

**URGENT BUSINESS AND SUPPLEMENTARY INFORMATION**

**Executive**

**7 March 2016**

| Agenda Item Number | Page          | Title   | Officer Responsible                        | Reason Not Included with Original Agenda   |
|--------------------|---------------|---|--|--|
| 7.                 | Pages 1 - 130 | Kidlington Masterplan - Draft Supplementary Planning Document<br><br>Appendix 1 | Head of Strategic Planning and the Economy | Appendix 1 to report circulated separately to main agenda pack due to size of the document |

*If you need any further information about the meeting please contact* Natasha Clark, Democratic and Elections [natasha.clark@cherwellandsouthnorthants.gov.uk](mailto:natasha.clark@cherwellandsouthnorthants.gov.uk), 01295 221589

**This page is intentionally left blank**

# Kidlington Framework Masterplan Supplementary Planning Document Draft for Consultation Prepared for Cherwell District Council March 2016

Page 1





# Kidlington Framework Masterplan Supplementary Planning Document Draft for Consultation

## Prepared for Cherwell District Council March 2016

### Contents

Introduction..... 1

**Part 1: Kidlington today Understanding the issues**

1.0 Location and context ..... 4

2.0 Village character ..... 8

3.0 Green infrastructure .....20

4.0 Community facilities and village centre .....25

5.0 Movement and connectivity .....35

6.0 Socio-economic context .....42

7.0 Economy and employment.....47

8.0 Housing .....56

9.0 Planning context .....60

**Part 2: Kidlington tomorrow, Realising the potential**

10.0 Consultation and engagement .....73

11.0 Framework vision and themes.....78

12.0 Revealing Kidlington’s distinctive identity .....80

13.0 Strengthening Kidlington village centre .....83

14.0 Supporting community needs.....88

15.0 Supporting future economic success.....92

16.0 Planning for sustainable growth.....95

17.0 Integration and connectivity .....99

18.0 Action plan and next steps ..... 104

**Appendices**

Appendix A.....114

Appendix B..... 115

Appendix C ..... 118





Aerial photo of Kidlington

# Introduction

## i. Background

Kidlington has been identified within the Cherwell District Local Plan as a location for small scale housing growth, village centre expansion and employment growth in the period to 2031. In order to achieve high quality sustainable development and to meet the needs of the local community, a comprehensive strategy is required to guide change and maximise the benefits of development for the wider village. This is the purpose of the Kidlington Framework Masterplan Supplementary Planning Document (the Framework).

## ii. The Role of the Kidlington Masterplan

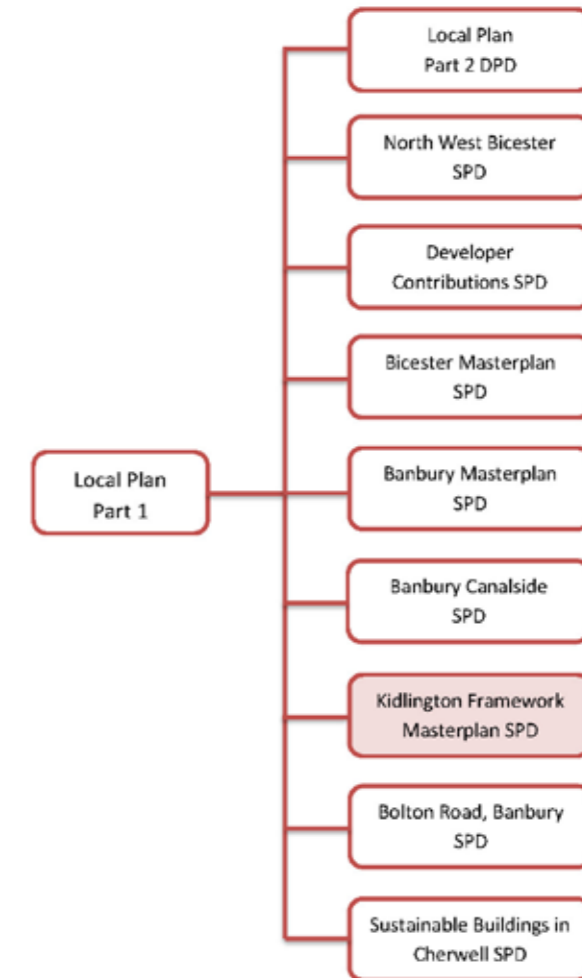
The Framework expands on and provides further detail to Local Plan policies for the village of Kidlington. The Framework examines local issues and options with a view to meeting Local Plan objectives to 2031 and identifying specific development opportunities. It includes an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village’s expanding economic role. The Framework also provides the opportunity to identify longer term issues for future Local Plan reviews.

## iii. Relationship to other documents

The Cherwell District Local Plan Part 1 was adopted on 20 July 2015 and together with relevant national and strategic policy provides the context for the Kidlington Framework Masterplan. The Framework will inform future work on non-strategic site allocations in the preparation of the Cherwell District Local Plan Part 2 and could be used to inform preparation of a Neighbourhood Plan.

Further details of the planning policy context are provided in section 9.

Preparation of the Framework has also taken into account previous work undertaken by Kidlington Parish Council including the 2007 Village Centre Health Check and subsequent Action Plan.



Masterplan relationship to other documents

#### iv. Approach

The Framework has been developed in close collaboration with Cherwell District Council officers, local stakeholders and Kidlington Parish Council. Key stages are summarised below:

- The study commenced in 2013, with a baseline review of existing studies and background material, including Cherwell District Council's Draft Local Plan evidence base, site visits, spatial analysis and dialogue with individual stakeholders, developers and Kidlington Parish Council.
- An initial spatial and socio-economic picture of Kidlington was established - its challenges and its assets.
- Stakeholder workshops in September 2013 were used to test this picture, and establish a 'vision' for the future of the village and priorities for change.
- The spatial opportunities which emerged are described in the Framework under six key themes reflecting the priorities identified in the workshops.
- The intention is to adopt the Framework as a Supplementary Planning Document (SPD) following further stakeholder and statutory public consultation.

#### v. Structure of the Framework

The Framework is divided into two parts:

##### PART 1: Kidlington today - understanding the issues

This is a review of baseline information and the current planning policy context within which the Framework has been developed. It considers key social, economic and environmental characteristics of the village and identifies key influences and issues to be addressed.

##### PART 2: Kidlington tomorrow - realising the potential

The second part of the report builds on the evidence base to identify an overall vision for Kidlington and the opportunities for realising key objectives. It also summarises the outcomes from the stakeholder consultations.

Objectives and proposals are identified including development opportunities, environmental improvements, economic development and community facilities. The focus is on opportunities which can be progressed within the context of the adopted Local Plan and emerging Local Plan Part 2 but issues for consideration in future reviews of the Local Plan are also highlighted.

The study concludes with an Action Plan for delivery of key projects which have been identified.

#### vi. Acronyms

The following acronyms and abbreviations are used throughout this document:

KPC: Kidlington Parish Council

CDC: Cherwell District Council

The Framework: The Kidlington Framework Masterplan Supplementary Planning Document, Draft for public consultation (this document).



Stakeholder consultation



# Part 1: Kidlington today Understanding the issues

# 1.0 Location and context

## 1.1 Location

Kidlington is located on the A4260 between the A44 and A34 around 5 miles north of Oxford, 4 miles south east of Woodstock and Blenheim Palace and 8 miles west of Bicester. It falls within Cherwell District close to its administrative boundaries with Oxford City Council and the three other Oxfordshire Districts. The proximity to the boundary with Oxford is of particular importance, given that Oxford's Green Belt encircles the village.

With a population of around 15,000 within the built-up area, Kidlington is the smallest of the three urban areas within Cherwell behind the towns of Bicester and Banbury. Most of the village falls within the Parish of Kidlington, with the exception of the south eastern neighbourhoods which fall within Gosford and Water Eaton Parish.



Figure 1.1 District Councils within Oxfordshire (www.oxfordshire.gov.uk)



Figure 1.2 Cherwell District map (www.cherwell.gov.uk)



Figure 1.3 Parish Council and District ward boundaries

## 1.2 Context

### 1.2.1 Global relationships

- International tourism: Kidlington is located close to the international tourism destinations of Blenheim Palace, Oxford and Bicester Shopping Village which has an increasing number of international visitors.
- Airport: Kidlington is the location of London Oxford Airport which sits at the heart of the UK's motorsport industry and is used by F1 teams due to its close proximity to Silverstone. The airport provides business aviation with training facilities, private hire to global locations and commercial flights to Edinburgh, Belfast, Dublin, Jersey and Guernsey.
- Oxford University and Science Park: Kidlington is the location of Oxford University's Begbroke Science Park, an internationally important centre for education, research and innovation.

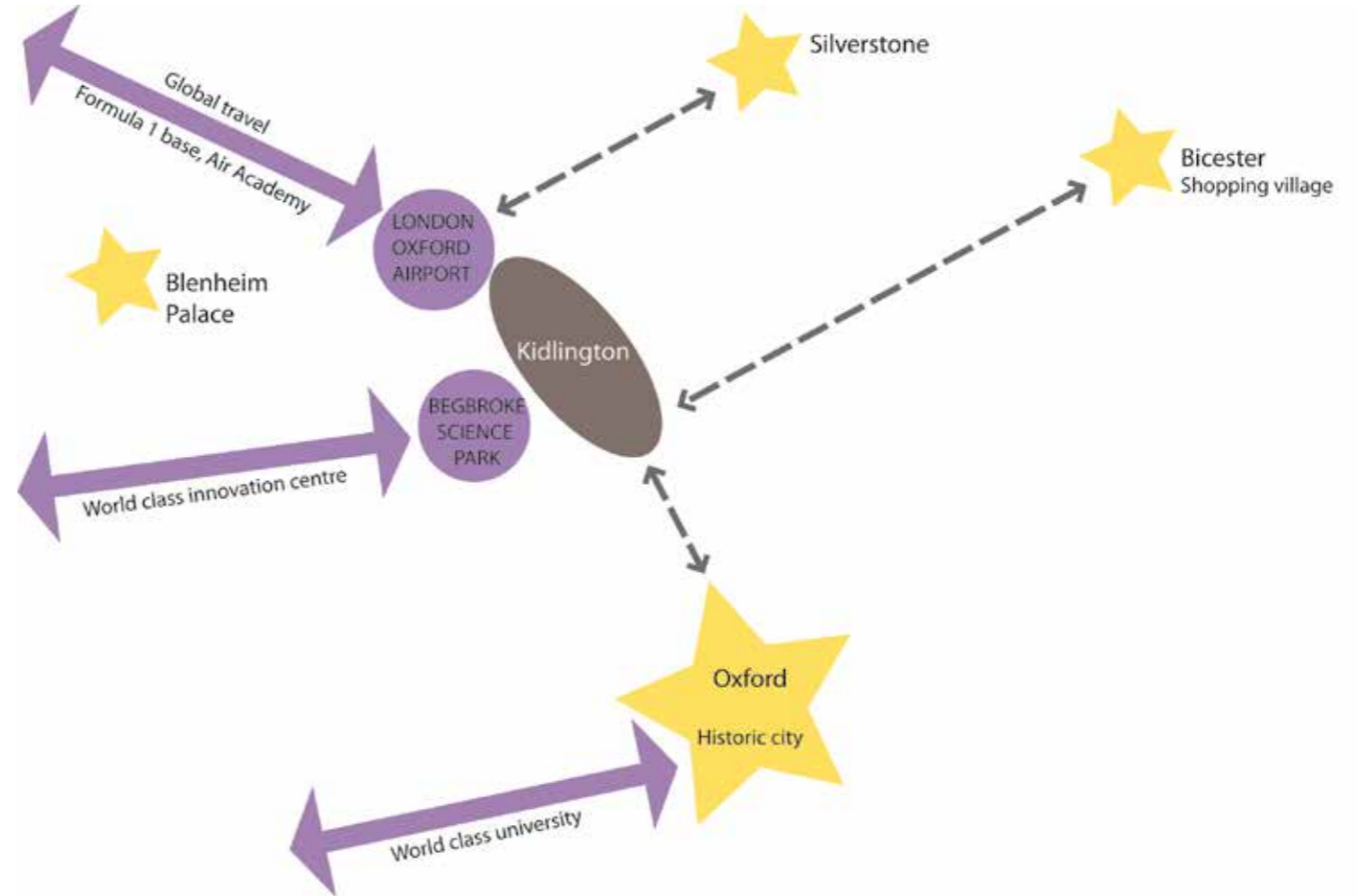


Figure 1.4 Global links and attractions in the Kidlington area

### 1.2.2 Regional relationships

- Kidlington sits within an arc of thriving settlements from Cambridge to Reading which have generally witnessed continued economic growth and investment. The arc ranks high for income levels, employment opportunities and close links to Oxford and Cambridge Universities.
- Kidlington is situated within two LEPs (Local Enterprise Partnerships), the Southeast Midlands LEP and Oxfordshire LEP which both play a key role in determining local economic priorities to provide a catalyst for economic growth and the creation of local jobs.
- Kidlington has good strategic road connections - links into the motorway network connect the village into the wider city network of Birmingham, Bristol, Reading and London.
- Oxford Parkway station, part of the proposed east-west rail link, provides direct rail connections from Kidlington to Bicester, Oxford and London Marylebone.

