

Banbury Town Council

Mark Hassall ACMA, MA
Town Clerk & RFO



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Our Ref: 05022025

Your Ref:

Please ask for: Helen Durkin

Email: helen.durkin@banbury.gov.uk

Date: 27 January 2025

To: All Members of the Planning Committee

You are hereby summoned to attend a Meeting of the **PLANNING COMMITTEE** to be held in the TOWN HALL, BRIDGE STREET, BANBURY on **WEDNESDAY, 05 February 2025 at 6.30pm**, for the transaction of the following business:

A handwritten signature in black ink, appearing to be 'Mark Hassall'.

Mark Hassall
Town Clerk & RFO

BUSINESS TO BE TRANSACTED

1. Apologies for absence

Contact Helen Durkin (01295 250340).

2. Declarations of Interest

Members are asked to declare any disclosable pecuniary interests in items on the agenda, **and the nature of that interest**, in accordance with the Localism Act 2011, the Banbury Town Council Code of Conduct and Section 106 of the Local Government Finance Act 1992 (Please refer to the notes at the end of Agenda).

Members of the Local Planning Authority are invited to declare that any views they may express at this meeting will be based on the information currently available and that their final decision (which may differ from views previously expressed) will be made at the Local Planning Authority.

3. Cherwell Local Plan 2042 Review

To discuss the planning for the Cherwell Local Plan (**Enclosure 3**).

Notes on declaration of interest

- (i) Any Member arriving after the start of the meeting is asked to declare any disclosable pecuniary interests as necessary as soon as practicable after their arrival even if the item in question has been considered;
- (ii) In such circumstances, the Member must withdraw from the meeting room, and should inform the Chairman accordingly.

It is not practical to offer detailed advice during the meeting.

Recording of Meeting

- (i) Please be aware that an audio recording of the meeting may be made, as an aide-memoire for the purposes of the Clerk to ensure minutes reflect the overall tone and content of meetings, and will be deleted following the first approval of minutes.

PLANNING COMMITTEE

5 February 2025

CHERWELL LOCAL PLAN REVIEW 2042

REPORT OF THE PLANNING OFFICER

1. Introduction and Purpose of Report

1.1 To allow a structured discussion and expression of views upon the Cherwell Local Plan 2042 which is currently the subject of public consultation, prior to the formulation of the Town Council's formal response to that consultation.

2. Wards Affected

2.1 All wards will be affected.

3. Effect on Policy

3.1 When the Local Plan making process is completed the approved document will form the Cherwell District Council policy upon which all planning applications will be considered and therefore is fundamental to the future economic growth and environmental and social well-being of Banbury

4. Contact Officer

4.1 Bob Duxbury (Banbury 01295 250340).

5. Background

A Local Plan is the statutory starting point for making planning decisions. It provides a vision and a policy framework for the future development of an area. It provides for new development to meet the needs of the district and establishes planning policies to guide that development such that it delivers the vision and meets national and local objectives.

The Local Plan is prepared by considering the economic, environmental and social context of the district and its development needs. There is national planning policy to comply with and national guidance to consider.

The Local Planning Authority must consider strategic priorities that extend beyond the district's boundaries and consider the wider context for the Plan. Consultation is undertaken with neighbouring authorities and partners and infrastructure providers. They must also seek the input of local communities and all those with an interest in the economic, social, and environmental wellbeing of the district.

There have been 3 previous stages of consultation , the most recent being in late 2023

The Town Council's comments upon the 2023 stage of consultation are attached as **Appendix One** (Note this has been annotated to indicate the current policy numbering utilised in the current 2024 consultation document.

6. The Submission Document

The Submission document is lengthy, containing 300 pages of text, followed by policy plans showing the extent of the policy areas, and appendices. **Appendix Two** of this report is the Summary of the Local Plan Review document.

At Committee I will lead the Members through the main document, focussing firstly on the Banbury strategy and policies. **Appendix Three** of this report is the complete text of the Banbury section of the Local Plan Review.

At **Appendix Four** I have attached the relevant policy plans (and the legend that explains the colouration of the plans)

7. The Presentation

7.1 As noted above the presentation will initially focus on the Banbury specific section of the Local Plan Review. After that Members will be given a run through of the District-wide strategy and policies, many of which are of course relevant to Banbury. These cover areas such as climate change/zero carbon development; flood management; air quality and other pollution control; employment development; tourism; town centre protection and retail hierarchy; housing distribution; open spaces and sport and recreation; infrastructure; and historic environment, amongst many others.

Comments will be invited on the presentation, subject by subject. The aim is to collect the comments of the Committee and to formulate these into the final submitted comments from the Town Council to Cherwell District Council

8. Financial Effects & Risk Assessment

8.1 None for this Council.

9. Recommendations

9.1 To authorise the Planning Officer and Town Clerk to formulate the comments of Banbury Town Council upon the Cherwell Local Plan Review 2042 in conjunction with the Chairman of the Planning Committee and to submit them to Cherwell DC by the closing date of 25 February 2025

Cherwell Local Plan Review 2040

Response from Banbury Town Council

(If no comments are shown against Core Policies then we have no comments thereon)

Q1 Plan Period Banbury Town Council agree with the intended time period to be covered. We have some concern about the likely confusion caused to the public and stakeholders by the 2050 Vision document being considered almost simultaneously.

Q2 Presentation The full coloured document is clear to follow

Q3 Saved policies Appendix 1 is clear and explicit about what is saved and what is not.

We would welcome explanation of the intention behind retained Policy Banbury 10.

Saved Policy Banbury 4 cross references to saved Policy Banbury 12 to try to ensure that that Banbury United relocation is achieved. However, the reference to a new secondary school on adjacent land (made in para.C.189 of the current Local Plan) should in our view be contained in a new policy for Bankside Phase Two that also seeks to secure the school site.

Q4 Draft Vision No adverse comments

Q5 Objectives The themes and the objectives are understood and agreed

Q6 Strategic strategy The Town Council agrees with the District and Banbury strategies. We would however wish to see added to the Banbury strategy a comment, similar to the town centre statement, that encourages the recognising of the need for renewal (due to their age) of many of the Banbury employment areas for new employment development.

Core Policy 1 Climate Change (Now Policy CSD 1) Agreed

Core Policy 2 Zero or Low Carbon (Now CSD 2) Agreed. Why does this policy not apply to non-residential development less than 1,000 sq.metres?

Core Policy 3 Energy Hierarchy (now omitted) Again why is this policy not applied to smaller non-residential development?

Core Policy 4 Net Zero Carbon Development (Now CSD 3) Agreed.
Why does this not apply to non-residential development less than 1,000 sq.metres?

Core Policy 5 Offsetting (now omitted) Any off-setting that is agreed under this policy should be undertaken as close to the development site as possible.

Core Policy 6 Renewable Energy (now CSD6) Agreed

Core Policy 7 Flood Risk Management (now CSD7) Agreed

Core Policy 9 Water Resources (now CSD 9) Agreed

Core Policy 11 Protection of Biodiversity (now CSD 11) Agreed

Core Policy 12 Biodiversity Net gain (now CSD 12) Can this be applied to smaller development as well as just Major development?

Q7 Biodiversity Net gain Against other requirements This is difficult to answer in the general ,rather than in a specific case. It will be necessary to assess the importance of any other Section 106 contribution. The Town Council would welcome being consulted on all negotiations of this type.

Core Policy 13 Conservation Target Areas (now CSD 13) Agreed

Core Policy 15 Green Infrastructure (now CSD 15) This policy is supported as it should assist in the improvement of the Canal/River corridor through Banbury.

Core Policy 16 Air Quality (now CSD 16) The policy is agreed. What strategies are proposed for dealing with the areas of Banbury which have low air quality?

Core Policy 17 Pollution and Noise (now CSD 17) This is agreed; the policy should be applicable to both large and small development.

Core Policy 18 Light pollution (now CSD 18) Agreed

Core Policy 19 Contaminated Land (now CSD 19) Agreed

Development Policy 1 Waste Collection (now CSD 21) It should be recognised in the lower text or the policy that this is a difficult policy to comply with in above ground floor conversion schemes , but that all reasonable steps should be made to comply without otherwise stifling good re-use upper floor conversions.

Core Policy 21 Sustainable Transport (now CSD 22) In general terms agree with the thrust of this policy.

The Town Council is waiting to be consulted on the OCC Area Strategy for Banbury.

We notice reference to e-scooters. OCC need to develop a policy and physical infrastructure to cater for these to ensure that their use is not harmful to the safety and convenience of pedestrians and other road users

We would wish to see specific (and high) standards for the provision of charging points in all new development

Core Policy 22 Transport Impacts (now CSD 23) It is not clear what scale of development this policy relates to. How is “development that generates a significant number of trips” defined?

Core Policy 23 Freight (now CSD 24) Agreed. The Town Council would also like to see a site identified for the provision of overnight lorry parking, or a policy which encourages such provision commercially, or maybe as a piece of infrastructure for which contributions are sought.

Core Policy 24 Brownfield Land and Housing Density (now CSD 25) This policy only seems to relate to housing re-use of land. The policy should recognise that some brownfield sites are more usable for commercial or mixed uses.

On densities whilst it is understood that effective use should be made of land we believe that the specific local circumstances why a lower density may be appropriate should be emphasised i.e. proximity to Conservation Areas as one example

Q8 Meeting employment needs? The Town Council has some concern about the paucity of land allocated for Banbury given the take up of such allocations historically. Are you confident that the allocation is adequate to cater for the future needs of Banbury? This is why we suggest recognising that a significant portion of the employment building stock is now elderly and could be redeveloped for modern commercial units of a mixture of sizes. This could assist in providing relocation units for companies needing to move out of Canalside.

Core Policy 25 Employment Sites (now LEC1) identified sites at Canalside and Higham Way agreed . See comments to Q8 above.

A masterplan will be needed for Canalside

Appendix 2 site development template for Higham Way should identify the opportunity to access this site from the south via Chalker Way as a way of restricting the traffic generated by this development from Grimsbury. This site should be restricted to small commercial units and/or offices.(See BAN E1)

Q10 Employment site strategy Agreed

Core Policy 26 Development of existing employment sites (now LEC 2) Again the Town Council recommends that this policy should promote the redevelopment of existing aged commercial sites for modern commercial buildings of a mixture of sizes; the specific sites to which such a policy applied could be defined by plan.

Recently many leisure uses have moved in to under-utilised commercial buildings. Is this policy designed to prevent that? If so alternative allocations are needed for this type of growth development.

Q11 Employment development policies? See answers to Q8 and CP25 and CP26.

Core Policy 27 and Q12 Employment development on unallocated sites (now LEC 3) The Town Council would wish to see this policy omitted. As worded the policy seems to give too much encouragement to such development. It is accepted that unforeseen proposals emerge, but they can just be considered on their merits of an individual users' proposal and approved (if appropriate) in the full knowledge that they are contrary to policy and following any necessary departure procedures. Therefore, speculative development for commercial uses should be prohibited

Core Policy 28 Ancillary uses (now LEC 4) See our question in answer to CP26. If this policy is seeking to prevent leisure uses then new allocation of land for those uses will be necessary in our opinion.

Core Policy 29 Community Employment Plans (now LEC 5) Is this the right place to identify the Town Council's concern about the quality and quantity of the education provision in Banbury? Could and should a CEP also include partnerships with schools/colleges to ensure that they are able to produce students equipped for the workplace?

Core Policy 31 and Q15 Tourism (now LEC 9) The importance of the growth of tourism to the future of Banbury needs to be recognised. The policy is agreed

Core Policy 32 and Q16 Town Centres (now LEC10) Overall the policy is agreed. With regards to local centres the Town Council would welcome whatever steps can be taken to ensure that local centres in new developments are provided and at the right stage of development, avoiding the non-delivery such as has occurred in Bankside

Core Policy 33 Primary Shopping Areas (now LEC 11) Policy to apply in these areas agreed

Q17 Town Centre boundaries (see Banbury Town Centre Map page 306) With regard to the boundary of the town centre there was debate about the need to include the western side of North Bar Street, Horsefair and South Bar Street. We would welcome further discussion on this point.

In our opinion the primary shopping area should include the High Street from its junction with Calthorpe Street to the Cross which is currently omitted in Appendix 10

Q18 Protection of E use classes Yes agreed

(Note : What is defined as an E use class should be included in the Appendix 13 Glossary)

Development Policy 2 Outdoor Markets (now LEC 12) Agreed

Development Policy 3 Shopfronts and signage (now LEC 13) Agreed

Core Policy 34 and Q20 Housing Distribution (now COM 1) Agreed

Core Policy 35 and Q22 Settlement Hierarchy (now SP1) It is noted that Nethercote is not listed and that therefore the open countryside policy applies. This is agreed

Core Policy 36 and Q23 Affordable Housing (now COM 2) There is some confusion about the wording of the second para of the policy in terms of how this relates to the initial 30% . Clarification needed . Otherwise agree the policy whilst noting that no house for purchase, even with the discount is truly affordable in this area.

Q24 Maximising affordable housing delivery Yes. In the Town Council's view provision of affordable housing is paramount.

Core Policy 37 Housing Mix (now COM 3) Agreed This is important, especially in somewhere like Canalside where developers are likely to try to seek higher price housing due to its location.

A quota of Life time homes should be insisted upon

Core Policy 38 Specialist Housing (now COM 4) Proposed policy agreed.

Core Policy 39 Space Standards (now COM 5) The need for space standards for internal and external space is agreed

Core Policy 41 Sub-division and HMOs (now COM 7) If possible the Town Council would like to see included in this policy something about protecting the character of the area as well as the amenities of the neighbours.

As you will know many town centre/edge of centre sub-divisions and HMOs cannot and do not provide car parking. The policy should be drafted in such a way as to provide clear guidance as to when that is acceptable/unacceptable.

Core Policy 43 Landscape Impact (now COM 10) Agreed

Core Policy 45 Settlement Gaps (now COM 13 and Appendix 4 maps) Has consideration been given to prohibiting development (except in the most exceptional circumstances) on the eastern side of M40 at Banbury? We would welcome further discussion on this point

Core Policy 46 Well-designed places (now COM 14) We agree with proposed policy

Core Policy 47 Active travel (now COM 15) Agreed

Core Policy 49 Health Facilities (now COM 17) The Town Council are pleased to see that it is recognised that primary health care facilities in Banbury are at or near capacity and that therefore new facilities are required

Core Policy 50 Creating healthy communities (now COM 18) Policy agreed

Core Policy 51 Infrastructure Provision (now COM 20) Agreed that necessary infrastructure being provided by development is essential. The Town Council would welcome discussions on the CIL Charging Schedule, the Developer Contributions SPD and to being asked to contribute to discussions/negotiations on the requirements for individual developments and the priorities for infrastructure in each case of major development.

Efforts should be made to advance the timing of the provision of infrastructure so that it is properly in place when needed by the development instead of often following on too late.

We would like to see the addition of the provision of real time information at bus stops for bus services in the infrastructure requirements required

Core Policy 52 Education (now COM 21) See comments on CP29 above.

The Town Council would wish to see Special Education Needs provision listed in this policy , and that it should be ensured that this is provided at the appropriate stage.

Policy on buildings etc agreed.

See our point in Q3 above about the additional secondary school that the town will need. We believe a site should be identified and protected against alternative development.

Core Policy 53 Public services and utilities(now COM 22) Policy proposed agreed

Core Policy 54 Local Services and Community Facilities (now COM 23) Agreed

Development Policy 5 Hot Food Takeaways (now COM 19) The provisos controlling the siting and operation in the policy are agreed

Core Policy 55 Open Space Sport and Recreation (now COM 24)
The Town Council note and welcome the intention to consult the Town and Parish Councils to ensure that proposals meet local needs

Policy proposed agreed

Maintenance plans to be submitted with the application is particularly supported and trust that CDC will insist upon this

Core Policy 56 Local Green Space (now COM 25 - nothing in Banbury)) The Town Council would welcome discussions on the appropriateness of including their owned sites in a list that could be contained in Appendix 7

Core Policies 57-59 Historic Environment (now COM 26-29 including new policy on registered parks and battlefields) These policies are agreed

Core Policy 60 Oxford Canal (now COM 30 and 31) The Town Council agree with the approach in the proposed policy. We would welcome recognition in the supporting text that the Banbury Quays Consortium is trying to ensure coordination of all stakeholders with an interest in the canalside environment in Banbury Town Centre

Q27 Banbury Strategy (now BAN 1) The Town Council agree with the overall strategy and the Banbury Area strategy with only limited comments .

We consider that future employment growth should be a featured additional bullet point (or expanded 5th bullet point) stressing the need to ensure that appropriate employment land and opportunities are available to meet the needs of the existing and growing town and its surrounding catchment.

Is it possible to identify specific sites that can be safeguarded for the BUFC and additional secondary school rather than relying on saved policy?

Q28 Housing allocations (See new Ban 1 and BAN H2 and H3)) The Town Council agree with the allocation proposed of Withycombe Farm and Wykham Lane as shown on the plans in appendix 2

Q29 Alternative Housing sites The Town Council does not wish to promote any other sites

Core Policy 62 Area Strategy (now BAN 1) The approach to Banbury set out in this policy for limited housing and employment land in addition to committed sites from the existing Local Plan is agreed subject to the caveats previously set out re employment land

Core Policy 63 Strategic Transport Schemes (now BAN 2) Whilst welcoming the prospect of a new partial junction on the M40 north of Banbury we would welcome further consideration of the provision of a full all-direction junction in the same location, We believe that this would assist in further reducing traffic congestion in the town (particularly Hennef Way) and reduce air pollution at known hot spots.

Relocating the bus station is noted. Where would replacement facilities be provided?

We have serious doubts about the feasibility in engineering terms of the potential Tramway/Higham Way link road noted in the penultimate bullet point. It is noted that any reference to a link road from the Oxford Road area to Chalker Way across the valley floor has been omitted. The Town Council would like to see the aspiration for this road retained in the Local Plan (which has the potential to remove a substantial amount of cross-town traffic destined for the M40)

Core Policy 64 and Q30 Safeguarding Land (now omitted) There does not seem to be a plan identifying the extent of the safeguarding for the M40 slip roads in Appendix 5

The Town Council consider that a route for a potential southern link road from Oxford Road to Chalker Way should be defined and shown on a plan in Appendix 5 and included in this policy or the subject of a separate policy.

Development Policy 6 Banbury Inner Relief Road and Hennef Way
Policy to prevent accesses agreed

Core Policy 65 Banbury Railway Station (now BAN 3) Policy agreed

Core Policy 66 Green and Blue infrastructure in Banbury area (now BAN 4) Policy and projects listed are agreed.

Please note that the Policy wrongly refers to Bicester in lines 2 and 5

Core Policy 67 Horton Hospital site (now BAN 5) Proposed policy agreed. The Town Council seek an undertaking that no part of the site will be disposed of to fund or facilitate the provision of medical development. All the site should be retained for future hospital needs

Core Policy 68 Canalside (now BAN M/U 1) General thrust of the policy agreed.

Banbury needs town centre housing that includes a proportion of aspirational properties, that will attract high earners. Brownfield sites should be prioritised, not least Canalside, a prime site that has not been developed despite the obvious opportunity. The District Council should prioritise the delivery of the Canalside Quarter, which could offer very attractive accommodation, with a waterside setting.

