higher percentage is required (The Oxfordshire Plan Options Paper has sought views on this and the approach to be taken to the Nature Recovery Network).

[8] UK Government's 25 Year Environment Plan (2018)

5.7.4 Cherwell has several areas of high ecological value including sites of international and national importance. The District is home to many legally protected species as well as priority species and habitats. Much of this biodiversity resource is mapped by the Thames Valley Environmental Records Centre so that it can be used as an information source by local authorities and conservation organisations and are being used to identify Nature Recovery Networks across the County.

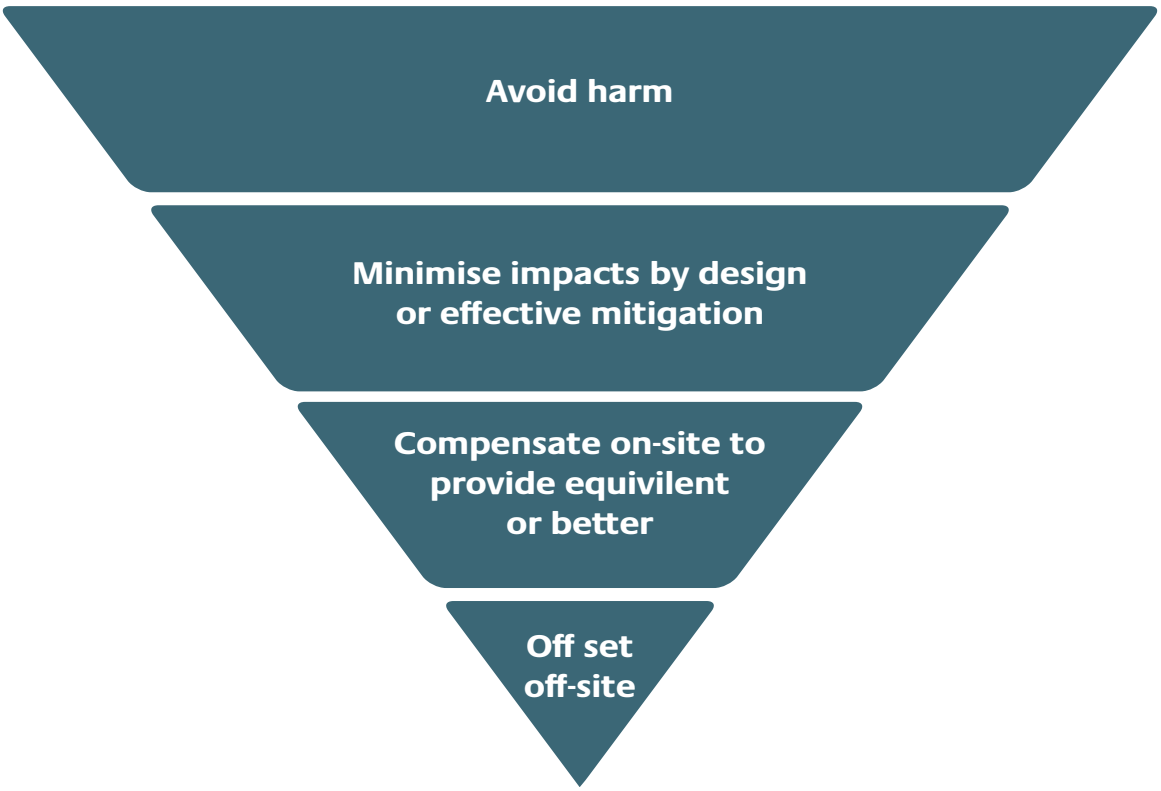
5.7.5 Oxfordshire's Conservation Target Areas (CTAs) identify those areas as providing the greatest opportunity for strategic biodiversity improvement in the District and provide a focus for coordinated action. This focus is now being integrated with a Nature Recovery Network approach which seeks to protect important sites and identifies opportunities for recovering or enhancing biodiversity. Our adopted Plan sets out the approach to development proposals in CTAs. The approach to be taken to the emerging Nature Recovery Network is being considered through the Oxfordshire Plan.



Swift bricks in Bletchingdon

5.7.6 If planned in the right way, development can have positive impacts for biodiversity (net gain), especially for sites where there is little wildlife, by integrating new habitats into buildings and adjacent spaces. To do this well, biodiversity needs to be considered from the outset. This has been recognised and we have endorsed the Wildlife Trusts' guidance ***"Homes for people, homes for wildlife"***.

5.7.7 However, development can have negative impacts on biodiversity (net loss). This can lead to the decline of important habitats and species. When considering development roposals, a hierarchy is followed to:



Option 12: Sustainable Construction

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

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

Tell us which you prefer

5.7.8 Biodiversity net gain can be achieved entirely on site, or where appropriate through off site measures or contributions. In our Local Plan Review, we need to consider how biodiversity net gain and biodiversity off-setting should be approached in the district.

Natural Capital

5.7.9 One approach to understanding the value of the natural environment for people is through an approach known as '**natural capital**' and identifying the '**ecosystem services**' it provides. Further information on these terms and what they mean is available on our website as part of the evidence base.

5.7.10 Oxfordshire's natural capital has been mapped by the University of Oxford. It shows that there are significant areas of value within the district, including those around our towns and villages that provide access for people to access the natural environment. This work was supported by us and will be used to help develop policies in the local plan. For example, it will be used as one way to inform where development is located so that we protect areas of most value and the design of new development, by locating uses where they would have greatest benefit. It will also guide the development of our Green Infrastructure Strategy and other policies relating to the natural environment.

5.7.11 At a more detailed level natural capital mapping can also be used with our development management policies to evaluate development proposals to show the impact of development on the natural environment and the ecosystem services that are provided in the area(s) around the proposal. This could be used to ensure environmental net gain which can also delivers social and economic benefits.

Option 13: Natural Capital

Should we

1. Include a policy in the Plan requiring major development proposals to be supported by a natural capital assessment to demonstrate the impact of the proposals; or
2. Include a policy in the Plan requiring major development proposals to:

   a) be supported by a natural capital assessment to demonstrate the impact of the proposals and

   b) demonstrate environmental net gain; or
3. Not require major development proposals to be supported by a natural capital assessment.

Tell us which you prefer



Oxford canal

Policies for the Natural Environment and Biodiversity:

5.7.12 The 2015 Local Plan and the 1996 Local Plan have a suite of policies on the natural environment and biodiversity to ensure that development takes place in a sustainable way, protecting and enhancing our natural resources. The Local Plan Review will need to consider including policies on other aspects of the natural environment, to deliver the current requirements of the Environment Bill and other best practice for example:

- Green and blue infrastructure
- Protection of landscape areas/features
- Flood risk and climate change
- Water resources
- Soil
- Land contamination and unstable land
- Areas of tranquillity
- Light pollution (dark skies)
- Noise pollution
- Air quality

5.7.13 Some of these are discussed in more detail elsewhere in this consultation document.

Question: Biodiversity and the Natural Environment

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

Tell us what you think.

5.8 Community Facilities, Sport and Recreation

5.8.1 Exercise is vital for our health and wellbeing. Our daily exercise can be achieved through making more journeys by foot or bike and leading an active lifestyle, increasing our leisure time outside or by participating in organised sports. It is also important that we have quality, accessible community buildings where neighbours can meet, activities can take place and social networks are nurtured.

You told us

That our green space is not adequately protected and there is insufficient priority for walking and cycling. We should protect and enhance undeveloped open, green spaces as critical social infrastructure. There was also a need to protect and enhance Public Rights of Way and access which are being lost.

Those responding felt that open space and play provision is being delivered in pockets that are too small. There was also support for centralised sports provision. Some respondents noted that we do not make enough of town squares and other civic spaces in new developments.

There was support for policies regarding community orchards and allotment provision and the creation of leisure and recreational activities that promote physical, mental and social health and wellbeing. The opportunity to identify Local Green Spaces that are valued by communities giving these areas additional protection is welcomed.

5.8.2 In our first Community Involvement Paper, we identified several issues around this topic which we thought the Local Plan should address.

5.8.3 We are responsible for identifying how much open space and what recreation facilities are required across Cherwell. However, the management and maintenance are shared between the County, District, Town and Parish councils as well as private sports clubs and associations. In some areas, developers are responsible for the provision of open space, community, sport and recreation facilities to support new development.

5.8.4 Our current 2015 Local Plan contains local standards of provision for indoor and outdoor sports provision. Since the Plan was adopted, we have undertaken several studies to assess open space, sport and recreation and community provision in Cherwell and identify deficiencies as we try to plan for meeting the needs of our residents up to 2031. In 2016/17 the Council commissioned a 'Cherwell Community Spaces and Development Study (CCSDS) to provide evidence and policy proposals to inform community development and community indoor space provision in relation to new housing developments. The CCSDS Study recommends a local minimum standard of provision for community hall facilities required to meet the needs of residents generated by new development. That minimum standard is 0.185m^2. Furthermore, two studies, a Playing Pitch Strategy and a Sports Facilities Strategy were finalised in 2018. More recently an Open Space and Play Areas Strategy has been completed. These studies will need to be updated as we plan at least to 2040.This is in addition to the Green Infrastructure Strategy which will, amongst other topics, assess the provision and needs for play space and open space more generally.





5.8.5 One area we would like to review is how and where we provide Children's play areas. In planning terms, play areas are known as "Local Areas of Play" or "LAPS", "Locally Equipped Areas of Play" or "LEAPS" or "Neighbourhood Equipped Areas of Play" or NEAPS. This is important to ensure the right amount of space is provided for each age group. LAPS and LEAPs tend to be aimed at younger children, whilst NEAPs tend to serve older children. LAPS and LEAPS are usually provided within 5 minutes' walk of a development or housing whilst NEAPS are intended to be within 15-minutes of home.

5.8.6 Whilst our current policy does provide flexibility for the provision of larger, combined all-age areas of play the LAP/LEAP/NEAP approach has led to some recent developments having a large number of small areas for younger children. These can be a maintenance burden and become underused through having a limited range of equipment.

5.8.7 There is also emerging research[9] that suggests the traditional approach to play areas does not offer enough opportunities for creative play particularly for younger children, and those for older children can exclude some groups. The approach being advocated is one that seeks to create 'play friendly' environments incorporating opportunities throughout developments, rather than in a single location. Such an approach could require us to reconsider our design policies as well as the way we currently secure provision for children's play and how these areas can be well maintained to keep it attractive and safe for all. These environments could be encouraged alongside 'traditional' provision as part of our general approach to health place shaping and design and to embed active lifestyles from an early age.

[9] See for example: Reclaiming Play in Cities (2021) by the Real Play Coalition in collaboration with the RTPI

Tell us which you prefer

Option 14: Children's Play

Should we:

1. Continue to provide children's play facilities through a traditional minimum provision LAP/LEAP/NEAP approach
2. Provide children's play facilities through minimum provision combined all-age areas of play
3. Seek opportunities to integrate play facilities throughout towns and developments identifying minimum standards and setting expectations through design and other place making policies e.g. inclusion of pocket parks, play streets and informal play within open space areas.

Outdoor sports provision

5.8.8 We are aware from evidence collected so far that there are existing pitch deficiencies in parts of the district, and there are several clubs searching for new sites or in need of additional space to accommodate demand. In reviewing the Plan, we will be updating our needs assessment and we will need to consider to what extent these issues can be addressed by policies in the Plan. Some of the issues are covered in more detail in the places section later in this document.

5.8.9 New pitch provision is generally secured on strategic development sites as part of recreation facilities secured primarily to serve the new development. This helps to ensure that demand on existing facilities is not exacerbated and that facilities are available close to the new residents. However, it can result in fragmented sports provision with poor quality underused pitches, with associated management and maintenance issues. As a result, National Sporting bodies and others are advocating more centralised sports hubs which can act as a focus for the whole community and facilitate club development more effectively. The key challenge however is securing available suitable land where such facilities can be provided. Another way of improving sports facilities is by using developer contributions to enhance existing facilities to enable more use to be made of them, for example converting grass pitches to Artificial Turf Pitches.

Tell us which you prefer

Option 15: Outdoor sports provision

Should we:

1. Continue with the current policy approach of securing new pitch provision as part of strategic development sites
2. Seek to secure and establish sports hubs at our main settlements
3. Use financial contributions from developers in lieu of on-site provision on strategic sites to enhance existing facilities, to enable increased use.



5.9 Local Green Spaces

5.9.1 In our 'Call for Sites' we invited submissions for potential Local Green Space (LGS). Government guidance allows communities to identify green areas of particular importance to them to be considered for designation as Local Green Space in local and neighbourhood plans. We already have several LGS's within the District designated through neighbourhood plans.

5.9.2 Designation of Local Green Space provides special protection against development akin to land within the Green Belt. Local Green Space does not have to be in public ownership or publicly accessible. However, LGS designation should only be used where the green space is:

a) in reasonable proximity to the community it serves;

b) demonstrably special to a local community and holds a particular local significance, for example because of its beauty, historic significance, recreational value (including as a playing field), tranquillity or richness of its wildlife; and

c) local in character and is not an extensive tract of land.

5.9.3 We have provided details of the proposed LGS submitted so far alongside the other sites and we would welcome your views on the suitability of these sites against these criteria. In addition, should communities have additional sites that they wish to propose for Local Green Space designation through the review of the plan we have prepared a form that ensures that we have the relevant information.



Spiceball Park

Question: Local Green Spaces

1. **Do you have any comments on the sites submitted for Local Green Space designation so far?** (See Appendix 1)

2. **Do you have sites that you consider meet the criteria for Local Green Space designation?**

Tell us what you think.

5.10 Historic Environment

15.10.1 Heritage provides us with links to the past and looking after our historic assets can give a greater sense of pride for our places. The historic environment includes buildings, parks and gardens, landscapes, monuments and archaeology. It has been influenced by the materials used and past events that, taken together, all help to make Cherwell and the places within it distinctive. Protecting our heritage has wider benefits too, such as attracting investment through tourism.

You told us

There is support for continuing to protect our heritage. Some respondents highlighted that this protection should include supporting development that seeks to reveal the significance of heritage assets and allow greater opportunities to visit.

You said that our heritage assets are important for their own sake, but they also contribute to the character of the district and draw tourism which is good for the economy.

In respect of new development, it was felt important to build in safeguards to positively reflect and recognise our heritage, including archaeological remains.

5.10.2 National Policy and legislation offer a high degree of protection to Cherwell's designated heritage assets. Designated assets include buildings that are listed, scheduled monuments as well as conservation areas. However, there are areas where guidance is less clear. This can result in us not being able to offer a level of protection to our historic environment that residents and others feel that it deserves.

5.10.3 Throughout Cherwell there are approximately 2,300 listed buildings, 60 conservation areas, 59 Scheduled Monuments and 11 nationally recognised registered parks and gardens, and a historic civil war battlefield in the District. Bicester Airfield and former RAF Upper Heyford are recognised as being of historic importance. The Oxford Canal Conservation area runs throughout the district.

Local Heritage Assets

5.10.4 Local Heritage Assets are buildings or monuments of historic significance that are not formally designated. This does not mean they are unimportant. Local heritage assets are valued and play an important role. They include buildings, structures, objects, places and landscape. In order to comply with national policy, these assets and their settings need to be managed in line with their significance. To help look after these assets for future generations, the Local Plan Review will need to consider policies for protecting local heritage assets. As the list is dynamic, we do not think there is a requirement to include the list within the policy at stage.

5.10.5 One specific area we will need to consider is Ancient Routeways. These are routes of historic and / or archaeological significance. They provided transport corridors across the country, county and district for the movement of goods and commodities and linear connections between settlements. These routes contribute to the historic significance of the district and understanding of the relationships between different settlements. As new development is built, there is a need to consider how these routeways can be incorporated so we do not lose these relationships. Some of these routes form long-distance and inter-urban footpaths. The protection of these routes was also raised during the previous consultation.

Policies for heritage

5.10.6 Based on the feedback at the last stage of consultation, we know that it is important that we have strong policies to protect our heritage. It is our intention that the Local Plan will update policies that:

- deliver conservation and enhancement of the historic environment
- provide a positive strategy for the conservation and enjoyment of the historic environment including heritage assets most at risk through neglect, decay or other threats. This will need to take account of
  - the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
  - the wider social, cultural and environmental benefits that conservation of the historic environment can bring;
  - the desirability of new development making a positive contribution to local character and distinctiveness; and
  - opportunities to draw on the contribution made by the historic environment to the character of a place.

5.10.7 Heritage matters also appear in a range of other policies. These include the design policies, those that prevent coalescence between settlements, the protection of retail shop fronts. These policies are important for retaining rural character of the district and allowing for the understanding of heritage assets in context. Heritage is also a particularly important consideration in policies that control development in the countryside for example, conversions and managing farms.

5.10.8 We propose that when drafting policies for the Local Plan Review, policies relating to our built heritage will continue to be woven throughout the plan as appropriate to reflect the important role that the historic environment has on the character of Cherwell.

Question: Protecting the Historic Environment

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

Tell us what you think.

5.11 Placemaking and Design

5.11.1 Since our last consultation, the NPPF has been updated placing additional importance on design. It now encourages us to create places that are 'beautiful'. However, placemaking and good design is more than how buildings look, but also how they relate to each other. Good design helps to create places where people are happy and want to choose to live.

You told us

Design is important. This was largely through comments that related to making sure development was well located and that appropriate materials were used that reflect the character of our settlements. (These comments have been picked up under other sections of this consultation paper).

Some design comments also focused on the need to ensure individual homes have access to green space as well as indoor areas that allow working from home. There is a role of policies and design codes in achieving these types of spaces.

There is support for the principles of healthy place shaping (Theme 3) and that this can also be used to achieve a sense of place.



Wroxton Abbey

5.11.2 Good design can make places feel safer and more attractive. It can encourage us to have active lifestyles, but we have to consider the needs of all people who will use that place. By designing for the most vulnerable, places can be inclusive and attractive for everyone. The provision of green infrastructure, open spaces and planting has also been shown to have benefits for our mental health. Our section on **Natural Capital** explores the benefits of green infrastructure in more detail. It also provides opportunities to adapt and mitigate the impacts of climate change. This can be through more energy efficient buildings, orientation, planting to increase shade (street trees), more accessible places to reduce the need to travel by car as well as designing in features that can manage extreme weather events such as very heavy rainfall or increased temperatures.

5.11.3 Planning has a vital role in delivering good design. However, in the past it has not always got it right. The Government is encouraging better design with a national design guide and a national model design code. It is also encouraging local authorities to develop their own codes and guides that reflect the types of development communities want to see.

5.11.4 The Council adopted its Cherwell Residential Design Guide Supplementary Planning Document (SPD) in July 2018 as a technical guide providing clarity and advice on the design standards for new homes. We need to consider how this guidance should be updated to reflect the national model design code, and if we should include other buildings such as offices and shops. Given the different character of our towns, villages and rural areas we will also need to think about whether design advice and codes are prepared at a site-specific, local or District-wide level.

Question: Achieving Good Design and 'Beauty'

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

Tell us what you think.

5.11.5 The lockdowns associated with Covid-19 forced us to spend more time at home and in the surrounding area, rather than travelling for work or leisure. They highlighted areas where facilities and access to services are poor. Once principle that can be used is the concept of 20-minute neighbourhoods. There has been a growing interest in this principle which is based on the idea that most of people's daily needs, such as shopping for food, accessing green spaces for exercise, leisure or play, can be met within a short walk or cycle of no more than 20-minutes. Moreover, this approach encourages active lifestyles. This principle may not work everywhere in the district particularly in the rural areas, but it is something that could be considered in Bicester, Banbury and our larger, well connected villages as a way of improving access to services and ensuring that both new and existing communities benefit.



(c) Town and Country Planning Association (2020)

Question: 20-Minute Neighbourhoods

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

Tell us what you think.

5.12 Connectivity and Transport

5.12.1How we move around to access work or education, meet with friends, or access services crosses all three of our themes. Understanding how and where people choose to live and work (and how they would like to get there) will help us plan for more effective connections.

You told us

Prioritising active travel infrastructure including providing connections between town centres and villages, and to transport hubs is vital. The focus of the comments was on connectivity as well as viability of settlements, health and environmental benefits.

Addressing the effects of COVID-19 by supporting technology needed for homeworking and the transition to less polluting means of transport should be considered.

Current public transport provision not enough to encourage people out of their cars. There is a need to promote sustainable transport and review car parking in town centres balanced with some recognition that we will still need to address standards for adequate road infrastructure. You also highlighted the rural challenges to reducing car dependency and that a change from private car use to active travel/public transport will need rural specific measures

In thinking about where to locate development, we need a strategy which responds to transport opportunities by locating development in sustainable locations. Infrastructure and amenity delivery will need to be supported across the District with a focus on transport investment and sustainable transport opportunities to support growth.

We also received views on development management matters focusing on the need to make clear the transport priorities and mitigation required to improve air quality, limiting the impact of HGVs, and the importance of defining transport infrastructure supporting development before planning consent is allowed.

5.12.2Oxfordshire County Council is responsible for several areas of transport related policy. The County's Local Transport Plan (LTP4) '**Connecting Oxfordshire**' sets out the transport strategy for the county, with area strategies for Bicester and Banbury. The LTP is currently under review and rather than focusing solely on transport it will now include connectivity. A vision consultation took place in February 2021 and area and corridor strategies are expected early in 2022. These will be important in developing the next stage of the Local Plan Review.

5.12.3Cherwell benefits from good physical transport connections including road and rail and the London Oxford Airport in south Cherwell. A large area of the district is within easy reach of the M40 motorway connecting with the wider strategic road network. This has made it attractive as a place to live and commute from, as well as a place to invest.

5.12.4As well as the road network, railway stations, connecting to the national network are located at Banbury, Bicester, Lower Heyford, Islip and Oxford Parkway at Water Eaton. Since the adoption of the Local Plan in July 2015 there have been improvements to rail infrastructure in Cherwell. This has included:

- a direct link from Oxford to Bicester via a new station at Oxford Parkway
- a new station at Islip (previously a rail halt),
- improvements to Bicester Village Station, and
- fast services from Banbury and Bicester to London Marylebone.