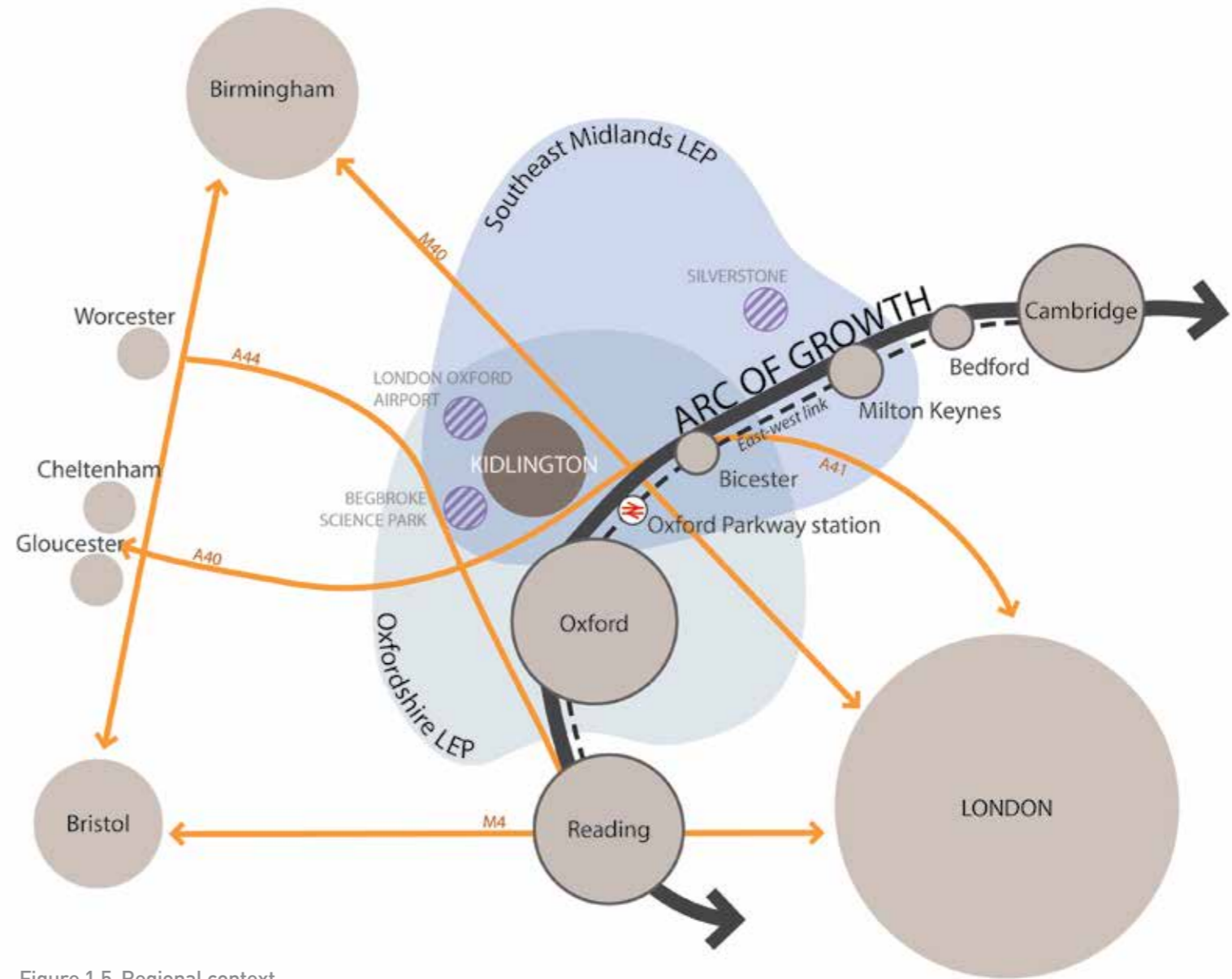












Figure 1.5 Regional context

### 1.2.3 Local relationships

- Kidlington is closely linked with the city of Oxford and its wider network of surrounding settlements including Woodstock, Abingdon, Witney and Didcot, in terms of business, education, transport and retail, with high levels of in and out commuting.
- Kidlington is an 'inset' settlement within Oxford's Green Belt.
- The village is well connected by road and bus routes with the A4260 running through the centre of the village, creating a direct connection to Oxford city centre and Banbury, and the A34 linking to Bicester. However, bus services to smaller settlements including Woodstock, Yarnton and Otmoor are infrequent.
- The Oxford Canal and River Cherwell running along the east and west boundary edges of the village link Kidlington to Oxford whilst providing an attractive leisure corridor, in particular for canal boat hire, walking and cycling.
- Facilities associated with the University of Oxford occupy a large proportion of north Oxford, creating an educational corridor which stretches to Kidlington and the Begbroke Science Park site. In addition, Oxford Brookes University further extends the educational quarter with three campuses situated across Oxford.
- To the south west, Oxford's Northern Gateway is a major employment led growth area set to deliver up to 90,000 sqm of employment space and 500 homes by 2026. An Area Action Plan has been adopted by Oxford City Council.

**Consultation Questions:**

1a. Do you agree that Kidlington plays a global, regional and local role as described?

| Key   |                       |   |                |
|---|-----------------------|---|----------------|
|  | Green Belt            |  | Waterway       |
|  | Settlement            |  | Railway line   |
|  | University education  |  | Train station  |
|  | Major employment area |  | Primary road   |
|  | Retail area           |  | Secondary road |

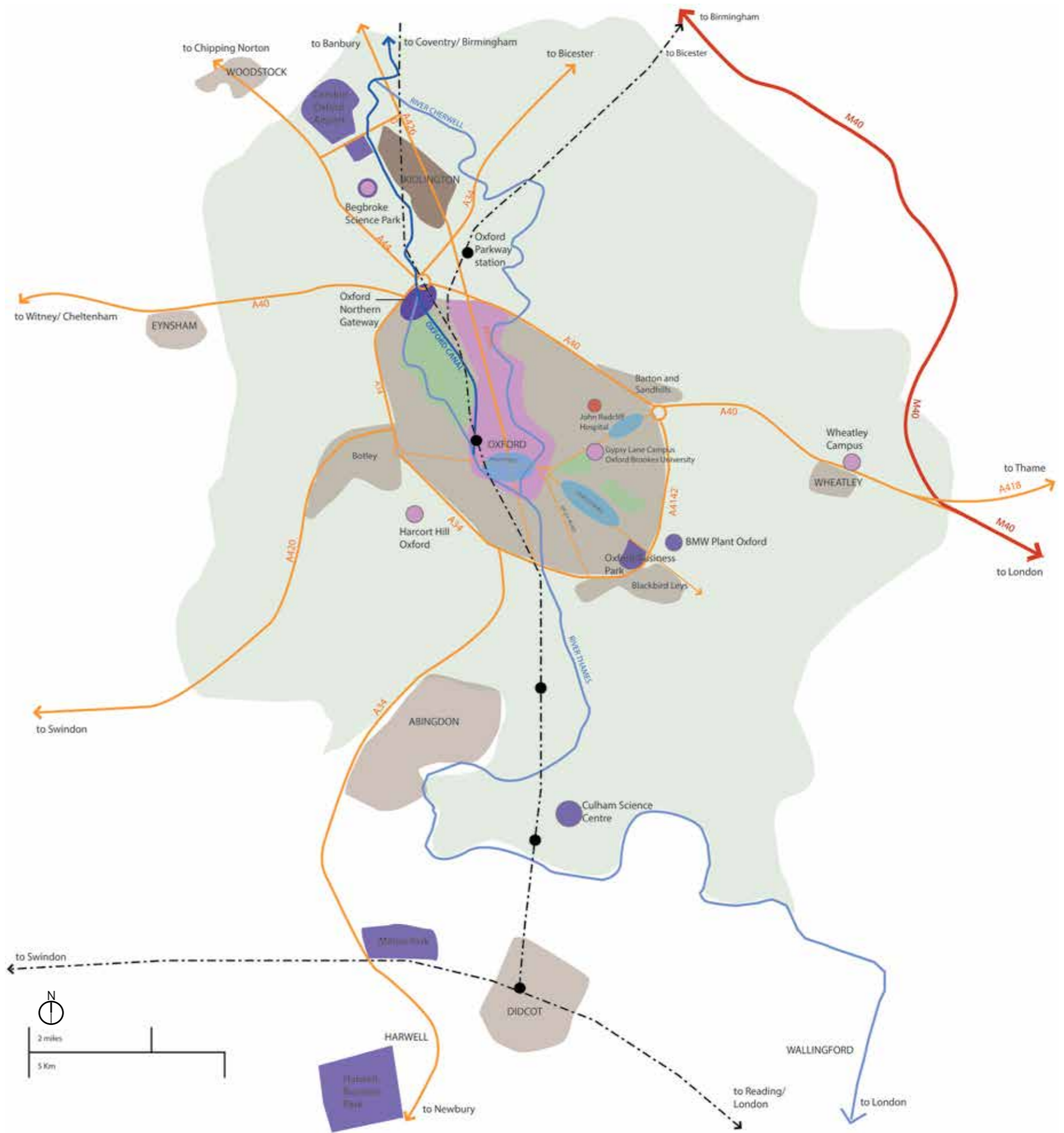


Figure 1.6 Local context

# 2.0 Village character

## 2.1 Evolution of the Village

Kidlington has a long history of habitation dating back to the Anglo Saxons and beyond. It is recorded in the 1086 Domesday Book as 'Chedelintone'. From its origins as a small rural settlement close to the River Cherwell it grew gradually over many centuries, its shape and form changing in response to new roads, canals and the availability of land. It was not until the mid 20th century that Kidlington began to grow at a much greater pace due to rapid housing development.

### 2.1.1 Kidlington-on-the-Green

The medieval settlement of Kidlington was a series of dispersed hamlets, the largest of which grew around the Church of St Mary the Virgin (built 1220), the Mill and Manor House, located immediately to the west of the River Cherwell on today's Church Street. At the junction of today's High Street and Mill Street was the Town Green and during the 17th and 18th centuries, substantial properties were built around it on today's School Road, Mill Street and The Moors. The Town Green was built on during the 19th and 20th centuries but its original extent is marked by the remaining historic properties which now front onto later residential development.

The village was bounded to the south-west by a second green known as 'Kidlington Green' – a large area of unenclosed common land, which appeared in an early-modern suffix to the village's name ('Kidlington on the Green') and was celebrated in a minor English folk song.