The Town Council consider that CDC needs to take the lead in the redevelopment of this site by providing a masterplan for the site that the smaller parcels indicated can be successfully integrated into.

New housing should be delivered to a Passive House or similar standard, which would appeal to buyers wishing to live more sustainably. These high earners are an essential component for Banbury's economic prospects. We need residents with disposable income and an interest in cultural events to provide the thriving night-time economy for Banbury.

The Town Council is anxious however to avoid a situation where this area is considered only marginally viable and that there will be pressure to reduce the affordable housing component. This eventuality should be resisted.

Core Policy 69 Areas of Change (now BAN 6 Opportunity Areas. See also BAN M/U2 AND E1) The identified areas are agreed ; the criteria set out in the policy are also agreed

The Town Council consider that all the Areas for Change should include an aim of treating affordable housing as one of the most significant considerations.



APPENDIX 2

Cherwell Local Plan Review 2042

PROPOSED SUBMISSION DOCUMENT
(REGULATION 19) DECEMBER 2024



Summary

This is a new Local Plan for Cherwell District; a statutory Plan to guide our decisions on planning applications and to contribute to the achievement of sustainable development. It is a Plan to meet our development needs, to respond to climate change, to protect our environment and to support our local economy and communities.

The Plan is informed by developing an understanding of the needs, issues and challenges that provide the context for development. We want to meet identified needs but to do so in a way that benefits our local areas and protects or enhances our most valued assets.

To do this the Plan is informed by three formal consultations in 2020, 2021 and 2023. We have considered what matters to local communities, what the development industry has had to say, what the views are of other stakeholders and technical advisers. We have engaged directly with our Town and Parish Councils and neighbouring authorities and gathered evidence to objectively understand our development needs and planning context.

Our planning policies must respond by facilitating and guiding development to help support our communities, create opportunities for all, improve our places to live and work, respond to challenges such as climate change, and protect our environment, landscape and built heritage.

The Plan sets out a vision and proposes homes, employment land, infrastructure and other essential services required to support the local community over the plan period.

The Plan has three overarching themes:



**Meeting the Challenge
of Climate Change and
Ensuring Sustainable
Development**



**Maintaining and
Developing a
Sustainable Local
Economy**



**Building Healthy
and Sustainable
Communities**

The Plan then proposes a series of fifteen objectives for meeting the vision and addressing these themes.

Finally, it presents a strategy, policies, and proposals for meeting these objectives and delivering the vision.

In summary the overall strategy is to:

- Ensure that our committed growth is delivered
- Focus new development at Banbury and Bicester and to a lesser extent in the Kidlington area
- Revitalise our urban centres and encourage investment
- Raise the design quality of our built and 'green' environments
- Minimise carbon emissions and achieve set net gains in biodiversity in delivering new development.

The district-wide strategy is supported by area strategies for Banbury, Bicester, Kidlington, Heyford Park and the Rural Areas:

Spatial Strategy

District

- Ensure that our committed growth is delivered
- Focus new development at Bicester, Banbury and to a lesser extent in the Kidlington area
- Revitalise our urban centres and encourage investment
- Minimise carbon emissions and achieve set net gains in biodiversity in delivering new development
- Raise design standards and improvements to the built environment to elevate the attractiveness of our towns and villages, while conserving our historic environment
- Ensure that new development improves wellbeing through design, accessibility, social interaction, the provision of amenities and facilities and opportunities for active travel and recreation
- Encourage new development that improves opportunity for all and in particular provides access to housing to meet all needs.

Banbury

- Deliver committed development and provide for some limited additional growth reflecting the topographical, landscape and rural character constraints of the town's edge
- Revitalise, appropriately repurpose and seek further investment in the town centre, continue to improve its built and 'green' environment and public realm and further develop the nighttime economy
- Continue to support and strengthen the town's economy and diversify its skill base
- Encourage development proposals that will support education and help reduce deprivation
- Seek strategic transport improvements to encourage active travel, reduce congestion and pollution, and reduce cross town traffic by motorised vehicles.

Bicester

- Deliver committed development and be the focus for additional development reflecting the town's on-going growth and transformation as a sustainable Garden Town and its regional and sub-regional location on the Oxford-Cambridge Corridor and East-West Rail route
- Continue to maximise the benefits of having key international and national destinations and economic activity to support further business investment
- Support the continued improvement of the town's centre, its facilities, its public realm and 'green' environment
- Resolve transport connectivity and infrastructure challenges and encourage active travel.

Kidlington

- Strengthen Kidlington's role as a Local Centre for the wider area
- Continue to maximise and encourage investment in key economic assets including the High Street, Parades, Oxford Technology Park London-Oxford Airport, Begbroke Science Park and at Langford Lane (Technology corridor)
- Continue to maximise the benefits of localised connectivity to key national and international destinations to support inward investment
- Improve the built and 'green' environment of the High Street, Parades and wider Kidlington area
- Deliver the committed 4,400 homes to help Oxford's housing needs
- Ensure the planned benefits of committed developments for the communities of Kidlington, Gosford and Water Eaton, Begbroke and Yarnton are delivered
- Resolve transport connectivity and infrastructure challenges and encourage active travel.

Heyford Park

- Ensure the implementation of the committed growth at Heyford Park to fully establish the new settlement already planned whilst preserving and enhancing the area's heritage significance.

Rural Areas

- Protect the identity and character of our villages and rural areas and avoid unplanned development in the open countryside
- Provide for limited development to meet local community and business needs and help support the vitality of these more rural settlements and the viability of existing businesses and agriculture/farms
- Direct the development of new housing to the larger and more sustainable villages that offer a wider range of services, and to a lesser extent to villages that are well-connected to our urban areas and sustainable villages
- Maintain the designated Green Belt
- Conserve and enhance the Cotswolds National Landscape (Area of Outstanding Natural Beauty)
- Conserve and enhance designated heritage assets.

Policies

We have prepared planning policies under the three themes of the Plan to deliver our vision and objectives:



Meeting the Challenge of Climate Change and Ensuring Sustainable Development

The Plan proposes policies for settlement hierarchy; addressing climate change; energy; carbon emissions; flood risk, drainage and water management; the protection and enhancement of environmental assets, including biodiversity net gain, natural capital and green and blue infrastructure; air quality and pollution; soils and land stability; waste and recycling, sustainable transport, connectivity and transport impact; and the effective and efficient use of land.



Maintaining and Developing a Sustainable Local Economy

The Plan includes policies for meeting business and employment needs, agriculture, rural diversification, tourism and town centres and retail.



Building Healthy and Sustainable Communities

The Plan contains policies for the district-wide housing distribution, affordable housing, housing mix, size and type, specialist housing, self-build and custom-build housing, sub-division of dwellings and homes in multiple occupation. It provides for the travelling communities, landscape protection and designations, the protection of the Green Belt, settlement gaps, design, active travel, rights of way, health, infrastructure and services, education, utilities, open space, sport & recreation, green spaces and historic environment including the Oxford Canal.

Policies are proposed for the area strategies for Banbury and Bicester, the Kidlington area, Heyford Park and the rural areas. This includes site specific policies, the identification of opportunity areas and area specific policies for transport & green & blue infrastructure. Policies for the rural area include those for housing distribution, rural exception sites, new dwellings and conversions in the countryside and community-led housing development.

Finally we have a policy for implementation of the Plan and monitoring its delivery.

Housing Requirement

The district has very significant existing supply of housing. Cherwell provided 4,477 new homes from 2020-2024, has land supply for another 12,525 homes and has planned sites for 4,400 homes to help meet Oxford's unmet housing needs. A total of 21,402 homes. In principle, identified needs could be met from the existing supply identified. There is no reason why identified housing need cannot be met and the Plan therefore proposes a housing requirement equal to the need for 911 homes per annum from 2020 to 2042 – a total of 20,042 homes.

Overall Planned Supply

The Proposed Plan makes provision for some additional homes to ensure delivery, provide contingency, meet our plan objectives and accord with Government policy. This helps us demonstrate a robust supply of deliverable housing sites for the first five years following the potential adoption of the Plan (2026-2031). It also supports the delivery of further social/affordable housing and supports place making. An additional 3,185 homes are provided for.

Overall housing supply from 2020 to 2042 will therefore be as follows:

Proposed Housing Supply

	Completions	Existing Supply	New Supply	Totals
Banbury	1,632	4,075	770	6,477
Bicester*	1,476	6,273	0	7,749
Heyford Park	553	1,048	0	1,601
Kidlington /Woodstock	172	0	450	622
Rural Areas	644	1,129	565	2,338
Partial Review Sites	0	4,400	0	4,400
Windfall Projection	-	-	1,400	1,400
Totals	4,477	16,925	3,185	24,587

*A further 4,300 homes would be delivered at North West Bicester beyond 2042.

Proposed New Housing Sites

Most housing site policies from the adopted Cherwell Local Plan 2011-2031 and the Partial Review of that Plan are proposed to be saved by this Plan (see Appendix 1). A small number of sites have been reviewed and revised policies proposed. These include the Canalside and Bolton Road sites in Banbury and the North West Bicester allocation.

The new additional sites now proposed are:

Proposed New Housing Sites

East of Bloxham Road, Banbury (South of Salt Way East Phase 2)	600
South East of Woodstock	450
Calthorpe Street, Banbury	170
Rural Sites Allocation	565

Employment Generating Development

Our employment evidence indicates a need for around 280 hectares of employment land within Cherwell in the period to 2042.

Our last Local Plan identified a significant amount of employment land and whilst much of this has been developed there remain substantial areas of land available. Undeveloped allocations from our last Local Plan, would make a contribution of over 160 hectares against the need total. We have also taken account of other completed or approved employment since the start of the plan period.

Proposed Allocations for Employment Development

Location	Proposed Allocation	Total Allocation Size	Net Available Development Area (ha)
Banbury	Banbury E1: Land at Higham Way	3	3.0
	Banbury M/U1: Canalside	26	7.5
Bicester	Bicester E1: Land NE of M40 J9	45.8	30
	Bicester E2: Land south of Chesterton	16	9
	Bicester E3: Land at Lodge Farm, Chesterton	40	25
	Bicester E4: Land SW of Graven Hill	36	17
	Bicester E5: Land adjacent to Symmetry Park	6.32	6
Totals		173.12	97.5

Infrastructure

The Plan is supported by an Infrastructure Delivery Plan which plays a vital role in supporting the implementation of the Plan. It sets out the range of infrastructure, such as highway and transport improvements, additional health and education provision, sport and play facilities, and basic utilities, required to support our proposed housing and employment allocations.

Delivering this Plan

The Plan provides the statutory policy framework for planning decisions in Cherwell. It is complemented by the County Council's Minerals and Waste Plans, its Local Transport and Connectivity Plan and by neighbourhood plans produced by Parish (or Town) Councils. Whilst the Council is rarely a direct provider of development, it will use its planning policies to do its utmost to secure a 'Plan-led' approach in working with the development industry.

Where the Council is required to consider unplanned development, we will use the Plan's policies in the interest of seeking a positive impact on our towns, villages and countryside. We will monitor the effectiveness of the Plan's policies through an Annual Monitoring Report to ensure they are meeting their purposes.

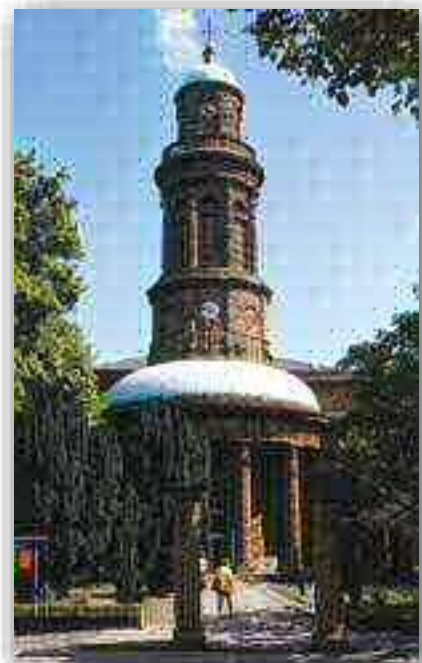
We will also encourage collective ownership of the Plan to support the delivery of beneficial development and ensure that our important objectives are met. We will work with our partners to support implementation and to make Cherwell an even better place in which to live and work.

APPENDIX 3 Banbury Policies

CHAPTER 4: **Banbury Area Strategy**

Banbury Vision 2042

- 4.1. In 2042 Banbury will continue to be a thriving, historic market town and an important economic and social focus for its residents, visitors, for business and for a large rural hinterland.
- The town will have a diverse economic base
 - Nearly 6,500 homes will have been built by 2042 of which a significant proportion will be affordable homes
 - New services, facilities and cultural and recreation opportunities will have been provided
 - The town will be safer and healthier, with levels of deprivation reduced;
 - The town centre will be vibrant and at the heart of the town, a place to live, shop and access cultural and community facilities
 - The quality of the public realm and built environment will have been improved and new developments will be designed to a high standard
 - Air quality will have been improved and traffic congestion reduced
 - There will be more opportunities for safe, convenient active travel routes. Public transport will have been improved
 - There will be more natural and semi-natural open space accessible to the public, including new wooded areas and new linear parks/green corridors.





Banbury Policies

Policy BAN 1: Banbury Area Strategy

4.2. To achieve this vision, our strategy for Banbury is as follows:

Overall Spatial Strategy

- Deliver committed development and provide for some limited additional growth reflecting the topographical, landscape and rural character constraints of the town's edge
- Revitalise, appropriately repurpose and seek further investment in the town centre, continue to improve its built and 'green' environment and public realm and further develop the nighttime economy
- Continue to support and strengthen the town's economy and diversify its skill base
- Encourage development proposals that will support education and help reduce deprivation
- Seek strategic transport improvements to encourage active travel, reduce congestion and pollution, and reduce cross town traffic by motorised vehicles.



Banbury Area Strategy

- Focus new development on previously developed land within the existing urban area, particularly in the vicinity of the town centre
- Bring about Canalside regeneration, including enhancing the gateway to the town and improving access to the railway station, for the benefit of the whole town
- Encourage residential development within the town centre on appropriate sites
- Support the role of the town centre by resisting further major out of centre retail developments
- Help reduce the level of deprivation by securing benefits achieved through specific development proposals and by economic growth and diversification
- Secure a site that will provide a permanent home for Banbury United Football Club
- Deliver a new secondary school for the town
- Ensure new developments deliver improved community and health facilities
- Deliver an improved and enhanced green infrastructure network across the town, including access to green spaces, the Oxford Canal and River Cherwell corridor, and children's play space, allotments and community gardens
- Deliver schemes that reduce transport congestion, particularly along Hennef Way and in areas around the town centre
- Ensure new developments strengthen the connection between the town centre and railway station, a key gateway to the town
- Ensure new developments deliver improved active travel routes in and around the town, radiating to surrounding villages.

Housing

- 4.3. Since 2011, there have been an additional 4,801 homes delivered at Banbury (at 31 March 2024), which represents over a third (37%) of the total completions for the district. Most of the new housing has been delivered on several large 'strategic' allocations on the edge of the town.
- 4.4. In addition to the houses already built, as of 31 March 2024, there were permissions (either outline or full) for a total of 1,560 additional homes at Banbury. These are primarily on sites allocated for housing in our last Local Plan. Many of which are currently under construction.

- 4.5. In our last Local Plan, less development was identified at Banbury than at Bicester. However, Banbury has delivered more of its allocated sites as it has not had the same strategic infrastructure challenges as Bicester.
- 4.6. Recent residential developments in the town centre have provided high quality accessible and affordable housing for those wishing to live in the town centre. It is important that residential development in the town centre continues to support the growth of the town centre economy and complements surrounding areas. It should do this through a mix of housing and good design.

The Economy

- 4.7. Banbury's economy is focused on manufacturing, distribution, service industries, local government, and health. The Oxfordshire Local Industrial Strategy identifies the town as an important industrial area for motorsport, building on its links to Silverstone Park in neighbouring Northamptonshire.
- 4.8. The economy of the town benefits from its location on the M40, and its railway links, with excellent transport links to Oxford, the South-East, and the Midlands. It also benefits from currently having the most employment floorspace in Cherwell.
- 4.9. Our last Local Plan recognised the importance of Banbury to the local economy by:
- Allocating approximately 60 hectares of employment land, most of which has now been developed
 - Promoting the town as an important location for higher technology and knowledge-based industries
 - Encouraging high-end manufacturing
 - Maintaining an increase in motorsport industries
 - Encouraging retailing and commercial leisure development
 - Encouraging higher value distribution companies
 - Maximising the town's location and transport links.
- 4.10. The subsequent 2016 Banbury Masterplan embraced these aims and highlighted how, by driving the engineering economy and investing in infrastructure and skills, economic growth could be achieved.
- 4.11. We have generally been successful in delivering our objectives from 2015. Most of the allocated employment land has now been developed and there continues to be strong interest for employment land in or adjacent to the town. Much of this new development has been in the form of large logistics warehousing, but our evidence indicates that there is a strong unmet demand for smaller employment units to meet the needs of start-up firms, local businesses, or those that wish to expand in the local area.

- 4.12. There are also a number of existing employment sites at Banbury where there is considerable potential for redevelopment, for example at the coffee production plant site on Ruscote Avenue following the recent closure of the factory.

Policy BAN 1: Banbury Area Strategy

Our over-arching priority for this area is to secure the aligned delivery of housing and infrastructure required to achieve sustainable development and support town centre regeneration.

Development in the Banbury Area should be in accordance with the Settlement Hierarchy set out in Policy SP 1.

Housing delivery: 6,477 homes will be delivered at Banbury between 2020 and 2042 including the following strategic site allocations:

Site	Housing numbers 2020-2042	
East of Bloxham Road (South of Salt Way East - Phase 2)	600	New Site Allocation
Calthorpe Street	170	New Site Allocation
Canalside	700	Amended Site Allocation
Bolton Road	200	Amended Site Allocation

The following existing strategic site policies are retained and will not be replaced.

- Policy Banbury 2: Land to the West of Southam Road
- Policy Banbury 3: West of Bretch Hill
- Policy Banbury 4: Bankside Phase 2
- Policy Banbury 5: North of Hanwell Fields
- Policy Banbury 16: South of Salt Way West
- Policy Banbury 17: South of Salt Way East
- Policy Banbury 18: Land at Drayton Lodge Farm.

A further allowance will be made for ‘windfalls’ of less than 10 dwellings on previously developed sites within the built-up area.

Employment: 10.5 hectares of employment land will be provided for business and employment growth in accordance with Policy LEC 1 in the following locations:

Site	Employment Hectares
Higham Way	3.0
Canalside – Regeneration	7.5

Policy BAN 2: Delivery of Transport Schemes within the Banbury Area

- 4.13. We need to focus on supporting sustainable connectivity and ensuring new development is located where opportunities for sustainable development and transport can be maximised. Traffic congestion is an issue in Banbury, and so it is important that this Plan minimises and mitigates against additional traffic and supports development where sustainable transportation and active travel can be utilised to the maximum extent.
- 4.14. The town's environmental and physical constraints, together with the canal, river and railway line running north-south through the town, make the delivery of a new strategic road network both challenging and costly. New and innovative solutions will be needed, and this work is being led by the County Council through the preparation of a Movement and Place Strategy to support the adopted Local Connectivity Transport Plan Update (2022).
- 4.15. 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 promote sustainable travel in and around the town by bus, walking, and cycling, and to increase capacity where necessary on the road network. The County Council has prepared a Banbury Local Cycling and Walking Infrastructure Plan (July 2023) to support this strategy.
- 4.16. There has been investment in electric vehicle charging points in recent years and the take up of ultra-low emission vehicles in Banbury is significantly higher than the national average. Furthermore, Banbury also benefits from the highest share of active travel (23%) in the Oxfordshire towns, which is primarily due to a high level of walking.