5.12.5 Over the period to 2040, further improvements are planned to East-West Rail between Oxford and Milton Keynes. As well as passengers, our railways carry significant amounts of freight. There is an expectation that over the life of the plan some freight will be transferred to rail, and rail investments such as those identified in the **Oxfordshire Rail Corridor Study** (2021) could help support a shift of through freight movements to rail in Oxfordshire.

5.12.6 Whilst our good connections between places are an asset, they also present a challenge. Emissions originating from transport account for 20% of the County's total emissions. How we reduce the impacts of our transport network is also made more challenging due to the high numbers of people who live in the rural areas.

Approach to Connectivity and transport

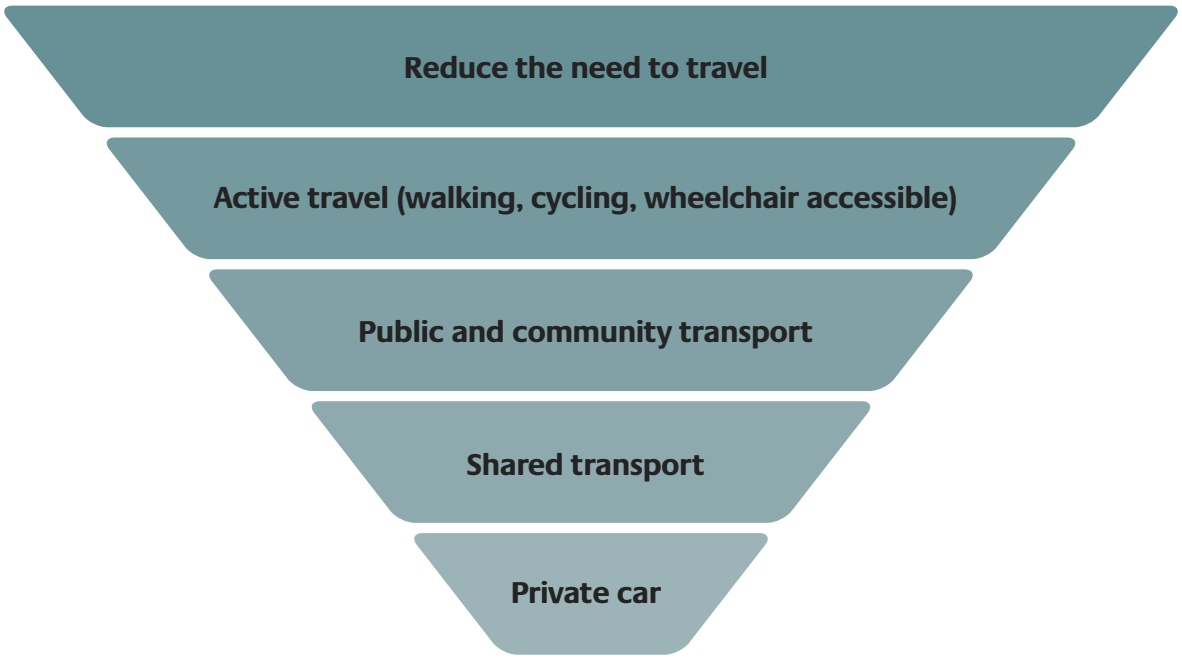
5.12.7 The Cherwell Local Plan Review offers the opportunity to influence how people travel in the district. We will explore with our partners an approach that prioritises sustainable and active travel and seek opportunities to take full advantage of new technology. The number and location of homes and jobs, together with their location will place different pressures on Cherwell's transport networks.

5.12.8 To deliver our draft vision, the transport strategy supporting this Plan should consider the location of new development, directing it to areas that minimise the need to travel and support people in meeting their daily needs in the local area through active travel, following **the hierarchy** below**:**

5.12.9 We recognise this may not be possible everywhere, therefore, the Plan will also need to focus on means of transport and location of development which cause the least impact on the transport network and minimise carbon emissions. This could be through 20-minute neighbourhoods (as discussed above) or other locational choices.

5.12.10 To help us meet Theme 3, it is vital we also consider what we can do to support the reduction in emissions from transport across the whole area, and whether we should take our approach further than the guiding principles to refine the transport user hierarchy to support low emission vehicles, both public and private, and recognise the contribution potential of a wider type of vehicles.

Transport Hierarchy



Question: Transport and connectivity

1. **Do you agree with the proposed transport and connectivity approach to support the Local Plan Review?**

2. **Should the approach be different for the rural areas, for example focusing on low carbon technology rather than a reduction in the need to travel?**

3. **What measures would help you drive less or use alternative transport modes with lower emissions?**

Tell us what you think.

Digital Infrastructure

5.12.11 One way in which we can secure the reduction in the need to travel is to seek improvements to digital connectivity. Whilst digital connections/infrastructure is often provided by private companies, there are steps we can take to help encourage investment and deliver the supporting infrastructure. The following options are drawn from various studies and we would be interested in your views so that we can inform any future strategies:

Option 16: Digital Infrastructure

Should we:

1. Provide a policy with the requirements expected from new development to provide digital connections and be designed to accommodate future digital infrastructure needs (future proofing).
2. Provide a policy protecting existing telecommunications infrastructure.
3. Provide a criteria-based policy on the location and mitigation requirements for telecommunications development.

Tell us which you prefer

London -Oxford Airport

5.12.12 London-Oxford Airport has an important role in the regional economy as an employer and as part of its function for the movement of cargo and business flights. We do not have specific options at this stage as to how we may support the Airport to maximise its potential, but, engaging with the airport's operator and other organisations, we will explore:

- the County Council's proposals for the Park and Ride planned at the north-western end of the airport site; and
- a policy addressing post COVID-19 airport's needs covering: the role of London-Oxford Airport to 2040, making the best use of airport capacity, the environmental implications of any proposals that lead to changes to airport operations including the consideration of alternatives.;
- the need for airport specific Development Management Policies

Transport Development Management Policies

Our current development management policies relating to transport guide the assessment of development proposals against their impact on minor roads and guide planning decisions on matters such as: commercial facilities for motorists, Heavy Goods Vehicles, Oxford Canal, transport

funding and reservation of land for transport schemes.

We are reviewing how these policies could help deliver the Local Plan Review themes through active and healthy travel, sustainable movement of local deliveries and whether there are any other matters we should be addressing including:

- how can we best support Cherwell's Air Quality Action Plan (2017);
- consider the level of car and cycle parking and electric charging infrastructure in new development, our urban centres and employment locations;
- mitigating any negative impact of development on the transport network;
- promoting and funding public transport and active travel improvements;
- supporting the use of low emission modes of transport
- manage the sustainable movement of goods in the transport network and in and around our places
- reallocating road space to sustainable modes of travel where that is appropriate and improves the safe use of our public spaces for all users
- how new development could enhance digital infrastructure including what is expected to be provided as part of development proposals and how to future proof development to enable future connections

5.12.13 There are a number Oxfordshire and Cherwell specific guidance documents on vehicular parking standards, cycling provision standards and street and public realm design. Development management policies will be best placed to ensure development proposals deliver those standards either through clear referencing to the latest guidance or by inclusion of key standards in the policy.

5.12.14 We would like your views on the need for policies addressing the transport and connectivity matters we listed or whether any other area should be addressed to support the assessment of development proposals. Your comments will help us refine our approach.

Tell us what you think.

Question: Transport Policies

1. **Do you agree with the range of policies and documents we have identified?**
2. **Are there any transport-related policies that we should consider through the Local Plan review?**

5.13 Sustainable Infrastructure and infrastructure funding

5.13.1From the responses to the previous consultation we know that the timely provision of infrastructure is important to our communities and that in some areas there is a view that delivery of social and community infrastructure to support development has not kept up with the amount of growth we have seen.

You told us

There is a need to consider the different types of infrastructure social infrastructure and community infrastructure such as community spaces to support programmes such as locally grown food. The role of development in supporting the provision and enhancement of community facilities, recreation, open space and biodiversity net gain was recognised.

There were mixed views about co-locating facilities. Providing facilities such as library, community centre, health centre, and sports and recreation facilities together was felt to make management and security more efficient and straightforward. However, it was submitted that school sports facilities must primarily be for school use.

In terms of planning and monitoring this needed to be considered early in the planning process, requirements must be clear, positive, feasible and viable and that we need to monitor the effects of recent planned growth. Some respondents encouraged land-value capture to support infrastructure. It was also proposed that any monitoring should include an assessment of the quality of the infrastructure provided.

We also received views on development management matters focusing on the need for development management policies to cover green infrastructure; climate change and renewable energy; improving mechanisms to request development funding for health facilities; and securing adequate formal sports provision, a more centralised approach where site specific allocations seek to meet a clear deficiency within the District.

5.13.2 Across Cherwell, infrastructure and services are planned for, and provided by, a range of organisations. We are not an infrastructure provider, but we do work closely with infrastructure service providers and developers to prepare a list of the infrastructure required to support the local plan. These are known as Infrastructure Delivery Plans or Infrastructure Schedules.

5.13.3 Since the adoption of our last local plan in 2015, service and infrastructure providers including Cherwell District and County Council, Highways England and Utility providers have delivered many of the projects identified in the Infrastructure Delivery Plan, including:

- bus services from development sites to our town centres,
- improvements to Park & Ride facilities,
- new schools and expansions to existing,
- delivery of East-West Rail Phase 1 (Oxford to Bicester)
- new station at Water Eaton,
- new community centres and improvements to existing ones.

Funding Infrastructure

5.13.4 When considering options for development, we need to consider impacts on community services and facilities as well as physical infrastructure. It is important when considering what infrastructure might be needed that we recognise that new development cannot be used to provide for

past deficiencies in infrastructure. However, sometimes significant developments can attract other funding, for example from central government.

5.13.5 As part of our approach to delivering new infrastructure, we are intending to progress a Community Infrastructure Levy (CIL) or any replacement that may be bought in through the Government's package of planning reforms. Work on a potential CIL for Cherwell was put on hold in 2017 while a national policy review was undertaken in anticipation of further Government guidance which has since been published. The benefit of preparing a CIL is that we will be able to capture contributions from smaller sites which currently do not make any direct contributions to funding infrastructure. The preparation of the CIL (or its replacement) will be informed by viability evidence.

Delivering Infrastructure

5.13.6 We have been working jointly with the Oxfordshire authorities to update the 2017 **Oxfordshire Infrastructure Strategy (OxIS)**. This is an important piece of evidence to identify the infrastructure needed across Oxfordshire to 2050, help prioritise infrastructure investment and identify how we can best deliver it. Stage 1 was published for consultation in July 2021.

5.13.7 To support the Local Plan Review, we will prepare a new Infrastructure Delivery Plan (IDP) to identify the infrastructure necessary to support the Plan's proposals. In preparing our IDP, we would like to explore a methodology which considers the wider context of social and environmental benefits of infrastructure and the contribution of infrastructure schemes to Climate Action, Healthy Place shaping and a sustainable economy. We would also like to explore whether the current place groupings in the IDP: Bicester, Banbury, and Kidlington & Rural Areas should be refined. One approach could be grouping infrastructure by its catchment based on how accessible they are by walking cycling and public transport.

Option 17: Infrastructure Delivery

Tell us which you prefer

Should we:

1. Update the methodology to consider social and environmental benefits of schemes and the contributions they make to Climate Action, Healthy Place Shaping, and a Sustainable Economy?
2. Retain the current methodology?

And, should we:

3. Continue to prepare the IDP by place or
4. look at areas by catchment and how accessible they are?



Castle Quay 2



Policies for Infrastructure

5.13.8 We currently have a range of policies to help secure infrastructure in the adopted Cherwell Local Plan 2011-2031 (Part 1). This includes:

- Policy INF1 on infrastructure and
- SLE4 on transport

5.13.9 To address Infrastructure in and around Kidlington, Begbroke and Yarnton we introduced further policies through the Partial Review including:

- PR4a and PR4b on sustainable transport,
- PR5 on Green Infrastructure and
- PR11 on infrastructure provision

5.13.10 Several other polices support development proposals for utilities, services and facilities or set up requirements to provide them as part of new residential and commercial development proposals. In our Local Plan review we want to ensure there are clear policies that set out how infrastructure is identified, funded and delivered and who is responsible for delivery.

Question: Delivering Infrastructure

Are there other infrastructure policies that we should include?

Tell us what you think.

6. Cherwell's Places

6.1.1 Cherwell is made up of its towns, villages and rural areas. These are the places which people identify with to live, work, and socialise. This part of our Options Paper focuses on the places and the options for how they may develop to the period to 2040 and beyond recognising that the choices about how growth will be accommodated, and the amounts are things that will be influenced by the Oxfordshire Plan 2050. As we develop the Local Plan Review, it may be that our approach to some of the district wide policies in the previous sections will need to be refined to reflect the different qualities of our places. This is particularly relevant to the rural area where approaches to transport, and infrastructure provision will need to reflect the different context.

6.1.2 Whilst the Oxfordshire Plan will influence the pattern of new development, we need to think about how our places could grow if the choice is made to identify additional development in Cherwell's towns and villages. Options are included seeking views on how we could do this, for example through the existing strategy of urban extensions or through a different approach such as places that are linked to the towns (or villages) through high quality green links.

6.1.3 During the previous consultation we undertook a call for sites. Submitted sites for Bicester and Banbury are included at **Appendix 1**. Sites within our villages and rural areas are contained within the corresponding parish profile. These profiles are being published alongside this Options Paper, with a schedule of the sites provided at **Appendix 2**. Further information is set out in section 6.9. We welcome all views on sites as we will need to assess their suitability for the next stage of plan making.



Banbury Cross

6.2 Banbury

6.2.1 Banbury, the largest of Cherwell's three main urban centres, is in the north of the district close to the border with Northamptonshire and Warwickshire.

6.2.2 Banbury plays an important role as a market town supporting its wider rural hinterland for employment, retail and health care as well as other vital services. The Oxford Canal and the River Cherwell run north-south through the eastern edge of the town centre. In 2018, the estimated population was 47,600 (2018), an increase of 8% from 2008, which is just above the total increase across Cherwell (7%). Employment opportunities within the town are largely focused on sectors including motorsport, electrical goods, and food processing in addition to health and the service sector.

6.2.3 In the responses to the previous consultation, it was generally felt that we had identified the main issues for Banbury correctly. However, the way in which we address the issues and whether Banbury should continue to be a focus for growth was not unanimous. There are several challenges for Banbury including deficiencies in physical and social infrastructure, as well as issues with air quality and the impact of development on the surrounding rural landscape.

You told us

We should make Banbury a place people want to visit.

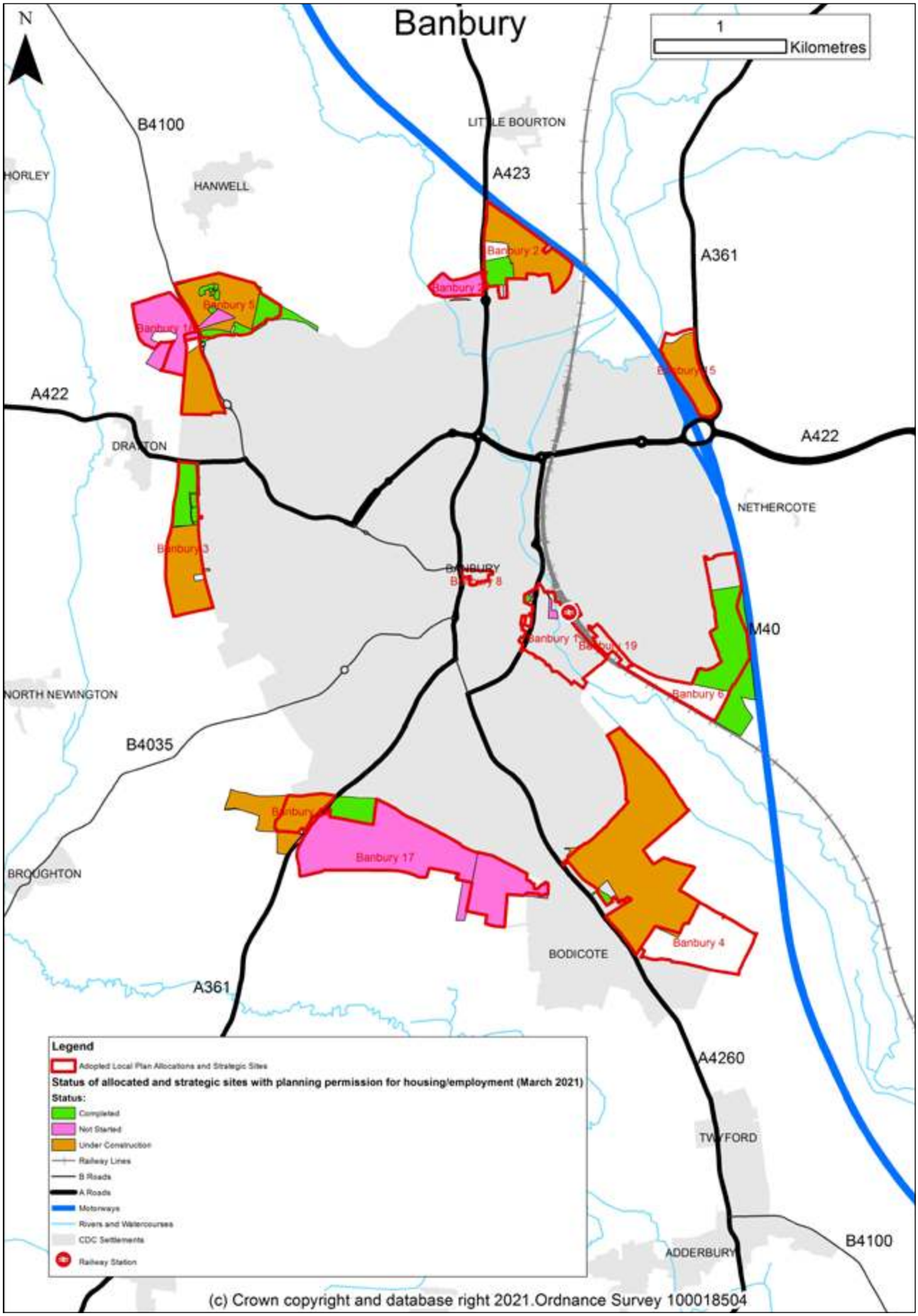
In respect of new development, views were not unanimous. Some considered Banbury as a highly sustainable location which should be the focus for new development, whilst others felt that the high numbers of developments in the recent past have placed unacceptable pressure on the landscape, road network and had negative impacts on the landscape including the separation between the town and nearby villages. It was generally agreed that any decisions should be supported by updated landscape work that will help inform the capacity for new growth. In respect of employment land, there were similar opposing views.

The town centre featured in several comments. Whilst there was pride in the town, there was a concern that it was becoming less attractive to visit and lacks the feel of a thriving and successful town. The town centre does not offer a good retail experience, lacks free parking and a traditional market town feel. Out of town retail parks have had an impact. Policies to support the town centre were supported, which some suggested should include a wider range of uses. A continued focus on Castle Quay for independent shops and cafes was also an idea put forward.

Green space and infrastructure were important. In new developments some comments cited a lack of green-open space. There were similar comments about the town centre. Proposals to enhance the canal corridor were welcomed.

Banbury was highlighted as having excellent connectivity. However, some of the challenges facing Banbury include traffic congestion, particularly around junction 11 of the M40. This has negative impacts on air quality. Several road schemes were suggested including the need for a southern link road. However, other respondents focused on the need to improve pedestrian access to the town centre and other areas, such as new developments.

Existing allocated development sites



Banbury's Economy & Housing:

6.2.4 Banbury has been a key location for housing and employment growth for the District for many years. Since 2011, there has been an additional 3612 (net) homes delivered at Banbury, and in 2020/21, over a third (37%) of the total completions for the district were at Banbury. Most of the new housing has been delivered on several large 'strategic' allocations on the edge the town, these include Hanwell Fields, to the north west, and Longford Park in the south. In addition, just over 60 hectares of employment land close to Junction 11 of the M40 were allocated in the 2015 Local plan. Most of this land has now been built out. There continues to be strong interest for employment land at Banbury, and we have received several site submissions during our call for sites for a range of economic uses, including for logistics and industrial uses.

6.2.5 In addition to the houses already built, as of 31 March 2021, there were permissions (either outline or full) for a total of 2,747 additional homes at Banbury. These are primarily on sites allocated for housing in our last local plan. Many of these sites are currently under construction.

6.2.6 In the 2015 Local Plan, less development was identified at Banbury compared to Bicester. This is despite Banbury being the larger of the two towns. However, Banbury has shown stronger delivery with more of the allocated sites delivering in accordance with the planned trajectory. We have received a number of site submissions for housing development through the 'call for sites'. There may also be redevelopment opportunities for residential uses on sites in and around the town centre, which we will need to consider (see plan on page 67).

6.2.7 As set out in the OGNA report, Banbury is within the 'County North' Functional Economic Area. Its economy is focused on manufacturing, distribution, service industries, advanced engineering, motorsport, food production local government and health. OxLEP's Local Investment Plan describes Banbury as part of a motorsport valley and an industrial zone. As we have previously explained the Oxfordshire Plan will identify the strategic level of housing and employment need across the County. However, we have also commissioned a Cherwell Employment Land and Needs Assessment which will provide us with local, Cherwell specific employment evidence which will supplement that gathered for the Oxfordshire Plan, but look in more detail about the types of jobs, investors and land needed to support Banbury's economy.

6.2.8 When thinking about where and how much development could be accommodated in Banbury, we will be mindful of the landscape and heritage setting of the town and will be gathering detailed evidence on landscape sensitivity to assist us. For example, we know that Banbury lies within a 'bowl' in the landscape surrounded by countryside, which is mainly used for arable farming. This landscape is varied with Ironstone uplands and historic parklands to the west and north and South Northants uplands lie to the east of the town, with the Cherwell Valley separating the upland areas.

6.2.9 We will also need to think about coalescence with nearby villages. For example, the villages of Bodicote, Hanwell, Drayton, Adderbury, Little Bourton and Nethercote are on, or close to, the edge of Banbury.