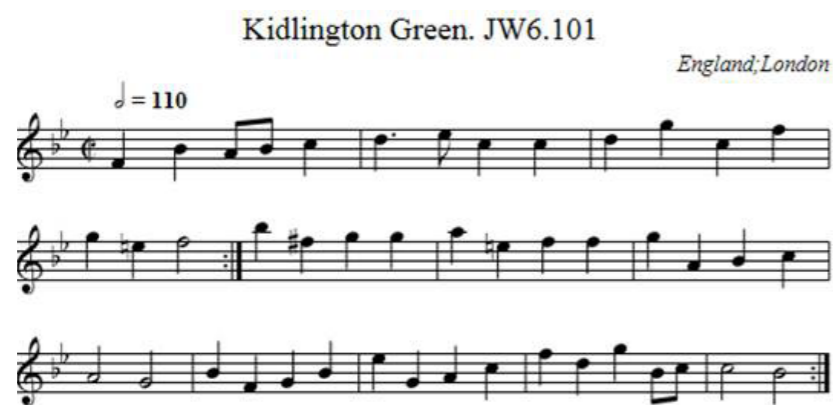


Figure 2.1 Kidlington on the Green was celebrated as an English folk song

### 2.1.2 Growth to the west

The Enclosure Act of 1818 privatised the common land south of the High Street and led to the expansion of residential dwellings along the High Street. Passing trade generated by the Oxford to Banbury Road encouraged growth of commercial premises including a number of public houses at the junction with the High Street.

The Oxford Canal running to the west of Kidlington opened in the 1790s followed in the 1850s by the railway and its station located at Station Approach (closed in 1964) which linked Kidlington to Oxford, Banbury and the Midlands. These new connections brought employment and growth of residential properties northwards along Oxford Road. The railway and canal continue to form two linear barriers which have come to define the western edge of the village. By 1901 the village had a population of around 1,000.

### 2.1.3 Early 20th century ribbon development

During the first half of the 20th century the village began to spread out with 1930s ribbon development of semi-detached properties along Oxford Road and Bicester Road. To the south a 'Garden City' development commenced, which initially formed an isolated residential area separated from the rest of the village by an enclosed area of the old Green which remained as farmland.

To the north of the High Street, The Moors was developed, characterised by detached properties and bungalows on large plots set back from the road.

In 1931 Kidlington became the location of the Oxford Zoological Garden (in the area now occupied by Gosford Hill School) which hosted animals including an elephant, lions and flamingos. The attraction was short-lived and closed in 1937 when it was relocated to Dudley Castle. Other attractions included the Sterling Cinema on the High Street (now Tesco superstore).

In 1932 Kidlington Church of England Central School opened (later to become Gosford Hill School) to provide schooling for secondary age pupils. In 1935 Oxford City Council bought land at Campsfield to the north-west of Kidlington for the Oxford Municipal Aerodrome, becoming RAF Kidlington during the second world war.

### 2.1.4 20th century rapid growth

Following the war, Kidlington experienced rapid expansion, increasingly functioning as a dormitory village to Oxford. The large residential estates which were created are typical of their time, consisting predominantly of inward facing, cul-de-sac based layouts, with little reference to village character, vernacular detailing or materials.

Despite the closure of the railway station in 1964, employment growth continued with the development of business parks and a motor park to the north of Kidlington adjacent to London Oxford Airport. The airport itself was privatised in the 1980s and became a centre for aviation training, business aviation and subsequently, charter flights. Population growth was matched by the expansion of village centre retail and services to the west of Oxford Road including construction of The Kidlington Centre shopping mall, and new primary schools (bringing the total to four) and community facilities at Exeter Close.

### 2.1.5 Late 20th and early 21st Century

In recent years housing development has been of a small scale (restricted by the Green Belt which surrounds the village), for example, the estate expansion adjacent to the canal at Croxford Gardens and a 36 home rural exception site for affordable housing at Bramley Close, off Bicester Road. Employment uses have grown to the south of the airport and at Begbroke, where Oxford University purchased the site to establish a research facility in 1998.

The High Street has been partially pedestrianised and new retail and office development has taken place at the High Street / Oxford Road junction and on the High Street's southern side. To the south of the village, Stratfield Brake opened in 1999 providing 20 acres of sports facilities for a range of local clubs.

The Green for which Kidlington was once famous has been lost, but the majority of historic properties remain in pockets, protected by Listed Building designation and conservation area status. In 2011, the built up area of Kidlington (including Gosford) had a population of 15,046. It lays claim to being the second largest village in England, governed by a Parish rather than Town Council and retains a physical separation from the adjacent communities of Begbroke, Yarnton and Oxford to the South.

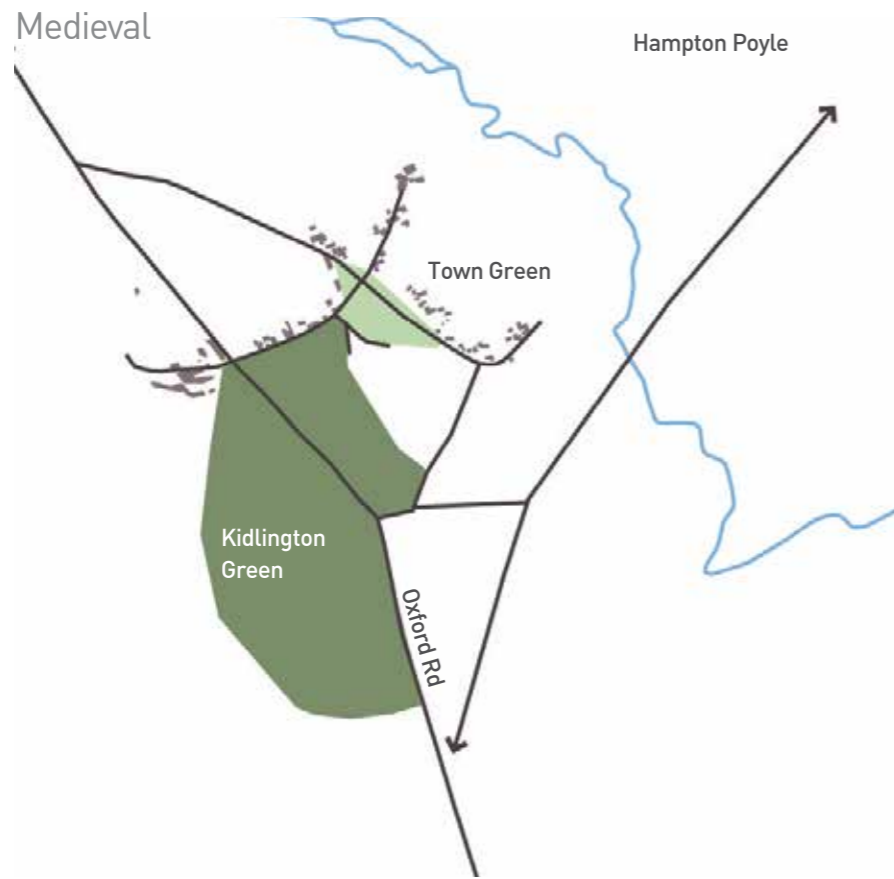


Figure 2.2 Medieval

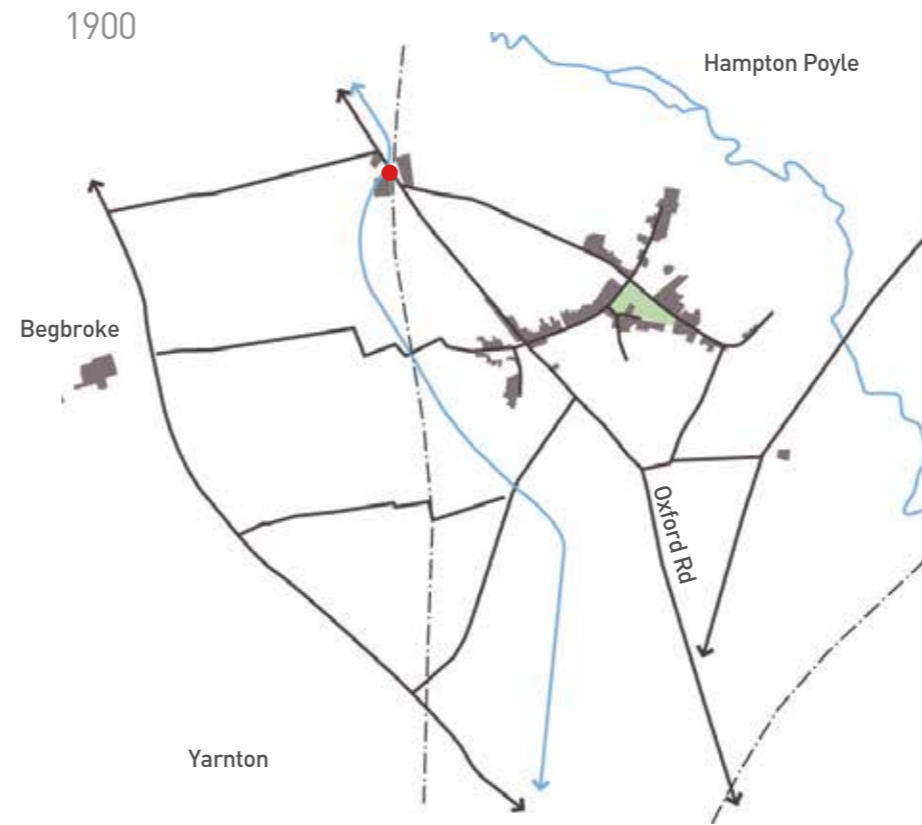


Figure 2.3 1900



Figure 2.6 From top: Church Street, 1904; Banbury Road outside the Black Bull pub, early C20th; High Street before 1980s redevelopment; Orchard Tea Gardens (now site of the Audi Garage) on Oxford Road. Source: All images taken from John A. Amor (2003). Kidlington Past and Present. Oxfordshire Books