- 4.17. However, there are still significant transport related issues that we need to address. These include:
- Transport congestion and poor air quality along Hennef Way exacerbated in part by only one connection with the strategic road network and in areas around the town centre
 - Inadequate provision of high quality and safe walking and cycling infrastructure throughout the town, including between the residential areas and the employment sites
 - Congestion in areas around the town centre exacerbated by the A361 as a freight route with no other alternatives
 - Inadequate bus priority which impacts on reliability, viability and provision of bus services into and across the town centre
 - Unsuitable provision at Banbury bus station for passengers using longer distance bus and coach services
 - Poor walking and cycling connectivity between the town centre and railway station
 - Limited options for a new strategic route including sustainable connectivity between the south of the town and the employment areas in the north-east
 - The lack of cycling connectivity between Banbury and its satellite settlements.

In order to deliver growth in the Banbury Area, improvements to the transport infrastructure has been identified to mitigate impact and to help secure a viable and sustainable future for Banbury and the wider Banbury Area. The package may be further refined through the Movement and Place Strategy being developed by Oxfordshire County Council to ensure that measures work for the local community, provide a strong sense of place and help to deliver Oxfordshire's transport policies and targets.



Policy BAN 2: Delivery of Transport Schemes within the Banbury Area

Transport infrastructure at Banbury will be required as follows:

- Delivery of the walking, wheeling and cycling routes identified within the LCWIP
- Delivery of bus service improvement schemes including Tramway Road and Cherwell Street corridors
- Rejuvenating or relocating Banbury Bus Station
- Re-designing Banbury Railway Station forecourt to improve multi-modal interchange
- Provision of additional connections between the east of Banbury and the town centre including:
 - Provision of a vehicular connection from Cherwell Street to Chalker Way to improve access to main employment area east of Banbury;
 - Provision of footbridge or crossing improving active travel connections to the Railway Station via Canalside
- Improving accessibility of north - south routes with a particular emphasis on sustainable modes including:
 - Ruscote Avenue/Queensway
 - North Bar/South Bar and the
 - Cherwell Street/Windsor Street corridor
- Delivering improvements to the east-west strategic routes to support sustainable travel including:
 - Hennef Way A422 corridor
 - Warwick Road Corridor
- Review of Banbury Town Centre traffic circulation to reduce through movements and improve the safety of active travel modes including bus routeing and improving walking routes to the railway station
- Measures within the Market Place and immediate area to provide an improved community place
- Provision of more direct transport links between the south of the town and the north-east area of employment, including bus and active travel connectivity, and new spine road and increased level of bus service between the A361 and A4260.

Policy BAN 3: Development in the Vicinity of Banbury Railway Station

- 4.18. Banbury Railway Station provides rail links across the country including services to London, Birmingham, Oxford and the South Coast. Banbury Railway Station also offers local rail services from Banbury to Bicester North and Didcot Parkway.
- 4.19. Demand on the rail network is expected to increase with the move towards increasing use of sustainable transport modes and future developments putting pressure on the rail network. The Oxfordshire Rail Corridor Study (2021) indicates there will be additional capacity to the rail service between Oxford and Banbury from 2024.
- 4.20. We want to encourage the use of public transport and improve access to public transport by active travel routes by improving walking, cycling and bus connections to the railway station and its facilities. Over the plan period we therefore intend to work with Network Rail, Chiltern Railways and Oxfordshire County Council to secure improvements to Banbury Railway Station to upgrade the services and support increasing passenger numbers.
- 4.21. The Tramway Road scheme improvements will improve access to Banbury Rail Station for pedestrians, cyclists, buses, and taxis, whilst also increasing the reliability of buses into the town centre from southern areas of the town, with a reduction in trips taken using the A4260/Bridge Street junction.
- 4.22. Further projects looking to improve sustainable access to the railway station include improved access from the canal towpath, improved connections across to the Bridge Street junction and town centre including wayfinding, and improved connections through Bridge Street Gardens to the cultural area of the town.
- 4.23. To eliminate any risk to railway operations and to ensure the safe operation of the railway, applicants must demonstrate that they have met any requirements set out by Network Rail.

Policy BAN 3: Development in the Vicinity of Banbury Railway Station

Development should not adversely affect the delivery of improvements to Banbury Railway Station, and in particular, improvements proposed by Oxfordshire County Council including the Banbury Train Station (Tramway Road Improvements) Scheme (as shown by Banbury Tramway Road Improvements map and the Adopted Policies Map).

Improvements to Banbury Railway Station will be supported where they::

- Improve sustainable access to the station and its facilities and improve connections with the town centre;
- Facilitate and encourage non-car modes of transportation;
- Improve the design and quality of the station, forecourt and its facilities, and
- Achieve an increase to the passenger capacity of the station as a result of the development.



Banbury Tramway Road Improvements

Policy BAN 4: Green and Blue Infrastructure in the Banbury Area

- 4.24. Banbury has a wide range of green spaces including formal sports pitches, play areas, parks and also Spiceball Country Park close to the centre of the town. Most of these spaces are maintained and managed by Banbury Town Council.
- 4.25. The 2015 Local Plan included 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. This would create a linear park and thoroughfare from the north of the town and Grimsbury reservoir, to a new park at Longford Park south of Bankside.
- 4.26. The existing Spiceball Country Park forms the central section of the linear park, the new community park at Longford Park provides a focus at the southern end, and the Banbury Country Park provides a major component at the northern end of the town. The whole corridor is included within the North Cherwell Conservation Target Area.
- 4.27. In reviewing the development proposals for Canalside for this Plan, we now recognise that the canal/river corridor provides an even greater opportunity for an enhanced linear park, which could open-up the canal frontage to the town centre, thereby creating a new, attractive public space at a key a gateway to the town. There are also potentially significant opportunities to improve biodiversity and habitats.
- 4.28. The corridor also offers potential for flat, traffic free and pleasant footpath/cycleway routes linking residential areas to employment areas, the town centre, railway station and bus station.
- 4.29. In terms of sports provision, the town has two indoor leisure centres at Spiceball and Woodgreen, together with some private leisure facilities. Local schools, including the North Oxfordshire Academy, also play an important role in providing sports facilities for the community. Our last Local Plan allocated land for the relocation of Banbury United Football Club, adjacent to Banbury Rugby Club to the south of the town, and we continue to support this objective. The 2015 adopted Policy Banbury 12 is therefore saved in this Local Plan.



Policy BAN 4: Green and Blue Infrastructure in the Banbury Area

All new development proposals will be required to protect and enhance green and blue infrastructure and assets in the Banbury area.

The Council will seek contributions towards the strategic projects identified in the Cherwell Green and Blue Infrastructure Strategy for the Banbury area including their enhancement and on-going management costs, including:

- i. The need for an improved interface between Spiceball Park and the canal/ river green corridor linking with the town centre. This should be delivered as part of the town centre enhancements and form a fundamental part of any development proposals;
- ii. The continued development of the Banbury country park extending the green corridor to the north of the town connecting the urban area with the rural hinterland beyond;
- iii. The greening of the town centre, improving east – west connectivity from People’s Park to an enhanced green corridor along the river/canal corridor;
- iv. The greening of the primary north – south vehicular route along the South Bar Street/ Horsefair corridor in conjunction with improved traffic solutions to ease congestion in these areas;
- v. The development of a new green, accessible link along the southern edge of the development to the south of Salt Way connecting new development and associated open space adjacent to the Bloxham Road in the west and Longford Park in the east, and
- vi. The connection of Salt Way to the improved north – south green corridor along the canal/ river corridor.

Planning permission will not be granted for development that would prejudice the construction or effective operation of the schemes listed above.

Policy BAN 5: Horton Hospital Site

- 4.30. The Horton General Hospital in Banbury, which is part of the Oxford University Hospitals NHS Trust (OUHT), is an acute general hospital serving the north of Oxfordshire and surrounding areas. It provides a wide range of services, including an Emergency Department. It is a major employer in the town, employing approximately 1,000 people.
- 4.31. The OUHT has made a commitment to the long-term future of the hospital and is seeking to make significant improvements to its services and facilities over the plan period. Many of the current buildings on the site are low-quality,

single-storey buildings and there is scope for increasing the floorspace by redeveloping some of the buildings at an appropriate density and scale.

- 4.32. The original Victorian hospital building that fronts the Oxford Road is Grade II listed and lies within the Banbury Conservation Area, and so any redevelopment proposals would need to preserve and enhance these buildings and their setting.
- 4.33. We will encourage and support improved hospital related facilities on the site to serve our existing and future communities.

Policy BAN 5: Horton Hospital Site

Proposals for development at the Horton Hospital will be supported where they provide:

- i. Further hospital related uses or improvements to existing medical services at the site; or
- ii. Other uses, which have a direct and demonstrable operational link, and provide benefit to the continued provision or improvement of hospital services at the site.

Improvements to public transport access will be required. Mitigation measures will be required to ensure that proposals do not lead to increased parking pressure on nearby residential streets.

The special architectural and historic interest of the original Grade II listed hospital buildings on Oxford Road, which lie within the Banbury Conservation Area, will be conserved and enhanced.

Primary Health Care

- 4.34. Evidence from the Oxfordshire Integrated Care Board (ICB) indicates that there is a pressing need for additional primary care space and associated infrastructure within Banbury. The Council will therefore support proposals for additional primary care facilities in the town, in appropriate locations. Such locations could include the town centre or on the Horton Hospital site. The Council will continue to work closely with the ICB and local GP practices to help secure improved primary care capacity across Banbury to meet the needs of its growing population.

Banbury's Built Heritage

- 4.35. Banbury 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 that 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. The Council has a legal duty to protect these important heritage assets.

Banbury Town Centre and Opportunity Areas

- 4.36. A successful and vibrant town centre is important to the local economy and helps to engender local pride in the town. Independent retailers are well represented in Banbury, particularly in the High Street and along Parson's Street, and these are complimented by Castle Quay with its range of national retailers.
- 4.37. Since our last Local Plan there has been significant investment in the town centre with the recent opening of Castle Quay 2 to the east of the existing centre. This major investment by the Council provides a new hotel, cinema, leisure facilities, and restaurants in a canalside location.
- 4.38. We recognise that in recent years, due to changing retail habits and the impacts of the Covid pandemic, the town centre has suffered. As with many towns, the closure of some large high street chain stores has left several vacant units both in Castle Quay and in the wider town centre. Some smaller units have also closed. This has made some areas of the centre feel less vibrant and attractive to visitors.
- 4.39. To understand the current strengths and weaknesses and health of the town centre we commissioned a Town Centre and Retail Study to inform this Local Plan. This study made the following recommendations for Banbury Town Centre:
- Contract the extent of the town centre to create a more compact layout and address the identified oversupply of retail floorspace
 - Resist Out-of-Centre Expansion as any further expansion will be seriously detrimental to the town centre
 - There should be greater encouragement for residential development in the town centre, to increase the vibrancy of the centre. This will create a stronger in-town community and provide a boost to the local economy from this captive market
 - Support town centre master-planning to ensure a comprehensive strategy

- Opportunities should be explored to improve the outdoor markets so that they become stand-alone attractions, including by making the market square an attractive destination
- The centre would benefit from further investment into its public realm and the quality of the environment, to create a more attractive and distinctive space. A Public Realm Strategy would be recommended to raise the profile of the centre
- Open up the Oxford Canal to the town centre
- Undertake a review of car parking provisions. Explore partnership options to provide charging points and to meet green agenda targets. Adopt a 'plain English' approach to car park messaging. Consider free car parking on market days to stimulate renewed interest in this struggling but important retail offer
- Raise the profile of the centre as a night-time economy destination. There should be a focus on managing the existing leisure-offer, and how the non-leisure-based night-time economy could be supported. Improvements to accessibility (particularly late-night transport), the public realm and the sense of safety are recommended.

4.40. The Study also identifies a number of sites suitable for redevelopment, together with areas that need regeneration. Building on the work of the retail consultants we have undertaken further technical and feasibility work. Three of these sites are being brought forward as formal allocations in this Plan. However, for two of the areas there is less certainty about the type and timings of development, therefore we are highlighting these below as future opportunity areas.

Bridge Street/Concorde Avenue

4.41. The site includes the bus station and the eastern end of Castle Quay shopping centre which has a number of vacant units. The site acts as a gateway to the town centre. This site is suited to mixed-use development, including cultural, community, health, and leisure facilities, and residential. Development of this site would require the bus station to be relocated in the town centre.

George Street, Cherwell Street & Bridge Street

4.42. The site currently comprises a free-standing bowling alley, adjacent retail unit and car parking accessed from George Street, and retail, commercial and residential buildings fronting Bridge Street. The site is located on a key gateway to the town centre but the built environment, particularly around the Bridge Street/Cherwell Street junction is fragmented and poor. This Plan will support proposals for residential or mixed use proposals on this site which provide a high quality landmark gateway to the town centre.

Policy BAN 6: Banbury Opportunity Areas

Redevelopment will be supported at the following general locations;

- Bridge Street/Concorde Avenue
- George Street/Cherwell Street/ Bridge Street

Development will be supported if:

- i. It is of a high quality, with well-designed edges securing significant townscape improvements to Banbury;
- ii. Proposals for the individual sites are prepared through a comprehensive masterplan process providing an integrated solution to site access, traffic management, pedestrian movements and linkages, air quality management, whilst prioritising the pedestrian/ customer environment;
- iii. Proposals are sensitive to any surrounding residential areas and the character and setting of the historic core and heritage assets and promote linkages to the historic core of the town centre;
- iv. Proposals make a positive contribution to improving sustainable transport connectivity in Banbury, including an increase in capacity and the provision of improved facilities and providing for walking and cycling permeability;
- v. It is focused on providing access by sustainable modes of transport including improvements for pedestrians and cyclists such as managed cycle parking facilities, and with no increase in car parking above current levels, and
- vi. It improves the public realm and remove unnecessary signage and street furniture and use a simple and durable palette of materials.

Residential development will be supported, particularly above ground floors.

Policy BAN M/U 1: Banbury Canalside

- 4.43. The area of land between Banbury railway station and the town centre, and to the east and west of Tramway Road, is referred to as the Canalside site. It 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.
- 4.44. Canalside is a highly sustainable location for housing development adjacent to the town centre. Its redevelopment will make effective use of brownfield land, contribute towards the remediation of contaminated land, significantly reduce the need for the release of greenfield land on the edge of the town and support the viability of shops and services within the town centre.

- 4.45. 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 and by road. It is, however, currently a relatively unattractive environment that feels segregated and underused. There are vacant areas, high business turnover and industrial uses immediately 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.

- 4.46. Our previous Local Plan made provision 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 2015, planning permission has been granted on a small number of sites within the wider allocated area, mainly for new apartments.

- 4.47. 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.

- 4.48. This Plan continues to identify this area for a mixed-use redevelopment, although following the recommendations of our Town Centre and Retail Studies it is no longer appropriate to support retail uses within the site. We now expect the development area to the east of the River Cherwell to be employment-led, with residential development focused in the northern section of the site and along the Cherwell Street frontage.

- 4.49. It is envisaged that the employment-led allocation would support a range of businesses including small workshops/industrial units and premises for start-up and growth companies within an attractive riverside setting. The residential areas should blend the site's canalside heritage with sustainable homes, public realm and amenities to form an exemplar residential neighbourhood.

Policy BAN M/U 1: Banbury Canalside

Site area: 26 hectares

Land at Canalside, Banbury is allocated to accommodate approximately 700 dwellings and 7 hectares of employment land. Planning permission will be granted for development at Canalside in accordance with a masterplan for the whole area, or each of the sub areas, to be submitted to, and approved by the Council.

1) **Within Sub Area A, as defined in the Policies Map, a residential led mixed use development.**

Number of Homes: Approximately 700 with a range of dwelling types and densities that reflect character and context, which should be determined as part of the design process.

The provision of extra-care and specialist housing, and the opportunity for community self-build affordable housing.

Other complementary uses including community facilities and business uses

2) **Within Sub Area B, as defined in the Policies Map, an employment-led mixed use development.**

Approximately 7.5 hectares focused on Use Classes - E(g) B2, B8

All development proposals will be required to meet the following site specific requirements in addition to those set out in the relevant district-wide policies in this Plan.

Site specific requirements

Green and Blue Infrastructure

- The provision of a public linear park along the length of the River Cherwell corridor within the site, providing easily accessible walking and wheeling routes to Spiceball Park in the north and Longford Park to the south;
- The River Cherwell should be maintained in a semi-natural state and mature trees should remain.

Other Infrastructure

- Education - Contributions will be required to primary and secondary education provision;

- Primary Care - Opportunity to provide new primary care facilities within sub area A or provide off-site financial contributions
- Access and Movement - Use of existing junctions at Station Approach (from Bridge Street), Canal Street (from Windsor Street), Lower Cherwell Street (from Windsor Street) and Tramway Road with a new junction off Swan Close Road provided west of Tramway Road. Provision of a bus only link from Station Approach to an extended Tramway Road. Improvements to Windsor Street, Upper Windsor Street and Cherwell Street corridor
- Improvements to the Oxford Canal towpath and access to it to include accessibility for people with disabilities
- Development preventing the use of land for the delivery and implementation of transport improvements in Policy BAN 2 will not be supported.

Design and Place-Shaping Principles

- A distinctive residential neighbourhood for Banbury that integrates well and helps make connections with the adjoining town centre and Railway Station
- Higher density housing dwellings to include a mixture of dwelling styles and types
- Innovative, sustainable architecture, including the use of robust and locally distinctive materials, which reflect the character and appearance of Banbury, respect the setting of the retained historic buildings and in particular reference the canal side location
- An age friendly neighbourhood with extra care housing and housing for wheelchair users and those with specialist supported housing needs
- Commercial and leisure uses focused in the north of the site adjacent to the town centre and station
- A layout that maximises the potential for walkable neighbourhoods and enables a high degree of integration and connectivity between new and existing communities. New footpaths and cycleways should be provided that link to existing networks, with provision of a designated pedestrian and cycle route from the station to the town centre
- High quality open/urban spaces provided in various locations within the site and new trees planted
- Improved junction arrangements on Bridge Street and Cherwell Street to improve traffic capacity but also to facilitate pedestrian movement between the town centre and Canalside Buildings fronting Windsor Street enabling pedestrian permeability of the site to correspond with the proposed highway improvements which include frequent informal crossing points along Windsor Street
- Car free residential development with operational parking for employment uses
- Good accessibility to public transport services should be provided for, including the provision of a bus route through the site with buses stopping

- at the railway Station and at new bus stops on the site;
- Development fronting on to the canal and public access to and from the canal;
- The continued use of canal boats for leisure purposes with the opportunity to provide new and enhanced facilities and moorings in this area;
- Retention and integration of the most valuable historic buildings/structures including the Grade II Listed Old Town Hall and the bridge over the river;
- The integration of existing historic buildings, which will enrich the environment and maintain the long-term character of the area;
- Public art should be provided and there is the opportunity for this to be creatively engaged through the creative refurbishment of existing buildings and new bridges to the canal.