Banbury and the Oxfordshire Plan:

In the Spatial Options contained within the Oxfordshire Plan Options Consultation, Banbury could be a focus of growth in several of the options including:

- **Option 1: Focus on opportunities at larger settlements and planned growth locations.**
- **Option 3: Focus on opportunities in sustainable transport corridors & at strategic transport hubs and**
- **Option 4: Focus on strengthening business locations.**

At the moment we do not know how much growth will be needed at Banbury. The responses to this options paper will help inform the wider Oxfordshire Plan debate.

Tell us which you prefer

Option 18: Banbury - Directions of Development

If additional development is directed to Banbury requiring green field sites

Should we:

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

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

Option 19: Housing and Employment Growth at Banbury

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

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

Tell us which you prefer

Banbury's Built Heritage:

6.2.10Banbury has a rich and varied history, which is valued by residents and visitors. The town centre is characterised by its medieval street pattern and across the town there are numerous designated and non-designated heritage assets which contribute to Banbury's character. Within Banbury there are approximately 225 listed buildings. There are also three designated conservation areas. Banbury Conservation Area is centred on the town centre; Grimsbury Conservation Area lies to the east of the railway and canal; and the Oxford Canal is designated along its whole length, including through Banbury.

6.2.11We have a duty to conserve and enhance the character and appearance of these conservation areas. The protection of the town's historic heritage will therefore be an important consideration as we plan for the future of the town.

6.2.12Within the existing plan, there is a policy which seeks to protect the views of St Mary's Church (Policy C34). Through this plan, we would be interested to understand if we should retain this policy and if there are any other historic buildings that may require a similar policy.

Tell us what you think.

Question: Important views in Banbury

1. **Should we retain and update the policy that protects views of St Mary's Church?**
2. **Are there any other specific buildings or locally important views that should be protected through the Local Plan review?**

Banbury Town Centre:

6.2.13Banbury's town centre is an important asset with a wide catchment. Recent economic profiles for Banbury suggest that the town centre accounts for up to 70% of retail spend[10]. Independent retailers are well represented in the town particularly in the High Street and along Parsons Street and these are complimented by Castle Quay with a range of national retailers. Since the 2015 Local Plan there has been significant investment in the town, most notably with the construction of Castle Quay 2 to the east of the existing centre. This major investment will provide a new hotel, cinema, restaurants, retail and car parking to transform this part of the town.

6.2.14The pandemic has had an impact on town centres. Like many towns, the closure of some large high street chain stores and the rationalisation of others to reduce the number of outlets, has left several vacant units both in Castle Quay and in the wider town centre. This has made some of the areas feel less vibrant than they did before the pandemic.

6.2.15The loss of such stores is not unique to Banbury. To provide us with up to date, objective evidence on the health of the town centre in support of the preparation of the Local Plan, we have commissioned consultants to undertake a Town Centre and Retail Strategy. This study will help us gain a more in-depth picture of how Banbury's retail offer compares to similar towns, as well as providing us with clear evidence on likely future retail needs. It will also provide recommendations for us to consider thereby ensuring that the local plan supports a thriving and successful town centre that serves the needs of its residents and the wider catchment. Opportunities could include repurposing some of the larger units to accommodate GP and other healthcare services or creating a new performance arts venue in the town's emerging cultural quarter centred on the museum and the canal.

[10] CACI Market Profile- Banbury (2020)



6.2.16 Key to a vibrant town centre is the quality of its public realm. Large parts of the town centre, including Parson's Street and the eastern end of the High Street are pedestrianised. The Market Square provides a focal point for the town and is the home to the popular twice weekly outdoor market and several events organised by the Town Council. The Castle Quay 2 development will also deliver improvements to the canal environment in its vicinity. Where appropriate we would wish to support improvements to Banbury's public spaces to maintain its attractiveness and vibrancy.

Article 4 Directions to Protect Banbury Town Centres

6.2.17 With the objective of helping town centres recover from the pandemic the Government has advocated that local plans should be more flexible regarding the types of uses within town centres, with an emphasis on encouraging more people to live in our centres. As such, it has recently introduced development rights which allows the conversion of existing shops and restaurants to homes without the need for planning permission. There is, of course, a place for residential development within Banbury town centre, and many buildings may be suitable for conversion. However, we also consider that to protect the town centre's heritage, historic importance and vibrancy, such changes still need to be carefully managed, particularly issues relating to design and residential amenity. One option available to us is to seek to restrict these rights in some parts of the town centre by a planning tool known as an 'article 4 direction'. We would value your views on this topic and the wider issue of changes of use of existing buildings in the town centre to residential use.

Tell us which you prefer

Option 20: Banbury Town Centre - Article 4 Directions

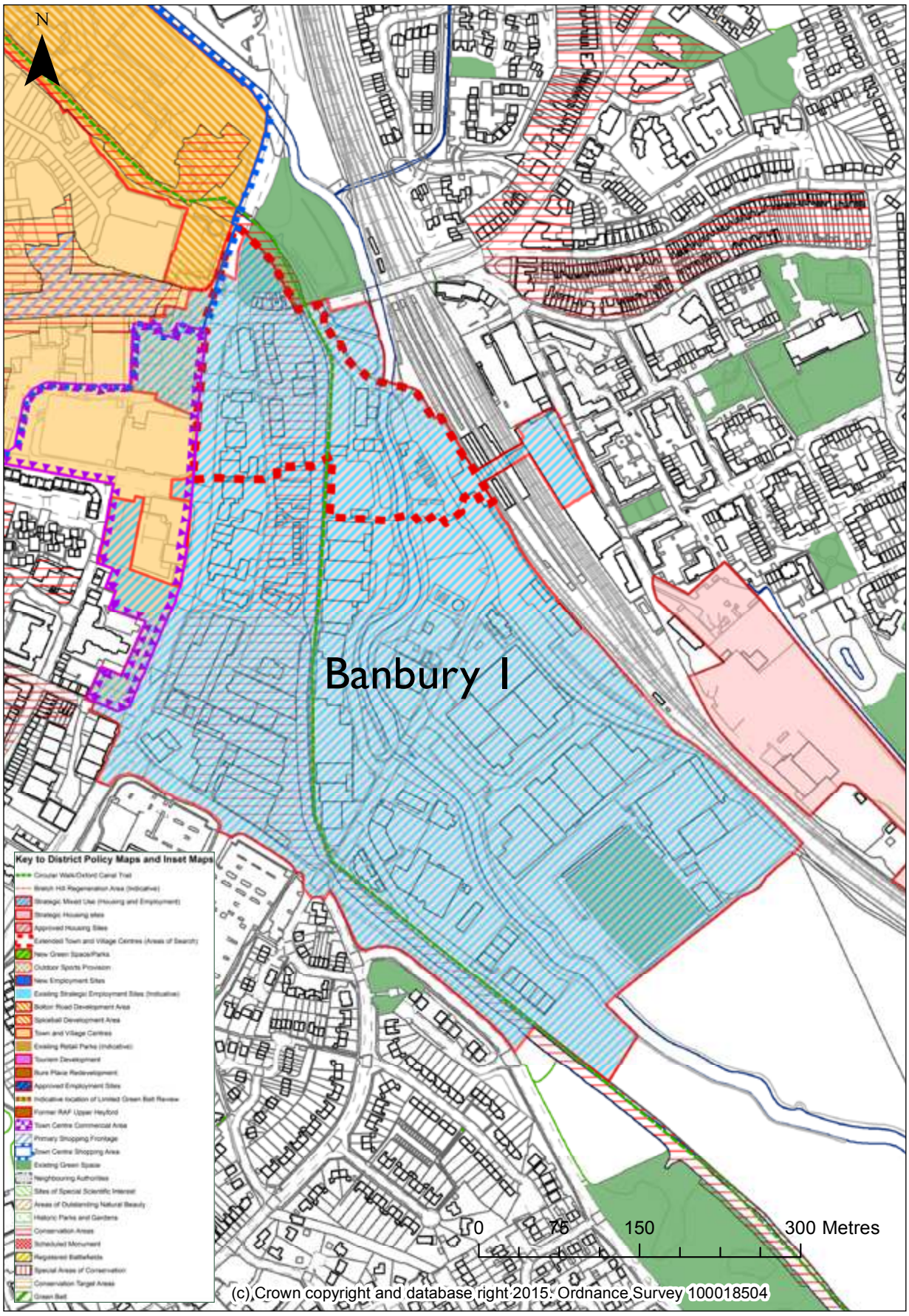
To help support the vitality of Banbury's main shopping area, should we:

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

Potential Redevelopment Sites

6.2.18 Our 2015 local plan identified areas for redevelopment in the town centre and we are aware that there may be others that we will now need to consider. We anticipate that these sites will be identified and assessed by both our commissioned Employment Needs study and the Retail and Town Centre Study. The largest site currently allocated for redevelopment is at Banbury Canalside:

Banbury Canalside Allocation (Banbury 1)- 2015 Local Plan



6.2.19 This area of land between Banbury railway station and the town centre in central Banbury is currently occupied by a range of small businesses, railway carparking, some limited residential development, and Banbury United Football Club. The River Cherwell and Oxford Canal run through the area.

6.2.20 It is a prominent site immediately adjacent to the town centre and forms part of the gateway to the town for visitors arriving by train, however, it is an unattractive environment and feels segregated and underused. There are vacant areas, high business turnover and industrial uses adjacent to the river and canal towpath, creating a poor environment and experience for those using the canal and river for leisure purposes. Some have reported this area as feeling unsafe.

6.2.21 Moreover, due to the mix of uses, large HGVs are forced to use relatively minor roads and are routed through central Banbury to access the site causing congestion and a negative impact on air quality in the town.

6.2.22 Our last local plan provided for a comprehensive residential led scheme for the site including; 700 new homes, retail, office and leisure uses, public open space, enhancement of the canal and river corridor, new pedestrian and cycle links and crossings and new carparking. Since the adoption of the Local Plan in 2015, planning permission, has been granted on a small number of sites within the wider allocated area. These have mainly been for new apartments.

6.2.23 Many businesses remain and there continues to be a turnover of commercial uses within existing premises. Unfortunately, no significant re-development has taken place and the general character of the area remains largely unchanged although Oxfordshire County Council is progressing plans for improvements to Tramway Road which will provide a bus only link through the site to the railway station.

Tell us which you prefer

Option 21: Banbury Canalside

Should we:

1. Continue to allocate the site for residential led redevelopment involving a transition of the site away from commercial uses to a sustainable, well designed residential area.
2. Allocate the site for a more flexible mix of residential and commercial uses creating a sustainable well designed, mixed use area.
3. Allocate the site as a regeneration area to provide the most flexibility to the market, but potentially limit the amount of control we have through planning policy around design standards and numbers of homes.

Banbury's Green Spaces and Sports and Play Facilities

6.2.24 Banbury has a wide range of green spaces ranging from sports pitches, play areas, parks and Spiceball country park in the centre of the town. Most of the spaces are maintained and managed by Banbury Town Council.

6.2.25 The 2015 Local Plan retains a long term objective to establish a series of open spaces based on the Oxford Canal and River Cherwell corridors linked by public footpaths/cycleways, to create a linear park and thoroughfare from the north of the town and Grimsbury reservoir to the new park being provided as part of the Longford Park development south of Bankside. The existing Spiceball Country Park forms the central section of the park, the new community park at Longford Park provides a focus at the southern end, and the proposed Banbury Country Park (for which land has now been secured and work commenced), will provide a major component at the northern end of the town. Grimsbury reservoir and the Banbury Ornithological Society nature reserve also form part of this central corridor of open space, with the potential for ecological enhancement being recognised through the whole corridor being included in the North Cherwell Conservation Target Area.

6.2.26 The development proposals for Canalside in the 2015 Plan include the requirement for open space to be focused on the canal /river corridor linking with existing open space to improve connectivity. This will need to be reviewed as part of our wider Green Infrastructure Strategy as well as the Canalside Policy, to ensure that the town's green infrastructure provision meets the needs of existing and future residents.

6.2.27 The town has two indoor leisure centres at Spiceball and Woodgreen, together with some private leisure facilities. Local schools, including the North Oxfordshire Academy, play an important role in providing sports facilities for the community. Our last Local Plan sought to secure a site for the relocation of Banbury United Football Club, adjacent to Banbury Rugby Club to the south of the town. The club's current site forms part of the Canalside regeneration area meaning that an alternative site is needed. The Council has recently resolved to approve planning permission for development proposals on the relocation site subject to part of the site being secured for the football club.

6.2.28 While major new housing developments provide new sports facilities, play areas and open space and we have policies to protect existing open space and facilities, our current evidence suggests there are shortages in provision. These will be re-assessed in reviewing the Plan to cover the plan period. In addition, Banbury Town Council has acquired land for additional burial space adjacent to the existing cemetery at Hardwick Hill and developer contributions will continue to be sought to assist in its delivery.

Tell us what you think.

Question: Banbury's Open Spaces

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

Community & Social Issues

6.2.29 Deprivation and poverty data highlights significant inequalities in Banbury, with parts of the town being some of the more deprived in Oxfordshire with around 10% of children in Banbury living in poverty[11]. The review of our local plan cannot address all inequalities alone, however it can help to ensure a good supply of affordable housing to meet local needs, improve the quality of new housing, provide opportunities for job creation and training, protect existing leisure, social, cultural and community facilities and where necessary secure new facilities to meet the needs of the growing population.

6.2.30 For example, our last local plan identified the need for a new secondary school to serve the town and a site was identified. This school is still required, and it is our intention to continue to identify land for that purpose. Other approaches highlighted in the thematic section, such as healthy place shaping may also help to improve the general health and age expectancy of our populations.

Tell us what you think.

Question: Addressing Inequality in Banbury

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

[11] Oxfordshire Local Insight Profile- Banbury (February 2021). Please note data refers to the Banbury Parliamentary Constituency.

Banbury's Infrastructure:

As part of the previous consultation, you have told us that there are some specific challenges with infrastructure in Banbury including:

- Transport and transport congestion, particularly along Hennef Way and in areas around the town centre
- That health services do not meet the current needs of residents
- That there is a need for a new secondary school

6.2.31The Oxfordshire Infrastructure Strategy (OXIS) has identified the need for the following schemes in Banbury. These schemes are taken from the current IDP or have been identified through existing programmes, many are required to support the existing planned growth.

- Reconfiguration of primary care services around the Horton Hospital
- Relocation of Banbury United Football Club
- Delivery of Banbury Country Park
- Re-designing Banbury station forecourt
- Reviewing the need for rejuvenating and/or relocating Banbury Bus Station
- Hennef Way corridor improvements (Banbury)

Banbury Transport

6.2.32 The current transport strategy is based on the need to improve connectivity to and from residential areas, employment locations and the town centre. The aim is to deliver infrastructure improvements to increase capacity in the road network and to promote sustainable travel in and around the town by bus, walking and cycling.

6.2.33 Since the adoption of the Cherwell Local Plan in 2015 and the current Local Transport Plan (LTP4), progress has been made including:

- the provision of bus services linking residential areas with the town centre;
- new cross-town bus links to employment areas at Southam Road and Wildmere;
- bus link between Bridge Street and Tramway Road to serve the railway station, Canalside and Longford Park;
- improvements to walking and cycling facilities at Southam Road, Hanwell Fields and Dukes Meadow Drive;
- A361 Improvements supporting the safe movement of new and existing residents using the road and creating a better environment for cyclist and pedestrians; and
- the completion of multi-storey car parks at the rail station and Calthorpe Street.

6.2.34 There has also been some investment in electric vehicles charging points and the town has helped the take up of ultra-low emission vehicles with ownership in Banbury significantly higher than the national average. Also, despite the lack of well linked walking and cycle networks, Banbury benefits from the highest share of active travel (23%) in the Oxfordshire towns.

6.2.35 There is a pressing need to help reduce emissions and achieve cleaner air in areas such as Hennef Way, which experiences annual NO2 emissions above legal limits. However, to reduce emissions further we will need to increase the number of people making trips using sustainable modes or identify projects that could assist in reducing the amount of stationary traffic. However, capacity improvements must ensure that they also bring benefits for other road users.

6.2.36 We would like your views on a transport approach which brings walking, cycling and less polluting means of transport as the first choice supported by targeted road capacity improvements which do not detract from active travel and make the greatest difference to our environment, the well-being of our residents and visitors, and the protection of Banbury's attractive landscape and historic areas.

6.3 Bicester



Bicester

6.3.1 Bicester, located within the southern part of the district, is Cherwell's second largest town. It is well connected to Oxford and other centres by road and rail and historically there has been considerable out commuting to employment centres outside the town, notably Oxford.

6.3.2 Since 2009, Bicester has been the subject of several government initiatives to increase housing supply and the quality of the places we live. It is one of the fastest growing areas in Oxfordshire. In 2011, Bicester had approximately 30,854 residents[12], which was expected to grow by around 40% in the period to 2030[13].

6.3.3 Bicester is set within a rural landscape and is surrounded mainly by arable farmland containing several historic villages. The surrounding landscape is relatively flat with wooded estate lands to the north and west, including Bignell Park immediately adjacent to the west of the town. To the south and east the landscape is low lying and contains watercourses and associated floodplains.

[12] 2011 Census figure

[13] Oxfordshire Joint Strategic Needs Assessment.

You told us

As a vital strategic interchange for east-west rail and the Oxford-London line and on the 'arc', Bicester is well placed to accommodate further expansion for jobs and housing and continuing to focus development at Bicester is logical. However, other respondents highlighted that housing delivery at Bicester has been slower than anticipated which is affecting land supply. There is, therefore, a need to identify ways to increase delivery of both homes and the infrastructure required to support them. There was a concern that the housing mix was not meeting the requirements for people who want smaller homes. However, the view that Bicester should be a location for growth was not unanimous with some respondents stating that there should be no additional growth to that already planned for and some suggesting that a new area of Green Belt be designated to protect the town's setting and provide amenity space.

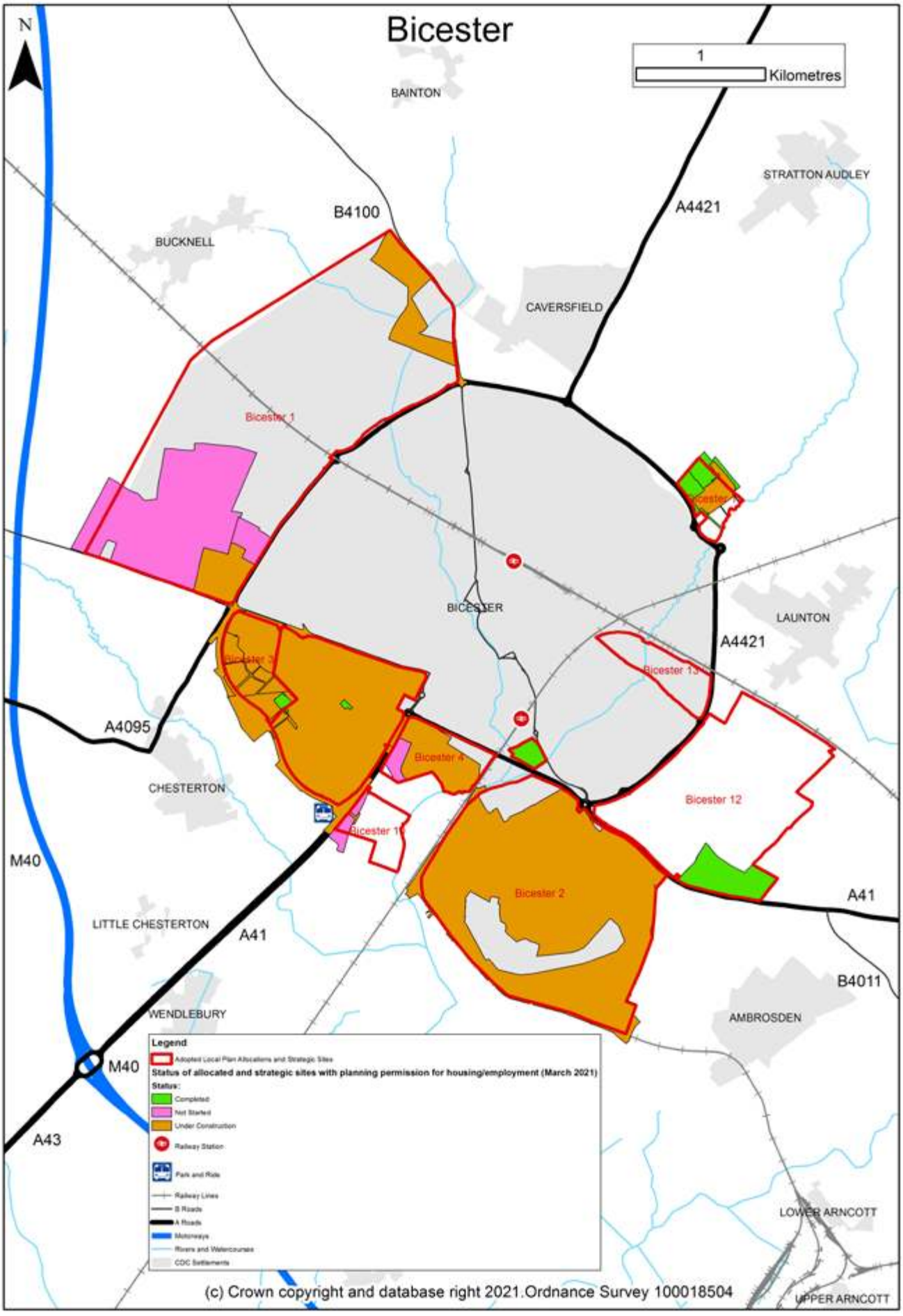
There were several comments that specifically related to the economy. There was a desire to raise the profile of Bicester and strengthen its roles in the Oxford-Cambridge-Arc and recognise its attractiveness for large- scale logistics. However, others felt that the employment offered by recent retail and warehouse developments should be avoided.