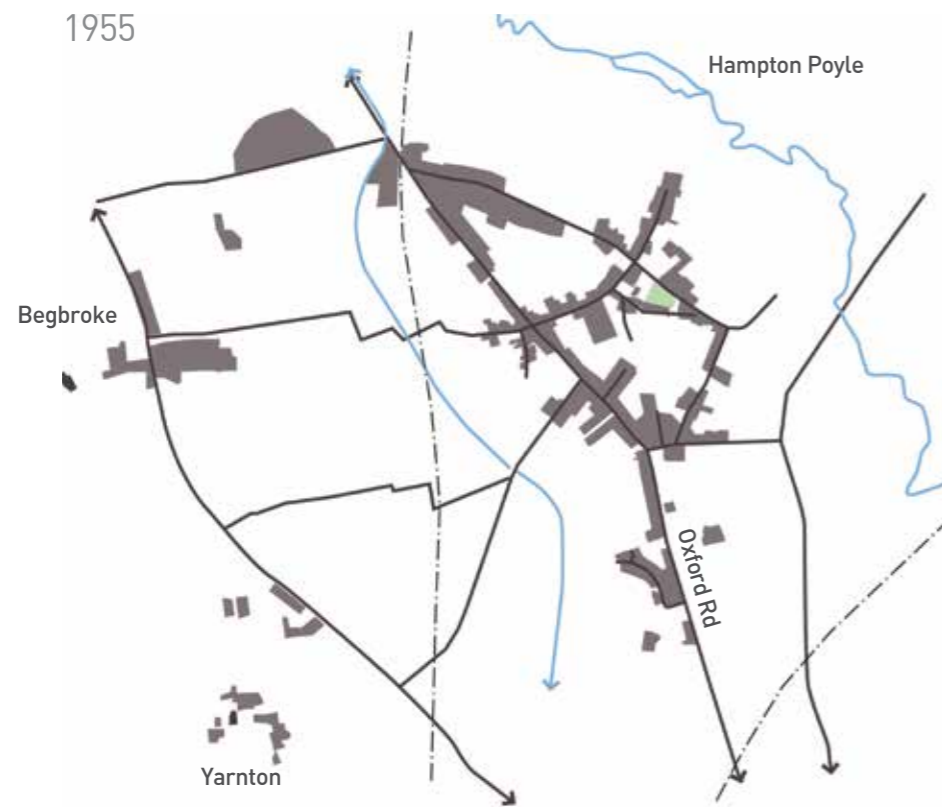


Figure 2.4 1955

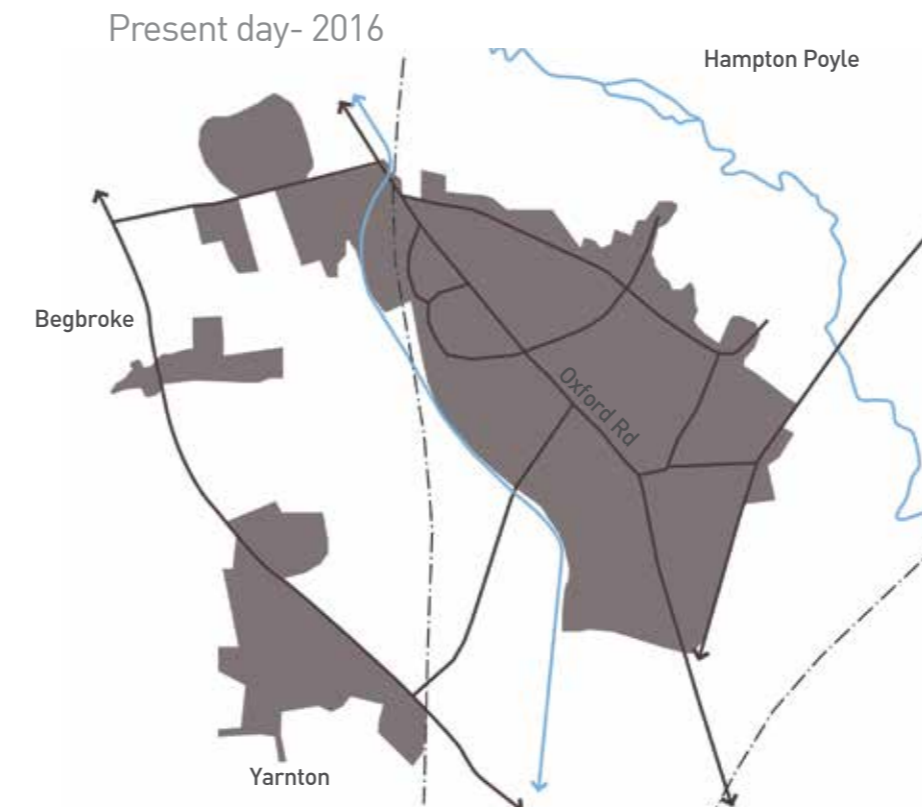


Figure 2.5 2016

## 2.2 Historic assets

A conservation area is defined as ‘an area of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance’ (Listed Buildings and Conservation Areas Act, 1990).

Kidlington contains six conservation areas; Church Street (the historic core), High Street, Crown Road, The Rookery, Langford Lane Wharf and the length of Oxford Canal.

The majority of statutorily listed buildings are situated within the Church Street and High Street conservation areas to the north-east of the village centre and include St Mary’s church (the village’s only Grade I listed structure), The Old Priests House, Manor Farmhouse, Dovecote, The Old Vicarage and Mill House. Kidlington’s Historic Village Trail described in leaflet form, takes in fifteen of the areas important buildings in the Church Street and Mill Street area.

The listed buildings have been identified and protected by the Secretary of State with the guidance of English Heritage, for their special historic or architectural interest.

In addition, there are a number of locally listed structures which are recognised by CDC as historically important and worthy of retention. These buildings of local interest are not graded or protected by law unless they are situated within a conservation area.

Conservation area appraisals for all areas have been produced by CDC.



Figure 2.7 Historic assets within conservation areas

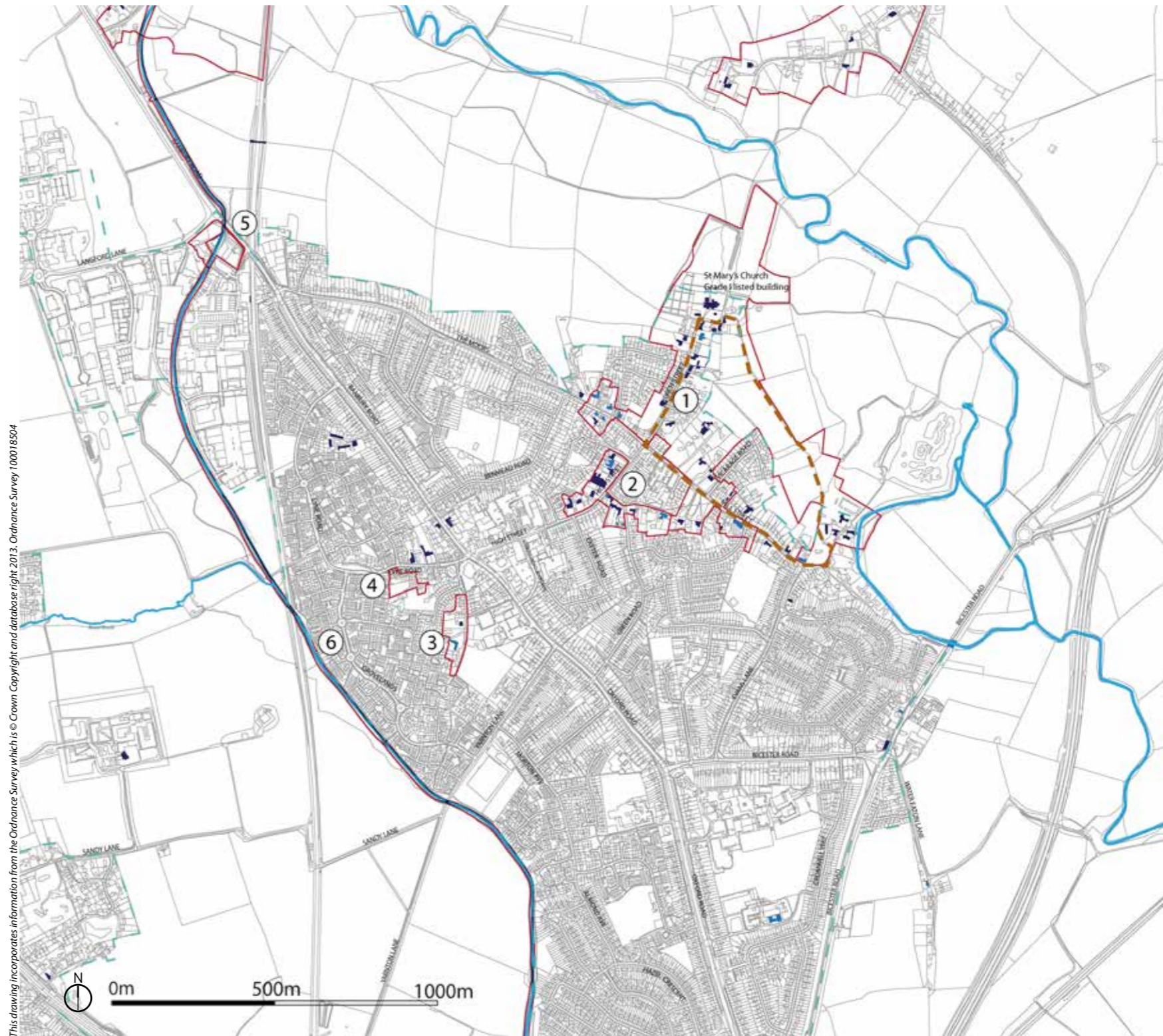
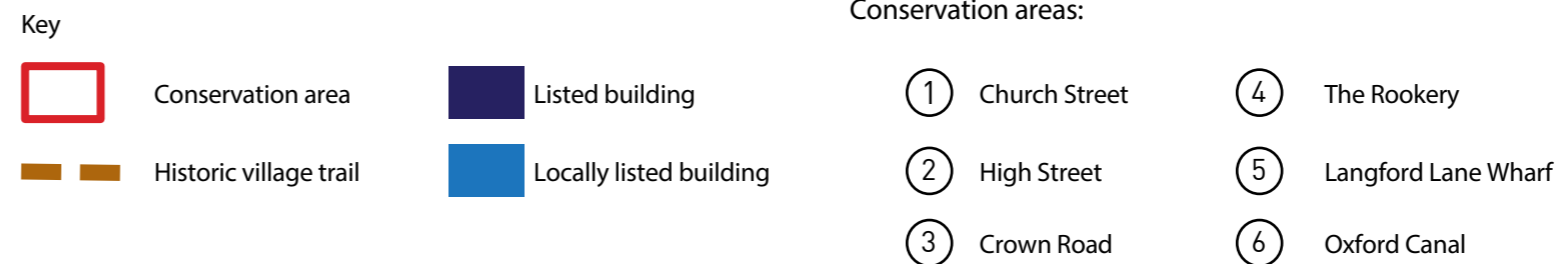


Figure 2.8 Heritage designations



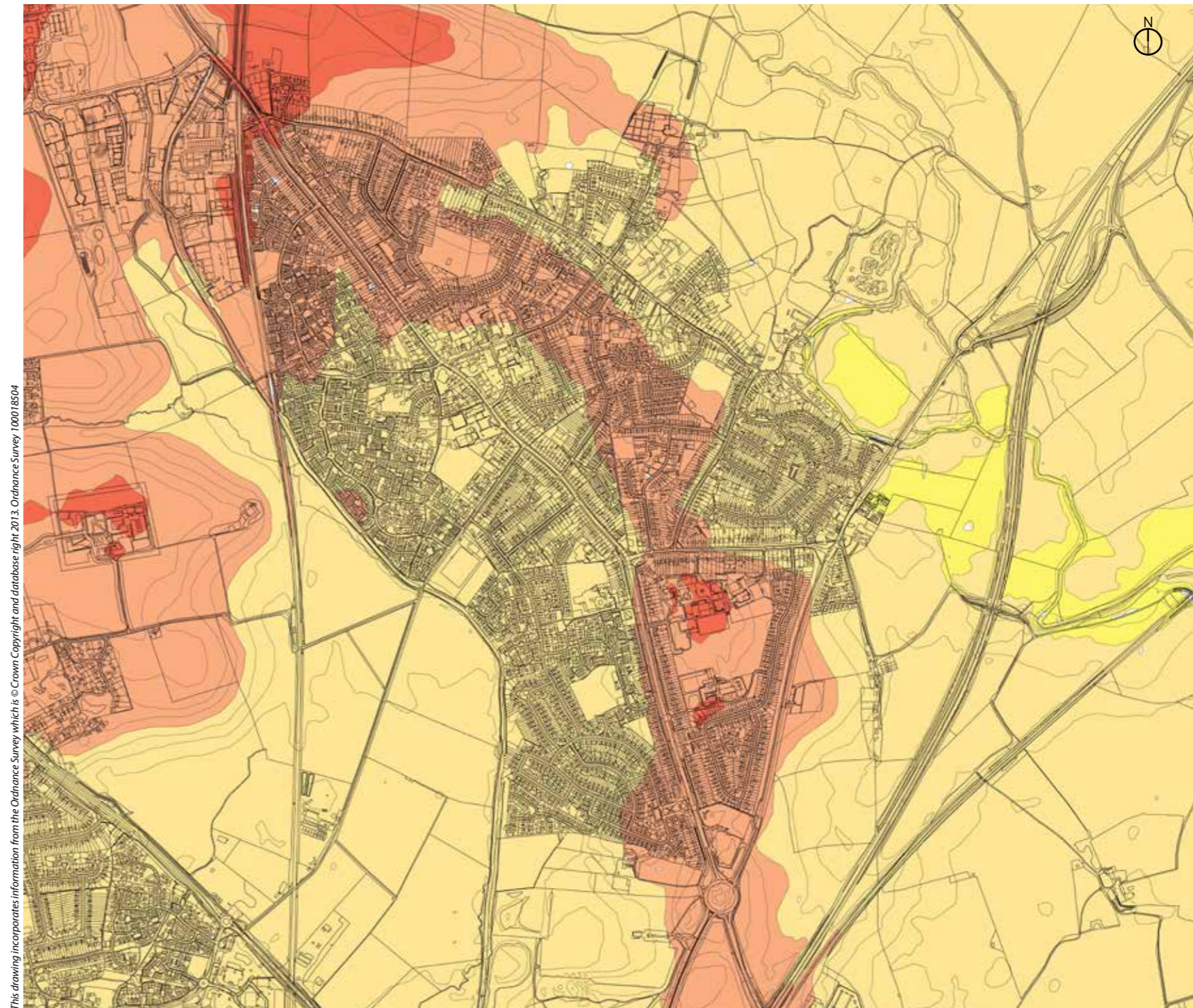


### 2.3 Topography and geology

The majority of Kidlington is underlain by Oxford Clays of the Kellaways Formation, which to the east and west of the village is overlain by Alluvium. To the north (including London Oxford Airport) the bedrock is the Great Oolite group of limestones, with superficial river terrace deposits of sand and gravel.