Flood Risk

The Canalside area falls primarily within Flood Zones 2 and 3 at present. It has been subject to flooding in recent years and the Environment Agency (EA) has completed a scheme to provide flood alleviation to the town centre. To assess the potential flood risk in the Canalside area, a level 2 Strategic Flood Risk Assessment has been undertaken to assess both the fluvial flood risk to the development proposals from the River Cherwell and the flood risk associated with the Oxford Canal. This confirms that with the implementation of the Flood Alleviation Scheme and the implementation of other measures on the site the site can be redeveloped safely. Applications will be required to follow the requirements set out in the Strategic Flood Risk Assessment and a detailed Flood Risk Assessment (FRA) for the site will be required with any planning application.

Additional requirements for this large complex site include:

The Council believes that the most effective and equitable means of promoting development at Canalside will be based on an outline planning application being made by consortia of key landowners and/or their developer partners, supported by a masterplan. It is expected that key landowners will have agreed a means of capturing and mutually benefiting from the uplift in land values as a result of a successful development scheme.

However, if supported by strategic masterplan, proposals within sub areas A or B may be permitted provided that they clearly demonstrate that they will contribute towards the delivery of the Council's wider vision for the whole Canalside area.

Proposals for smaller parcels may exceptionally be supported where it is clearly demonstrated that the development will positively contribute towards the masterplanned comprehensive and integrated regeneration of the site as a whole.

Policy BAN H2: East of Bloxham Road, Banbury (South of Salt Way East - Phase 2)

- 4.50. The development area to the East of Bloxham Road, Banbury (Phase 2) is a sustainable location for housing on the southern periphery of Banbury.
- 4.51. Immediately to the north of the site is a strategic housing allocation from our 2015 Local Plan (Policy Banbury 17). The construction is well advanced, and this new allocation provides a logical extension to this new neighbourhood building upon the infrastructure being provided.
- 4.52. The southern boundary of the site is defined by Wykham Lane; a road with a rural character setting which is important to retain. To the east lies the Grade II listed Wykham Farmhouse. A public right of way runs north south along the length of the western boundary of the site. The western most parcel of the site slopes steeply westward towards a small dry valley extending north from the broader Sor valley. It also lies relatively close to Tudor Hall/Wykham Park to the south-west and makes a positive contribution to the quality of the view experienced from the right of way. This area should therefore be kept free from development.
- 4.53. To maintain the rural character of Wykham Lane, a substantial landscaped buffer will be required on the southern boundary of the site. Furthermore, no vehicular access into the site will be permitted from Wykham Lane. The site must be accessed from, and integrated with, the residential development site to the north. Active travel routes to Bodicote and Banbury should also be routed via the development to the north rather than Wykham Lane.
- 4.54. A landscape buffer is also required on the eastern boundary of the site to protect the setting of the listed Wykham Farmhouse.
- 4.55. The Council will require any development to broadly conform with the indicative layout in Appendix 6.

Policy BAN H2: East of Bloxham Road, Banbury (South of Salt Way East - Phase 2)

Site area: 32 hectares

Land at east of Bloxham Road, Banbury is allocated as an extension to on-going development to the south of Salt Way. It will accommodate approximately 600 dwellings at appropriate densities to reflect the site context and the wider development. Planning permission will only be granted for development at this site in accordance with a comprehensive masterplan and design code for the site to be approved by the Council.

All development proposals will be required to meet the following site specific requirements in addition to those set out in the relevant district-wide policies in this Plan.

Key design requirements

1. The development should be consistent with the design principles shown in Appendix 6
2. The maintenance of the rural character of Wykham Lane
3. The provision of a substantial landscape buffer between the developable area and Wykham Lane to maintain its rural character
4. No vehicular access to the site from Wykham Lane
5. Appropriate landscape buffer to protect the setting of the Grade II listed Wykham Farmhouse
6. Developable area to be pulled back from areas of archaeological interest, to ensure no adverse impacts.

Site specific infrastructure requirements

1. Two vehicular access points required linking with the development to the north
2. Good accessibility to public transport services should be provided for, including the accommodation of new bus stops to link the development to Banbury town centre
3. Improved active travel routes to Bodicote and Banbury town centre through the planned residential site to the north
4. Primary and secondary financial contributions including towards the expansion of Bishop Loveday School
5. Financial contribution towards primary healthcare in the local area
6. Financial contributions towards off-site sport and recreation facilities.



Policy BAN H3: Calthorpe Street

- 4.56. Former building clearances in this part of the town centre have resulted in the disintegration of the traditional Calthorpe Street frontage and the public realm being dominated by surface car parking.
- 4.57. The site is prominent within the designated Banbury Conservation Area and the Council's objective is to facilitate the reinstatement of the Calthorpe Street and Marlborough Road frontages.
- 4.58. The Council will support comprehensive and sensitive residential-led redevelopment proposals that incorporate the rebuilding of the frontages to Calthorpe Street and Marlborough Road. Proposals must preserve and enhance the character and appearance of the Banbury Conservation Area.
- 4.59. Pedestrian and cycle links between Calthorpe Street and Marlborough Road will be required. The setting of Calthorpe Manor, a listed building, must be respected.

Policy BAN H3: Calthorpe Street

Planning permission will be granted for development for the following uses:

Development area: 1.76 hectares

Development Description: This Calthorpe Street site is located in a prominent location on the edge of Banbury Town Centre. The Council will seek the comprehensive redevelopment of the area to include a high quality residential led development.

Proposals should respect and enhance the historical setting and include the creation of a high quality public realm, which ensures successful integration and connectivity with the town centre.

Housing: 170 dwellings

All development proposals will be required to meet the following site specific requirements in addition to those set out in the relevant district-wide policies in this Plan.

Planning permission will only be granted for development at this site in accordance with a comprehensive masterplan and design code.

Site specific requirements

- Public realm and built frontages that address and integrate with Calthorpe Street and Marlborough Road, and accommodate views of St Mary's Church
- New public realm and pedestrian permeability including the provision of a pedestrian and cycling link between Calthorpe Street and Marlborough Road through the site
- The setting of the Grade II listed Calthorpe Manor is protected and enhanced
- Development proposals will preserve and enhance the character and appearance of the Banbury Conservation Area
- Contributions towards primary and secondary school provision.

Policy BAN M/U 2: Bolton Road

- 4.60. This site lies immediately to the west of the Castle Quay shopping centre and to the north of Parson's Street. It comprises a large public car park, a number of smaller car parks and service areas associated with the commercial units fronting Parson's Street, a former car repair workshop, and a number of historic buildings. A former bingo hall and offices within the site is currently being redeveloped for housing for older people.
- 4.61. The 2015 Local Plan allocated this site for retail and other town centre uses and residential. Our recent evidence now indicates that town centre uses would not be appropriate in this location and the site is therefore allocated in this Plan for a residential led mixed use development.

Policy BAN M/U2: Bolton Road

Planning permission will be granted for development for the following uses:

Development area: 2 hectares

Housing: 200 dwellings

Planning permission will only be granted for development at this site in accordance with a comprehensive masterplan and design code submitted to, and approved by the Council.

Development Description: Bolton Road is located in a prominent location on the northern edge of Banbury Town Centre. The Council will seek the redevelopment of the area to include a high quality residential led development.

Proposals should respect and enhance the historical setting and include the creation of a high quality public realm, which ensures successful integration and connectivity with the town centre.

All development proposals will be required to meet the following site specific requirements in addition to those set out in the relevant district-wide policies in this Plan.

Key site specific design and place shaping principles

- A high quality landmark development in Banbury Town Centre that will support the regeneration of this area
- Pedestrian and cycle linkages that enable a high degree of integration and connectivity with existing networks, particularly between Parsons Street, North Bar Street and Castle Street integrating these areas through well considered connections, building configuration and public realm
- Residential development that is designed to a very high standard considering the impact on the Conservation Area
- A design which respects and enhances the Conservation Area and the historical grain of the adjoining areas especially the Grade II listed building to the west of the site
- The creation of an attractive public realm with careful consideration of street frontages and elevation treatment to ensure safe and active and vibrant environment
- Height and massing sensitive to the surroundings, ensuring there is no adverse effect on important views/vistas
- There is an opportunity for low key, high end development, formed along new lanes that connect the area to Parsons Street
- Provision of public art to enhance the quality of the place, legibility and identity
- An archaeological field evaluation to assess the impact of the development on archaeological features.

Policy BAN E1: Land at Higham Way

- 4.62. This site is a former waste management facility and concrete batching plant and is located to the south east of Banbury town centre. The site is bounded by residential and sports pitches to the north, railway lines to the south and employment land to the east. It was allocated for residential development in our last local plan but given its physical constraints it is now consider more appropriate for employment uses.
- 4.63. The site is within Flood Zone 2 and 3. A Flood Alleviation Scheme (FAS) for the north of Banbury was completed in 2012 and a large part of the site falls within the defended area.
- 4.64. The site offers the opportunity to provide a number of employment units to meet the demand for small and medium size premises within Banbury. It would also be suitable for office development.

Policy BAN E1: Land at Higham Way

Planning permission will be granted for the following uses:

Developable area: 3 hectares

Land at Higham Way, Banbury is allocated to accommodate 3 hectares of employment land.

All development proposals will be required to meet the following site specific requirements in addition to those set out in the relevant district-wide policies in this Plan.

Key site specific requirements

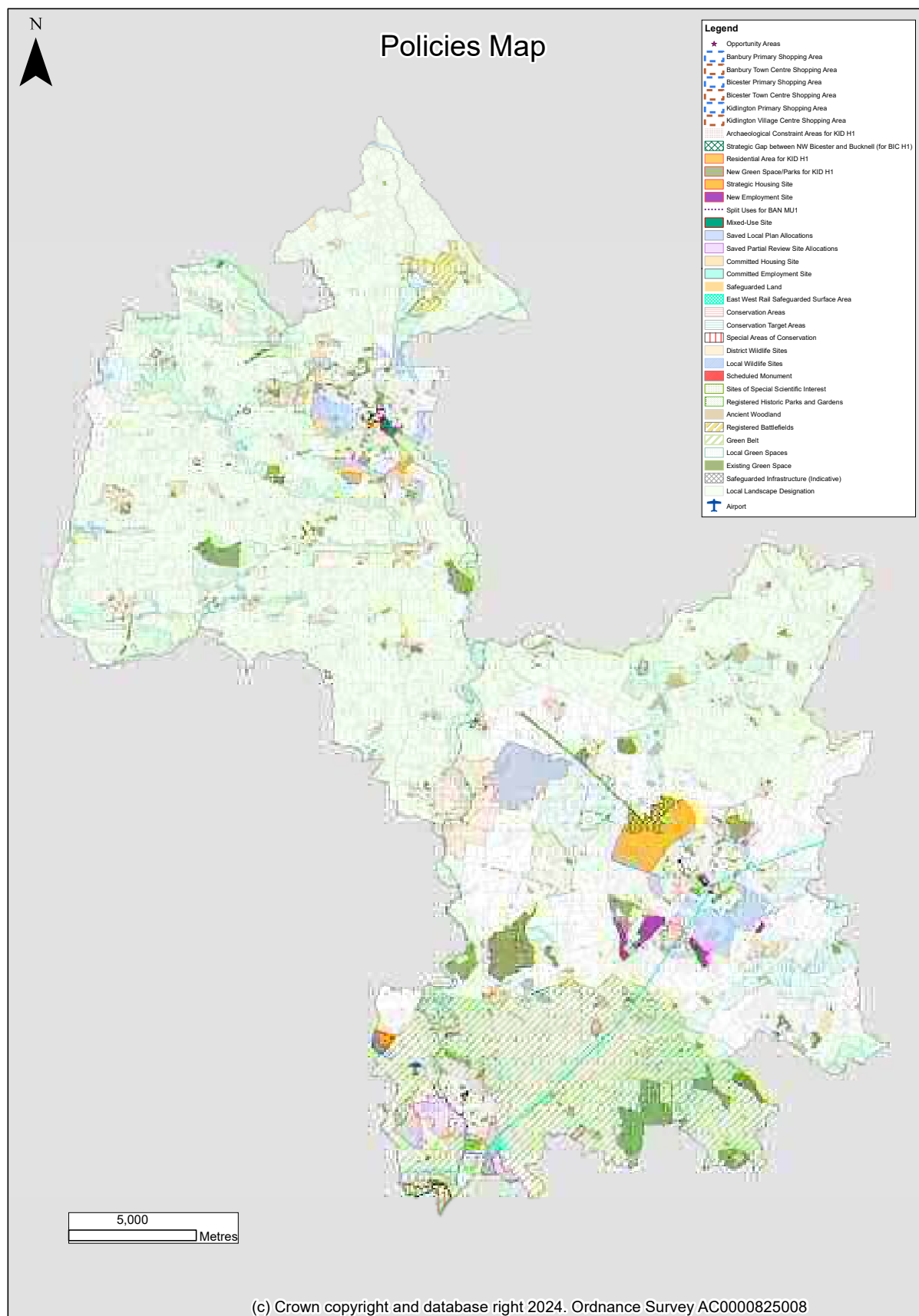
- The safeguarding of the route of a vehicular connection between Chalker Way and Higham Way wide enough to accommodate bus access
- Walking and cycling improvements to Causeway and Bridge Street to improve access to / from east of town to the town centre
- Satisfactory access arrangements including a detailed transport assessment and Travel Plan given the location of the site close to Banbury Town Centre
- Proportionate financial contributions to new or improved walking and cycling routes from the railway station to the town centre
- Appropriate treatment and remediation of contaminated land
- The completion of a flood risk assessment for the site
- Take account of the Council's Strategic Flood Risk Assessment for the site
- Provide noise and other necessary mitigation measures to protect the amenities of adjacent residential areas.

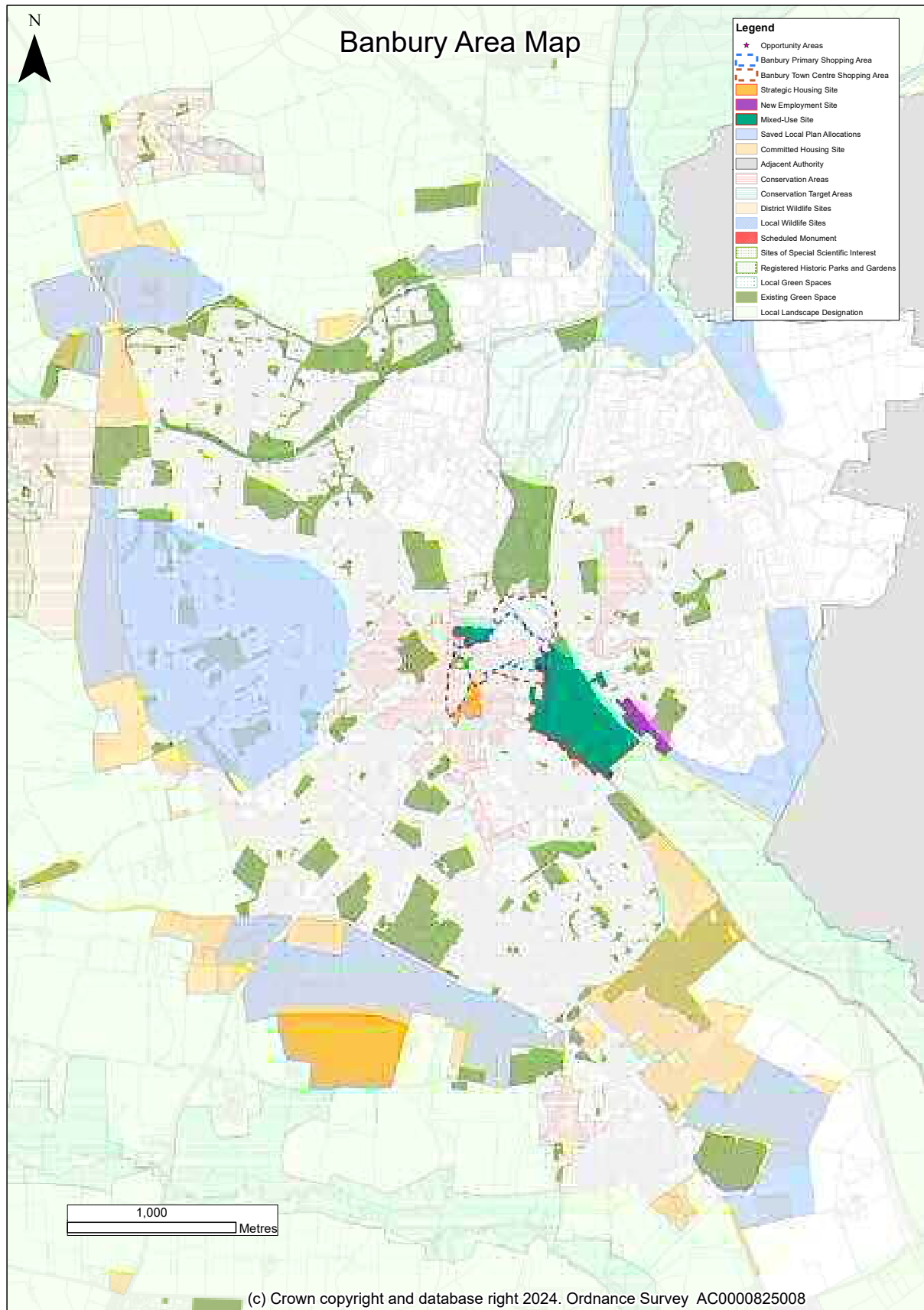
Development preventing the use of land for the delivery and implementation of transport improvements in Policy BAN 2 will not be supported.