Whilst strategic connections were generally considered good, connectivity issues within the town were cited as an issue. This includes the London Road Level Crossing, connectivity from the southern parts of the town and congestion on the perimeter ring-road. There are also wider issues from development in Bicester causing additional traffic in the villages. One respondent highlighted the challenge of public transport with the example that it is easier to travel from Bicester to London, than Bicester to the village of Weston on the Green by using public transport. There were other suggestions made around the use of the military railway, promotion of green travel, improvements to pedestrian networks and the provision of sustainable transport links between Bicester and Heyford Park.

For Bicester town centre there were concerns that it has lost its distinctiveness and there is a lack of diversity in the retail offer within the town. Suggestions to improve the town centre included: preventing further 'out of town' development, suggestions to increase dwell time and footfall such as cultural and community buildings, the use of compulsory purchase powers to buy up empty units, encouraging independent retailers, linking the town with the wider tourism offer and protecting Bicester's heritage assets including views of the Grade 1 listed St Edburg's church from Oxford Road.

As with Banbury, several respondents highlighted challenges with infrastructure including adequate health facilities, education facilities, green spaces and a cemetery. Green Infrastructure and Open Space generated a number of responses with people highlighting that facilities such as the Oxford Road sports facilities should be retained, whilst others reported that the availability of natural green space in Bicester has decreased and that the provision for nature is lower that Natural England's standards. Other specific examples included the need to strengthen the policy around the linear park, the renovation of Bicester Fields Tree Trail and that 'naturalisation' of the green spaces near Shakespeare Drive to improve biodiversity.

Bicester Existing Allocated Development Sites



Bicester's Economy & Housing:

6.3.4 Unsurprisingly, as one of the fastest growing places in Oxfordshire, Bicester has seen significant housing and employment growth since the early 2000s. Most of this development has been focused on a small number of large, strategic sites such as South West Bicester (Kingsmere). Around the town there are further sites including the North West Bicester Eco-Town, which is subject to a national planning policy statement for eco-towns,[14] and Graven Hill, which is one of the largest self-build housing schemes operating in England.

6.3.5 Bicester's location, as set out in the OGNA report, at the northern section of the Oxfordshire knowledge spine, has made the town an attractive place to invest. The town has a range of employment opportunities within sectors including service industries, distribution, defence, motorsports and manufacturing. The largest employment areas are in the eastern and southern parts of the town. Unsurprisingly, due to its location, Bicester and its immediate surrounding area feature heavily in economic strategies. For example, Bicester is identified in the **Local Industrial Strategy** as a Living Labs Testbed which includes an Eco Zone and Corporate HQ Hub at Bicester Business Park on strategic employment land close to the national motorway (junction 9, M40) and rail network. Meanwhile the **Oxfordshire LEP Investment Plan (August 2020)** identifies potential for wider regeneration under the umbrella of the Bicester Garden Town Scheme to transform Bicester from a traditional Oxfordshire County Market Town into a dynamic and vibrant economy drawing on attractions such as Bicester Village and Bicester Motion.

6.3.6 Due to the opportunities presented at Bicester, together with a desire to reduce out-commuting, our last Local Plan identified a total of 10,129 dwellings to be delivered at Bicester by 2031, alongside 140ha of employment land. This strategy meant that Bicester would see the largest growth of all the settlements in the District. The delivery of homes was focused on the following key locations:

- Northwest Bicester Eco Town 3,293 (out of a total of 6,000 homes)
- Graven Hill 2,100 homes
- South West Bicester Phase 2,726 homes
- South East Bicester 1,500 homes
- Gavray Drive 300 homes

6.3.7 Since 2011[15] over 2,879 homes have been delivered at Bicester on strategic sites, and a significant proportion of the allocated employment land has also gained planning permission for employment with several sites completed. There are also permissions in place for a further 4,039 dwellings. Whilst there has been a significant amount of development, several of the sites have been slower to deliver homes than anticipated and the total delivered is someway short of the projections set out in the 2015 Plan of 5,359. This is due to a variety of reasons including:

- The size, scale and complexity of the proposed developments
- Delays in the provision of key Infrastructure required to support the development
- Some sites obtaining full planning permission later than anticipated (e.g. waiting until the adoption of the plan in 2015)

6.3.8 Due to Bicester's key location, the Local Plan Review will need to consider how it will support economic development at Bicester. However, this could be achieved in a variety of ways and we would like to understand more about how we should do this. The Cherwell Employment Needs Study will help us to further understand the market sectors that have been attracted to Bicester and the likely levels of floorspace required in the future.

[14] www.gov.uk/government/publications/eco-towns-planning-policy-statement-1-supplement

[15] Start of the plan period

6.3.9 For housing development, as we have noted there are still significant levels of planned growth that are to be delivered. We will therefore need to consider whether it is appropriate to allocate further areas of land for housing and employment growth also considering the strategy of the Oxfordshire Plan. As with Banbury, in addition to employment and retail studies we have commissioned consultants to help prepare an up-to-date landscape sensitivity study that considers the impacts of the existing and planned growth of the town. This will be an important piece of evidence to help us understand the capacity of the landscape and impact on heritage assets to accommodate further growth at this time.

Bicester and the Oxfordshire Plan:

Due to its location and past role in accommodating development, Bicester is identified as a potential location for future development in the Oxfordshire Plan. This includes

- **Option 1: Focus on opportunities at larger settlements and planned growth locations.**
- **Option 2: Focus on Oxford-led growth.**
- **Option 3: Focus on opportunities in sustainable transport corridors & at strategic transport hubs.**
- **Option 4: Focus on strengthening business locations.**

At the moment we do not know how much growth will be needed at Bicester, indeed whether there is a significant need at all and the responses to this options paper will help inform the wider Oxfordshire Plan debate.

Tell us which you prefer

Option 22: Housing and Employment Growth at Bicester

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

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

Option 23: Bicester 2 - Directions of Growth

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

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

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

Tell us which you prefer



Bicester Town Centre

6.3.10 Bicester has a small historic town centre with a market and retail centre. In recent years there has been significant investment in Bicester town centre including: the opening of Pioneer Square with a new seven screen cinema, large supermarket, multi-storey car park, smaller retail outlets, and civic buildings including a library and a new hotel. However, recently, in common with many high streets, the closure of some national chains has resulted in vacancies and empty units.

6.3.11The current health of the town centre, the impacts of out of centre developments. such as Bicester Avenue Home and Garden Centre and the potential loss of retail and other town centre uses to housing will be explored through the Retail and Town Centre Study. This study will help us develop policies to increase the viability of the town centre, as well as if, and how destinations such as Bicester Village, which attracts many tourists from both the UK and overseas, can bring wider economic benefits to the town centre. We know from the economic profiles, Bicester is located in a very affluent catchment with spending on comparison goods (e.g. clothes, electronics) around 21% higher than the UK average. However, now it only manages to capture around 4.6% of the market.

6.3.12 During the previous consultation, there were suggestions about how the vibrancy of the town centre could be improved. For example, it was suggested there may be opportunities in the centre to provide additional cultural facilities such as a museum or a performing arts venue. Improvements to the public realm will add to the vibrancy of the centre and initial work has begun in exploring options to improve the environment and function of the Market Square. We will need to reflect these projects in the Local Plan.

6.3.13 Such uses would be consistent with general policies for town centres. We would be interested to know if these uses should be supported through the Local Plan and encouraged within Bicester. This could be done through allocating a specific site, or through a general policy approach which could identify criteria but allow flexibility for the use to be anywhere within the town. Other uses, such as specialist markets could be considered without the need for a specific policy in the local plan.

6.3.14 As with Banbury, we have included an option to restrict permitted development rights through an 'article 4 direction' for the loss of town centre uses to residential. However, at this stage it is important that we understand what residents and other stakeholders think about this option as there are differences within our centres.

Tell us which you prefer

Option 24: Bicester Town Centre- Article 4 Directions

Should we:

1. Consider the use of an article 4 direction to prevent the conversion of shops and restaurants to residential?

2) Allow maximum flexibility of uses under permitted development rules

Option 25: Bicester - Community & Cultural Facilities

Should we:

1. Identify a specific site(s) to enable the development of cultural facilities for Bicester

2. Facilitate such developments through a criteria-based policy.

Tell us which you prefer

Bicester- Leisure and Tourism

6.3.15 Bicester has evolved a unique leisure and tourism offer, which compliments its wider economic role. This includes two major international attractions including **Bicester Village** a large designer outlet village located to the south of the town as well as **Bicester Motion** which has a focus on classic cars and motorsport.

6.3.16 The Local Plan review will need to consider how it can support these types of specialist attractions to recognise the value they bring to the local economy, whilst also identifying how they may assist in ensuring that Bicester is a vibrant and successful place.

Bicester Motion

Bicester Motion is a destination visitor attraction located to the north west of the town on the former site of RAF Bicester, one of the best-preserved WW2 bomber stations in the country. It aims to offer a collection of dynamic and inclusive visitor experiences relating to the automotive and aviation culture Whilst initially starting out as a site focused on classic car experiences and technical businesses relating to classic car specialisms, it has grown to offer various experiences, as well as dining and overnight accommodation where visitors can explore the parkland, lakes and nature trails in the wider Bicester area.



RAF Bicester circa 1935

Bicester Village

Bicester Village, a Designer Outlet Shopping Village is estimated to have created around 3,500 jobs in the local economy. Bicester village first opened in 1995 and has expanded rapidly since then with over 7 million visitors in 2019. According to a Daily Telegraph article published in 2015, Bicester Village is reportedly the second most visited location in the United Kingdom by Chinese tourists after Buckingham Palace. The village is also a destination for numerous day trips from London and Oxford and benefits from the recently upgraded Bicester Village Railway Station and the nearby park and ride facility.



Bicester's heritage

6.3.17 Bicester's interesting and varied history is perhaps not as widely known or appreciated as other places in the district. The Roman settlement of Alchester scheduled monument lies to the southwest of the town and the remains of an Augustinian priory founded between 1182 and 1185 survive within the town centre which is now largely Medieval in origin focused on Sheep Street, King's End and the Causeway. Wretchwick deserted medieval settlement is in the south east of the town.

6.3.18 The town has also been heavily influenced by the strong military presence. Sites include RAF Bicester in the north (now the home of Bicester Motion) and the Ministry of Defence's largest ordnance depot based on the village of Arncott. The complex has its own internal railway system linking Piddington, Arncott and Graven Hill with the Oxford to Bicester railway line. Local villages such as Caversfield, Arncott and Ambrosden still have significant amounts of military housing. The mix of active and non-active sites brings with unique challenges for protecting heritage assets.

6.3.19 There are currently no policies that specifically protect views or the setting of buildings or other assets within Bicester, other than those associated with the Conservation Areas (or general policies for Listed Buildings).

Through this Options Paper, we would like to understand if there are specific assets or areas that should be protected for their significance. We could also consider if there is a need to develop a policy that protects some of the features associated with Bicester's military history.

Tell us what you think.

Question: Bicester's Heritage and Historic Buildings

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

Bicester Green Infrastructure, Open Spaces and Landscape

6.3.20 North West Bicester ecotown, Bicester's Garden Town status and its designation as a Healthy New Town emphasise the importance of protecting and enhancing the green infrastructure network and developing new green infrastructure as Bicester grows. The town has been subject to a trial to help identify

suitable tools for planning and evaluating green infrastructure including a study on the value of green space in the town to local people. This information can assist in deciding how we might plan for Bicester in the future to ensure that access to green spaces remains high on the agenda, contributing to Bicester's Healthy Town's principles.

6.3.21 The 2015 Local Plan continues previous planning strategies in seeking to secure an urban edge park around the town. This is to be achieved by protecting the existing network of green spaces and securing new open space and linear route provision linked with public footpaths/cycleways creating a circular route with connections to the town centre and to the countryside beyond.

6.3.22 Core components of the existing open space network include Bure Park, Pingle Fields, Bicester Fields, and land in the town council's ownership adjacent to Skimmingdish Lane. Garth Park is the main town park providing a mix of recreation provision. Local Wildlife Sites at Gavray Drive, Graven Hill and Bicester Wetland Reserve also form part of the town's green infrastructure network, and the Ray Conservation Target Area incorporates the first of these sites in the south east of the town.

6.3.23 Land has been secured to form the new Burnehyll community woodland to the south west of the town. The strategic site allocations contained in the adopted Plan, some of which are under construction, will result in new areas of open space and connecting footpath/cycleway links, which will contribute to the town's green infrastructure network. However, some of the sites originally allocated for recreation use in previous local plans have been lost to housing, or the site has not been formally secured, and consideration needs to be given as to whether these sites should be retained as allocations for recreation use in reviewing the Plan. We also need to ensure that new developments are well connected to the existing green infrastructure network.



Bure Park Meadow, Bicester

6.3.24 The strategic site allocations contained in the adopted Plan, some of which are under construction, will result in new areas of open space and connecting footpath/cycleway links, which will contribute to the town's green infrastructure network. However, some of the sites originally allocated for recreation use in previous local plans have been lost to housing, or the site has not been formally secured, and consideration needs to be given as to whether these sites should be retained as allocations for recreation use in reviewing the Plan. We also need to ensure that new developments are well connected to the existing green infrastructure network.

6.3.25 Indoor sport and leisure are largely provided by Bicester Leisure Centre, together with private operators. School facilities for sport and recreation, including the Cooper School, also play an important role. However, the Bicester Sports Association site in the south of the town at Pingle Drive has been sold and replacement facilities for rugby and football have yet to be secured. Whilst major new developments in the town will deliver new open space, sport and play facilities we know from our evidence that there are shortages in provision. These will be re-assessed in reviewing the Plan to cover the plan period.

6.3.26 The town's existing cemetery is also close to capacity and cannot be extended. In recognition of this the development allocated at north west Bicester includes a requirement for land for a burial ground to be provided. Developer contributions will continue to be sought to assist in its delivery.

Tell us what you think.

Question: Bicester's Open Spaces

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

Bicester Local Green Space

6.3.27 During the previous consultation we received 7 proposals for Local Green Space designations in Bicester in Appendix 1. These can be viewed on the maps for Bicester. We welcome any feedback on the suitability of these for designation.

Tell us what you think.

Question: Local Green Spaces in Bicester

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

Bicester Landscape

6.3.28In terms of landscape, respondents to our first Community Involvement Paper often cited that the area was 'unconstrained'; this does not mean the landscape is not important or is of no value. As with Banbury and Kidlington area, we are commissioning additional landscape work to assess the sensitivity of the landscape around Bicester, considering the growth that has taken place since the previous study. This work will also need to consider potential impacts on the setting of nearby villages such as Launton and Chesterton as well as coalescence should new development be directed to Bicester.

Bicester Transport and connectivity

6.3.29The causes of Bicester's transport issues are different to Banbury due to the types of travel patterns and its network. However, the consequences including poor air quality and congestion are the same. The issues are also capable of being addressed with the same approach as set out within the broader transport section: maximising active travel and targeted improvements to road capacity where these do not undermine active travel corridors and are able to demonstrate

environmental and health and wellbeing benefits.

6.3.30 Key challenges for Bicester's transport network that we will need to address with our partners include:

- Addressing the barriers created by the peripheral roads which now segregate the town centre from the new residential areas – there is a need to try to reduce local of the vehicular movements (e.g. short trips), take advantage of rail links and planned investment on walking and cycling infrastructure to change travel behaviour.
- Improving access to Bicester's hinterland by active travel and public transport – there are eight villages within 3miles/20 min cycling distance, many of which cannot be readily accessed by public transport.
- Immediate need to address A41 corridor capacity and a solution for the London Road Level crossing which enables access to and from the town centre.
- A better environment for walking and cycling at Market Square while serving business in the town centre.

6.3.31 Some of the biggest challenges for improving the attractiveness of walking and cycling in Bicester is the town's poor-quality provision for cycling and walking[16]. For example, the central corridor (Kings End, Queens Avenue and Buckingham Road), which is the backbone of the walking and cycling network currently experiences heavy traffic, narrow road widths without dedicated cycle facilities.

6.3.32 Bicester is located on two key rail lines: the London-Birmingham line and the new East-West Rail. These two lines provide several opportunities. Phase 1 of East-West Rail is now in place and connects the town to Oxford (Bicester Village Station). Phase 2 will see the extension of the line eastwards towards Milton Keynes and is estimated to be operational by 2024. One of the key challenges of this line is in the London Road area and how the current level crossing may be managed. It is likely that a decision on the format of the crossing will be made during consultation on the Options Paper.

6.3.33 In respect of the strategic connections, there are various studies that have been commissioned with our partners including Oxfordshire County Council and Highways England to look at the A41 corridor and the A34. As these studies progress we will need to consider their findings.

Tell us what you think.

Question: Reducing Car Dependency in Bicester

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

[16] See: Bicester Local Cycling and Walking Infrastructure Plan (LCWIP)

6.4 Kidlington and surrounding villages

6.4.1 Kidlington, located in the southernmost part of the District, is Cherwell's smallest urban centre but proudly its largest village with a population of about 15,000. Together with its neighbouring villages of Yarnton and Begbroke, and the parish of Gosford and Water Eaton it has an immediate and close relationship with Oxford. Kidlington and its surrounding villages are predominantly inset but constrained by the Oxford Green Belt.

6.4.2 Kidlington, although considerably smaller than Banbury and Bicester, plays an important role in serving the local population as both a local shopping and employment centre. Our last district-wide Local Plan sought to maximise the economic opportunities presented by the village's location on the Oxfordshire 'knowledge spine' and strengthen its centre. The 2016 Kidlington Framework Masterplan also highlighted how important Kidlington is to the Cherwell economy with its significant employment areas, schools, retailing, public services and transport infrastructure such as the recently opened Oxford Parkway station.

You told us

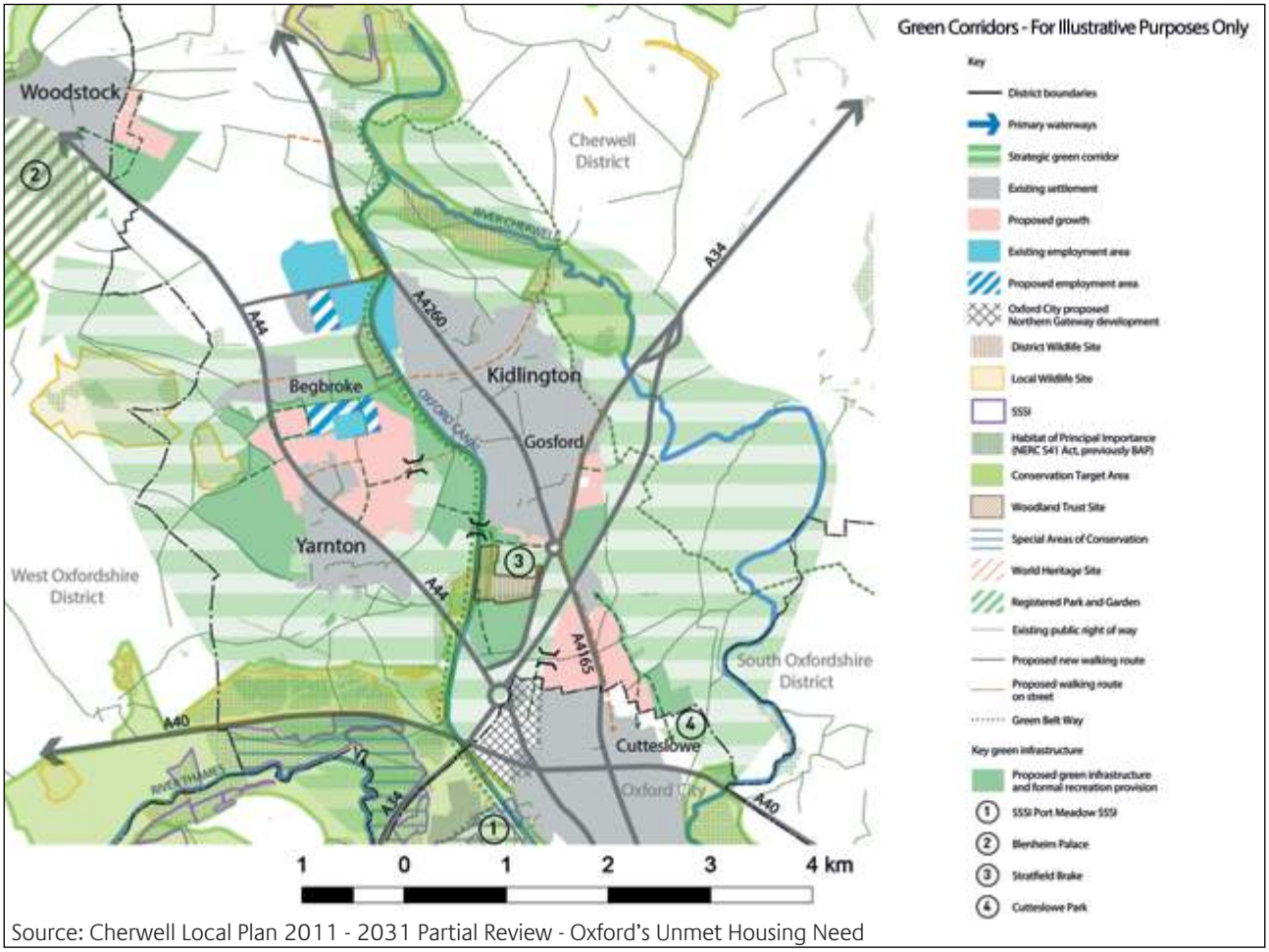
That it is important to understand the implications of development of the sites allocated in the Partial Review. There was a concern that Kidlington was losing its rural identity becoming a suburb of Oxford. It was felt that It will be a challenge to maintain the individuality, uniqueness and a sense of the village's history. However, others felt that as a sustainable settlement there were further opportunities, particularly for affordable housing.

In respect of economic development, some respondents indicated that greater emphasis should be placed on economic development issues to maximise the opportunities presented through the Oxfordshire 'knowledge spine'. The review of the Green Belt for economic uses was felt to be important to enable the expansion of the Science Park at Begbroke, although this was not unanimous.