Much of the village is relatively flat and low lying (around 60-65m AOD) except for a central ridge of higher land running north-south to the east of the Banbury to Oxford Road. The land gently falls to the floodplain of the River Cherwell to the east and towards the Rowel and Kingsbridge Brooks (now the route of the canal) to the south west.

Higher land to the north-east forms rolling farmland with a ridge linking Thrupp to St Mary's Church across Kidlington Fields which provides views of St Mary's Church spire and the surrounding countryside. To the west and north-west the land rises more steeply towards Begbroke, the airport and the hills beyond.



This drawing incorporates information from the Ordnance Survey which is © Crown Copyright and Database right 2013. Ordnance Survey 100018504

Figure 2.9 Topography

| Key |            |  |            |  |            |
|-----|------------|--|------------|--|------------|
|     | 70-75m AOD |  | 60-65m AOD |  | 50-55m AOD |
|     | 65-70m AOD |  | 55-60m AOD |  |            |

## 2.4 Character and setting

### 2.4.1 First impressions and hidden gems

Today, to a driver passing through the village on the Oxford Road, the first impression of Kidlington is of a primarily suburban linear settlement of 1930s semi-detached dwellings, leading into large modern housing estates. The character of the village is affected by it being a main route for travelling between Oxford and Banbury. Kidlington's distinctive and historic townscapes and landscapes including the remnants of the historic village around St Mary's Church, the canal and wetlands are located at the edges of the village and unfortunately not apparent to many visitors.

The Pevsner architectural guide emphasises the poor first impression created by 2-3 mile stretch of ribbon development along Oxford Road and Banbury Road. One of the purposes of the Framework is to identify ways of revealing Kidlington's identity and improving the quality of the built environment.

### 2.4.2 Townscape and landscape character areas

The physical character of Kidlington and its landscape setting has been classified into thirteen distinctive character areas (Figure 2.10).

#### Townscape

- 1 Village centre
- 2 Historic core
- 3 Ribbon development

#### Residential estates

- 4a Late 20th century cul-de-sac estates
- 4b Garden City and mid 20th century housing
- 4c Gosford

- 4d The Moors

- 5 Business Park
- 6 London Oxford Airport

#### Landscape

- 7 Oxford Canal
- 8 Kidlington fields and River Cherwell
- 9 Stratfield Brake and surrounds
- 10 Western Gap

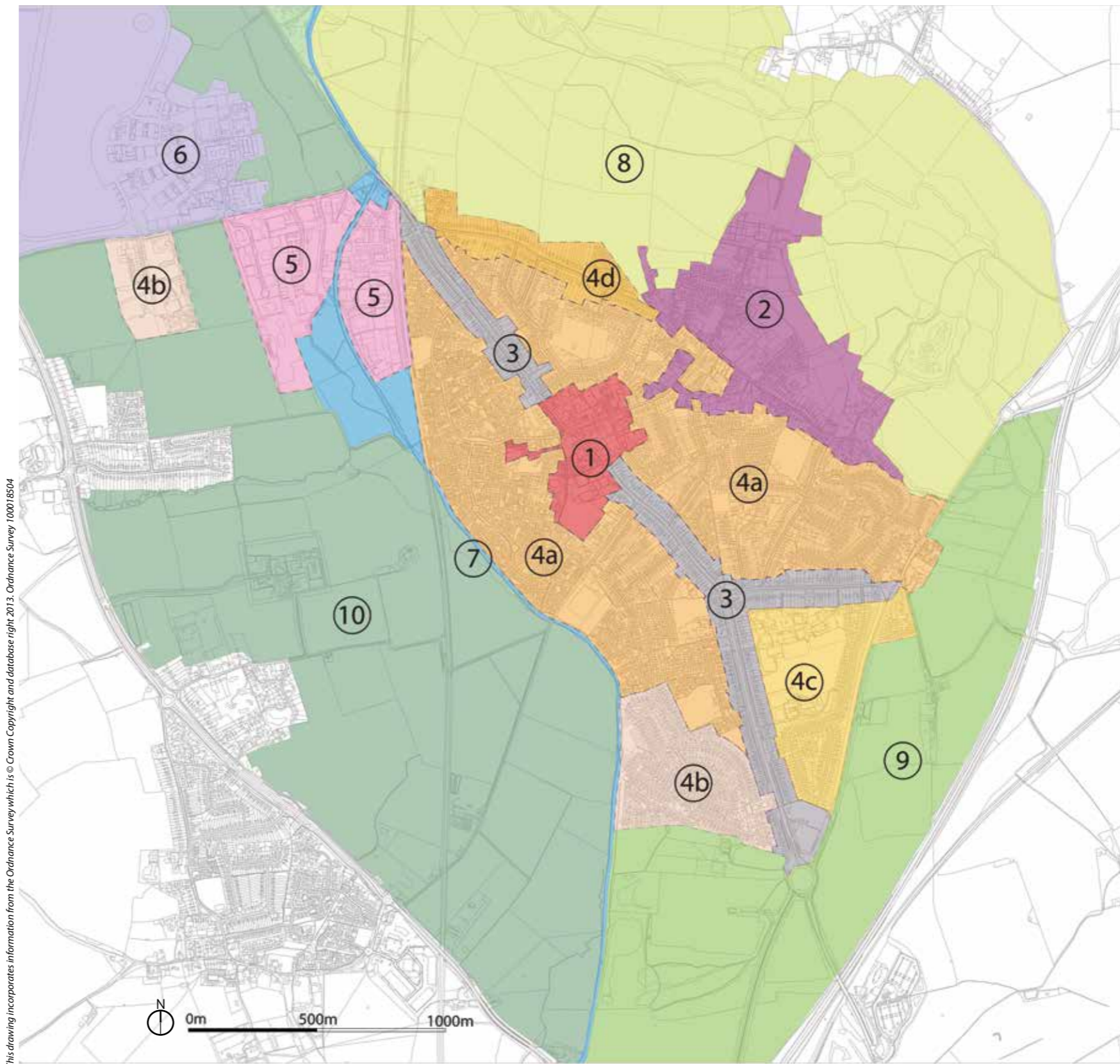


Figure 2.10 Character areas

### 1 Village centre

Located at the geographic centre of the village, the partially pedestrianised High Street to the east of Oxford Road is the focus for retail and services, while nearby Exeter Close provides a cluster of community facilities. Much of the architecture of the centre is recent and ranges considerably in character, height, scale, materials and quality. The result is a fragmented townscape which relates poorly to the remaining historic properties fronting Oxford Road to the north of the junction with the High Street. A detailed analysis of the village centre is provided in section 4.

### 2 Historic core and St Mary's fields Nature Reserve

This area is the historic core of the village, which grew around St Mary's Church, the Town Green and the Mill. It is designated the Church Street conservation area and retains the character of a quintessential Oxfordshire Village with fluctuating street widths, winding lanes, limestone houses and cottages (many of which are listed) and stone walls. Non-residential uses include the historic Six Bells public house and a small row of shops.

The church spire is a landmark particularly from views across the Cherwell Valley, and marks the eastern edge of the village and start of the footpaths along the River Cherwell.

A nature reserve known as St Mary's Fields sits within the Conservation Area boundary. This wild area contains a rich variety of indigenous shrub and tree species providing ideal habitats for bird species such as warblers, tits and thrushes. Wet meadow plants are typical for this area including bee orchid, meadowsweet and angelica. Wildlife includes roe deer, muntjacs, grass snakes and foxes. A full description of the conservation area is available in the Kidlington Conservation Area Appraisal, CDC, 2009.

### 3 Ribbon development

The main through roads, Oxford to Banbury Road and Bicester Road, are characterised by the ribbon development of predominantly semi-detached dwellings dating from the 1930s with large front gardens and service roads to accommodate the car. The short cottage terraces, on the northern section of Banbury Road (opposite Lyne Road) have a modest, arts and crafts architectural style with front hedges to the street. The residential frontage is interrupted by small local retail centres at the Broadway and at the Bicester / Oxford Road junction and occasional public houses and community facilities. There are wide green verges and street trees on the southern section of the Oxford Road which gives a boulevard character but overall the corridor feels dominated by traffic.



Figure 2.11 Village centre- High Street



Figure 2.12 Village centre- Exeter Close



Figure 2.13 Historic Core- St Mary's church



Figure 2.14 Historic core- limestone houses with views of the church spire



Figure 2.15 Ribbon development- Oxford Road

#### 4. Residential estates

Kidlington's residential neighbourhoods consist predominantly of estates built in the 20th century.

##### 4a Late 20th century cul-de-sac estates

The large areas of inward facing housing estates built from the 1960s onwards have poor connectivity due to their cul-de-sac, or curving street layouts which prioritise movement by car. The car is often dominant within the streetscape and estate loop roads are fronted by back fences. Homes are generally 2 storey and range from small detached, semi-detached and short runs of terrace, of brick construction with pitched roofs. The layouts result in small 'leftover' green spaces which have limited function and narrow rear footpaths. Several of the estates have larger recreation areas located behind the houses which are bounded by the rear fences of properties and lack surveillance.

##### 4b Garden City and mid 20th century housing

Homes towards the south of the village in the area known as the 'Garden City' are laid out in the curved street pattern typical of 1950s Garden Suburb developments. They consist of plain red-brick semi-detached properties of two storeys. There are intermittent street trees and boundary treatments vary. Some properties have attractive front gardens and hedges, but most have been paved over for parking. The estate is accessed from Oxford Road at The Broadway which is the location of local shops and St John the Baptist Hall Church which also dates from the 1950s.

##### 4c Gosford

Residential streets surround a cluster of community facilities including Edward Feild Primary and Nursery Schools, Gosford Hill Secondary School, a medical centre, Kidlington and Gosford Leisure Centre, and Thames Valley Police Headquarters. A large enclosed recreation field is used by the schools and leisure centre.

Homes date from the 1950s to 1980s and include detached and semi-detached properties in a range of styles, with a high proportion of bungalows on streets to the south of Thames Valley Police (e.g. Hampden Drive).



Figure 2.16 Late 20th century housing



Figure 2.17 Late 20th century estates with cul-de-sac layouts



Figure 2.18 Garden city tree lined streets and green public spaces



Figure 2.19 Garden city semi-detached housing



Figure 2.20 Gosford- residential dwellings



Figure 2.21 Gosford- recreation ground

**4d The Moors**

The Moors is an attractive leafy street with grass verges and large, hedged front gardens to properties. Detached, semi-detached homes and bungalows in a range of architectural styles occupy large plots with long back gardens. These back onto Kidlington Fields to the north, creating a soft edge to the village. As one of only a handful of through roads in the village, The Moors experiences rat-running and speed humps have been added to provide traffic calming. A number of small cul-de-sac estates have been built off The Moors in the late 20th century.

**5 Business Park**

Office and light industrial uses are concentrated to the north-west of Kidlington, south of Langford Lane. There are eight separate business clusters, operating independently of one another and with limited connectivity.

The employment clusters are generally in good condition (building, condition, environment and access) with the exception of Cherwell Business Park which is identified as being in poor or very poor condition in the Employment Land Study 2012. Langford Locks industrial development to the west of Oxford Canal is a mix of industrial 1-3 storey buildings situated within large areas of surface car parking. A number of these business sites, particularly along the canal edge, have informal boundary treatments of wire fences and vegetation. Oxford Motor Park incorporates showrooms including brands of Honda, Nissan and Toyota. The Cherwell Employment Land Study (2012) identifies London Oxford Airport and Field of Langford Lane as employment clusters containing undeveloped sites.

**6 London Oxford Airport**

To the north of Langford Lane is the airfield and buildings of London Oxford Airport, and the adjacent office park which is the home to Elsevier publishing and Thames Valley Police offices. The airport focuses on private and charter flights, maintenance support and professional pilot training with a small number of commercial flights.