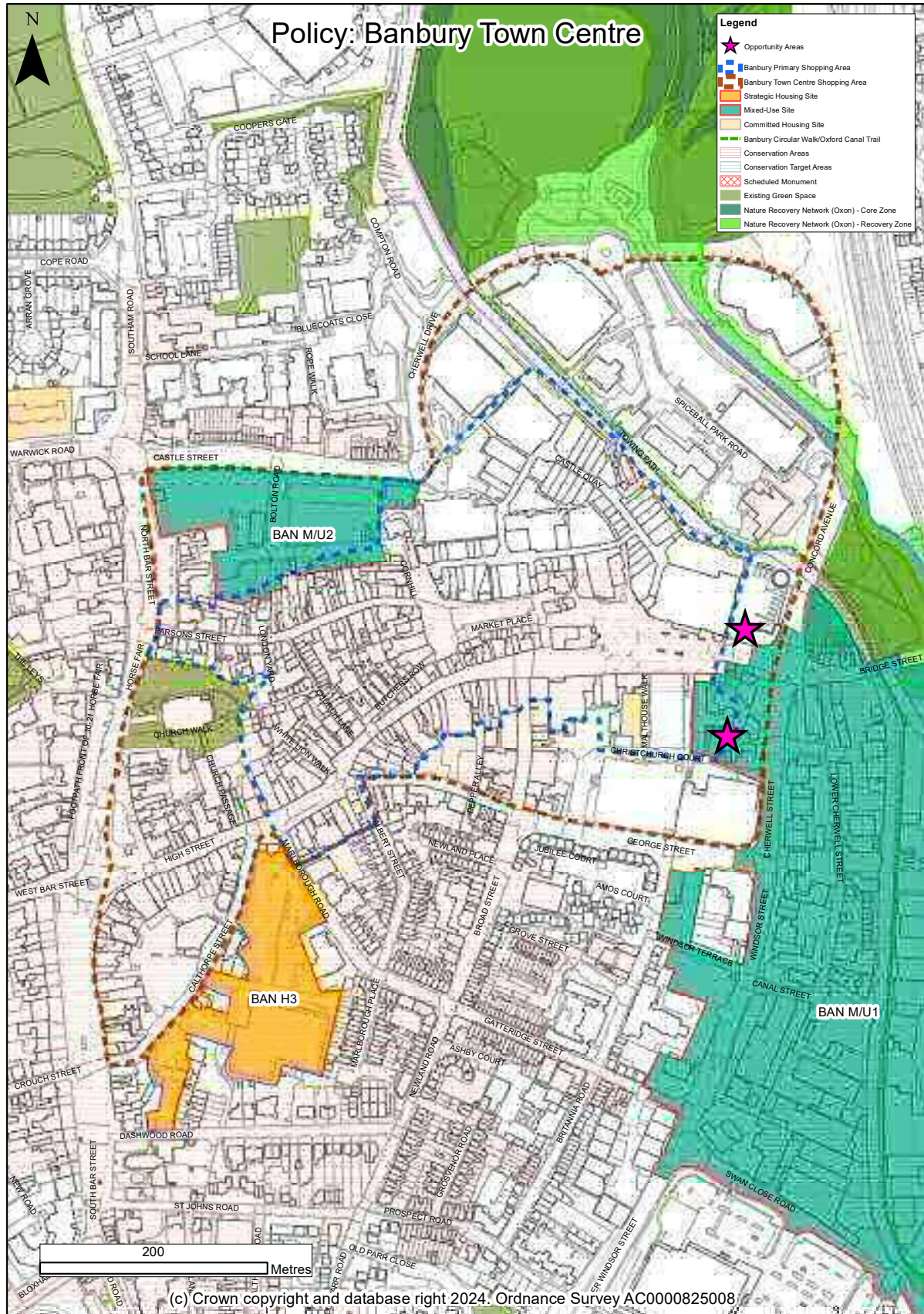
APPENDIX 4 Policies Maps

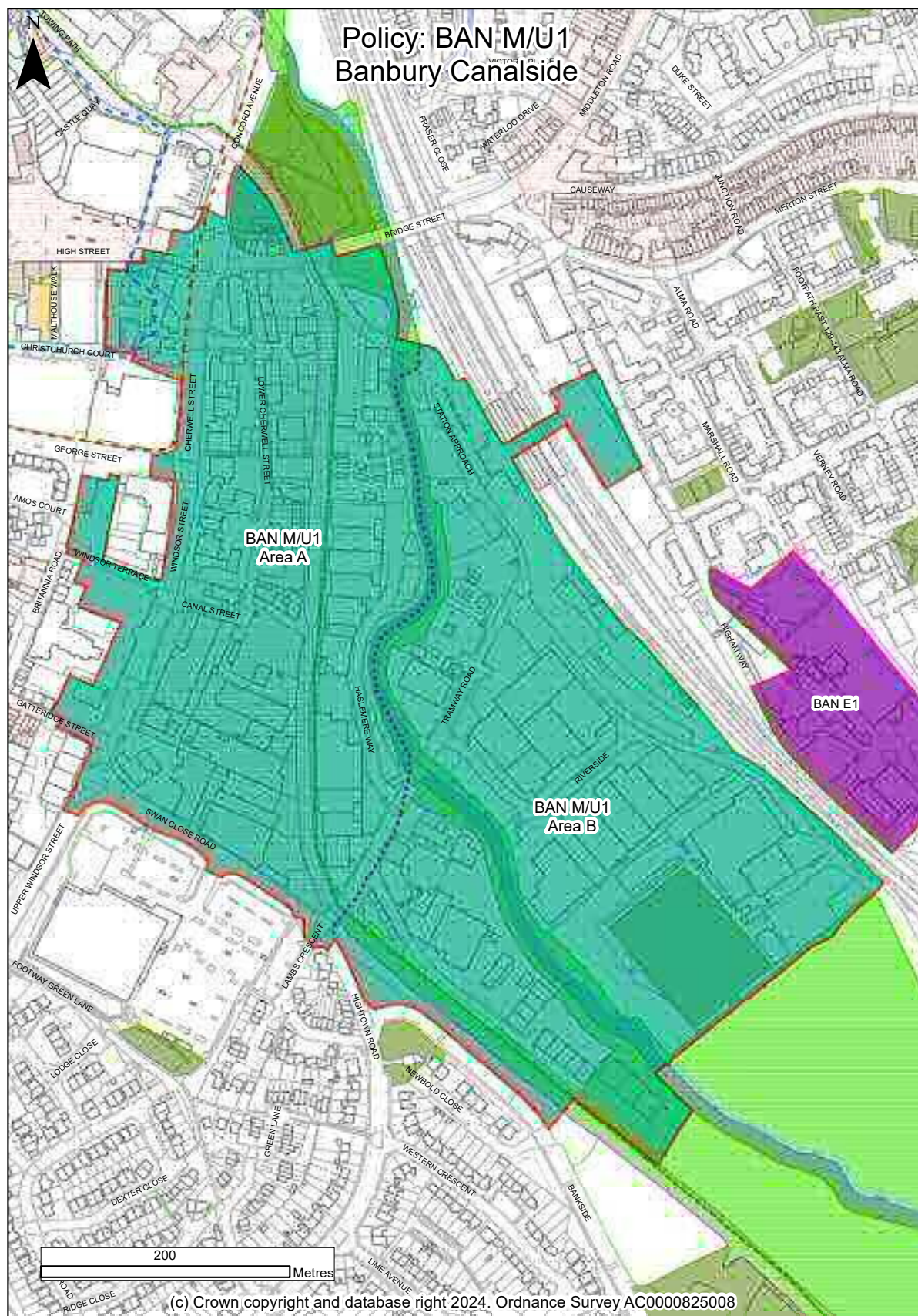
Policies Map Legend

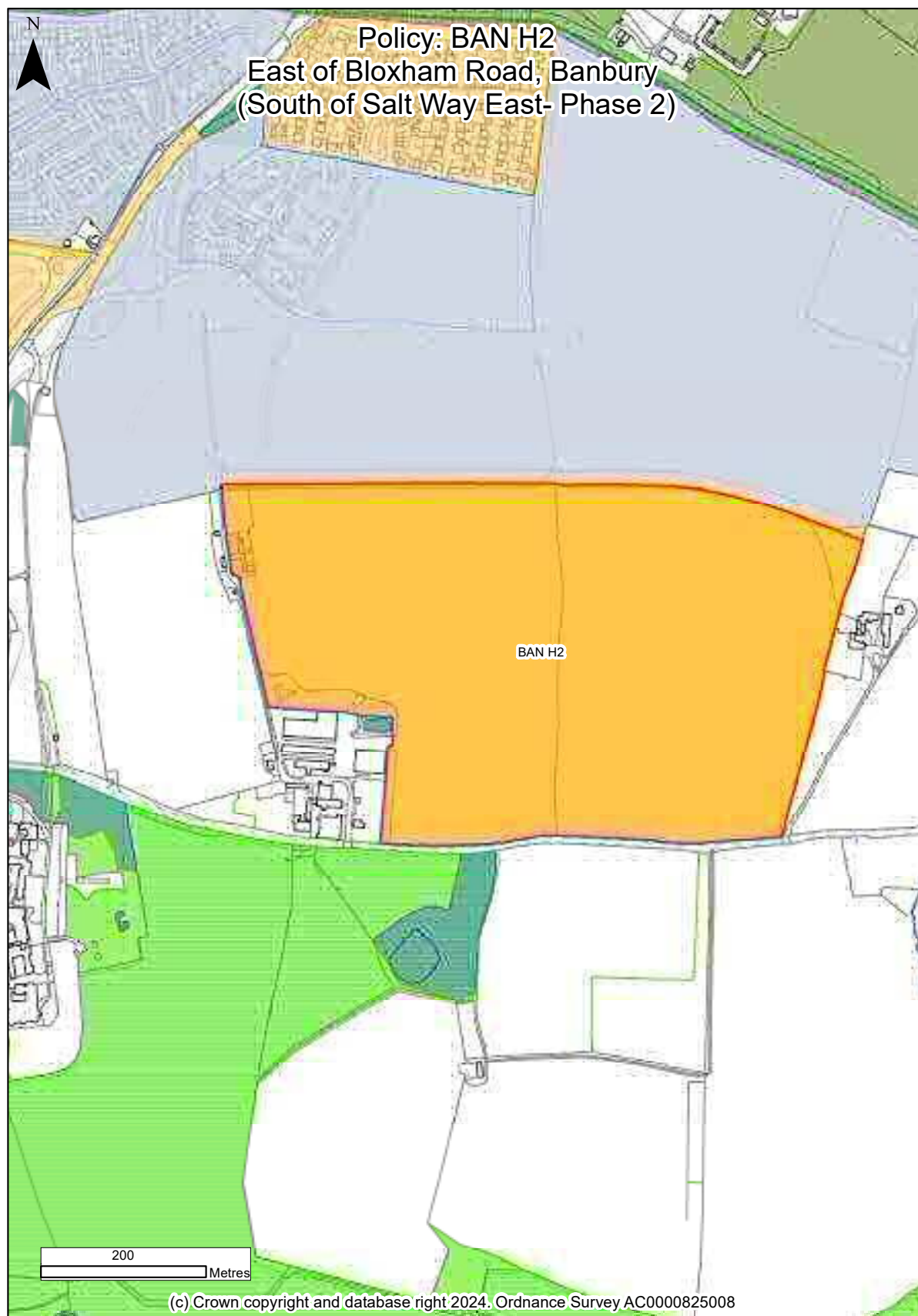
	Strategic Gap between NW Bicester and Bucknell (for BIC H1)		Banbury Circular Walk/Oxford Canal Trail
	Archaeological Constraint Areas for KID H1		East West Rail Safeguarded Surface Area
	New Green Space/Parks for KID H1		Areas of Outstanding Natural Beauty
	Residential Area for KID H1		Conservation Areas
	Strategic Housing Site		Conservation Target Areas
	New Employment Site		Special Areas of Conservation
	Split Uses for BAN M/U1		District Wildlife Sites
	Mixed-Use Site		Local Wildlife Sites
	Saved Local Plan Allocations		Scheduled Monument
	Saved Partial Review Site Allocations		Sites of Special Scientific Interest
	Committed Housing Site		Registered Historic Parks and Gardens
	Committed Employment Site		Ancient Woodland
	Safeguarded Land		Registered Battlefields
	Banbury Primary Shopping Area		Green Belt
	Banbury Town Centre Shopping Area		Local Green Spaces
	Bicester Primary Shopping Area		Existing Green Space
	Bicester Town Centre Shopping Area		Nature Recovery Network (Oxon) - Core Zone
	Kidlington Primary Shopping Area		Nature Recovery Network (Oxon) - Recovery Zone
	Kidlington Village Centre Shopping Area		Safeguarded Infrastructure (Indicative)
			Airport