Traffic was considered a challenge both in terms of congestion but also the ability to travel between villages without requiring a car. There were several solutions suggested to address transport issues including: minimising trips, creating a relief road, introducing an express bus route to Oxford, providing a tramline (or new railway station), improving walking and cycling routes. There was some opposition to the expansion of park and ride facilities.

As with the other settlements there were several comments about infrastructure including the need to prioritise health facilities, increase community facilities and enhance green infrastructure. Otmoor reserve was identified as a particular asset that needed further investment.

Other matters raised included: parking issues created by the sub-division of flats, the role of the Kidlington Masterplan and the need for it to be updated, the re-development of Exeter Hall and the relationship with the village centre as well as areas identified as being susceptible to flooding.



Source: Cherwell Local Plan 2011 - 2031 Partial Review - Oxford's Unmet Housing Need

Kidlington and surrounding villages Housing and Employment

6.4.3 Kidlington is located in the southernmost part of the district, on the boundary with Oxford City. Over the next ten years some parts of this area will see significant change following the allocation of land for the construction of 4,400 new homes in the Kidlington/ Gosford/Yarnton and Begbroke area by the adopted Partial Review of the Cherwell Local Plan. New residential neighbourhoods will be created together with new schools, community facilities, open spaces, public transport connections and routes for walkers, cyclists and wheelchair users. It will be important for us to ensure that these new neighbourhoods are successfully integrated into the existing local communities.

6.4.4 Due to the planned housing growth at Kidlington and the Green Belt we have not included an option for further residential development at this time beyond that identified in the Partial Review. Whether or not further growth (and Green Belt release for housing) is required at Kidlington is a matter

Kidlington and the Oxfordshire Plan:

This area features in all five of the spatial options proposed by the Oxfordshire Plan.

However, this does not mean that further development will be located at Kidlington. Any options that would result in the need to release land from the Green Belt will need to demonstrate exceptional circumstances in accordance with national policy.

6.4.5 At a more local level we know that the Kidlington area is one of the most expensive places to buy a home in Cherwell. Currently we require up to 50% of new housing in the area to be 'affordable' and, as explained in the section on housing, we will need to consider through this Local Plan our options for the number and type of affordable housing tenures required to meet the needs of local residents. We are also mindful of concerns raised about the redevelopment of larger dwellings or plots to apartments which in some instances have raised concerns about parking issues, congestion and design quality.

Tell us what you think.

Question: Kidlington infill housing

1. Do you think we need a policy to control the redevelopment or larger dwellings or plots to apartments?

2. What might be the key criteria in such a policy to understand if the proposal is acceptable?

6.4.6 The importance of Kidlington's role in the wider District employment context was acknowledged by our last Local Plan and raised by several respondents during the previous consultation. That Plan described how London-Oxford Airport, together with Begbroke Science Park and land surrounding Langford Lane industrial estate formed an employment cluster. Furthermore, a specific employment need was identified, and exceptional circumstances were considered to exist at that time to justify a small-scale local review of the Green Belt boundary to accommodate high value employment needs in this area. Since that plan was adopted over 8 hectares of land has been granted planning permission for a technology park at Langford Lane, and the Partial Review Plan has reserved 14.7 hectares of land for the potential expansion of Begbroke Science Park. We will need to consider whether exceptional circumstances remain for further small-scale Green Belt release to meet employment needs.

Tell us which you prefer

Option 26: Kidlington Employment

Should we:

1. Undertake a small-scale Green Belt review to test whether there are exceptional circumstances for changes to the Green Belt boundary to accommodate employment uses;

2. Accommodate employment land needs outside the existing Green Belt boundaries?

Kidlington Centre

6.4.7 Kidlington village centre, although much smaller than Banbury and Bicester, plays an important role in serving the everyday needs of the local area. As with our other centres there have been recent economic pressures which have affected the vibrancy of the area. It is important that we continue to support and where possible strengthen the centre to help ensure that it meets the everyday shopping needs of local residents, thereby avoiding the need for unnecessary journeys to Oxford, Bicester and other destinations. There may also be a case to extend the boundaries of the village centre to include, for example, the Exeter Close site if there is evidence to suggest that more retail floorspace is required to meet the needs of the growing local population.

6.4.8 The commissioned town centre and retail study will examine the health of Kidlington centre, and its outcomes will inform our future policies. Our objective will be to facilitate an increase in the vitality and attractiveness of the centre to residents, employees and visitors as a place to shop, work and spend leisure time during the day and evening.

6.4.9 In addition to the village centre, Kidlington has a large supermarket on its southern edge which has a significant draw. There are several parades of shops in residential neighbourhoods which cater for local convenience needs. Yarnton garden centre provides a varied retail offer and, looking to the future, a new local centre is proposed as part of the new housing developments at Begbroke.

Option 27: Kidlington Centre

Tell us which you prefer

Should we:

1. Maintain and protect the existing Kidlington village centre
2. Consider tools such as Article 4 Directions to prevent the conversion of retail and leisure uses to residential
3. Investigate the potential of expanding the village centre to include Exeter Close

Kidlington Transport and Connectivity

6.4.10 This area is identified as a location for significant new housing development over the next few years as part of the Cherwell Local Plan Partial Review. Integral to these developments is the provision of significant infrastructure and transport improvements. These include

- a bus Rapid Transit route along the A4260/Banbury Road corridor into Oxford supported by a dedicated (segregated) Super Cycleway into Oxford (over the A34)
- a linear 'greenway' through the proposed new neighbourhood to the east of the A44, along Sandy Lane to connect with the A4260 (and Super Cycle way) via a pedestrian/cycle bridge over the railway line. This is further supported by improvements and new provision of Shared Use Paths along the A44 enabling good cycling and pedestrian connections
- pedestrian, cycle and wheelchair bridges over the Oxford Canal to enable connections between the new neighbourhoods, public rights of way and Kidlington
- the introduction of bus priority measures including the modification of the A44/Langford Lane junction
- improved cycling, walking and wheelchair connectivity with Oxford
- high-quality public transport, cycling, pedestrian and wheelchair routes networks within the new neighbourhoods, integrated with green infrastructure.

6.4.11 Many of these improvements will benefit the wider community and meet some of the objectives of the previously adopted Kidlington Masterplan. improved linkages and cycle/pedestrian routes which will encourage sustainable active travel will be delivered. The speed and frequency of public transport links, particularly to Oxford, will be increased.

6.4.12 Due to its proximity, Kidlington is better connected by bus to Oxford than Banbury and Bicester. It benefits from up to 24 buses per hour to Oxford for much of the day, and eight per hour during the evening. Many these services also call at Oxford Parkway rail station, allowing for interchange journeys by rail. Slightly further from Oxford, Woodstock's bus services to the city have been improved through the course of the study, with more frequent bus services operating along the A44. However, some respondents felt that Kidlington was not well connected to the surrounding villages.

Tell us what you think.

Question: Reducing car dependency in Kidlington and the surrounding villages

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

Kidlington and surrounding villages: Green Infrastructure

6.4.13 The Partial Review Plan incorporated a network of connected green spaces. The allocated developments will provide improved access to the countryside, new opportunities for nature conservation and enhancement, and improved provision for outdoor sport and recreation.

6.4.14 Beyond these allocated sites, we note Kidlington Parish Council's aim to secure green space around the whole edge of Kidlington through the Local Plan Review and the desire to strengthen Kidlington's distinctive character of a 'village set in the landscape'. We will therefore explore the potential to create a network of accessible, and wherever possible linked green spaces around Kidlington. Linking the western and eastern sides of Kidlington, incorporating the river and canal could also create connected wildlife corridors. These areas include the Lower Cherwell Conservation Target Area, the Rushy Meadows SSSI and the Meadows West of the Oxford Canal Local Wildlife Site. Their protection and enhancement will assist in the development of Oxfordshire's Nature Recovery Network in the southern part of the District.



Aerial view of Kidligton and surrounding area

Tell us which you prefer

Option 28: Kidlington Green Space

Should we:

1. Explore the potential for creating a network of accessible, and wherever possible, linked green spaces around Kidlington
2. Just focus on protecting and enhancing existing green spaces and public rights of way?

6.4.15 Beyond green infrastructure and open space, there is a need for us to update and gather information about community and leisure facilities. Kidlington and Gosford Leisure Centre is a major provider of indoor sports facilities and a new 4 court sports hall to be provided as part of the new secondary school on the planned development at Begbroke is to be made available for community use. There are a number of areas of open space in Kidlington some of which accommodate pitches, with the major outdoor sports area being located to the south of the village at Stratfield Brake, adjacent to the Woodland Trust District Wildlife Site. Our evidence base will be reviewed to re-assess any shortages in provision to cover the plan period.

Tell us what you think.

Question: Kidlington sports, recreation and community needs

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

6.5 Heyford Park

6.5.1 Heyford Park is the name given to the new community which now occupies the former US Airbase. The site has been allocated since 1996 for residential led mixed uses as enabling development to secure environmental improvements and conservation of the heritage interest of the site associated with its former use as a Cold War military base.

6.5.2 Heyford Park is located approximately 6 miles (9km) west of Bicester in the south-western part of the district

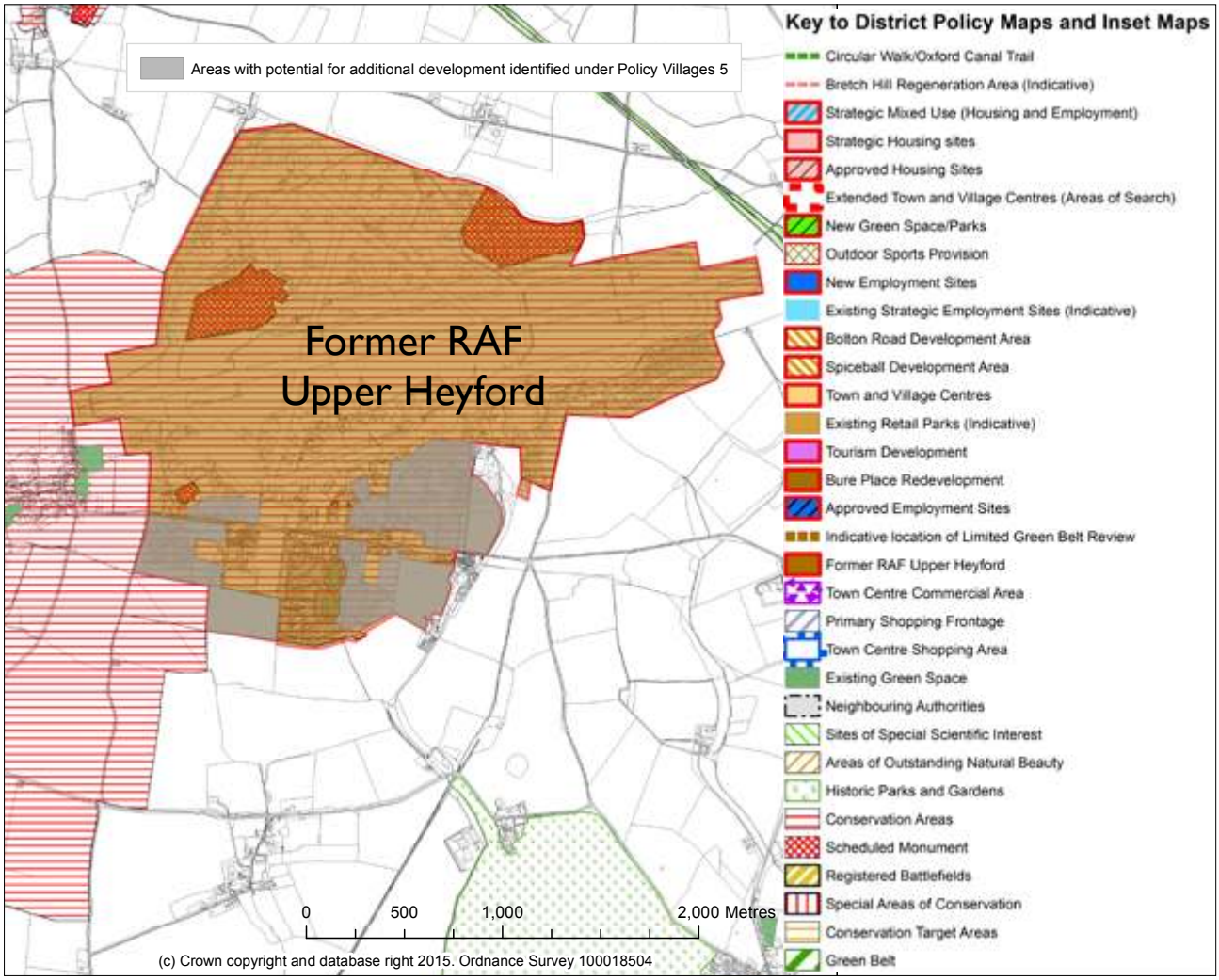
You told us

Upper Heyford represents the best-preserved Cold War site in the UK and policies which require development proposals to preserve and enhance this internationally significant heritage asset are needed. There was concern that there is potential for conflict between the historic significance and character of the site and the provision of modern facilities through development, and that further encroachment on the flying field would harm the character or appearance of the conservation area. Heritage was also seen as a potential tourist opportunity for this area.

However, it was also recognised that Heyford Park will continue to play an important role in contributing to the housing and employment needs of the district. Addressing the place of Heyford Park in the settlement hierarchy was generally welcomed. There was also general recognition for the important investment and training opportunities that can be fostered at this location.

Connectivity was a challenge. Respondents highlighted that the plan needs to consider connectivity with the strategic transport network, both road and rail. There was a need to encourage non-car journeys to the railway station. A regular and efficient bus service would encourage greater train use. Similarly, walking and cycling links with surrounding villages were also considered poor.

Responses also urged consideration of potential coalescence with neighbouring villages and the need to have regard to the Mid-Cherwell Neighbourhood Plan.



Source: Cherwell Local Plan 2011 - 2031

Heyford Park's Economy and housing

6.5.3 The 2015 Local Plan provided for a new settlement at the site. In total the planned settlement will, when complete, comprise approximately 2,350 dwellings. To date approximately 680 dwellings have been built, together with associated community facilities, including a "Free School" which opened in September 2013 and a children's' nursery, which opened in April 2018. Housing delivery continues to progress at the site, and there is continuing interest in and around the site for additional development.

6.5.4 In terms of its economy, Heyford Park is recognised as part of the Oxfordshire network of business parks and has proved an attractive location for several businesses. A new Film City is proposed at the site which will provide a mixture of film and sound studios, workshops and ancillary offices. The scheme will incorporate several of the protected hardened concrete hangars. The Cherwell Employment Study will consider this location in further detail.

6.5.5 In considering whether the site is suitable for further land allocations, beyond that already planned for, we will need to take into account its many constraints which include landscape, heritage as well as considering how sustainable the site is and whether or not accessibility in accordance with a more sustainable transport hierarchy can be achieved.

6.5.6 As a former airfield, the site is located at the top of a plateau and is set within otherwise open countryside. Land to the west

falls sharply to the Cherwell Valley and the Oxford Canal. The Grade 1 listed Rousham Park is to the south west and is considered the first 'picturesque' landscape by William Kent[17]. The Rousham, Lower Heyford and Upper Heyford Conservation Area adjoins the site whilst the former airbase itself has been designated a conservation area in view of its national and international heritage importance. These areas are also identified within the Mid-Cherwell Neighbourhood Plan as having particular local significance and importance.

6.5.7 In addition, there are several Scheduled Monuments, listed buildings and other heritage assets on the site, and much of the former airfield is of ecological importance including a Local Wildlife Site. Ardley and Upper Heyford Conservation Target Area also covers part of the site.

6.5.8 However, we will also need to consider the strategy of the emerging Oxfordshire Plan which identifies potential growth here in all five options, as well as other emerging proposals in the vicinity of Heyford Park.

Heyford Park and the Oxfordshire Plan:

Due to its location and past role in accommodating development, Heyford Park is identified as a potential location for future development in the Oxfordshire Plan across all five options, including supporting rural communities.

Currently we do not know how much, or indeed if any further growth will be needed at Heyford Park. Responses to this options paper will help inform the wider Oxfordshire Plan debate.

Tell us which you prefer

Option 29: Heyford Park

Should we:

1. Allocate further land for housing and employment at Heyford Park (e.g. beyond that planned for)

2) Limit further development beyond that which is already planned for the plan period.

We would be interested to understand if some areas/directions for growth are more appropriate than others.



Upper Heyford

[17] See: Rousham, lower Heyford and Upper Heyford Conservation Area Appraisal

6.6 Rural Areas

6.6.1 Our rural areas represent the remaining parts of the district. There are over 90 villages and hamlets set in their surrounding landscapes. In total approximately 31% of the District's population live outside the main urban areas. Settlements include Bloxham in the north, which with a population of just over 3,000, is our second largest village after Kidlington. They range from the larger villages of Adderbury, Deddington, Hook Norton and Bodicote all have populations in excess of 2,000 to small hamlets comprising of a handful of homes.

6.6.2 Each of Cherwell's villages has its own unique character and many have conservation areas which help to conserve and enhance their historic core. All villages have seen growth over the centuries, and some have grown significantly in the 20th and 21st centuries.

6.6.3 In our first Community Involvement Paper, we described Cherwell's villages as being characterised as having a relatively limited range of services and facilities. We also recognised that significant differences occur in the level of services provided by individual settlements and that in recent years some of these facilities have been lost. We also recognised that although our rural areas are overall relatively affluent, high house prices and lack of public transport can mean that those on limited incomes, and those seeking to live, work and access services locally, are disadvantaged.

6.6.4 As well as many of our residents living in the rural areas, they also work there as it is home to many businesses from various sectors of the economy. These businesses provide significant local employment opportunities.

You told us

Housing in the rural areas is a challenge. There was not an agreed view on whether growth should be allocated in the rural areas. Some felt that it should be focused on Banbury, Bicester and Kidlington to protect the rural areas whilst others felt that it was essential some new housing was provided to meet local needs, increase delivery and contribute to maintaining a 5-year supply of land as required by the Government. Some reasons included that these sites are smaller and are therefore less reliant on significant infrastructure. There were several comments made in respect of the quality and general sustainability of housing in the rural areas in the past few years and a concern that new housing has not provided the infrastructure or supported facilities as envisaged. However, irrespective of views on development in the rural area there was agreement that a review of village categorisation is needed. This should be based on up-to-date information and appropriately weighted criteria, including a recognition that the Pandemic has meant that some physical facilities are less relevant as services move online. School provision (or potential provision) was a key factor.

There were several challenges identified for the rural areas including inadequate public transport. Roads, congestion and 'rat-running' were also highlighted by several respondents. There were some challenges in respect of inappropriate vehicles such as HGVs using village routes. As well as noise and vibration issues, the speed, volume and type of traffic along with a lack of dedicated infrastructure was cited as a reason that many choose not to cycle even from villages in relative proximity to the towns. Connectivity (digital) was also a challenge for many.

Continued...

Continued...

In terms of the rural economy, there were several comments made in respect of recognising the role of agriculture and rural businesses.

The rural section of the previous consultation received a significant number of responses. Many of these have already been addressed throughout this paper. Other matters raised in responses include village settlement boundaries, the desire to increase the role of neighbourhood plans, tranquillity and valued landscapes, the conversion of redundant agricultural buildings, protecting existing sport and recreation provision, locations for renewable energy generation and protection of heritage assets and landscapes.

Rural Housing:

6.6.5 Housing in the rural areas is perhaps one of the biggest challenges that the local plan will need to consider. The number of comments made during the previous consultation makes it clear that there is not a single view.

6.6.6 The 2015 local plan directed most of the development to Bicester and Banbury, with limited planned growth in our rural areas. Since the adoption of the plan in 2015, there have been 1,551 housing completions in the rural areas, with a further 537 homes with planning permission. This means that we will have met the rural area requirement ahead of the end of the plan period.

The Rural Areas and the Oxfordshire Plan:

One option in the Oxfordshire Plan is to support rural communities (Option 5). This could mean that proportionately more development is directed to villages to help meet the housing requirement.

Currently we do not know how much, or indeed if any further growth will be needed. It is important to emphasise that even within Option 5 it unlikely that the rural areas alone will meet any future housing requirements. Responses to this options paper will help inform the wider Oxfordshire Plan debate.

6.6.7 The 2015 Local Plan did not make specific allocations for development, these were intended to be included within a 'part 2' local plan. As such, most of the developments have come forward via the 'market' as speculative developments. This means that it has been more challenging to coordinate infrastructure improvements and supporting services. If additional growth is required, one option is that we could allocated specific sites. The alternative is that we could identify the amount of development to be directed to each area. We would be very interested in views on these approaches.

Option 30: Housing in the rural areas

If additional development is required should we

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

Tell us which you prefer

Tell us which you prefer

Option 31: Meeting Rural Housing Development Needs

Should we:

1. Work with communities to allocate specific sites to meet identified housing needs or
2. Provide a parish level figure to each area to allow flexibility for Neighbourhood Planning or other community led plans
3. Use a combination of the above

A rural settlement hierarchy

6.6.8 As a way of directing rural growth to the most sustainable villages, previous local plans have used a village classification system based on the level of services and facilities available in individual settlements at that time. We consider that this approach has generally been satisfactory in limiting development in our rural areas although we do acknowledge that in recent years some villages have lost key services and facilities which has led to criticism of the village categorisation policy.

Option 32: Developing a Rural Settlement Hierarchy

In developing a rural settlement hierarchy should we:

1. Give additional weight to the availability of certain services and facilities (which do you think are the most important?)
2. Give additional weight to the accessibility of the settlement to our urban centres by public transport, walking and cycling?

Please tell us if there are other factors that we should consider in developing a rural settlement hierarchy

Tell us which you prefer


Bloxham

6.6.9 Wherever (and however much) development is directed in our rural areas we will need to consider the 'rural settlement hierarchy'. This is because government policy requires us to promote sustainable development with new housing located where it will enhance or maintain the vitality of rural communities. Moreover, plans should identify opportunities for villages to grow and thrive, especially where this will support local services. There are some options around how we develop this hierarchy, and if it should differ from past plans, for example, to consider digital connectivity. We will, however, continue to take in to account the relative importance of different services and facilities.