Figure 2.22 The Moors- detached homes

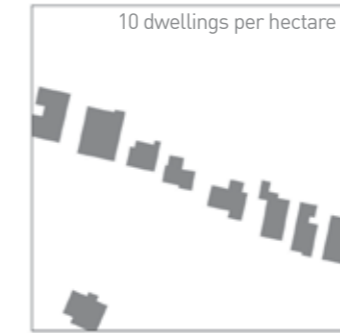


Figure 2.24 Business Park situated off Langford Lane



Figure 2.25 London Oxford Airport

The Moors (4d)



Grovelands Estate (4a)

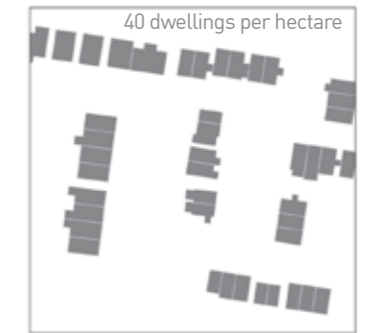


Figure 2.23 Figure ground comparison between The Moors and Grovelands Estate



**7 Oxford Canal**

The Oxford Canal forms a green western boundary to Kidlington that can be explored along the formal towpath on its western side. The waterway provides habitat for an abundance of wildlife such as swans, mallards and water voles. Situated north of Roundham Lock is a Site of Special Scientific Interest known as Rushy Meadows, a wet meadow which is very rich botanically with a wide variety of rare plant species.

The canal has greater activity in the north with Roundham Lock and bridge, canal boat moorings and pretty towpath gardens, cottages and a pub garden overlooking the canal. Further south there is poor connectivity between the canal and the residential streets to the east. Properties back onto the canal edge with high garden fences and dense vegetation limiting access and views.

**8 Kidlington Fields**

The River Cherwell meanders south from Thrupp and to the east of Kidlington, surrounded by a water meadow landscape with overhanging willows along the bank edge attracting herons and kingfishers. Within these meadows is an overgrown reed area attracting a wide range of bird species including warblers, bitterns and woodcocks. Between the River Cherwell and the north edge of the village are broad rolling fields which rise in height to the north west, these are known as Kidlington Fields. Footpaths across the fields provide links to Thrupp and Hampton Poyle. Views towards St Marys Church are particularly distinctive.

**9 Stratfield Brake and surrounds**

The focus of this area is the sports facilities at Stratfield Brake consisting of large playing fields and supporting facilities. To the north, Stratfield Farm has finely divided fields, bordered by thick hawthorn hedges. South of the sports ground is an area of public oak and ash woodland also known as Stratfield Brake, managed by The Woodland Trust. It provides a habitat for a variety of wildlife species including rooks, titmice and buzzards. The land between the woodland and the canal is a wetland area with lakes, shallows and islands creating an ideal habitat for dragonflies, little egrets and sandpipers. Access to the canal is via a new footbridge.

**10 Western Gap**

The landscape to the west of the canal is divided into large open fields surrounding Begbroke Science Park which is screened by mature vegetation. These fields have substantial hedges with mature trees and provide a green gap between Kidlington, Yarnton and Begbroke.



Figure 2.26 Oxford Canal- Views along Oxford canal



Figure 2.27 Oxford Canal-canal boat moorings near Roundham Lock



Figure 2.28 Kidlington Fields- Footpaths through Kidlington fields



Figure 2.29 Kidlington Fields- Distinctive views towards St Marys church



Figure 2.30 Stratfield Brake sports facilities



Figure 2.31 Western Gap- large open fields surrounding Begbroke Science Park

## 2.5 Views and setting

### 2.5.1 Village edges

Kidlington is an 'inset' village within Oxford's Green Belt which tightly encircles the built up area. The protection of the Green Belt has prevented coalescence of settlements and preserved the integrity of the village and ensured the retention of Kidlington's landscape setting.

The western edge of the village is strongly defined by the canal. Development has not extended beyond the canal and the area is liable to flooding. To the west, the railway forms a further barrier, separating Kidlington from Yarnton. Yarnton Road / Sandy Lane is the only vehicle route crossing the canal and railway, the latter by an at grade level crossing.

In contrast, the village's eastern edge is softer, with back gardens abutting fields which lead down towards the River Cherwell. St Mary's Church at the eastern end of Church Street marks the eastern end of the village and the start of the footpath network across Kidlington Fields towards the River Cherwell. Views towards the distinctive church spire from the surrounding valley landscape and from Hampton Poyle are particularly characteristic of this area.

To the south east, the boundary of the village is defined by Bicester Road. This long, straight, road has no development frontage and is characterised by a wooded hedge to the south and an avenue of mature poplar trees to the north, hiding the back fences of adjacent homes. There are no streets or footpath connections for around 1km, making this an impenetrable edge.

### 2.5.2 Approaches

Kidlington roundabout forms the 'gateway' to the village from the south and provides access to Oxford Road which is fronted by homes and a large Sainsburys. Stratfield Brake sports grounds (hidden from views by vegetation) and Water Eaton park & ride are located within the otherwise open landscape to the south.

The approach to the village from the north on the A4260 is more gradual, starting with glimpses of the canal, the Langford Lane turn-off and Highwayman Hotel before the road travels over the rail bridge and enters the main settlement.

From the A44 to the north-west the approach is via Langford Lane past the London Oxford Airport, Campsfield House and business estates.

Approaching Bicester Road from the east, the gateway to the village is marked by the Harvester pub, which fronts the junction with Water Eaton Lane.

### 2.5.3 Key views and landmarks

The village has few notable landmarks which have an impact beyond their immediate setting:

- The spire of St Mary's is visible from all directions across St Marys and Kidlington fields and from Hampton Poyle. It is the village's most distinctive and identifiable landmark.
- Within the village centre, the most prominent building is the square clock tower which sits at the Oxford Road / High Street and is a visible landmark from Oxford Road to the south.
- The aircraft are visible at London Oxford Airport from Langford Lane.

Long distance views within much of the village are restricted as a result of the cul-de-sac / curving layouts of many of the residential estates, which make orientation and legibility difficult. Where estates back onto the canal's eastern edge the overgrown vegetation and buildings prevent clear views of the water. There are small pockets of green space where the canal can be viewed.

Longer distance views are available in the following locations:

- At the northern gateway to the village, the canal towpath widens and the vegetation is less dense allowing longer views down the canal and across the countryside, and to the canal from Banbury Road.
- The footpath running across the ridge of higher land at Kidlington Fields offers wide ranging views across open countryside and a direct view of the church spire.
- From the western towpath of the canal there are curving, enclosed views along the canal itself and filtered short distance views into adjacent fields to the west. Begbroke Science Park is visible from footpaths heading west due to its elevated position, but is partially screened by field boundary planting.
- Along the straight sections of Oxford Road, Bicester Road and Yarnton Lane.



Figure 2.32 Long views to St Mary's Church



Figure 2.33 High Street clock tower



Figure 2.34 Aircraft on view from Langford Lane

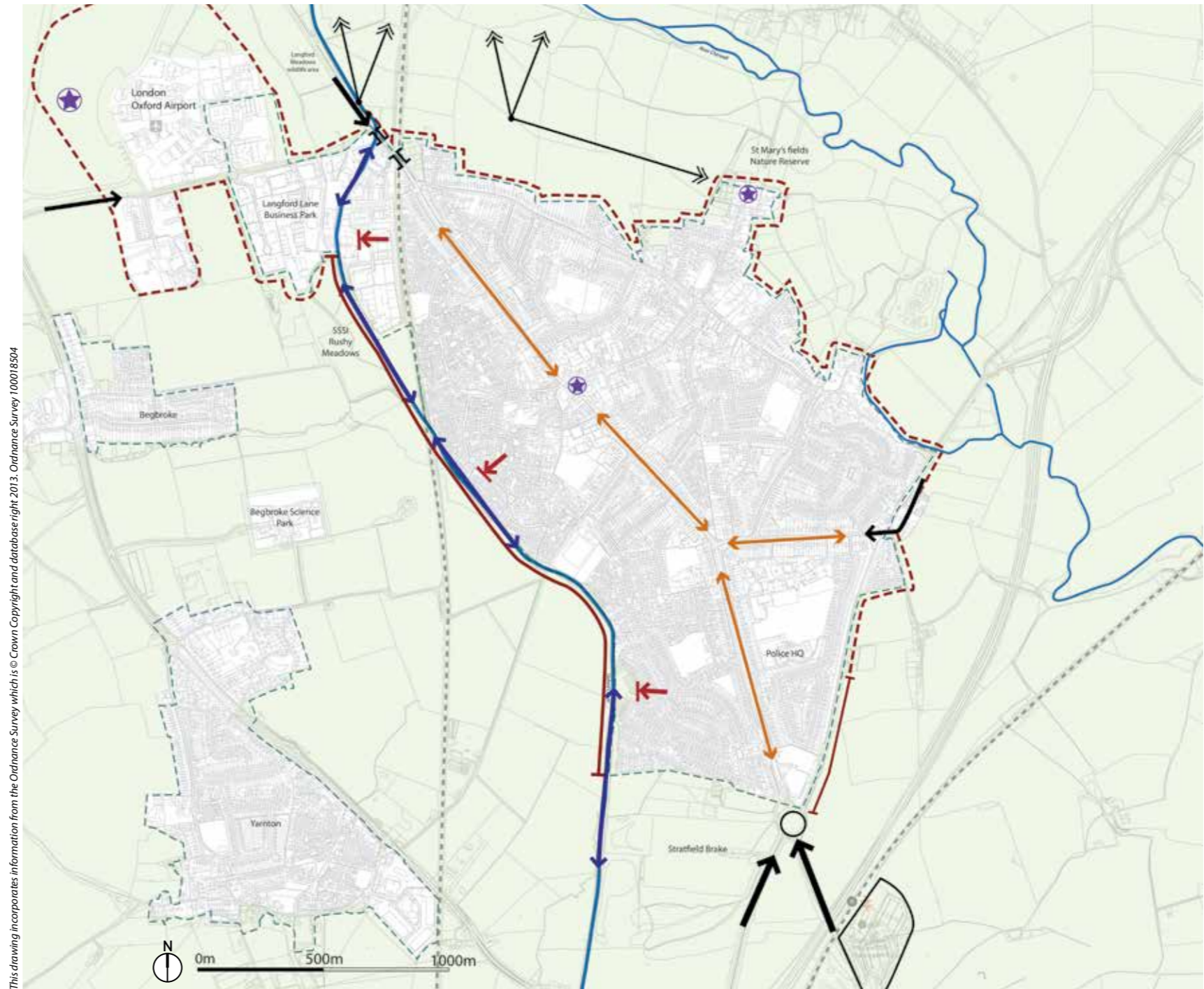
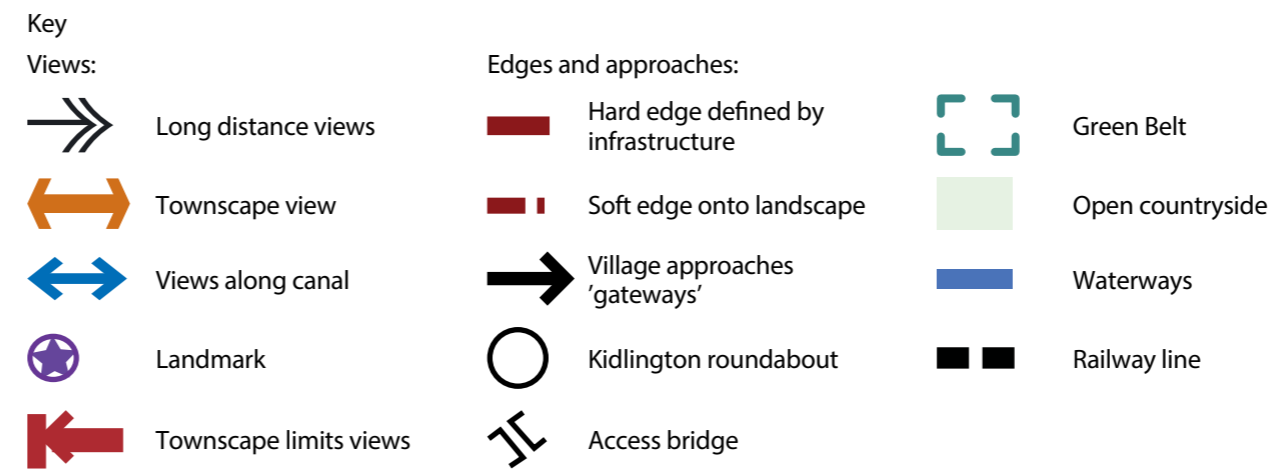