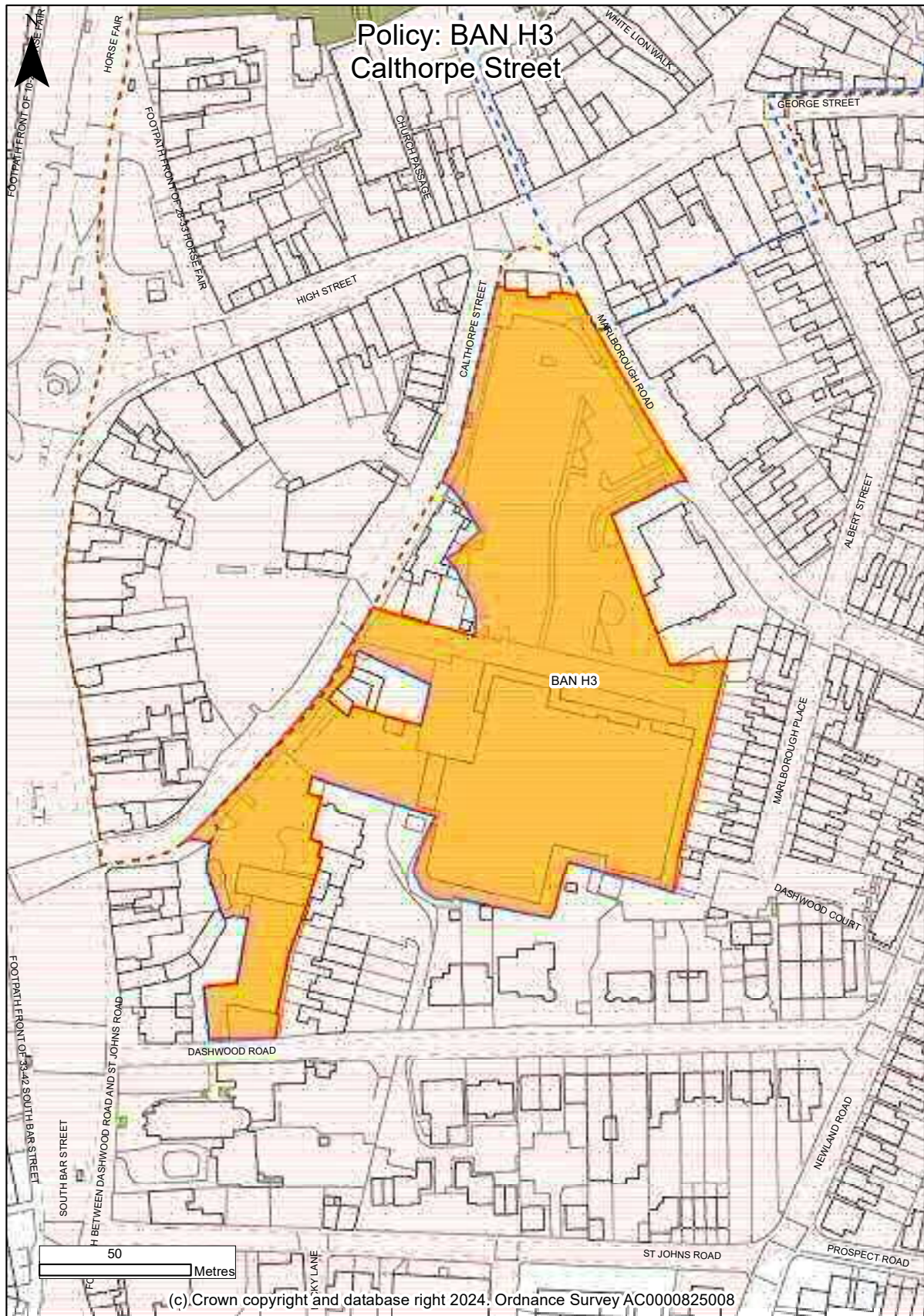


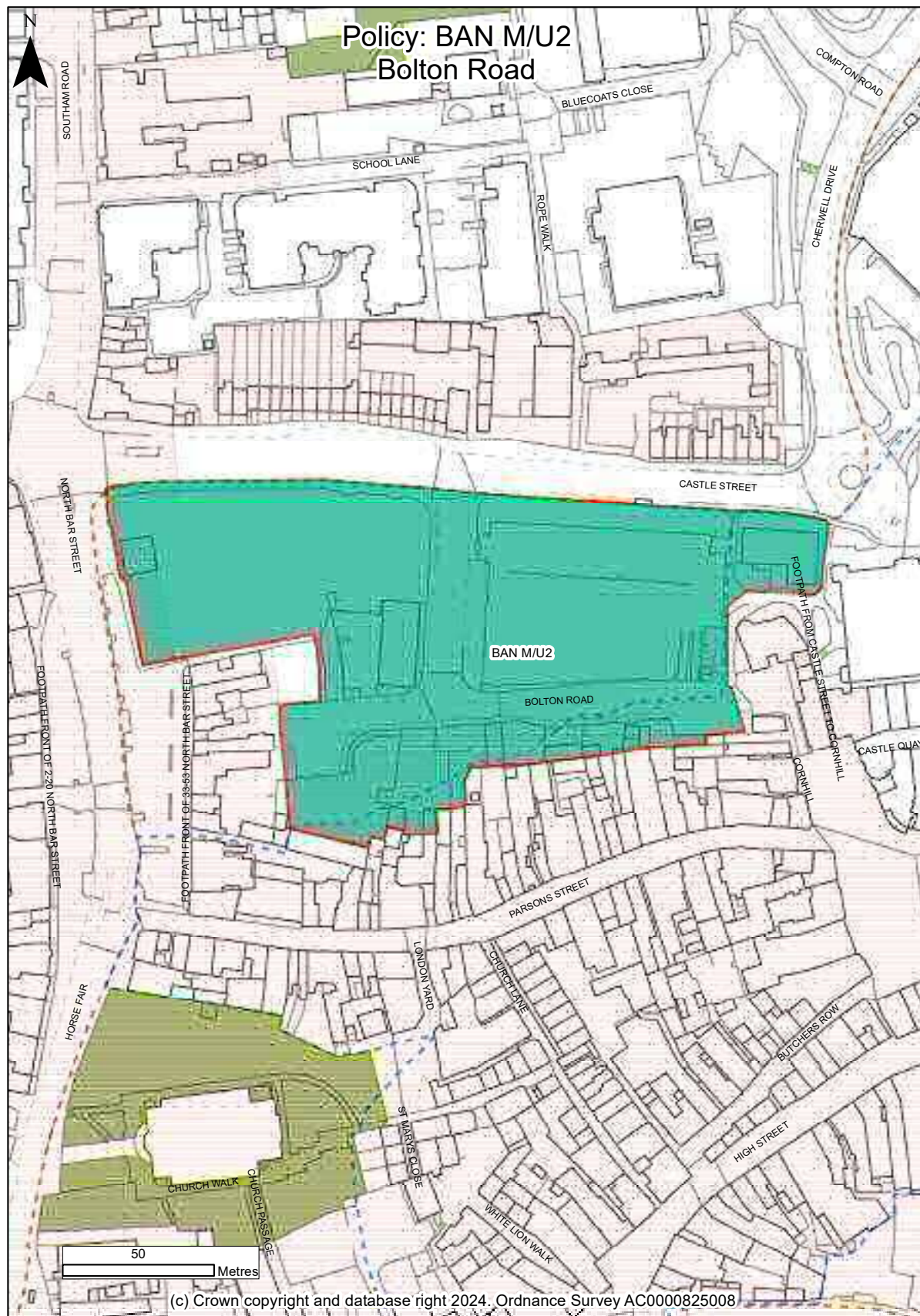


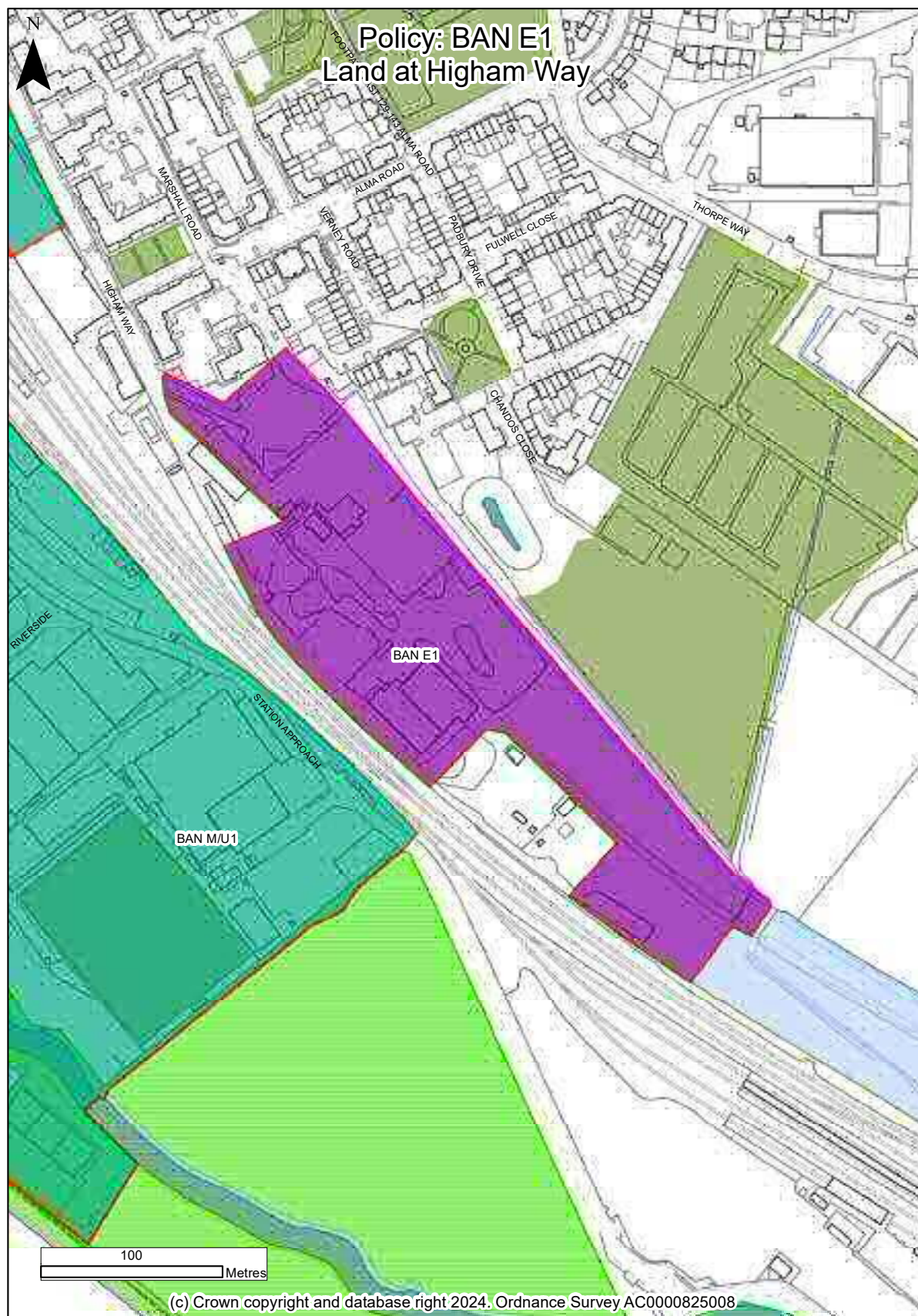












Appendix 4

Strategic Gaps associated with Banbury, Bicester and Heyford Park: Key Characteristics and Recommendations

Policy COM 13: Settlement Gaps, sets out strategic gaps associated with the main growth areas in the Local Plan. The purpose of these gaps is to identify areas within which maintenance of settlement separation is a key consideration. No strategic gaps are identified within the Oxford Green Belt as this designation addresses the prevention of settlement coalescence.

Each strategic gap is supported by the key characteristics important to the maintenance of the gap and guidance for preserving and enhancing the degree of settlement distinction provided by the gap.

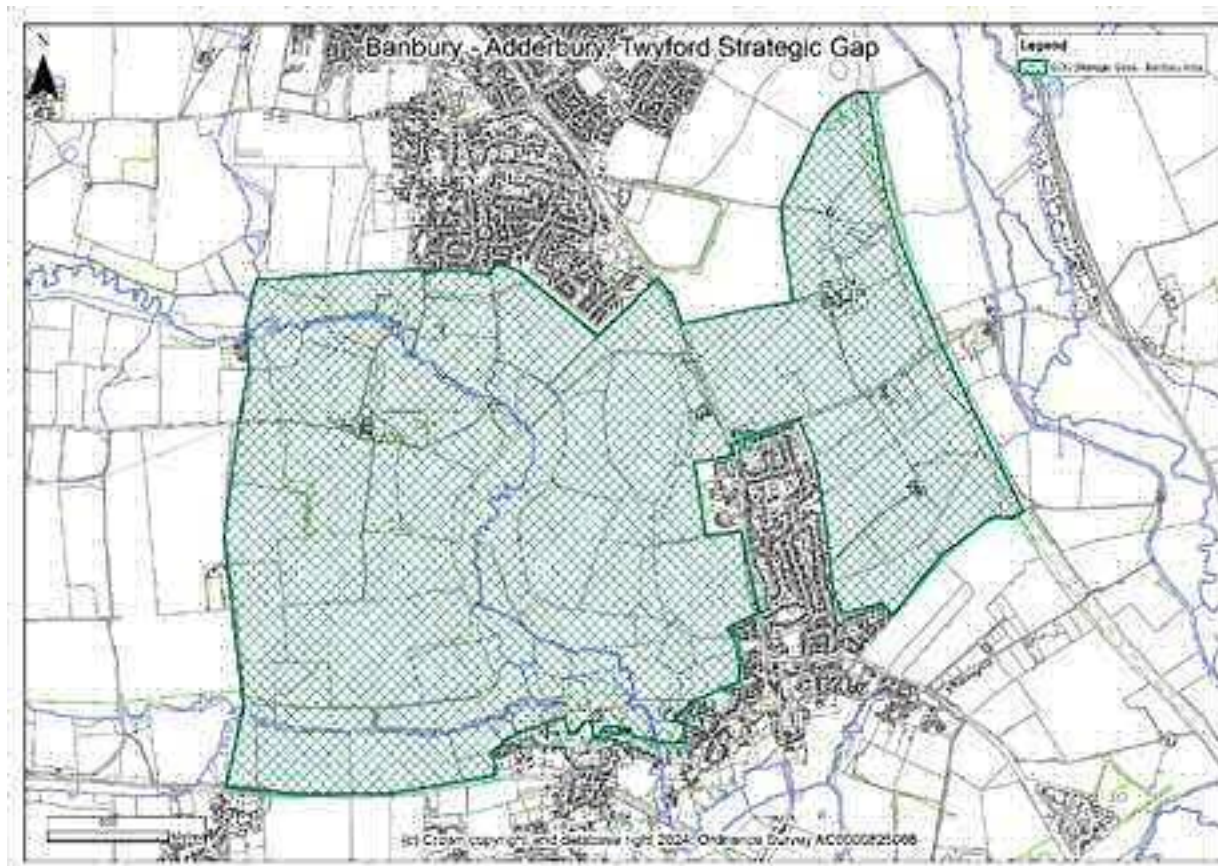
Strategic gaps are not intended to prevent development. Proposals within a strategic gap will be assessed against the criteria in Policy COM 13 which requires development to:

- Respond appropriately to the strategic gap characteristics and significance
- Respond appropriately to the recommendations for the preservation and enhancement of the strategic gap
- Avoid loss of key characteristics and significance of the strategic gap.

Strategic Gaps Associated with Settlements

Strategic Gaps Associated with Banbury	Strategic Gaps Associated with Bicester	Strategic Gaps Associated with Heyford Park
• Adderbury and Twyford • Bloxham • Bodicote • Bourtons • Broughton • Drayton and Wroxton • Hanwell • Horley • Kings Sutton • Milton • Nethercote, Overthorpe, Warkworth and Middleton Cheney • North Newington • Williamscoth and Chacombe	• Ambrosden, Blackthorn and Arcott • Bucknell (NW Bicester) • Caversfield • Chesterton • Launton • Merton • Middleton Stoney • Stratton Audley • Wendlebury	• Ardley with Fewcott • Caulcott • Fritwell • Middleton Stoney • Somerton • Upper and Lower Heyford

Banbury - Adderbury and Twyford



Key characteristics

The key elements in preserving settlement distinction are:

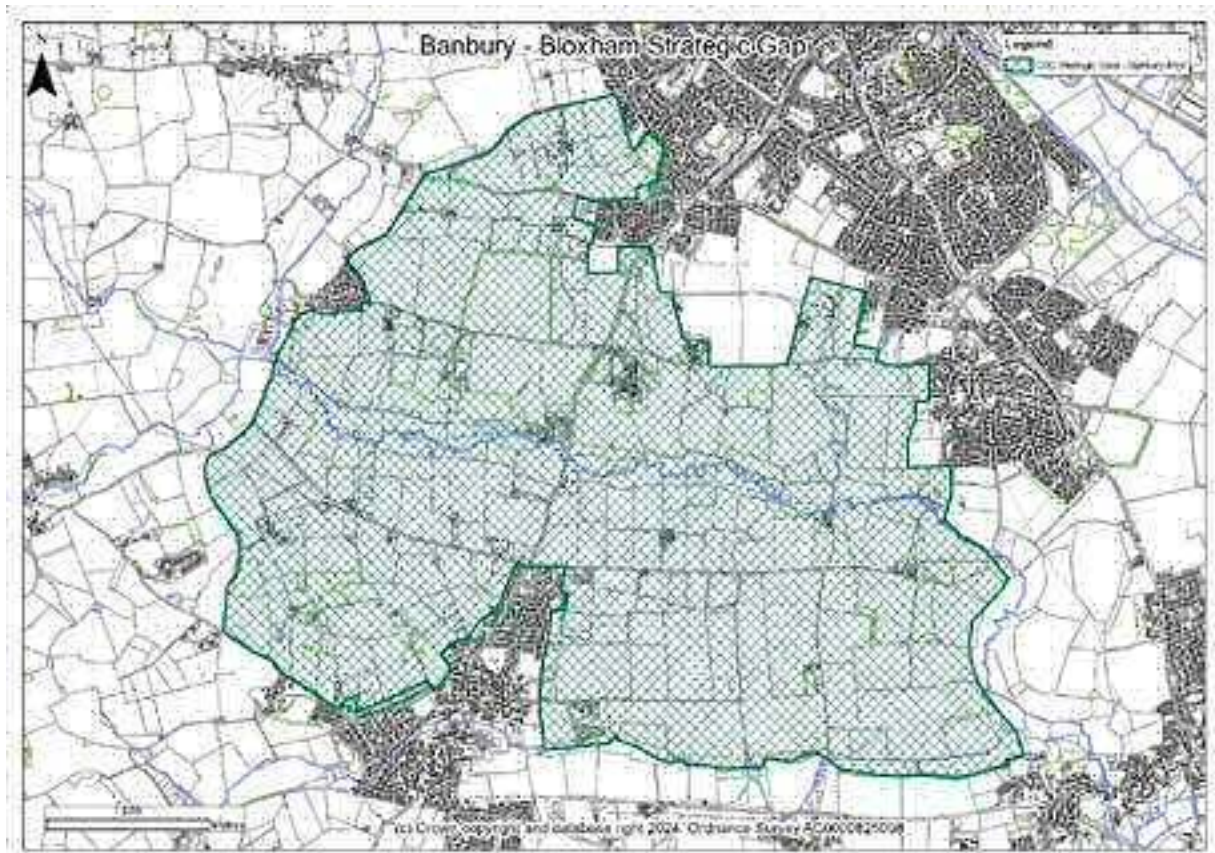
- The screening tree belts along the southern boundary of Bodicote
- The long east-west rural views through the gap north of Twyford
- The distinct topographical setting of Adderbury associated with Sor Brook, and also its containment of south-western Bodicote
- The presence of intervening higher ground between Adderbury and Bodicote.

Guidance for preservation and enhancement of settlement gap

In order to maintain Bodicote's distinction from Twyford and Adderbury, new development should:

- Not introduce any development in the narrowest part of the gap between Twyford and the approved access road to Longford
- Seek to limit the urbanising impact of any new recreational development to the north of the Longford access road by screening new buildings from the south
- Avoid any encroachment on the valley sides of Sor Brook.

Banbury - Bloxham



Key characteristics

The key elements in preserving settlement distinction are:

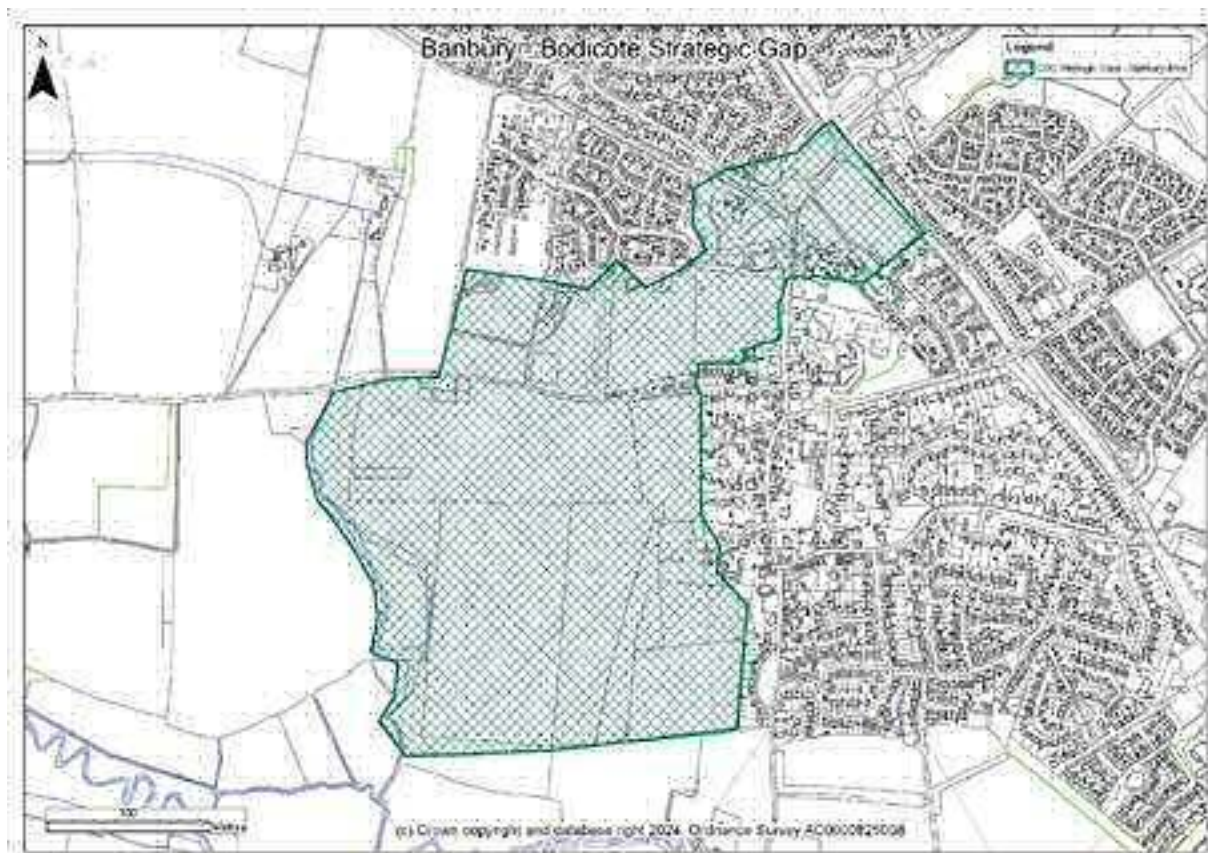
- The topographical variation of the Sor Brook valley
- Mature vegetation of field boundaries, parkland, tree belts and woodland, screening views, forming a boundary to the development allocation on the edge of Banbury and giving a distinct parkland character to the settlement gap.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Bloxham new development should:

- Not extend either settlement downslope into the valley of Sor Brook
- Not have a dominating influence.

Banbury - Bodicote



Key characteristics

The key elements in preserving settlement distinction are:

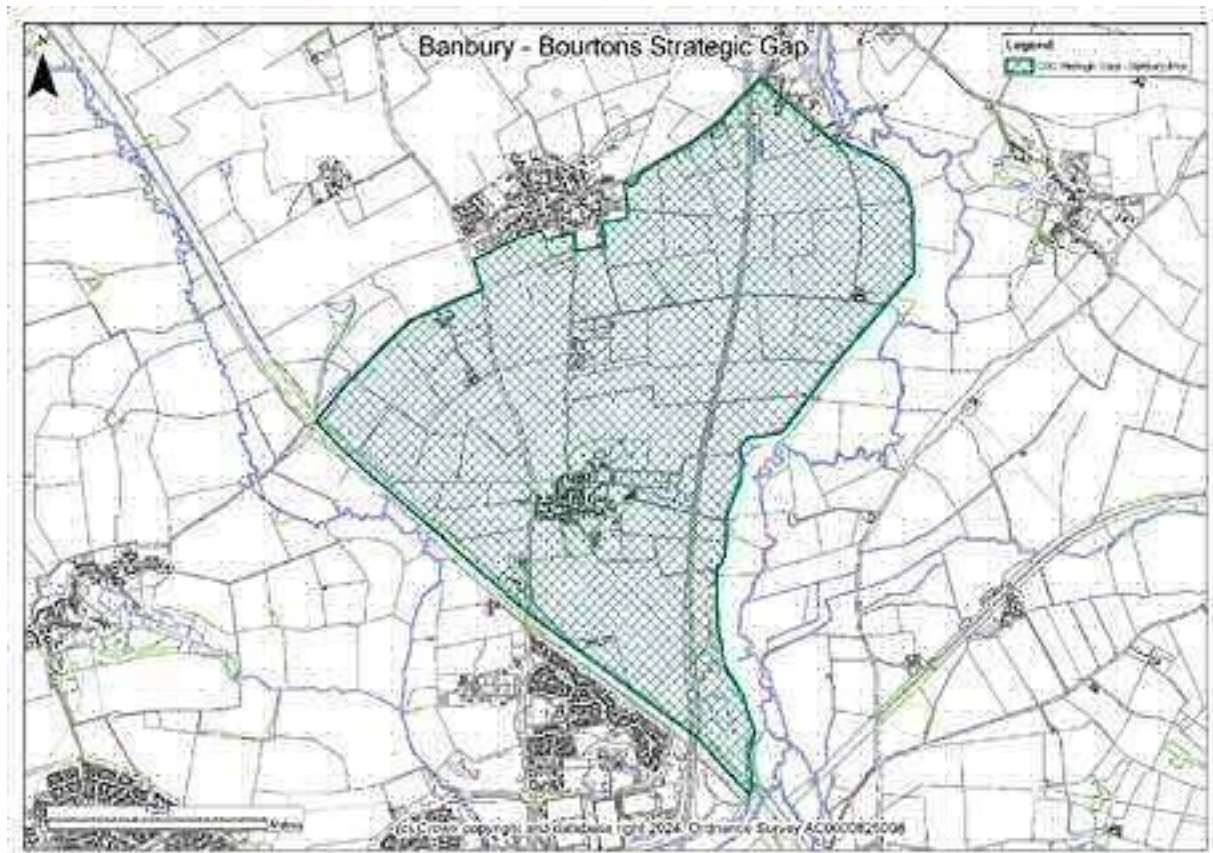
- Character, associated with Bodicote Conservation Area
- Open land to the west of Bodicote, linking to the valley of Sor Brook to the south, does contribute to the settlement's historic setting, helping to emphasise the distinction between settlements in terms of form and character.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction in settlement character between Banbury and Bodicote, new development should:

- Help to preserve historic character by avoiding encroachment on the valley to the west of the Bodicote Conservation Area.