6.6.10 To help manage development within villages, some local authorities identify settlement boundaries beyond which development would not normally be permitted. Cherwell District has not followed this approach in the past as it can lead to pressure for development within the boundary on land, which is not appropriate, for example areas of open space. However, the definition of settlement boundaries can provide greater certainty as to the extent of the built-up area.

Tell us what you think.

Question: Settlement Boundaries

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

The Rural Economy

6.6.11 Cherwell's rural areas have a diverse economy, based on tourism, agriculture and more traditional industrial and commercial businesses; these were all recognised in the responses to the previous consultation.

6.6.12 In our local plan we will need to develop policies which enable sustainable growth and the expansion of all types of businesses as required by the Government. We will also need to facilitate the development and diversification of agriculture, and sustainable rural tourism and leisure developments which respect the character of the countryside. The Government also recognises that suitable sites to meet local business and community needs in rural areas may have to be found adjacent to or beyond existing settlements, and in locations that are not well served by public transport.

6.6.13 In the first instance our preference is to favour the development of previously developed land and the conversion of existing buildings to limit the impact of new development on the countryside. However, it is also recognised that this is not always possible or practical. We therefore anticipate that the Local Plan will have a range of criteria-based policies against which to assess proposed employment related development. However, there may also be opportunities to identify specific parcels of land for employment use in the Plan.

Tell us which you prefer

Option 33: The Rural Economy

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

1. Apply criteria-based policies to assess development proposals
2. Allocate specific sites in the rural areas to meet the needs of the rural economy
3. Use a combination the above?

Historic and Natural Environment in the rural areas

6.6.14 Our rural areas are varied and include land of significant landscape and biodiversity value. For example, a small part of the Cotswolds AONB lies within the north-eastern part of the District and to the south lies Otmoor, and the Oxford Meadows Special Area of Conservation. We also recognise that the wider landscape and countryside is valued for its recreation and health and well-being benefits, as well as for its own sake.

6.6.15 The district has four distinct landscape character areas: the ironstone downs in the north west, the Cherwell Valley running north south through the district, the Ploughley Limestone Plateau in the south east and the clay vale of Otmoor in the south. These broad landscape areas contain natural landscape features which can add to the character and identity of an area creating a sense of place, for example Crouch Hill Banbury, Graven Hill Bicester, the Sor Brook valley, the River Ray floodplains and ancient routeways such as Salt Way.

6.6.16 The current Local Plan adopts a landscape character-based approach and seeks to conserve and enhance the countryside and landscape character of the whole district. In reviewing the Plan, we can consider whether we should identify those landscape areas or features which although not the subject of statutory designations, should be protected as "valued landscapes" because of their quality.

6.6.17 The historic environment is equally diverse with numerous listed buildings, conservation areas, scheduled monuments, registered parks and gardens and even an historic civil war battlefield near Cropredy.

6.6.18 The challenge for the Local Plan will therefore be how to maintain and enhance the quality of our natural, built and historic environment in the face of pressures for new development. We anticipate that we will need to assemble a suite of policies to achieve this, including controls on light and noise pollution.

Tell us which you prefer

Option 34: Historic and Natural Environment

Should we

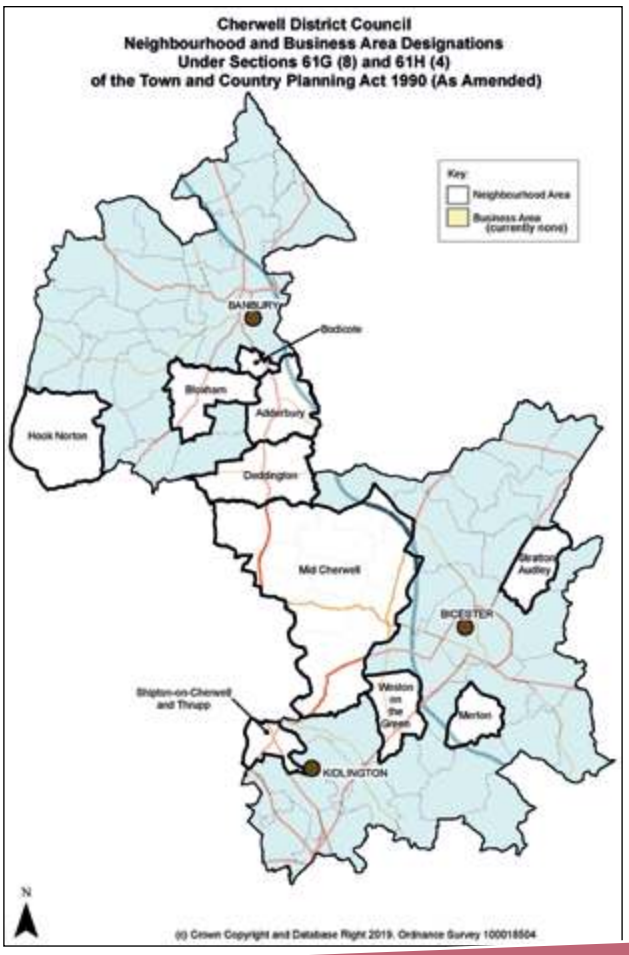
1. Retain the current approach of seeking to conserve and enhance the countryside and landscape character of the whole district
2. Define valued landscapes/landscape features in the district which would be the subject of additional policy guidance.

6.7 Neighbourhood Planning

6.7.1 Neighbourhood Planning was introduced in 2011 by the Localism Act and offers several tools for communities to shape the places in which they live and work. It gives communities direct power to develop a shared vision for their neighbourhood and deliver the sustainable development they need, including altering Green Belt boundaries to meet local housing needs (or for other reasons) if they wish. Neighbourhood Plans must be in 'general accordance' with the strategic policies of a Local Plan. As the Local Plan Review will contain a mix of strategic and non-strategic policies how we distinguish these policies will be important.

6.7.2 Several rural parishes in the District have prepared or are in the process of preparing Neighbourhood Plans. Currently there are neighbourhood plans for Bloxham, Adderbury, Hook Norton and Mid Cherwell (covering the parishes of Ardley with Fewcott, Duns Tew, Fritwell, Kirtlington, Lower Heyford, Middle Aston, Middleton Stoney, North Aston, Somerton, Steeple Aston and Upper Heyford) and Weston-on-the Green. Plans are also progressing for Deddington and Shipton on Cherwell and Thrupp. We will need to have regard to the policies in these neighbourhood plans as we develop our local plan policies.

6.7.3 Neighbourhood Plans could also be used to allocate sites and develop local design codes specific to help secure development that those communities consider 'beautiful'. We would be interested to understand how our communities, including those communities in our towns, may want to use Neighbourhood Planning in the future so that we can consider how we can use the plan to support the aspirations of our communities.



Tell us what you think.

Question: Neighbourhood Planning

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

6.8 Call for sites

6.8.1 A 'Call for Sites' was undertaken as part of the first Community Involvement Paper consultation for the Cherwell Local Plan Review. During the call for sites for developers, agents and other organisations were invited to submit sites that they considered would be suitable for development (housing, employment or leisure) as well as for other uses such as Local Green Spaces.

6.8.2 The purpose of the Call for Sites was to ensure that the Council has up to date information relating to potential development sites before it moves to the next stages of the Local Plan preparation. The Council will accept further sites throughout this Options Stage.

6.8.3 A total of 245 sites were submitted for housing, employment, or a range of other uses including community facilities in response to the CIP. Over half (143) were new sites that had not been submitted to the council previously either through the Housing and Economic Land Availability Assessment ("HELAA") or other representations. The rest of the sites (102) had either already been submitted in the past or were updates to boundaries of existing sites. In addition, we received 7 sites for designation as a Local Green Space.

6.8.4 The full schedule of sites that have been submitted has been published with this consultation **(see Appendix 2)**. These have been split by Parish (and town) Maps of the sites are included within the Parish Profiles which sit alogside this consultation document and can be downloaded (by Parish) from https://www.cherwell.gov.uk/planningpolicy. These sites are published with no technical assessment ensuring that everyone has the chance to see and comment on the sites that will be considered through the next stages Local Plan process. We stress that these are sites that have been submitted to us and no evaluation of their suitability has been undertaken as part of this Options Paper.

7. Development Management Policies

7.1.1 Throughout this document we have explained how our current development management policies relate to the themes and topic areas we are seeking to address in a new Plan. Your comments will help us consider what policies we need for the future. Some existing policies may not be replaced but we will examine, in particular, how necessary policy objectives from the 1996 Local Plan might be streamlined and incorporated into a new suite of strategic and non-strategic policies to guide decision-making.

7.1.2 A list of 'saved' policies from the 1996 Plan that continue to be effective can be found on the Evidence Base Page on our website. Please see: https://www.cherwell.gov.uk/planningpolicy. The range of topics they cover include:

- Types of development in the Green Belt
- Replacement dwellings, new dwellings in the countryside
- Conversion of buildings
- Residential caravans
- Residential canal moorings
- Small scale retail and garden centres in the rural areas
- Loss of village services
- Development attracting traffic on minor roads, HGVs and commercial facilities for motorists
- Proposals for visitor accommodation
- Agricultural development
- Development in the open countryside
- rotection of heritage and ecological assets
- Prevention of coalescence of settlements
- Design control
- Protection of important gaps
- Protection of named views
- Satellite dishes and telecommunications infrastructure
- Pollution, hazardous developments, contamination

7.1.3 There may be a range of policy areas that we need to cover in a new plan because national policy is lacking or where local circumstances require a tailored approach. Some policy areas have been identified in the comments we have received so far and throughout this document. In summary, is likely that the Local Plan Review will include policies on the following detailed matters:

- Developing Design Codes
- Health Impact Assessments
- Heath Facilities and Buildings
- Open Space/Playing pitches (standards)
- Designation of Local Green Spaces
- Landscape designations
- Tranquillity
- Biodiversity Net Gain

- Nature Improvement Areas
- Flooding and water management
- Air quality management
- Assets of Community Value
- Electric vehicle charging
- Sustainable Construction / Energy efficiency in buildings
- Renewable energy and new development
- Self-Build / Community Build Housing
- Specialist affordable housing/ First Homes
- Houses in Multiple Occupation (HMOs)
- Housing Standards (space standards)
- Retail development (including out of town retail)
- Other town centre uses

Question: Development Management Policies

Tell us what you think.

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

8. Consultation Arrangements & Next Steps

8.1 Making Your Comments

8.1.1 We encourage you to use our online consultation portal to make comments on this document. This can be accessed via https://letstalkcherwellgov.uk.engagementhq.com. Alternatively, you can email your response to planning.policy@cherwell-dc.gov.uk or send it by post to:

Planning Policy Team, Cherwell District Council, Bodicote House, White Post Rd, Bodicote, Banbury OX15 4AA

Comments must be received no later than 23:59 on Wednesday 10 November 2021. **Please note that we are unable to accept anonymous responses.**

8.1.2 When you respond, we will register your details on our consultation database so that we can keep you informed. You can unsubscribe at any time in the future by contacting us at planning.policy@cherwell-dc.gov.uk

8.1.3 Please contact us at if you wish to be removed and no longer contacted.

8.2 Key Supporting Documents

8.2.1 Several supporting documents will be available to support the consultation and information about our current plans and policy documents is available on-line.

8.2.2 You may be interested in:

- **The Sustainability Appraisal:** this is being carried out to inform development of the Local Plan and to assess its environmental, social and economic effects. An initial stage of this work will be available for comment
- **Health Impact Assessment Scoping:** this is being prepared to ensure that the Local Plan considers health from the outset. The scoping report is also available for comment
- An **Equalities Impact Assessment**
- **Duty to Cooperate position statement**
- **Consultation Statement:** this details comments received during the previous consultation
- The Cherwell **Retail and Town Centre Study** prepared by Nexus Planning
- An **Interim Cherwell Employment Needs Study** prepared by Lambert Smith Hampton

Other evidence base documents to support the Cherwell Local Plan review and the Oxfordshire Plan 2050 are also published.

8.3 Sustainability Appraisal and Habitats Regulation:

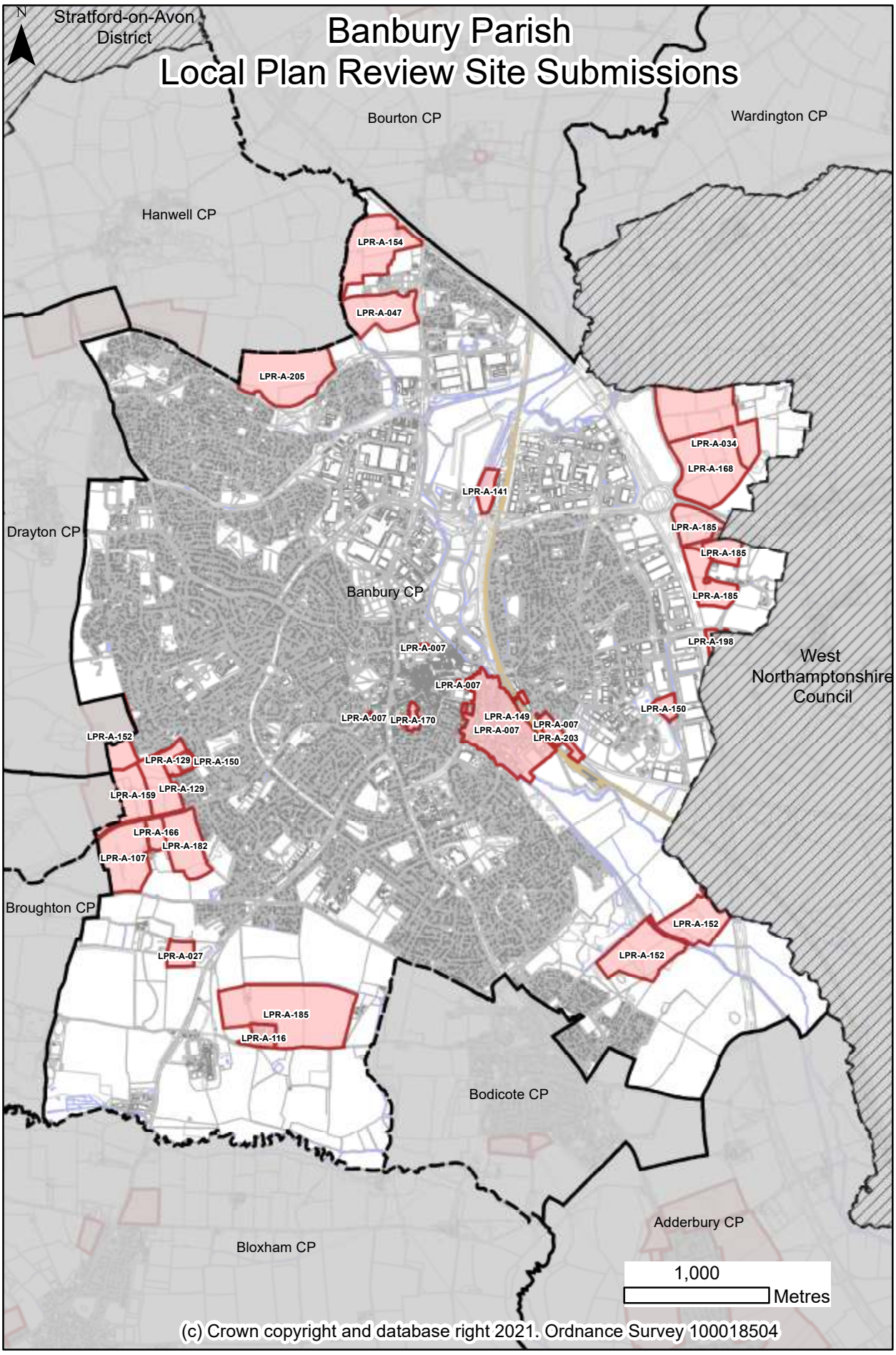
8.3.1 An Interim Sustainability Appraisal (SA) has been published alongside this consultation for comments. As the SA is subject to its own regulations there are separate arrangements for commenting on this document. The SA is an important document that will help to inform the next stages of plan making. If you are able, we would welcome comments on it.

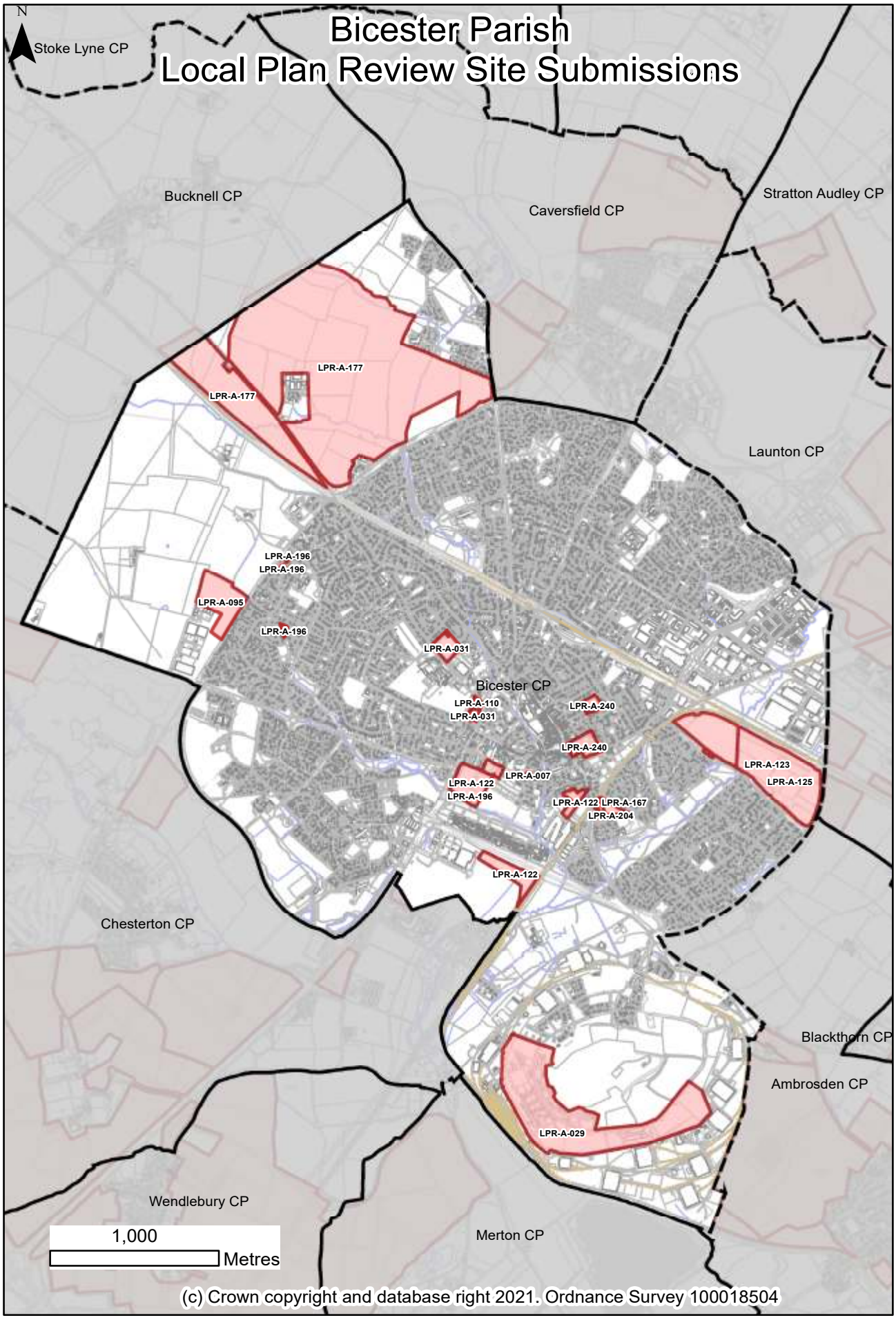
8.3.2 A Habitats Regulation Assessment will be prepared at the next stage to accompany the Draft Plan.