Figure 2.35 Views and approaches





## 2.6 Village character: summary analysis

| Strengths  | Weaknesses   |
|--|--|
| <ul style="list-style-type: none"> <li>• Kidlington has a number of high quality, distinctive landscape and townscape assets including the canal, historic village core and River Cherwell landscape.</li> <li>• The village is physically separate from Oxford and the surrounding villages of Begbroke and Yarnton and has retained its independence as a settlement.</li> </ul> | <ul style="list-style-type: none"> <li>• Many of the assets are hidden at the edges of the village and are not evident to visitors.</li> <li>• First impressions are of a primarily suburban linear settlement comprising of ribbon development on the A4260 through the village and late 20th century inward facing estates which make up much of the housing stock and lack local distinctiveness.</li> <li>• Access to the canal from the adjacent housing estates is extremely limited with garage courts and back fences fronting on to the water.</li> <li>• The village centre lacks a distinctive architectural style and does not relate to the historic core.</li> </ul> |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>• Improved access to Canal and River Cherwell.</li> <li>• Improved connectivity between key activity zones.</li> <li>• Enhance image as village in landscape setting.</li> <li>• Rediscover and promote assets.</li> </ul>  | <ul style="list-style-type: none"> <li>• Poor connectivity and weak identity may discourage visitors and investment particularly in the village centre.</li> <li>• Other areas will be more attractive destinations.</li> <li>• Leakage of spending from village centre to other centres.</li> <li>• Further erosion of heritage value of the village.</li> <li>• New development of poor quality design which does not enhance character of the village or create good public spaces.</li> </ul>  |

Table 2.1 Village character summary analysis

Consultation Questions:

2a. Does the description of village character accurately reflect Kidlington?

2b. Are there any inaccuracies or important issues that have been missed?

# 3.0 Green infrastructure

## 3.1 Introduction

Green Infrastructure is a term used to describe networks of green spaces, habitats and waterways that support biodiversity and provide recreation and amenity. Kidlington is relatively well served by green infrastructure particularly sports and recreation grounds, wetlands and other natural green spaces along the canal and river corridors. However deficiencies in some types of public open space provision have been identified.

The River Cherwell and Oxford Canal are important green infrastructure corridors for biodiversity and human movement connecting Kidlington towards Oxford and giving access to the wider countryside beyond. Within the settlement, planted gardens, public spaces and trees create localised networks of green infrastructure.

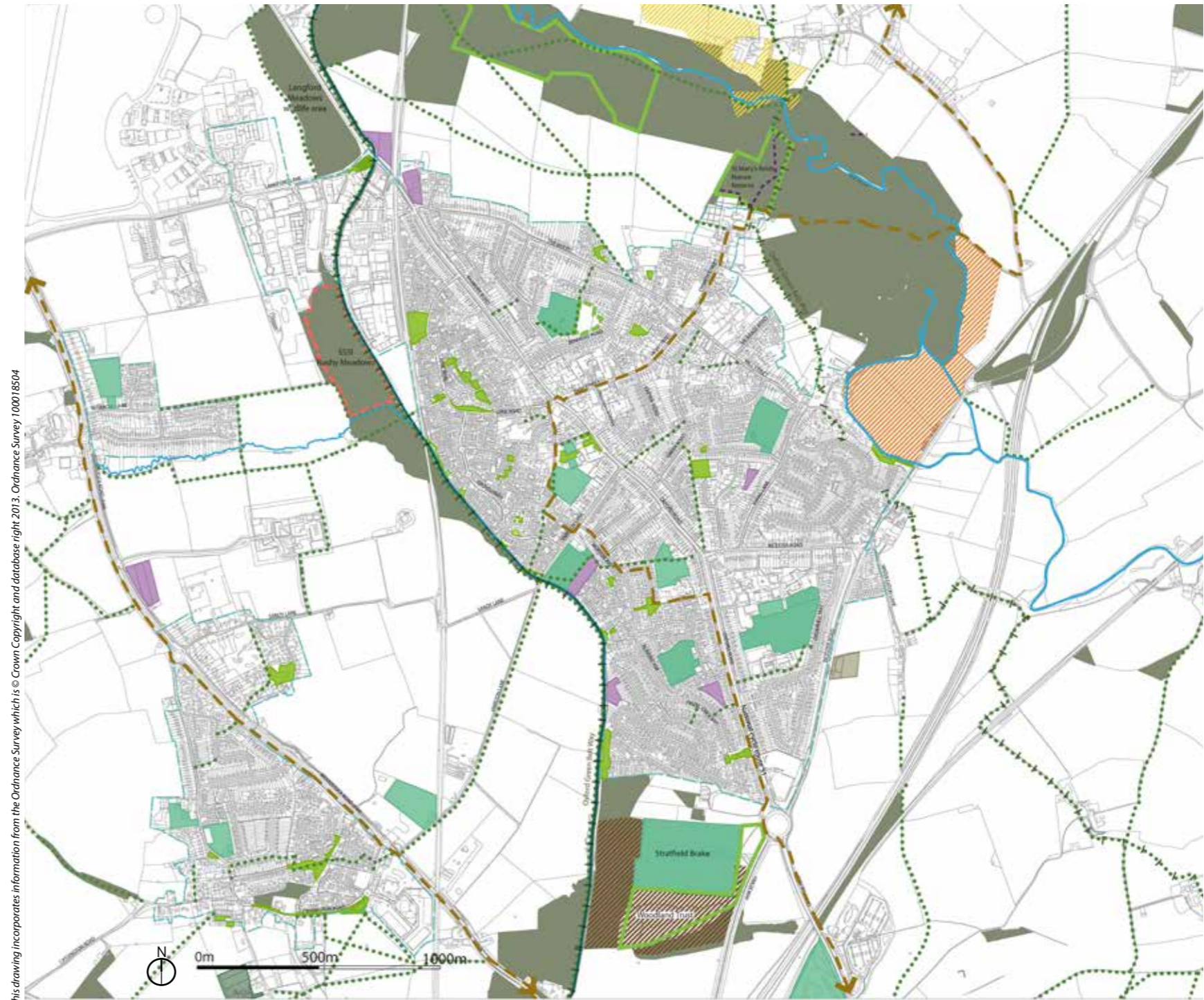
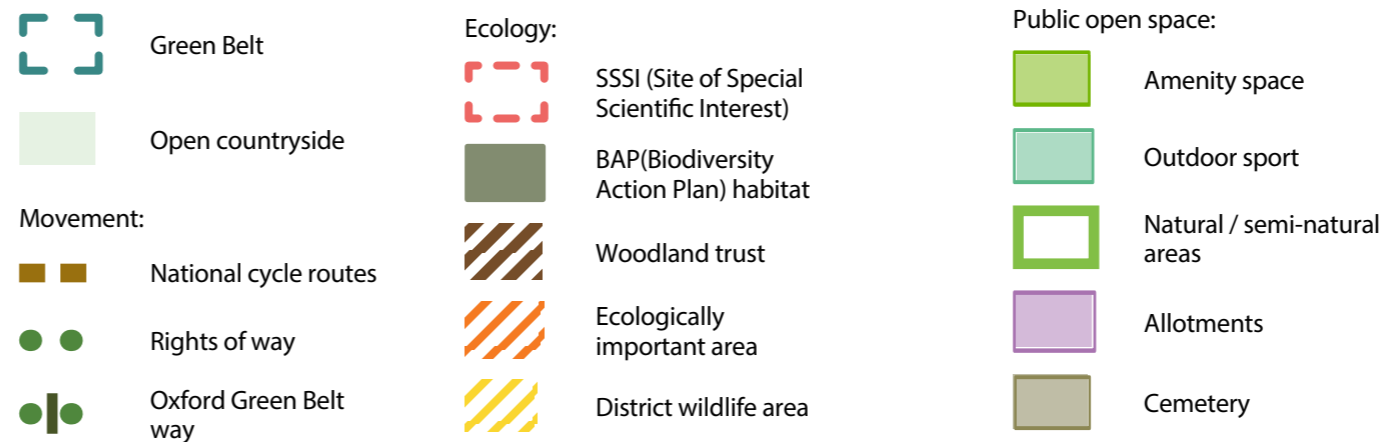


Figure 3.1 Green infrastructure



### 3.2 Waterways

Kidlington is situated between the River Cherwell and Oxford Canal (which follows the route of Kingsbridge Brook) and Rowel Brook. The waterways support an abundance of wildlife including a variety of bird species and the endangered water vole.

#### 3.2.1 Oxford Canal

Oxford Canal has a total length of 77 miles with 43 locks and 1 tunnel providing a historic link between Birmingham and London which can be covered in approximately a one week cruise. On route it meanders through picturesque Oxfordshire countryside from its source at Hawesbury Village Junction near Coventry through a number of settlements; Rugby, Brauston, Napton, Cropredy, Banbury, Heyford, Kidlington and Oxford. It was opened in sections between 1774 and 1790 to transport coal from Coventry to Oxford and London. Today the waterway is a popular leisure route for boaters including private leisure boats, holiday and day hire of narrow boats whilst the canal towpath provides walkers and cyclists scenic routes through the countryside

The majority of the settlements it passes through provide popular mooring spots for narrow boats. Kidlington provides permanent residential moorings but there is a lack of temporary moorings for visitors, although these are provided to the north at Thrupp.

#### 3.2.2 River Cherwell

The River Cherwell is a major tributary of the River Thames, flowing from the source at Hellidon near Daventry meandering through Banbury, Upper Heyford and Kidlington and through unspoilt natural landscapes and often meeting the Oxford Canal. In Oxford, the river is popular for leisure activities including punting, rowing and canoeing.

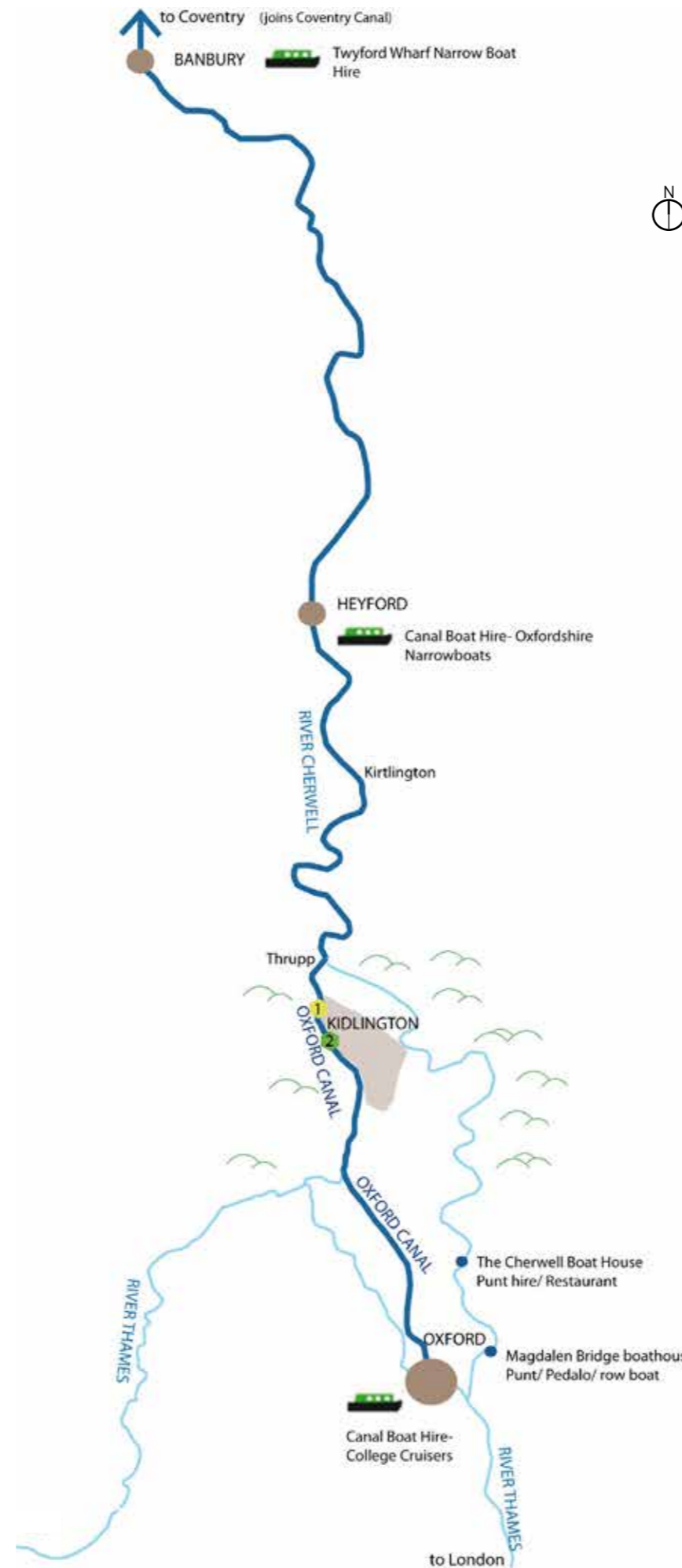


Figure 3.6 Waterway network



Figure 3.2 Canal boat on Oxford canal. Source: <http://www.twyfordwharfnarrowboats.co.uk>