Banbury - Bourtons



Key characteristics

The key elements in preserving settlement distinction are:

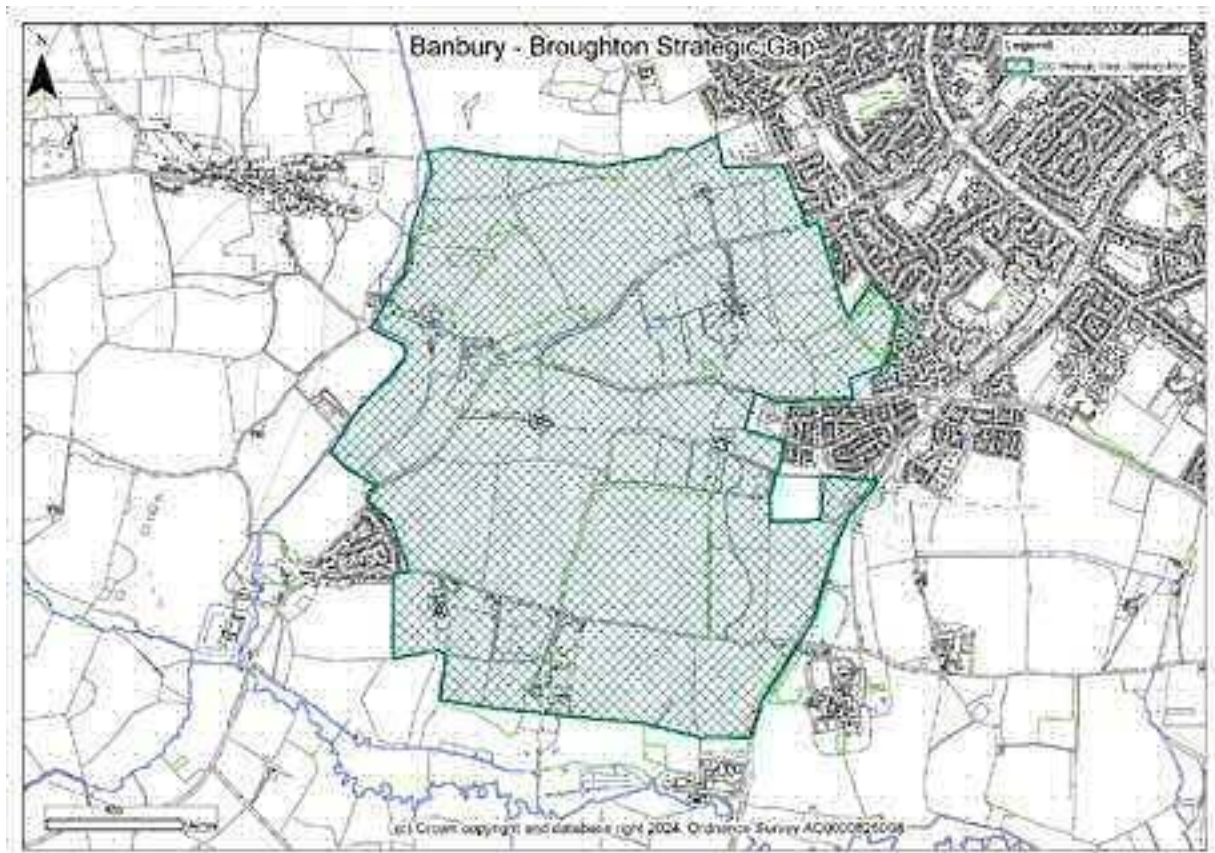
- The role of the M40 and associated linear tree cover in defining the northern extent of Banbury and limiting intervisibility with Little Bourton
- The screening role of field boundaries hedgerows to the south of Little Bourton
- The visual relationship between the land in the gap and the wider Cherwell Valley and hills beyond, which helps to strengthen rural character
- The role of tree groups in defining the northern edge of Little Bourton.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and the Bourtons new development should:

- Avoid extending Banbury beyond the M40 as this would effectively negate its separation from Little Bourton
- Maintain a pattern of small, hedged fields to the south of Little Bourton, to limit views across the gap
- Retain the role of mature tree cover in defining the northern edge of Little Bourton.
- Avoid a significant loss of separation between the Bourtons where development would be visible in the visually open fields alongside the A423
- Avoid increasing the perception of development from the Oxford Canal path, railway and Country Park.

Banbury - Broughton



Key characteristics

The key elements in preserving settlement distinction are:

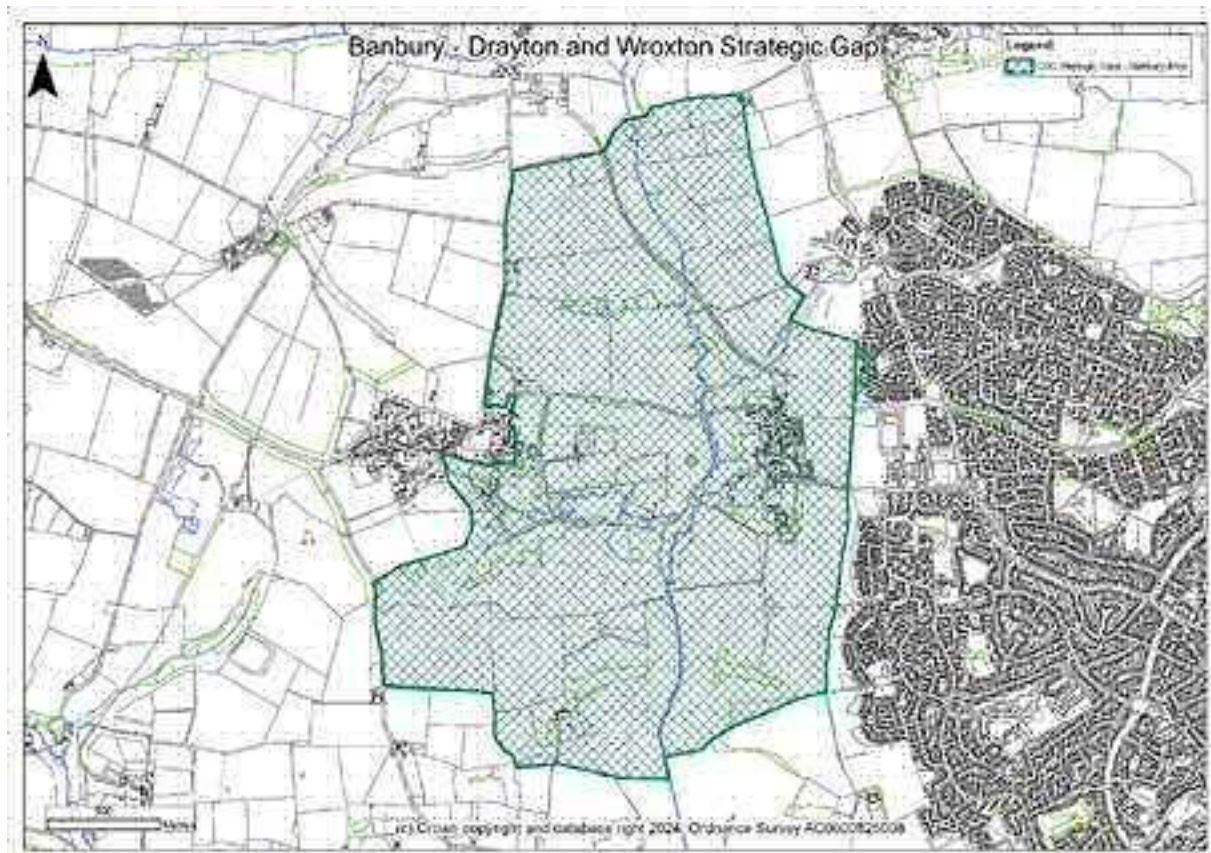
- The containment of Broughton within a west-facing valley-side landscape
- The containment of Banbury within a plateau landscape, with Crouch Hill contributing to defining the western edge of the settlement
- Tree belts along the edge of Banbury, and tree cover along the B4035, limiting views towards the settlements.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Broughton new development should:

- Ensure that Banbury does not extend downslope into the Sor Brook valley and does not visually intrude on the valley
- Ensure that Broughton does not extend upslope onto the plateau
- Not significantly increase perception of Broughton on approach southwards along the B4035.

Banbury - Drayton and Wroxton



Key characteristics

The key elements in preserving settlement distinction are:

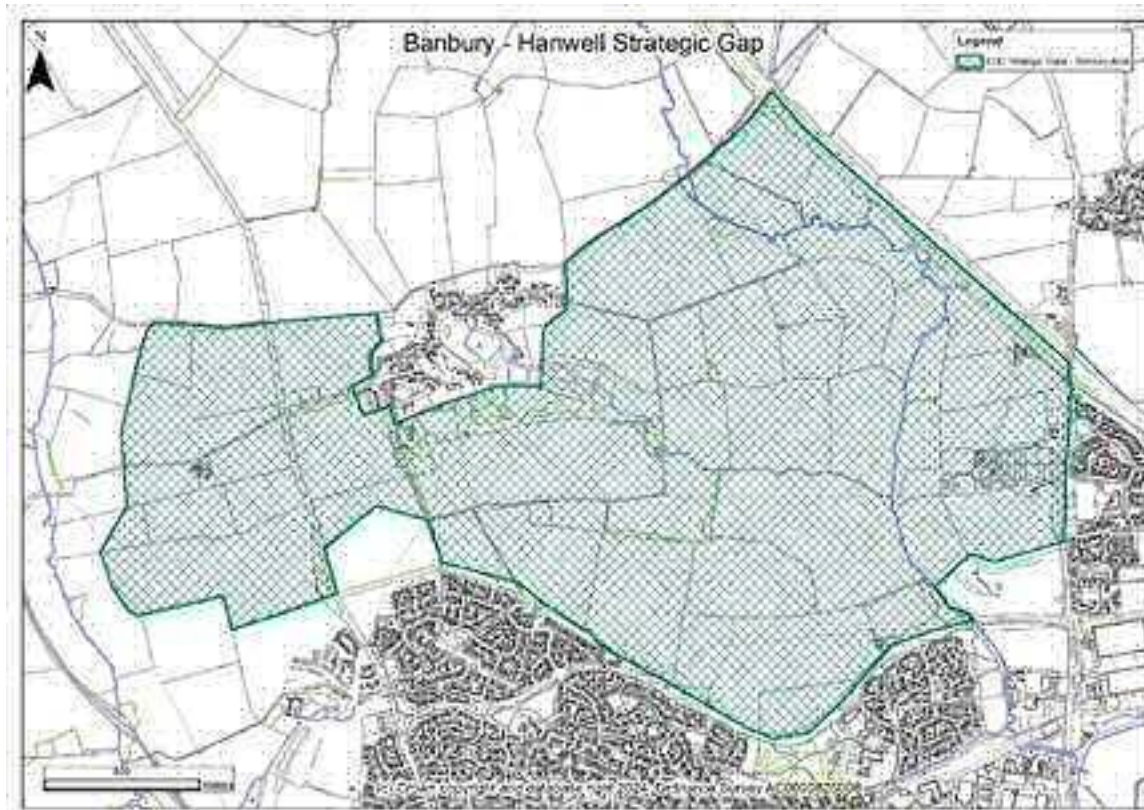
- The existing tree belts on the edge of Banbury, both mature and more recently planted
- The remaining open fields between Drayton and Banbury, and availability of longer, rural views along the gap
- The valley-side setting of Drayton and Wroxton villages and the distinctive, parkland landscape between them.

Guidance for preservation and enhancement of settlement gap

There is no scope for any further narrowing of the gap between Banbury and Drayton without significantly compromising the remaining settlement gap. It is noted that most, but not all, of the gap lies within the Drayton Conservation Area. Any new development should:

- Avoid Drayton extending further onto the plateaux, retaining its valley side form
- Not extend Wroxton down onto the lower valley side
- Strengthen vegetation within the gap to minimise intervisibility between Banbury and Drayton.

Banbury - Hanwell



Key characteristics

The key elements in preserving settlement distinction are:

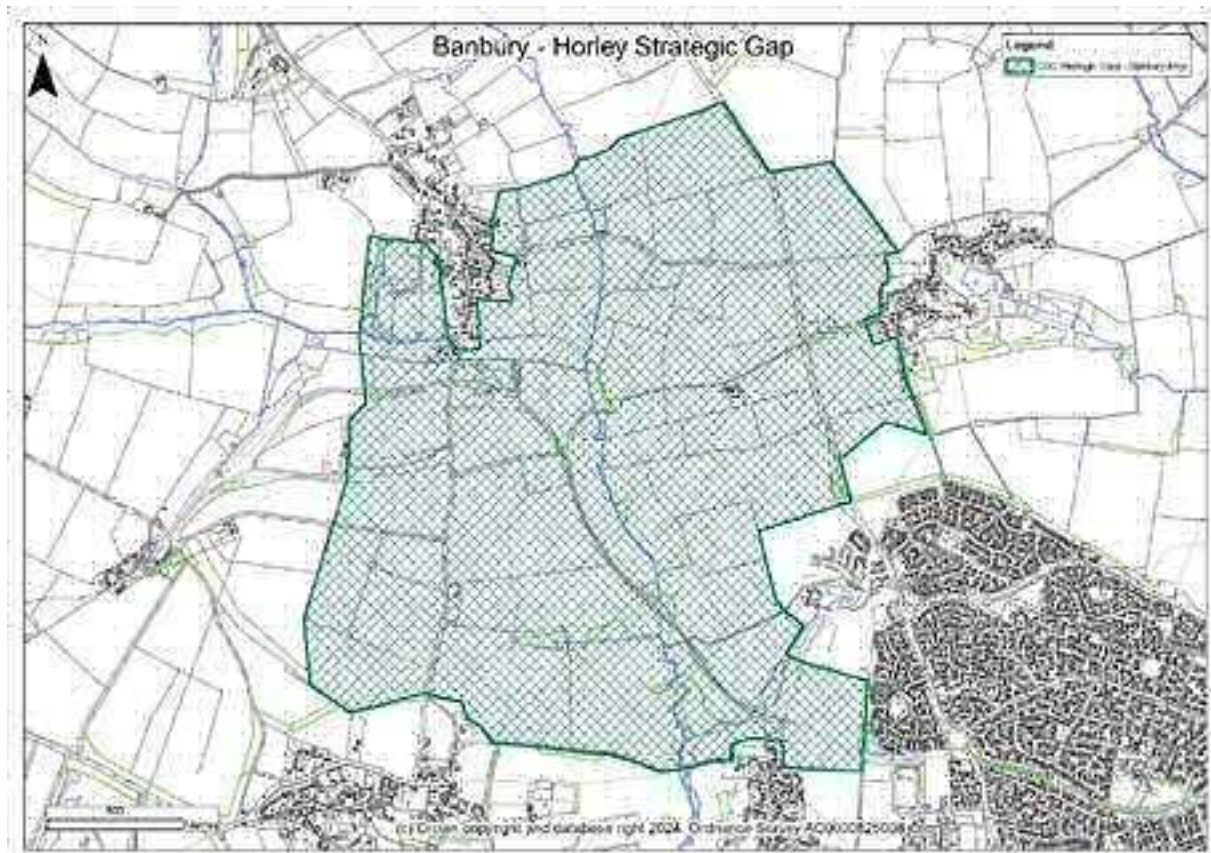
- The valley-side woodland and water features associated with Hanwell Castle
- The well-treed field boundaries between the two settlements
- The setting back of allowed development (23/00853/OUT) from the site's northern boundary and from Gullicote Lane
- The undeveloped valley side between Hanwell and Hanwell Brook
- The absence of any direct road links and urbanising influences in the settlement gap.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Hanwell new development should:

- Not reduce the width of the narrowest part of the settlement gap, in the fields to either side of Gullicote Lane
- Not result in any removal of mature field boundaries where this would increase views of urban development; with particular consideration of views from the public rights of way that connect the settlements
- Retain the wooded, enclosed character of Hanwell
- Not extend upslope towards Hanwell to the west of Hanwell Brook.
- Not introduce any new vehicular links
- Limit perception of either settlement from Warwick Road.

Banbury - Horley



Key characteristics

The key elements in preserving settlement distinction are:

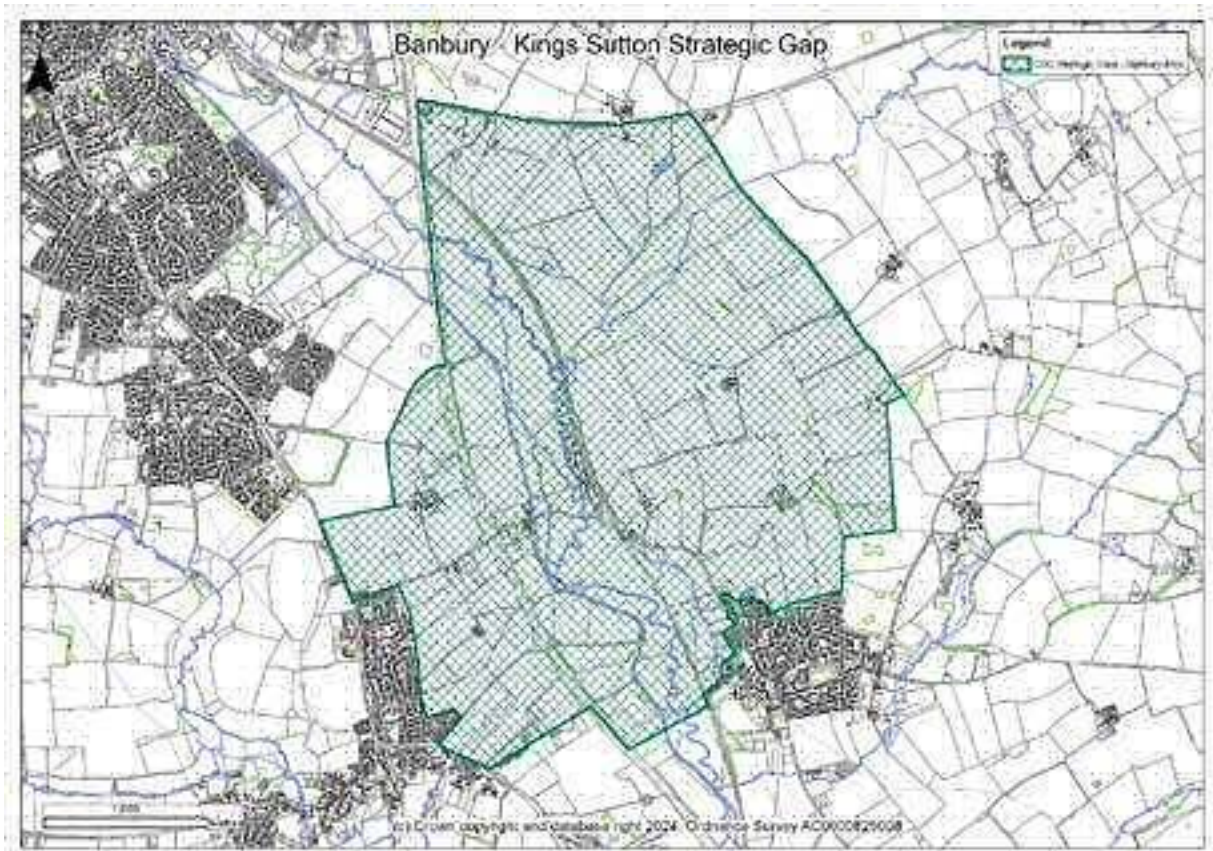
- Horley's distinctive valley-side setting, around which there are long, rural views but with limited visibility of the edge of Banbury
- Horley's containment by watercourses to the east and south
- Banbury's plateau location, with no development on the side of Sor Brook valley.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and Horley new development should:

- Avoid any sense of Banbury extending down the eastern valley of the Sor Brook
- Ensure there are no significant long views of new development on the edge of Banbury, using screening planting where necessary
- Maintain the unspoilt rural character of the Sor Brook valley between Horley and Drayton.