8.4 Next Steps & timescales

Our programme for preparing the Plan




Banbury Parish
Local Plan Review Site Submissions
N
Stratford-on-Avon District
Bourton CP
Wardington CP
Hanwell CP
Drayton CP
Banbury CP
West Northamptonshire Council
Broughton CP
Bodicote CP
Adderbury CP
Bloxham CP
LPR-A-154
LPR-A-047
LPR-A-205
LPR-A-034
LPR-A-168
LPR-A-141
LPR-A-185
LPR-A-185
LPR-A-185
LPR-A-198
LPR-A-007
LPR-A-007
LPR-A-007
LPR-A-170
LPR-A-149
LPR-A-007
LPR-A-007
LPR-A-203
LPR-A-150
LPR-A-152
LPR-A-129
LPR-A-150
LPR-A-159
LPR-A-129
LPR-A-166
LPR-A-182
LPR-A-107
LPR-A-027
LPR-A-152
LPR-A-152
LPR-A-185
LPR-A-116
1,000
Metres
(c) Crown copyright and database right 2021. Ordnance Survey 100018504


Bicester Parish
Local Plan Review Site Submissions
N
Stoke Lyne CP
Bucknell CP
Caversfield CP
Stratton Audley CP
Launton CP
Bicester CP
Chesterton CP
Blackthorn CP
Ambrosden CP
Wendlebury CP
Merton CP
LPR-A-177
LPR-A-177
LPR-A-196
LPR-A-196
LPR-A-095
LPR-A-196
LPR-A-031
LPR-A-110
LPR-A-031
LPR-A-240
LPR-A-240
LPR-A-123
LPR-A-125
LPR-A-007
LPR-A-122
LPR-A-196
LPR-A-122
LPR-A-167
LPR-A-204
LPR-A-122
LPR-A-029
1,000
Metres
(c) Crown copyright and database right 2021. Ordnance Survey 100018504

Rep No.	Site Name	Parish	Area Size (ha)	Promoter	Promoted Use(s)	New (inc parcels of overall existing HELAA sites) / Update
LPR-A-002	Land to the rear of Gracewell of Adderbury, Gardner Way, Adderbury	Adderbury	0.6	Matthew Johnson - DLBP Ltd / Patron Adderbury Retirement Living Sarl	Housing	New
LPR-A-041	Land to the rear of Henge Close and St Mary's Farmhouse, Hornhill Road, Adderbury	Adderbury	0.7	Neil Warner - JPPC / Mr J Young	Housing	New
LPR-A-077	Land at Croft Farm, Adderbury	Adderbury	0.4	Tom Birks - Brown & Co / Mr Robert Cooke	Housing	Update
LPR-A-077	Land North of Croft Farm, Adderbury	Adderbury	1.77	Tom Birks - Brown & Co / Mr Robert Cooke	Housing	Update
LPR-A-081	Land off Banbury Road, Adderbury	Adderbury	2.9	Tom Birks - Brown & Co / Mr R W Stephens	Housing	Update
LPR-A-086	Land at South Adderbury, Adderbury	Adderbury	6.74	Tom Birks - Brown & Co / Mr H R N Stilgoe	Housing	Update
LPR-A-086	Land at Berry Hill Road, Adderbury	Adderbury	13.79	Tom Birks - Brown & Co / Mr H R N Stilgoe	Housing	Update
LPR-A-146	Land to the North of Henge Close, Adderbury	Adderbury	0.65	Wesley McCarthy - Nicholas King Homes	Housing	New
LPR-A-156	Land to the west of Banbury Road, Adderbury	Adderbury	14.2	Ashley Maltman - Pye Homes / Cancer Research UK	Housing	Update
LPR-A-178	Land East of Adderbury	Adderbury	60	Rob Linnell - Savills (UK) Ltd / Hallam Land Management	Housing	New
LPR-A-218	Land North of Berry Hill Road, Adderbury	Adderbury	4	Hannah Wild - Hollins Strategic Land / Mr Carl Wright	Housing	Update
LPR-A-258	Land to the South of Milton Road, Adderbury	Adderbury	3.53	John Breese - Rosconn Strategic Land / Hugh Robert Nathaniel Stilgoe	Housing	Update
LPR-A-010	Land North of Ploughley Road, Ambrosden	Ambrosden	9.5	Jonathan Porter - Archstone Ambrosden Ltd / Mrs R May	Housing	New
LPR-A-084	Land at Wretchwick Farm, Ploughley Road, Ambrosden	Ambrosden	3.44	Tom Birks - Brown & Co / Mr M H & Mrs E J Collins	Housing / Commercial	Update
LPR-A-095	Ambrosden Poultry Farm, Land East of Graven Hill, Bicester	Ambrosden	60	Luke Thorpe - Quod / Faccenda Property Ltd (c/o Albion Land)	Housing	Update
LPR-A-143	Land North of Merton Road, Ambrosden	Ambrosden	7.2	Luke Garrett - Obsidian Strategic	Housing	New
LPR-A-143	Land South of Park Farm Close, Ambrosden	Ambrosden	1.4	Obsidian Strategic Ltd	Housing	Update
LPR-A-163	Land North of Blackthorn Road, Ambrosden	Ambrosden	17	Darren Bell - David Lock Associates / Hallam Land Ltd	Housing	Update
LPR-A-083	Land at Water Lane, Ardley with Fewcott	Ardley	0.67	Jonathan Love - Bidwells LLP / Brasenose College, Oxford	Housing	Update
LPR-A-103	Land off Patrick Haugh Road, Arncott	Arncott	4.87	Tom Birks - Brown & Co / Mr D Orchard	Housing	Update
LPR-A-029	Sites H & G, South of Palmer Avenue, Lower Arncott	Arncott	26	Stephen Harness - Defence Infrastructure Organisation	Housing	New
LPR-A-103	Land at Arncott Hill Farm, Arncott	Arncott	5.73	Tom Birks - Brown & Co / Mr D Orchard	Housing	New
LPR-A-103	Land South of Arncott Hill Farm, Arncott	Arncott	4.91	Tom Birks - Brown & Co / Mr D Orchard	Housing	New
LPR-A-103	Land to the East of Arncott Hill Farm, Arncott	Arncott	4.22	Tom Birks - Brown & Co / Mr D Orchard	Housing	New
LPR-A-194	Bridge Farm, Palmer Avenue, Arncott	Arncott	0.61	Selina Coleman / Selina Coleman and Gemma Harris	Housing	New
LPR-A-011	Arncott Motoparc, Murcott Road, Upper Arncott	Arncott / Bucks	9.7	Robert Bolton - Review Partners / Schyde Investments Limited	Housing	Update
LPR-A-007	Canalside, Banbury	Banbury	25.6	Ken Howard	Travellers	Update
LPR-A-007	Poundland 1-6 Malthouse Walk, Banbury, OX16 5PW	Banbury	0.07	Ken Howard	Travellers	Update
LPR-A-007	PR Alcock and Sons Ltd, Castle Street, Banbury	Banbury	0.16	Ken Howard	Travellers	New
LPR-A-007	3 West Bar Street, Banbury	Banbury	0.14	Ken Howard	Travellers	New
LPR-A-027	Land off Bloxham Road, Banbury	Banbury	3	Keith Fenwick - Pegasus Group / Barwood Development Securities Ltd	Housing	Update
LPR-A-034	Land North East of Junction 11 M40, East of A361, Banbury	Banbury	42	Rhys Bradshaw - DLP Planning Ltd / Mr M Stroud, Mr J Stroud and Ms L Aries	Commercial	New
LPR-A-047	Land at Hardwick Farm, West of Southam Road, Banbury	Banbury	11.5	Rob Huntley - RHPC / Hargreaves Residential Developments Ltd	Housing	Update

LPR-A-107	Land at Saltway Farm, Broughton Road, Banbury	Banbury	13.72	Tom Birks - Brown & Co / Mr and Mrs Morris	Housing	New
LPR-A-116	Wykham Park Farm, Wykham Lane, Banbury	Banbury	2.9	Hywel Morse - Sworders / Mr J Colegrave	Housing	New
LPR-A-129	Land at Bretch Hill, Balmoral Avenue, Banbury	Banbury	2.5	Rebecca Bacon - Savills (UK) Ltd / Lone Star Land Ltd	Housing	New
LPR-A-129	Land North of Broughton Road, Banbury	Banbury	7.5	Rebecca Bacon - Savills / Carole Chard and Jill Woodfield	Housing	Update
LPR-A-141	Land at Waterworks Lane, Banbury	Banbury	3.2	Rhys Bradshaw - DLP Planning Ltd / Mr M Stroud	Commercial	New
LPR-A-149	Banbury Oil Depot, Tramway Road, Banbury	Banbury	0.87	Debbie Jones - Framptons / Motor Fuel Group Ltd	Housing	New
LPR-A-150	Former Lagoon at Banbury Sewage Treatment Works, Banbury	Banbury	1.94	Tasha Hurley - Savills (UK) Ltd / Thames Water Utilities Limited	Commercial	New
LPR-A-150	Land at Bretch Hill Reservoir, Bretch Hill, Banbury	Banbury	0.31	Tasha Hurley - Savills (UK) Ltd / Thames Water Utilities Limited	Housing	New
LPR-A-152	Land at Canal Lane, Banbury	Banbury	23.87	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Community / Leisure / Recreation	New
LPR-A-154	Hanwell Rise, Land at Hardwick Hill, Southam Road, Banbury	Banbury	15.8	James McAllister-Jones - Thakeham Homes Ltd	Housing	New
LPR-A-159	Milestone Farm, Broughton Road, Banbury	Banbury	7.7	Michael Robson - Cerda Planning Limited / Mr Howse, Ms Toemaes and Mr Jones	Housing	Update
LPR-A-166	Crouch Hill Farm, Broughton Road, Banbury	Banbury	2.57	Jim Rawlings - Roebuck Land & Planning King & Warr	Housing	New
LPR-A-168	Land to the East of the A361 and North of the A422, East of Junction 11 M40, Banbury	Banbury	19.97	Duncan Chadwick - David Lock Associates / Mr John Stroud, Trustee to the Beneficiaries	Commercial	New
LPR-A-170	Land between Calthorpe Street and Marlborough Road, Banbury	Banbury	1.4	Peter Frampton - Framptons / Skape Banbury LLP	Mixed	New
LPR-A-182	Land South of Broughton Road and West of Friswell Road, Banbury	Banbury	10.5	Nick Keeley - Gleeson Strategic Land	Housing	Update
LPR-A-185	Land at Wykham Park Farm, Wykham Lane, Banbury	Banbury	33	Alan Divall - Walsingham Planning / L&Q Estates	Housing	Update
LPR-A-185	Land South of the A422 at Nethercote, Banbury	Banbury	36.6	Alan Divall - Walsingham Planning / L&Q Estates	Commercial	New
LPR-A-203	S. Grundon Services Ltd and Cemex UK, Land off Higham Way, Merton Street, Banbury	Banbury	3.05	Mark Berry - JSA Architects Ltd / Grundon Waste Management Ltd & Cemex UK	Housing	Update
LPR-A-205	Land off Dukes Meadow Drive, Banbury	Banbury	19.74	Geoff Armstrong - Armstrong Rigg Planning / Manor Oak Homes and Mr & Mrs Donger	Mixed	Update
LPR-A-198	The Bowling Green, Overthorpe Road, Banbury	Banbury / West Northants	1	Julian Philcox - JP Planning Ltd / Mr N Wingfield	Commercial	New
LPR-A-130	Land South of Townsend, Barford St Michael	Barford St John and St Michael	0.41	Will Lombard - Fernhill Estates / Katherine Wheeler	Housing	New
LPR-A-069	Land South of Solid State Logic headquarters, Spring Hill Road, Begbroke	Begbroke	2.36	Mike Gilbert - Mike Gilbert Planning Ltd / Proper Tea LLP	Housing	Update
LPR-A-142	Land at no. 42 and to the rear of 30-40 Woodstock Road East	Begbroke	4.39	Jon Waite - RPS Planning / Mr Richard Davies	Housing	Update
LPR-A-191	Begbroke Science Park	Begbroke	5.54	Duncan Chadwick - David Lock Associates / University of Oxford	Commercial	New
LPR-A-008	Land on the east side of Woodstock Road East, Begbroke	Begbroke / Kidlington	4.3	Nina Langford - Breckon & Breckon / Richard Eric Davies and Marian Davies	Housing	Update
LPR-A-063	Land between Woodstock Road, Langford Lane and Begbroke Lane, Begbroke/Kidlington	Begbroke / Kidlington	25	Nigel McGurk - Blenheim Estates	Mixed	New
LPR-A-108	Land to the South of the planned Oxford Technology Park between Begbroke and Kidlington	Begbroke / Kidlington	17	Lauren Bates - Hill Street Holdings / Blenheim Estates	Commercial	New
LPR-A-007	Former Bicester Library, Old Place Yard, Bicester	Bicester	0.04	Ken Howard	Travellers	Update
LPR-A-029	St David's Barracks, Bicester	Bicester	33	Stephen Harness - Defence Infrastructure Organisation	-	Update

LPR-A-031	Fire Station / BRIC Building, Queens Avenue, Bicester	Bicester	0.39	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-031	Land at Hudson Street, Bicester	Bicester	1.77	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	New
LPR-A-095	Axis J9, Howes Lane, Bicester	Bicester	4.5	Luke Thorpe - Quod / Albion Land	Commercial	New
LPR-A-110	Former Magistrates Court, Waveley House, Queens Avenue, Bicester	Bicester	0.32	Joe Bennett - RCA Regeneration Ltd / GG Oxford Investments Limited	Housing	New
LPR-A-122	Bicester Village - A41 site, Bicester	Bicester	3	Peter Twemlow - DP9 Ltd / Value Retail	Mixed	New
LPR-A-122	Bicester Village - Oxford Road site, Bicester	Bicester	4.85	DP9 Ltd / Value Retail Management Ltd	Mixed	Update
LPR-A-122	Bicester Village - Station Road site, Bicester	Bicester	1.21	DP9 Ltd / Value Retail Management Ltd	Mixed	Update
LPR-A-123	Land at Gavray Drive, Bicester	Bicester	23	Peter Chambers - David Lock Associates / L&Q Estates	Housing	Update
LPR-A-125	Gavray Meadows Local Wildlife Site, Gavray Drive, Bicester	Bicester	N/A	Pamela Roberts - Save Gavray Meadows campaign	Local Green Space	
LPR-A-167	Land at Alchester Terrace, Bicester	Bicester	0.26	Neil Warner - JPPC / The Trustees of A Deeley	Housing	New
LPR-A-177	North West Bicester (East) - Land North West of Lords Lane, Bicester	Bicester	130	Nick Freer - David Lock Associates / Hallam Land Ltd	Housing	New
LPR-A-196	Derwent Green - Land adjacent to 27 Dewent Road, Bicester	Bicester	N/A	Samantha Shippen - Bicester Town Council	Local Green Space	
LPR-A-196	Oxford Road - Sport and recreation facilities west of Pingle Field, Bicester	Bicester	N/A	Samantha Shippen - Bicester Town Council	Local Green Space	
LPR-A-196	Avon Crescent - Land between Greenwood Drive, Avon Crescent and Blythe Place, Bicester	Bicester	N/A	Samantha Shippen - Bicester Town Council	Local Green Space	
LPR-A-204	Langford Community Orchard, off Dunlin Court, Bicester	Bicester	N/A	Pamela Roberts - Langford Community Orchard	Local Green Space	
LPR-A-240	Cattle Market Car Park, Victoria Road, Bicester	Bicester	0.79	Dan Sames - Conservative Councillors on Bicester Town Council	-	Update
LPR-A-240	Claremont car park, Deans Court and the County Council Buildings on Launton Road, Bicester	Bicester	1.73	Dan Sames - Conservative Councillors on Bicester Town Council	-	New
LPR-A-031	Land at Thame Road, Blackthorn	Blackthorn	0.84	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-099	Land at Blackthorn	Blackthorn	6.24	Tom Birks - Brown & Co / Messrs G & C White	Housing	Update
LPR-A-145	Land adjacent to Symmetry Park, Bicester	Blackthorn	6.33	Debbie Jones - Framptons / Tritax Symmetry	Commercial	New
LPR-A-185	Land off Blackthorn Road, Ambrosden - Parcel 1	Blackthorn	3.45	Alan Divall - Walsingham Planning / L&Q Estates	Housing	New
LPR-A-185	Land off Blackthorn Road, Ambrosden - Parcel 2	Blackthorn	2.8	Alan Divall - Walsingham Planning / L&Q Estates	Housing	New
LPR-A-208	Land at South East Bicester	Blackthorn	75	Ellen Timmins - Countryside Properties (UK) Ltd	Housing / Community	New
LPR-A-022	Land to the South of Station Road, Bletchingdon	Bletchingdon	4.58	David Jones - Robinson & Hall LLP / Christopher Edward Lane	Housing	New
LPR-A-076	Land at Station Road, Bletchingdon	Bletchingdon	11.3	Colin Griffiths - Satnam Planning Services	Housing	New
LPR-A-049	Land at Tadmarton Road, Bloxham	Bloxham	9.7	Chris Dodds - Planning Prospects	Housing	New
LPR-A-052	Land at Tadmarton Road, Bloxham	Bloxham	8.5	Hywel Morse - Sworders / Bertrand Facon	Housing	Update
LPR-A-070	Land South of Ells Lane, Bloxham	Bloxham	2.58	Alistair Russell - Cala Homes Midlands Limited	Housing	Update
LPR-A-075	Land East of South Newington Road, Bloxham	Bloxham	7.75	Mark Rose - Define Planning and Design Ltd / Mrs S Spencer, Mr C Spencer and Mrs S Gray; Mr A and Mrs P Shorter; Mrs E Hyde and Mrs M Hyde	Housing	Update
LPR-A-094	Land at South Newington Road, Bloxham	Bloxham	6	Richard Agnew - Gladman	Housing	Update

LPR-A-115	Orchard House, Barford Road, Bloxham	Bloxham	0.4	Lois Partridge - Sworders / Mr Christopher Bell	Housing	New
LPR-A-151	Land North of Bloxham	Bloxham	5.58	Hywel Morse - Sworders / Mr D Stroud	Housing	Update
LPR-A-100	Land North and South of Milton Road, Bloxham	Bloxham / Milton	15.8	Sarah Moorhouse - Lichfields / Taylor Wimpey UK Ltd	Housing	Update
LPR-A-091	Land South of Wards Crescent, Bodicote	Bodicote	4.5	Simon Gamage - RPS Planning / Mr Will Bratt	Housing	New
LPR-A-044	Land parcel 2783 between Great Bourton and Cropredy	Bourton	1.5	Evan Owen / Mr Ikhlaq Karim and Mr Mazhar Iqbal	Housing	New
LPR-A-088	Land off School Lane, Great Bourton	Bourton	1.01	Tom Birks - Brown & Co / Mr M Smalley	Housing	New
LPR-A-090	Land off South View, Great Bourton	Bourton	4.86	Tom Birks - Brown & Co / Mr I Amos, Mr R Amos, Ms H L Stewart, Mr M Smalley and Mrs C Campion	Housing	Update
LPR-A-114	Land South of Crow Lane, Great Bourton	Bourton	0.82	Hywel Morse - Sworders / Brian and Lynne Aries	Housing	New
LPR-A-133	Land West of School Lane, Great Bourton	Bourton	0.24	Will Lombard - Fernhill Estates / Fergus White	Housing	New
LPR-A-133	Land West of Foxden Way, Great Bourton	Bourton	1.21	Will Lombard - Fernhill Estates / Jeremy Brown	Housing	New
LPR-A-134	Land North of Chapel Lane, Little Bourton	Bourton	0.47	Will Lombard - Fernhill Estates / Fergus White	Housing	New
LPR-A-003	South Lodge, Caversfield	Caversfield	6.86	Sam Matthew - Greystoke Land / Andrew and Elizabeth Derrer	Housing	Update
LPR-A-039	Land known as The Plain, Caversfield	Caversfield	10.07	Roger Cross / Mr John Phipps	Housing	Update
LPR-A-144	Land at South Lodge, Caversfield	Caversfield	6.9	Alan Divall - Walsingham Planning / Linden Limited and Andrew and Elizabeth Derrer	Housing	Update
LPR-A-147	Land at Dymock's Farm, Caversfield	Caversfield	43.27	Joanna Lishman - Savills (UK) Ltd / Vistry Homes Ltd	Housing	New
LPR-A-165	Land at Mill Lane, Charlton on Otmoor	Charlton-on-Otmoor	3.72	Lydia Pravin - Brown & Co / JB & ML Honour & Son	Housing	New
LPR-A-165	Land at Mill Lane (small), Charlton on Otmoor	Charlton-on-Otmoor	0.47	Lydia Pravin - Brown & Co / JB & ML Honour & Son	Housing	New
LPR-A-046	Land to the North and East of Little Chesterton, Chesterton	Chesterton	26.3	Jane Harrison - Barton Willmore / University College, Oxford	Housing / Commercial	Update
LPR-A-092	Land at Park Farm, Wendlebury	Chesterton	2.76	Tom Birks - Brown & Co / Mr and Mrs Miller	Housing	New
LPR-A-106	BSA Sports Facility, Akeman Street, Chesterton	Chesterton	24.7	Paul Newton - Barton Willmore / Bicester Sports Association	Leisure	New
LPR-A-113	Land off A4095, Chesterton	Chesterton	10	Melissa Balk - Fisher German LLP / Mrs Josephine Horton	Housing	New
LPR-A-118	Land South of Green Lane, Chesterton	Chesterton	14.8	Christopher Roberts - Boyer Planning / Wates Developments	Housing	New
LPR-A-193	Land off Oxford Road, Bicester	Chesterton	0.68	Lloyd Collins - Planning Potential / Aldi Stores Limited	Retail	New
LPR-A-225	Land at Lodge Farm, Chesterton	Chesterton	40	Richard Cutler - Bloombridge LLP / Jane and Robert Shouler	Housing / Retail / Community / Leisure	Update
LPR-A-259	Bicester Gateway	Chesterton	3.3	Richard Cutler - Bloombridge LLP	Mixed	Update
LPR-A-058	Land South of B4030, Bignell Park Farm, Chesterton	Chesterton / Bucknell	20	Mike Robinson - Oxford & Country Planning / Mr C J Lane Fox	Housing / Commercial / Mixed	New
LPR-A-173	Land at Junction 9 M40, Chesterton	Chesterton / Wendlebury	65	Peter Frampton - Framptons / Tritax Symmetry Ltd	Commercial	Update
LPR-A-155	Land to the North of Cropredy and South of Cropredy Marina, Cropredy	Cropredy	10.9	Robert Love - Bidwells LLP / Brasenose College, Oxford	Housing / Mixed	New
LPR-A-155	Land West of Station Road, Cropredy	Cropredy	3.27	Robert Love - Bidwells LLP / The Kings Hall and College of Brasenose Oxford	Housing	Update
LPR-A-202	The Straw Barn, School Lane, Cropredy	Cropredy	1.5	Martin Leather - Haulix Developments Ltd	Mixed	New
LPR-A-009	Land East of Oxford Road, Deddington	Deddington	1.8	Melissa Balk - Fisher German LLP / Stella O'Neill	Housing	New
LPR-A-016	Land to the South of Clifton Road, Deddington	Deddington	2.5	Des Dunlop - D2 Planning / Blue Cedar Homes Limited	Housing	New
LPR-A-054	Home Farm Works, Clifton Road, Deddington	Deddington	2.22	John Wilbraham - DLP Planning Ltd / Mr Andrew Thompson	Housing	New

LPR-A-054	Industrial buildings and land to the south of Clifton Road, Deddington	Deddington	2.22	John Wilbraham - DLP Planning Ltd / Mr Andrew Thompson	Housing	New
LPR-A-056	Land off Banbury Road, Deddington	Deddington	15.7	David Joseph - Bloor Homes Limited / J A & D A Calcutt	Housing	New
LPR-A-065	Land South of Hempton Road, Hempton	Deddington	4.36	Joshua Hughes - Sheldon Bosley Knight Ltd / Maxine Murray and John Benfield	Housing	New
LPR-A-074	Land East of A4260 Banbury Road, Deddington	Deddington	4.94	John Clarke - Howkins & Harrison / The Fuller Family	Housing	New
LPR-A-104	Land at Manor Barn, Manor Barn, Chapel Close, Clifton, Deddington	Deddington	2.05	John Wilbraham - DLP Planning Ltd / Mr Colin Young and Mr Douglas Young	Housing	New
LPR-A-148	Land off Duns Tew Road, Hempton, Deddington	Deddington	2.24	Jamie Lewis - Ridge and Partners LLP / M and G Real Estate	Housing	Update
LPR-A-152	Land North of Drayton Lodge Farm, Banbury	Drayton	9.3	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Housing	New
LPR-A-152	Withycombe Farm, Bretch Hill, Banbury	Drayton / Banbury	15	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Housing	Update
LPR-A-036	Durrants Gravel, Finmere	Finmere	3.26	Andrew Gore - Marrons Planning / Ms Helen Tredwell	Housing	Update
LPR-A-040	Land to the North of Banbury Road, Finmere	Finmere	1.91	John Beardsell - Elan Homes Strategic Land Ltd / Zagora Holdings Limited	Housing	Update
LPR-A-078	Land at Hall Farm, Fringford	Fringford	0.56	Harriet Featherstone - Carter Jonas / Viscount Sidmouth	Housing	New
LPR-A-171	Land to the West of Fringford, Fringford	Fringford	0.9	Alan Divall - Walsingham Planning / R2 Developments	Housing	New
LPR-A-031	Land South of Fewcott Road, Fritwell	Fritwell	0.29	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-031	Land North of Fewcott Road, Fritwell	Fritwell	0.24	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	New
LPR-A-097	Manor Farm, North Street, Fritwell	Fritwell	0.5	Tom Birks - Brown & Co / Mr P Surman	Housing	New
LPR-A-101	Land North of Forge Place, Fritwell	Fritwell	1	Iain Summerwood - Edgars Limited / Lagan Homes	Housing	New
LPR-A-131	Land North of North Street, Fritwell	Fritwell	0.51	Will Lombard - Fernhill Estates / Peter and Carol Surman	Housing	New
LPR-A-235	Land at the end of North Street, off Somerton Road at western edge of Fritwell	Fritwell	N/A	Helen Metcalfe - Fritwell Parish Council	Local Green Space	
LPR-A-059	Land at St Frideswide's Farm and Water Eaton Estate	Gosford and Water Eaton	48	Jon Alsop - Savills (UK) Ltd / Christ Church and The Water Eaton Estate	Housing	New
LPR-A-079	Land at North Oxford Golf Course	Gosford and Water Eaton	32	Robert Linnell - Savills (UK) Ltd / The University of Oxford, Exeter College and Merton College	Housing	New
LPR-A-140	Land at Loop Farm, Woodstock Road, Wolvercote	Gosford and Water Eaton	20	Roger Smith - Savills (UK) Ltd / Merton College and the Blenheim Estate	Mixed	New
LPR-A-183	Land adjacent to Oxford Parkway and Water Eaton Park and Ride	Gosford and Water Eaton	3.48	Adam Davies - David Lock Associates / Mr M Smith	Commercial	New
LPR-A-222	Frieze Farm, North Oxford	Gosford and Water Eaton	29.93	Luke Slattery - Turnberry / Exeter College	Mixed	New
LPR-A-214	Land to the East of Warwick Road, Banbury	Hanwell / Drayton	20.86	David Murray-Cox - Turley / Vistry Homes	Housing	Update
LPR-A-023	Land to the South of Camp Road, Upper Heyford	Heyford Park	12.59	Richard Sherrott - VSL and Partners Ltd / Walkers Trust and Rebecca Haynes	Housing	New
LPR-A-197	Land to the North of Camp Road, Upper Heyford	Heyford Park	5.78	Alan Divall - Walsingham Planning / Richborough Estates	Housing	Update
LPR-A-200	Land to the North of Camp Road, Upper Heyford	Heyford Park	5.9	Alan Divall - Walsingham Planning / Lone Star Land Ltd	Housing	New
LPR-A-030	Land to the south east of Upper Heyford	Heyford Park / Lower Heyford	35.8	Richard Sherrott - VSL and Partners Ltd / Charles Peter Brown; Caroline Jane Brown; Sandra Mary Norman; James Harvey Norman. Partners in J H Norman and Sons	Housing	New
LPR-A-138	Heyford Park and OS Parcels	Heyford Park / Upper Heyford	568.2	Paul Burrell - Pegasus Group / Elvin Investments LLP	Mixed	New

LPR-A-057	Land South of Station Road, Hook Norton	Hook Norton	7.24	Graham Jones - Merlin Land Planning & Development / Shelley and Smart	Housing	New
LPR-A-120	Land at The Bourne, Hook Norton	Hook Norton	4.9	Donna Palmer - Turley / L&Q Estates	Housing	Update
LPR-A-153	Land North to Railway House, Station Road, Hook Norton	Hook Norton	2.3	Peter Frampton - Framptons / Nursery Ground Ltd	Housing	Update
LPR-A-257	Land west of Sibford Road, Hook Norton	Hook Norton	5.12	John Breese - Rosconn Strategic Land / Christoper Gasson	Housing	New
LPR-A-007	Verneys Garage, Quarrry Road, Hornton	Hornton	0.35	Ken Howard	Travellers	New
LPR-A-064	Rozerneil (Paddock), Kidlington Road, Islip	Islip	0.6	Sarah Gordon-Colebrooke	Housing	New
LPR-A-124	Ambergate Barn, Wheatley Road, Islip	Islip	1.3	Michael and Susannah Peace	Housing	New
LPR-A-221	Former Oil Storage Depot, Bletchingdon Road, Islip	Islip	13.5	Huw Mellor - Carter Jonas / NCM Real Returns Property GP Limited and NCM Real Returns Nominee Limited	Housing	Update
LPR-A-223	SITE 1-Land off Mill Street/Mill Lane, south of the railway line, Islip	Islip	2.1	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	Update
LPR-A-223	SITE 2-Land off Mill Lane/Kidlington Road, north of the railway line, Islip	Islip	4.2	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	Update
LPR-A-223	SITE 3-Land off Bletchingdon Road, Islip	Islip	4.6	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	Update
LPR-A-223	SITE 4-Land off the A34, Islip	Islip	6	Jennifer Mitter - Lichfields / The Church Commissioners for England	Commercial	Update
LPR-A-223	SITE 5-Land adjacent to Islip Train Station, Islip	Islip	5.7	Jennifer Mitter - Lichfields / The Church Commissioners for England	Housing	New
LPR-A-223	SITE 6-Land to the North and West of Islip Village	Islip	33	Jennifer Mitter - Lichfields / The Church Commissioners for England	Mixed	New
LPR-A-223	SITE 7-Land at Islip	Islip / Noke	499	Jennifer Mitter - Lichfields / The Church Commissioners for England	Mixed	New
LPR-A-007	Former Builders Yard, The Moors, Kidlington	Kidlington	0.31	Ken Howard	Travellers	Update
LPR-A-024	Land North of The Moors and East of Banbury Road, Kidlington	Kidlington	37	Simon Handy - Strutt & Parker / Dairystock Limited	Housing	Update
LPR-A-031	Former Blenheim Centre, Alexander Close, Kidlington	Kidlington	0.36	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-082	Oxford Technology Park, Langford Lane, Kidlington	Kidlington	8.3	Matthew Sobic - Savills (UK) Ltd / Hill Street Holdings	Commercial	New
LPR-A-082	The Piggeries and associated land, Langford Lane, Kidlington	Kidlington	6	Matthew Sobic - Savills / Hill Street Holdings	-	New
LPR-A-156	Land South of Langford Locks, Kidlington	Kidlington	2.4	Ashley Maltman - Pye Homes	Commercial	Update
LPR-A-156	Land off Webb's Way, Kidlington	Kidlington	9.8	Ashley Maltman - Pye Homes / Cancer Research UK	Housing	Update
LPR-A-184	London Oxford Airport, Langford Lane, Kidlington	Kidlington	206	Nick Alston - Avison Young / Oxford Aviation Services Ltd	Commercial / C1, C2	Update
LPR-A-224	Land North of The Moors, Kidlington	Kidlington	21.68	Richard Cutler - Bloombridge LLP / The Bulford Trust	Mixed	Update
LPR-A-230	Land at Langford Lane, Kidlington	Kidlington	19.5	Michael Crofton-Briggs - University of Oxford	Commercial	New
LPR-A-237	Outskirts of Kidlington	Kidlington / Gosford and Water Eaton / Yarnton	N/A	Rachel Faulkner - Kidlington Parish Council	Local Green Space	
LPR-A-043	Land East of Heyford Road, Kirtlington	Kirtlington	0.54	Tim Northey - Abbeymill Homes Limited / James Budgett, Diana Grayland, Christopher Budgett, Heather Tylor, Solvein Limited, Portway Farms Limited and Sarah Nicholson	Housing	New
LPR-A-261	Corner Farm, Station Road, Kirtlington	Kirtlington	5.8	Peter Frampton - Framptons / Mr R Hall	Housing	Update

LPR-A-012	Land off The Green, Station Road, Launton	Launton	1.83	Robert Bolton - Review Partners / Albert Geoffrey Phipps	Housing	New
LPR-A-017	Charbridge Lane, Bicester	Launton	4.75	Richard Walker / Richard Walker, David Walker, Robert Walker and Phil Carver	Housing / Commercial	New
LPR-A-018	59 West End, Launton	Launton	0.1	Richard and David Walker	Commercial	New
LPR-A-071	Land East of Charbridge Lane, South of Railway, Bicester	Launton	5.4	Olivia Glenn - Charterhouse / The Portland House Group & Richard Walker & London and Metropolitan Developments	Housing	Update
LPR-A-085	Land North East of Skimmingdish Lane/Bicester Road	Launton	191	Jake Collinge - JCPC Ltd / Mr P W Deeley, Mr W A Deeley, Mr S R Deeley, Ms J L Morgan and Ms J S Horton	Housing / Commercial / Mixed	New
LPR-A-085	Land North of Launton	Launton	6.4	Jake Collinge - JCPC Ltd / Mr P W Deeley, Mr W A Deeley, Mr S R Deeley, Ms J L Morgan and Ms J S Horton	Housing	New
LPR-A-089	Land South of Launton	Launton	20	Jake Collinge - JCPC Ltd / Mr P W Deeley, Mr W A Deeley and Mr S R Deeley	Housing	New
LPR-A-112	Land East of Bicester Road and North of Yew Tree Close, Launton	Launton	18.3	Melissa Balk - Fisher German LLP / Josephine Horton and Jean Morgan	Mixed	New
LPR-A-121	Land North of Station Road, Launton	Launton	5.7	David Bainbridge - Savills (UK) Ltd / Richborough Estates	Mixed	Update
LPR-A-126	Land North of Launton	Launton	12.7	Emma Wagland - Strutt & Parker / Mrs A Darbishire	Housing / Commercial / Mixed	Update
LPR-A-127	Grange Farm, Station Road, Launton	Launton	0.13	Rebecca Bacon - Savills (UK) Ltd / Richborough Estates	Housing	New
LPR-A-061	Land off Middle Aston Lane, Middle Aston	Middle Aston	2.42	Sienna Barbour / Scenic Farms Ltd	Housing	Update
LPR-A-021	Hatch End Old Poultry Farm, Steeple Aston Road, Middle Aston	Middle Aston / Steeple Aston	2.46	Lucy Smith - JPPC / Middle Aston Limited	Commercial	Update
LPR-A-080	Cottage Field, Bicester Road, Middleton Stoney	Middleton Stoney	8.1	Harriet Featherstone - Carter Jonas / Henry David Teare	Housing	Update
LPR-A-080	Land at Middleton Stoney, Ardley Road, Middleton Stoney	Middleton Stoney	12.8	Harriet Featherstone - Carter Jonas / Henry David Teare	Housing	New
LPR-A-105	Land and allotments east of Ardley Road and adjoining Middleton Stoney to the north, Ardley Road, Middleton Stoney	Middleton Stoney	1.71	Helen Gibbs - Laws & Fiennes / Villiers Park Educational Trust	Housing	Update
LPR-A-119	Land at North Manor Farm, Milcombe	Milcombe	2.4	Katie Jefferis - Savills (UK) Ltd / Christ Church, Oxford	Housing	Update
LPR-A-119	Land at South Manor Farm, Milcombe	Milcombe	5.6	Katie Jefferis - Savills (UK) Ltd / Christ Church, Oxford	Housing	Update
LPR-A-137	Land off Bloxham Road, Milcombe	Milcombe	6.04	Stephen Rutledge - Fisher German LLP / Mr David Smith	Housing	Update
LPR-A-158	Hollies Farm, New Road, Milcombe	Milcombe	8.4	Michael Robson - Cerda Planning Limited / Jane Sheppard	Housing	New
LPR-A-206	Land and buildings at 12 Heath Close, Milcombe	Milcombe	2.2	Julian Philcox - JP Planning Ltd / Keble Homes Ltd	Housing	Update
LPR-A-231	Land at Fern Hill Farm, Milcombe	Milcombe	3.7	Tom Birks - Brown & Co / A S Cole & Son	Housing	Update
LPR-A-067	Newland Caravan Site, Milton Road, Bloxham	Milton	1.86	Tim Humphrey - Brown & Co / Smiths of Bloxham	Housing	Update
LPR-A-004	Land adjacent to Milestone Farm, Broughton Road, Banbury	North Newington	8.19	Neil Holiday - Laws & Fiennes / Broughton Estate	Housing	Update
LPR-A-004	Land South of Shutford Road and Main Street, North Newington	North Newington	1.82	Neil Holiday - Laws & Fiennes / Broughton Estate	Housing	New
LPR-A-135	Land North of Shutford Road, North Newington	North Newington	0.59	Will Lombard - Fernhill Estates / Stuart Morgan	Housing	New
LPR-A-060	Oddington Grange Farm, Weston on the Green	Oddington / Weston on the Green	160.7	Sienna Barbour / Terraughtie Farming Co Ltd & Mrs D Barbour	Mixed	New
LPR-A-229	Land off Stocking Lane, Shenington	Shenington with Alkerton	2.8	Ben Cook - Pegasus Group / Elan Homes	Housing	New

LPR-A-063	Land between Oxford Road, Upper Campsfield Road and Shipton Road, South East Woodstock	Shipton on Cherwell and Thrupp	49	Nigel McGurk - Blenheim Estates	Mixed	New
LPR-A-102	Land at Bunkers Hill, Shipton on Cherwell	Shipton on Cherwell and Thrupp	0.48	Jake Collinge - JCPC Ltd / Keble Homes Ltd	Housing	New
LPR-A-192	Shipton Quarry, Shipton on Cherwell	Shipton on Cherwell and Thrupp	103	Grant Baylis - Ridge and Partners LLP	Mixed	New
LPR-A-004	Land at Lower End and Thistle Hill, Shutford	Shutford	1.79	Neil Holiday - Laws & Fiennes / Broughton Estate	Housing	New
LPR-A-171	Land to the North of Epwell Road, Shutford	Shutford	3	Alan Divall - Walsingham Planning / R2 Developments	Housing	Update
LPR-A-045	Land to the West of Hook Norton Road, Sibford Ferris	Sibford Ferris	6.8	Jonathan Harbottle - Land & Partners South East Limited / Mr Kevin Bishop and Mrs Emily Bishop	Housing	New
LPR-A-139	Land East of Woodway Road, Sibford Ferris	Sibford Ferris	0.8	Melissa Balk - Fisher German LLP / Executors of A G Bishop (dec'd)	Housing	Update
LPR-A-068	Land at Folly Farm, Sibford Ferris	Sibford Ferris / Swalcliffe	22.11	Tim Humphrey - Brown & Co / Mr & Mrs Bishop	Housing	Update
LPR-A-107	Land at Mawles Farm, Pound Lane, Sibford Gower	Sibford Gower	8.06	Tom Birks - Brown & Co / Mr and Mrs N Morris	Housing	New
LPR-A-107	Land South of Mawles Farm, Pound Lane, Sibford Gower	Sibford Gower	4.2	Tom Birks - Brown & Co / Mr and Mrs Morris	Housing	New
LPR-A-136	Land North of Ardley Road, Somerton	Somerton	1.71	Will Lombard - Fernhill Estates / Jeremy Brown	Housing	New
LPR-A-195	Troy Farm, Somerton	Somerton / Fritwell	124	Margaret Ruth Power	Housing	New
LPR-A-157	Land at Leycroft Farm, Somerton Road, Souldern	Souldern	2.6	Tim Humphrey - Brown & Co / W S Deeley & Son	Commercial	New
LPR-A-157	Land off Hillside, Souldern	Souldern	2.08	Tim Humphrey - Brown & Co / W S Deeley & Son	Housing	Update
LPR-A-025	Land at The Close, Wigginton Road, South Newington	South Newington	2.28	Judith and Carol Moyle and Curtin	Housing	New
LPR-A-061	Land off Fenway, Steeple Aston	Steeple Aston	3.31	Sienna Barbour / Scenic Farms Ltd	Housing	Update
LPR-A-173	Land north east of Junction 10 M4	Stoke Lyne	41	Peter Frampton / Tritax Symmetry I	Commercial	New
LPR-A-186	Land at Baynards Green, north of B4100, West of A43	Stoke Lyne	65.9	Sienna Barbour - John Alison Land and Research Ltd / Mr Robert Browne	Housing / Mixed	New
LPR-A-095	Land at junction 10 M40, east and west of A34, Stoke Lyne	Stoke Lyne / Ardley	67	Luke Thorpe - Quod / Marion and Grenfell Loggin (c/o Albion Land)	Commercial	Update
LPR-A-111	Land adjoining Willows Lodge, Stratton Audley	Stratton Audley	0.42	Helen Gibbs - Laws & Fiennes / Mrs E ter Haar, Mrs H West and Miss L Gosling	Housing	New
LPR-A-128	Former Sewage Works site, Stratton Audley	Stratton Audley	0.51	Helen Gibbs - Laws & Fiennes / Stratton Audley Estate	Housing	New
LPR-A-132	Land at former Elm Farm Quarry, Stratton Audley	Stratton Audley	30.9	Jon Westerman - Edgars Limited / Bicester Motion Limited	Recreation / Leisure	New
LPR-A-132	OCC Land at former Elm Farm Quarry, Stratton Audley	Stratton Audley	7.19	Jon Westerman - Edgars Limited / Bicester Motion Limited	Recreation / Leisure	New
LPR-A-031	Land North of Mill Lane, Upper Heyford	Upper Heyford	0.82	Rebecca Redford - Bluestone Planning / Oxfordshire County Council: Estates and Strategy	Housing	Update
LPR-A-175	Land adjoining Judges, Wardington	Wardington	10.8	Alan Divall - Walsingham Planning / Mr Richard Tuthill	Housing	New
LPR-A-175	Land off The Greensward, Wardington	Wardington	4.6	Alan Divall - Walsingham Planning / Mr Richard Tuthill	Housing	New
LPR-A-035	Land South of Oxford Road, Wendlebury	Wendlebury	0.44	Rhys Bradshaw - DLP Planning Ltd / Mr A Bonner	Housing	Update
LPR-A-095	Land South of A41 / North of Oxford Road, Wendlebury	Wendlebury	9.2	Luke Thorpe - Quod / Taylor and Tredwell Families (c/o Albion Land)	Commercial	Update
LPR-A-160	South Bicester, Land Between M40/A41 and Graven Hill	Wendlebury / Merton	238.5	Mark Harris - Bidwells LLP / Thakeham Homes Ltd	Mixed	Update
LPR-A-092	Land at Fir Tree Farm, Weston on the Green	Weston on the Green	1.37	Tom Birks - Brown & Co / Mr John Miller and Mrs Karen Elizabeth Miller	Housing	Update
LPR-A-098	Land at North Lane, Weston on the Green	Weston on the Green	0.9	Jake Collinge - JCPC Ltd / Mr J Kirk	Housing	New

LPR-A-161	Western Grounds Farm, Northampton Road, Weston on the Green	Weston on the Green	1.4	Michael Robson - Cerda Planning Limited / Miles Family	Housing	Update
LPR-A-161	Western Grounds Farm, Northampton Road, Weston on the Green (Site 1)	Weston on the Green	1.5	Michael Robson - Cerda Planning Limited / Miles Family	Housing	New
LPR-A-164	Land to the West of the M40 and North of the A34, Weston on the Green	Weston on the Green	70	James Beverley - Fisher German LLP / CEG	Housing / Commercial	New
LPR-A-211	The Schoolfield, Weston on the Green	Weston on the Green	3.8	Ben Cook - Pegasus Group / Lagan Homes	Housing	New
LPR-A-152	Land to the North of Stratford Road, Wroxton	Wroxton	5.4	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Housing	Update
LPR-A-152	Land at Apollo Park, Ironstone Lane, Wroxton	Wroxton	1.5	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Commercial	New
LPR-A-152	Laurels Farm, Wroxton	Wroxton	6	Jon Alsop - Savills (UK) Ltd / Trinity College, Oxford	Housing	New
LPR-A-216	Pool Farmhouse, Main Street, Wroxton	Wroxton	0.7	Peter Frampton - Framptons / Paul and Hilary Thompson	Housing	New
LPR-A-096	14-16 Woodstock Road, Yarnton	Yarnton	2.5	Paul Slater - Edgars Limited / Mr and Mrs Tomes	Housing	New
LPR-A-176	Field at Church Lane, Yarnton	Yarnton	2.87	Harriet Featherstone - Carter Jonas / OCHJS	Housing	Update
LPR-A-209	Land South of Sandy Lane, Yarnton	Yarnton	9.5	Steven Sensecall - Carter Jonas / W Lucy & Co Ltd	Housing	Update
LPR-A-181	Land East of the A44, Begbroke	Yarnton / Begbroke	190	Duncan Chadwick - David Lock Associates / The Tripartite	Housing / Mixed	New