Banbury - Kings Sutton



Key characteristics

Key elements in preserving settlement distinction are:

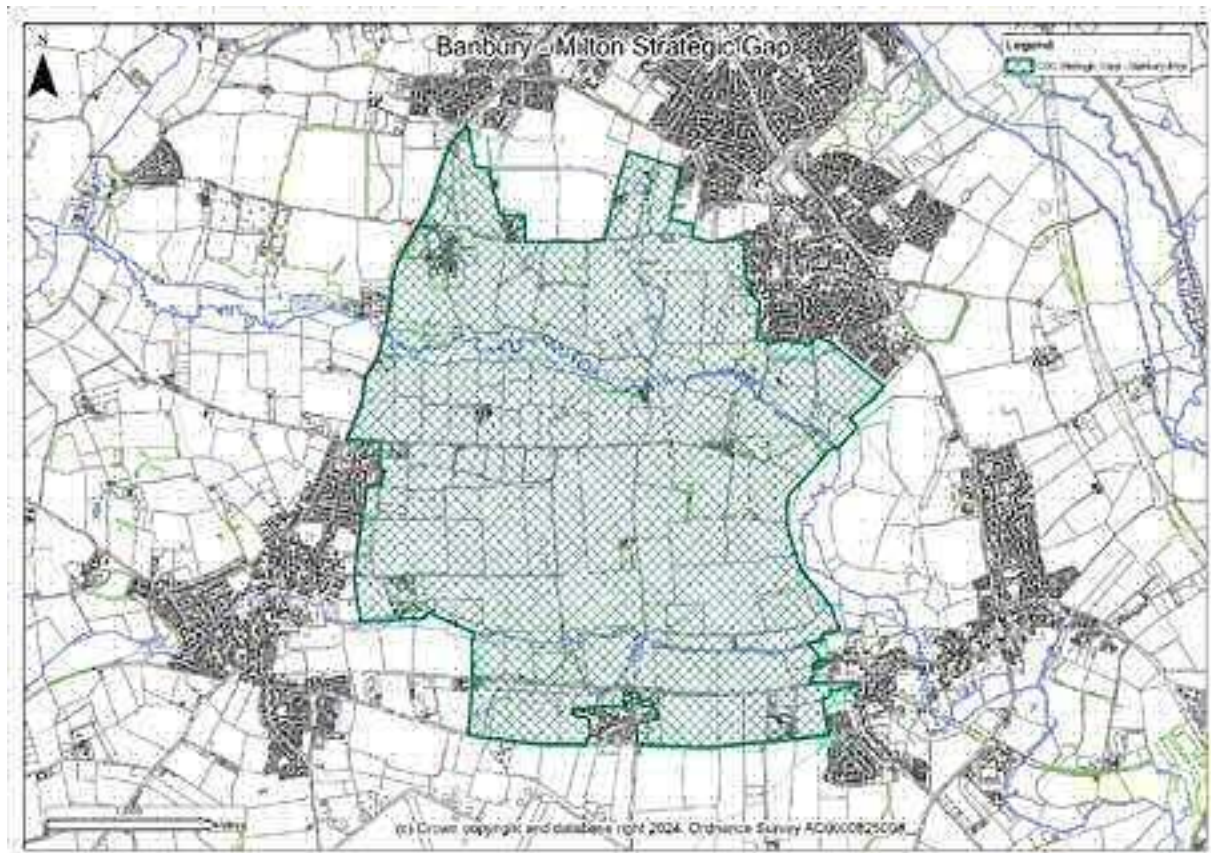
- In relation to Bodicote: the separating role of the Cherwell Valley, with its linear transport links and floodplain. Flatter land to the west of the M40 contributes less in this regard, although the retention of open land between Bodicote and Twyford, and between Twyford and the M40, still contributes to separation
- In relation to the commercial edge of Banbury to the west of the river: the distance between the settlements and screening role of intervening higher ground
- King's Sutton's distinct setting, contained between the River Cherwell, its tributary to the south and the Astrop parkland to the north-east.

Guidance for preservation and enhancement of settlement gap

The River Cherwell marks the district and county boundary. In order to maintain distinction between Banbury (Bodicote) and King's Sutton new development within Cherwell district should:

- Remain on higher ground at Bodicote, above the steeper Cherwell valley side slopes
- Preserve separation between Bodicote and Twyford, to avoid narrowing the gap through the latter being perceived as part of Banbury
- Limit perception of either settlement from Warwick Road.

Banbury - Milton



Key characteristics

The key elements in preserving settlement distinction are:

- The higher ground that lies between Milton (to the south), Bloxham (to the west) and the course of Sor Brook (to the east and north), which provide visual screening
- The containment to Milton provided by the former railway embankment and its mature vegetation
- The containment of Bodicote provided by Sor Brook.

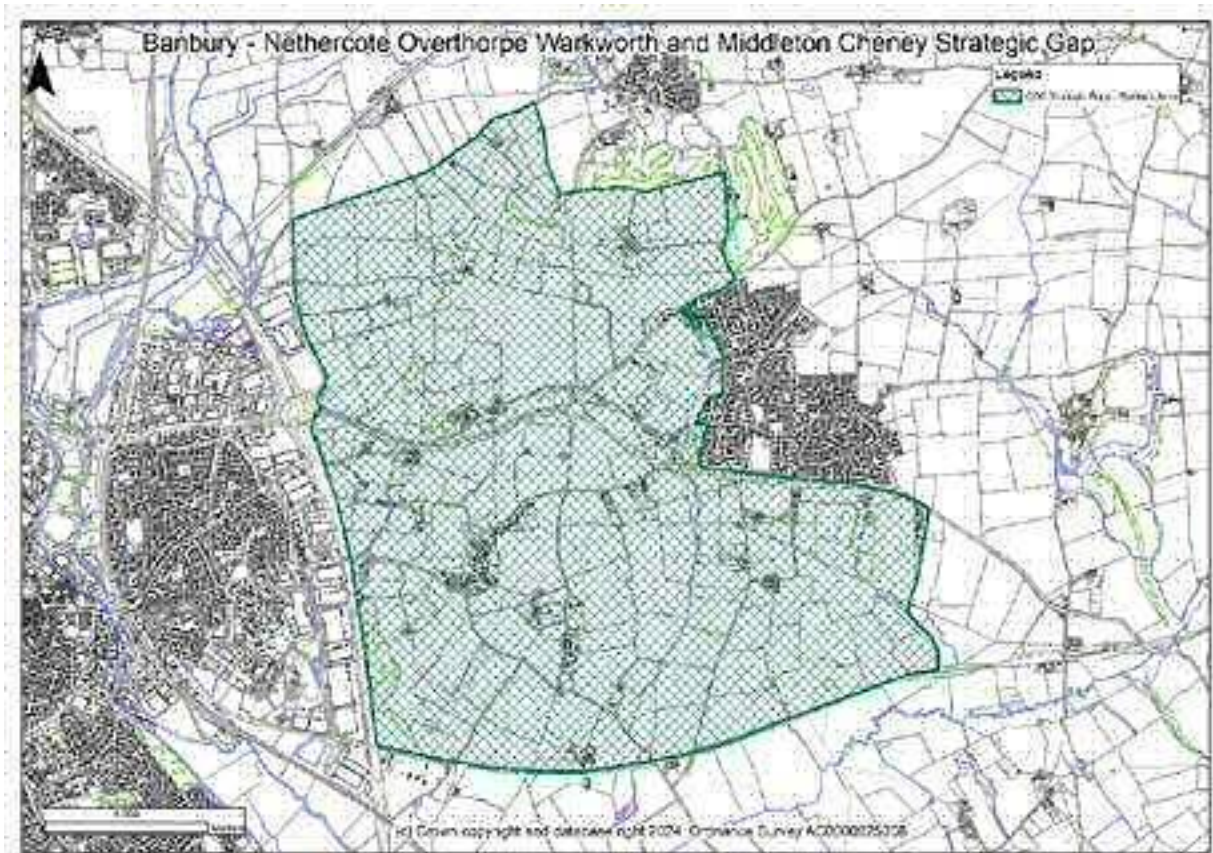
Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury/Bodicote and Milton new development should:

- Not extend Milton beyond the former railway embankment to the north and onto higher ground
- Not extend Bodicote or any part of Banbury down into or beyond the valley of Sor Brook.

Wykham Lane can be considered an approximate northern boundary to the Sor Brook valley, although a few small areas of land south of the road are still on higher, flatter ground.

Banbury - Nethercote, Overthorpe, Warkworth and Middleton Cheney



Key characteristics

Key characteristics preserving settlement distinction are:

- The band of higher ground running north-south between Banbury and Middleton Cheney
- The containment of the western edge of Middleton Cheney by a valley landform
- The distinction between Banbury's valley floor and the ridge crest setting of Overthorpe
- The roles of the A422 and A361 in defining the southern and eastern sides of the expanded eastern edge of Banbury.

Guidance for preservation and enhancement of settlement gap

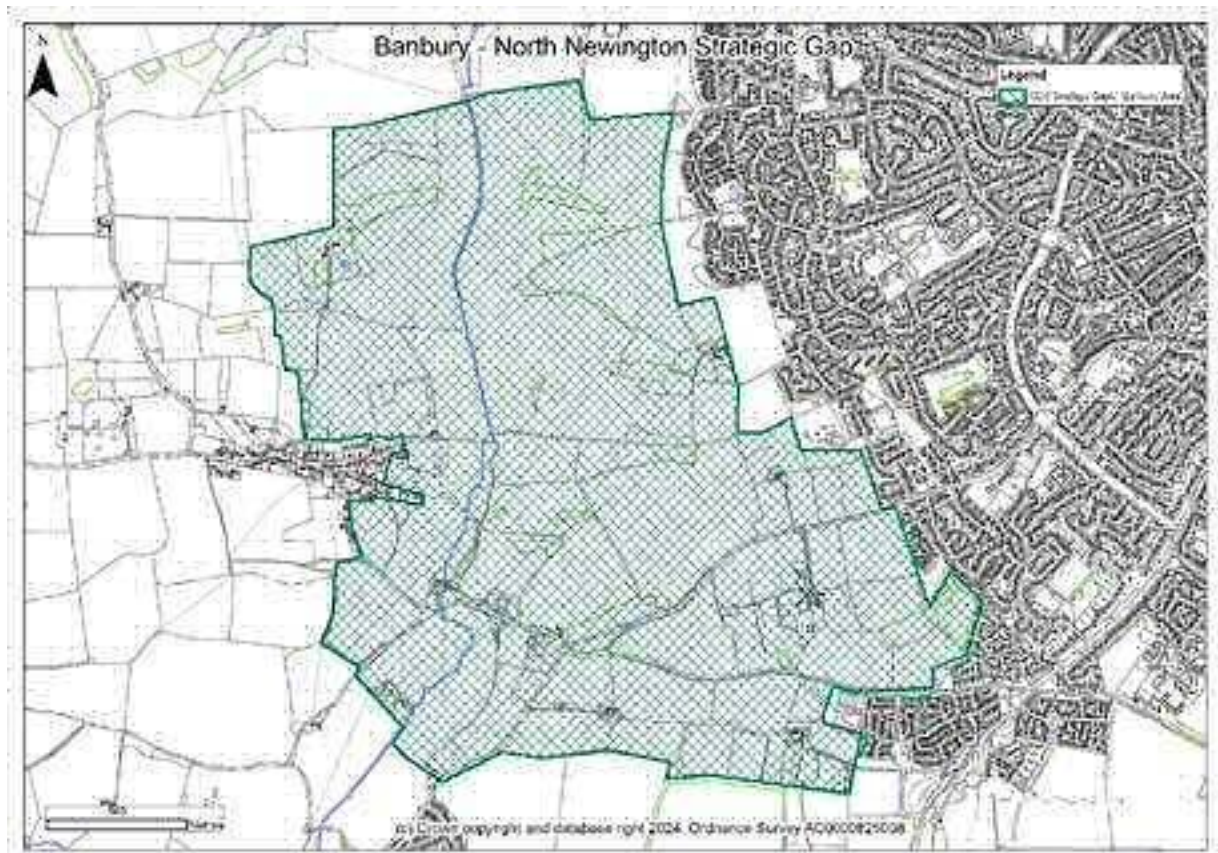
In order to maintain distinction between Banbury and Overthorpe, Warkworth and Middleton Cheney, new development within Cherwell district should:

- Avoid any sense of Banbury extending upslope onto the eastern side of the Cherwell Valley
- Retain the well-treed field boundaries on the valley side that contribute to screening views of Banbury.

To maintain distinction between Banbury and Nethercote, new development should:

- Not cross south of the A422
- Not extend Banbury east onto higher ground (north of the A422) where it would expose Nethercote to urbanising visual influence
- Preserve mature hedgerows that contribute to screening between Nethercote and the Junction 11 development.

Banbury - North Newington



Key characteristics

The key elements preserving settlement distinction are:

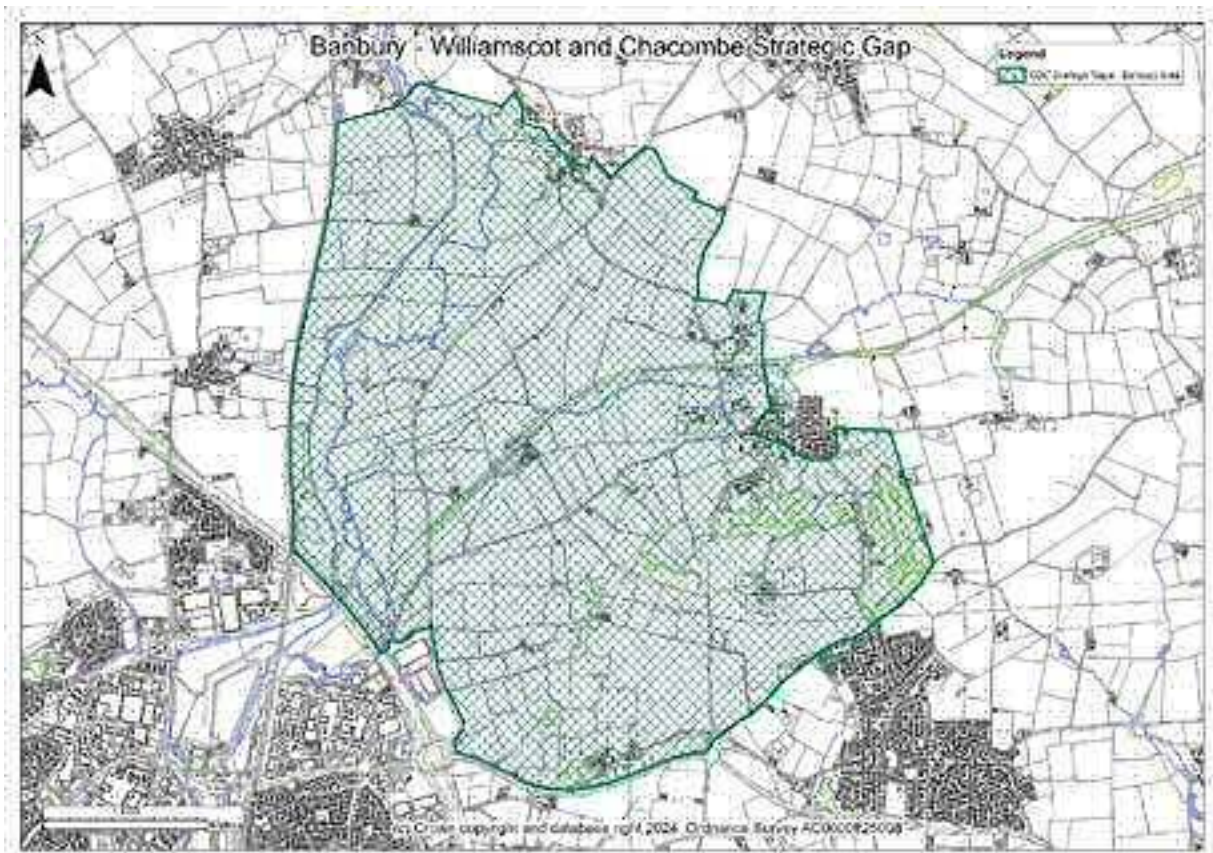
- The distinct topographical setting of North Newington, contained to the western side of the Sor Brook valley
- The parkland character of land between North Newington and Sor Brook, protected by Conservation Area status
- Banbury's plateau location, with Crouch Hill forming a prominent feature containing the urban edge
- The well-treed and rural character of the intervening countryside.

Guidance for preservation and enhancement of settlement gap

In order to maintain distinction between Banbury and North Newington new development should:

- Not extend North Newington beyond Sor Brook or detract from the parkland character of intervening open land
- Not extend Banbury down from the plateau or diminish the role of Crouch Hill as an urban boundary feature
- Retain/enhance field boundaries to prevent any intervisibility between Banbury and land in or to the west of the valley.

Banbury - Williamscot and Chacombe



Key characteristics

The key elements in preserving settlement distinction are:

- The distinct topographical and wooded settings of Williamscot and Chacombe
- The absence of development on the visual exposed lower valley sides beneath Chacombe and Williamscot and the distinct character of the valley floor, where flood risk limits development potential
- The well-treed character of the steeper valley sides between the A422 and Chacombe.

Guidance for preservation and enhancement of settlement gap

Although the gap between Banbury and Chacombe is relatively strong, it would have been stronger before the expansion of Banbury east of the M40. In order to maintain distinction between Banbury and both Chacombe and Williamscot new development should:

- Avoid any sense of Banbury encroaching from the valley floor up the eastern side of the Cherwell Valley
- Avoid any sense of Williamscot or Chacombe descending from their contained, upper valley side settings
- Minimise any views of development on the edge of Banbury east of the M40, on approach from the north along the A361 or from Chacombe (Banbury Road).