Figure 3.3 Oxford punting. Source: [www.oxfordpunting.co.uk](http://www.oxfordpunting.co.uk)



Figure 3.4 Canal boat mooring



Figure 3.5 Roundham Lock

### 3.3 Flood Risk

The land surrounding the River Cherwell and Oxford Canal is at high risk of flooding, situated within the Environment Agency Flood Zone 3 (1:100 year or greater probability of flooding).

There are a number of properties at risk of fluvial flooding to the east of Kidlington, although Mill Street, Watermead, Cherwell Avenue, Queens Avenue, Edinburgh Drive, Springfield Road, Waverley Avenue, Lovelace Drive and Kings Way Drive are protected by Environmental Agency (EA) flood defences.

Surface flooding is a risk particularly on the western side along the canal edge where large areas of residential dwellings fall within the surface flood risk zone.

### 3.4 Protected Habitats

Biodiversity Action Plan (BAP) habitats are recognised as being of principal importance for the conservation of biodiversity within the UK. Within Kidlington the following areas are identified as priority BAP habitats and support priority species including water vole, reed bunting, skylark and grey partridge:

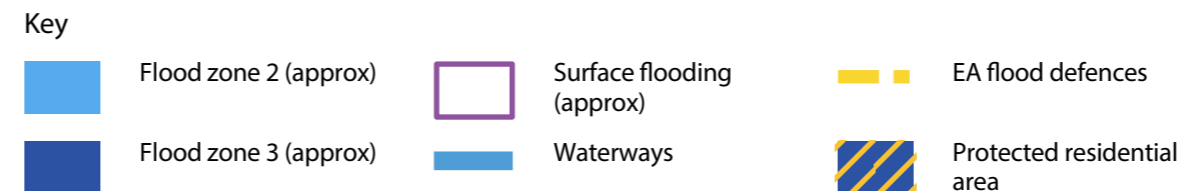
- St Marys Field Parish Nature reserve - scrub;
- Rushy Meadows - generally lowland meadow with an area of fen and swamp. The importance of this area is recognised through its designation as a Site of Special Scientific Interest;
- Langford Meadows - a floodplain grassland;
- Canal and surrounding habitats including reedbed to the south of Kidlington;
- The River Cherwell.

In addition, land to the north of Bicester Road, east of Kidlington is identified by the District as an Ecologically Important Area, and fields around Hampton Poyle are designated as a District Wildlife Site.

Woodland to the south of Stratfield Brake playing fields is managed by the Woodland Trust and is a protected habitat area for a variety of wildlife species.



Figure 3.7 Flood risk. Based on Environment Agency EA Flood Zones as of May 2013



### 3.5 Natural and semi-natural green spaces

The attractive natural landscape which surrounds Kidlington is a significant asset to the village and is accessible via footpaths and cycleways. Further details of these routes are provided in section 5.0.

Four publicly accessible sites of natural and semi natural green spaces are defined in the Cherwell District Open Space Update 2011 for protection: Park Hill Corpse, St Mary’s Fields, Thrupp Woods and Stratfield Brake. The review notes that there is no quantitative shortfall in provision, however the quality and access to sites could be improved to enhance their value to the local community.

### 3.6 Sports and recreation

Kidlington has a range of amenity and recreation facilities with a variety of different typologies ranging from small pocket parks to formal recreation grounds.

The majority of these spaces are used primarily for outdoor sports including football pitches, rugby pitches and running tracks, with many containing children’s playgrounds which are inspected on a regular basis by Cherwell rangers to ensure they are high quality and safe. There are six allotment sites across the village.

Larger sports and recreational open spaces within Kidlington are owned by Kidlington Parish Council. These include:

- Exeter Close: contains a small civic garden adjacent to Exeter Hall, with a large open area for informal play to the rear, together with a football pitch, multi-use court and children’s play area.

- Ron Groves Park, Maple Avenue, leased and managed by Kidlington Recreational Trust. The park contains two football pitches, a pavilion and children’s play area. It is the home ground of the Garden City Football Club.
- Parkhill Recreation Ground, Benmead Road, leased and managed by Kidlington Recreational Trust. A small area of woodland, two small pitches, plus children’s play area and multi-use court. The site has no toilet or shop facilities for the football pitch users but does contain a small hall used by a children’s nursery.
- Orchard Park Recreation Ground, Evans Lane, leased and managed by Kidlington Recreational Trust. The ground has a children’s play area, youth shelters and 3-4 football pitches. It is the home grown of Kidlington Youth Football Club who manages the pavilion.
- Yarnton Road, leased to Kidlington Recreation Trust and sub-leased to Kidlington Football Club who play here. The adjacent social club is leased by Kidlington Football Club.
- Stratfield Brake, this purpose built sports facility includes a pavilion, two cricket grounds, three rugby pitches, a football pitch. It is managed by a joint committee of Kidlington Parish Council and Gosford and Water Eaton Parish Council. It is the home of Kidlington Cricket Club, Gosford All Blacks Rugby Club and Kidlington Running and Athletics Club .

Local Plan Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation identifies the current shortfall in provision and likely future requirements for open space and sports facilities based on the findings of Cherwell’s Playing Pitch Strategy and Green Space Strategy (as updated by the 2011 Open space Update). The current shortfall in provision includes:

- 1 new junior football pitch
- A park ideally on the northern outskirts of Kidlington

- 11.29 ha of amenity open space with priority provision in South ward
- 1.51ha of allotments (in practice it appears there isn’t a shortage of allotments as Cherwell District Council have approved development of Gravel Pits site).

Further pitches, parks, natural space, amenity space and allotments will be required to meet future needs. Further details of this policy are provided in section 9.3.1.5.

#### 3.6.1 Football Clubs

Kidlington has around 8 adult and youth grassroots football clubs which play at the green spaces listed above. Consultation with football club representatives has revealed the following issues:

- Existing pitch provision is dispersed, lacking facilities (particularly at Parkhill, Benmead Road) and at capacity.
- Pitch size requirements range from 5 a-side for younger children to full size adult pitches and a range of sizes in between. Pitches can be designed to be multi-functional.
- There are no dedicated cold weather training facilities. Clubs currently hire the astro turf pitch at Gosford Hill but this is not an ideal surface for football and costly to the clubs.
- The heavy use of larger parks by football clubs at the weekends limits their use for general amenity.
- Clubs are managed and (some) run independently and there may be potential for consolidation or centralisation to assist with revenue, co-location and player progression.
- Kidlington Football Club is currently investing in improvements to their facilities at Yarnton Road to support the club’s growing status. The social club is well used by the wider community and benefits from being located relatively close to the centre of the village.

| Category of Open Space   | Current Shortfall of provision in Kidlington (2011 Update) | Green Spaces Strategy Action Plan   |
|--------------------------|--|---|
| Parks & Gardens          | 6.44 ha  | Development park in vicinity of Exeter Hall with additional provision on northern outskirts of village  |
| Amenity Green Space      | 11.29 ha   | Seek to ensure additional amenity green space provision and improve quality of existing spaces especially access  |
| Allotments               | 1.51 ha  | Provide 1.51 ha of space subject to demand  |
| Children & Young Persons | 7.5 ha younger children and 2.41 ha older children         | Address shortfalls through new equipped play areas and additional play opportunities using other forms of green space. Improve quality of existing play areas |

Table 3.1 Sports and recreation shortfall. Source: Cherwell Open Space Update 2011

### 3.7 Green infrastructure: summary analysis

| Strengths   | Weaknesses  |
|---|---|
| <ul style="list-style-type: none"> <li>• High quality and varied landscape character particularly to north-east forms setting of the village.</li> <li>• Areas of ecological value e.g.: Rushy Meadows SSSI, Stratford Brake woodland and River Cherwell and Oxford Canal corridors.</li> <li>• Green Belt has prevented urban sprawl and coalescence.</li> <li>• Range of recreation spaces within the village.</li> </ul> | <ul style="list-style-type: none"> <li>• Lack of facilities on Canal.</li> <li>• Gaps in habitat networks and walking routes.</li> <li>• Qualitative and quantitative deficiencies in open space provision. There is a shortage of parks and gardens and amenity green space, but considerable areas of 'left-over' green space within estates and alongside the canal.</li> <li>• Lack of all-weather training facilities for football clubs.</li> </ul> |
| Opportunities   | Threats   |
| <ul style="list-style-type: none"> <li>• Improve quality of habitats and amenity spaces.</li> <li>• Make better use of canal.</li> <li>• Create a more integrated green network with improved access to open spaces and countryside.</li> </ul>   | <ul style="list-style-type: none"> <li>• Flood risk.</li> <li>• Pressures for development in Green Belt.</li> <li>• Impact of development on areas of ecological value and biodiversity.</li> <li>• Ownership within estates limiting access to canal.</li> </ul>   |

Table 3.2 Green infrastructure summary analysis

Consultation Questions:

3a. Does the description of green infrastructure accurately reflect Kidlington?

3b. Are there any inaccuracies or important issues that have been missed?

# 4.0 Community facilities and village centre

## 4.1 Location of facilities

Kidlington has two large clusters of community and retail facilities, both of which are located on Oxford Road. The first comprises Kidlington Village Centre, including the High Street, Tesco and Kidlington Centre shopping mall, North Kidlington Primary School and the nearby community facilities of Exeter Close. This is located at the geographic centre of the village.

The second cluster is a corridor of facilities, in the southern part of the village, comprising the education and sports facilities around Gosford Hill School, the smaller shopping parades fronting Oxford Road and the Sainsburys supermarket.

- Other facilities are scattered across the village and include:
- Individual convenience shops, pubs and garages
- Day centres associated with sheltered housing
- Churches
- Smaller sports and community club venues e.g. Yarnton Road football club and Kidlington Scouts Centre (Blenheim Road)
- Stratfield Brake which includes club house facilities and sports pitches to the south of the village.

Walking distance isochrones (800m or 10 minute walk) from the larger clusters reveal that central and southern Kidlington and Gosford are well served by community facilities and retail within easy walking distance. In contrast, the north-western and eastern parts of Kidlington are distant from the majority of facilities and schools.

Details of recreation and amenity space provision are provided in section 3.6.



Figure 4.1 Watts Way Piazza and toilets



Figure 4.2 Kidlington Centre shopping



Figure 4.6 Attractive spaces, Exeter



Figure 4.3 High Street public realm



Figure 4.4 High Street food & drink



Figure 4.5 View north along Oxford Road towards High Street junction



Figure 4.7 Health centre, Exeter Close

Key:

Community facilities:

- 1 Kidlington Library
- 2 Kidlington Brass Band hall
- 3 St John's Ambulance HQ
- 4 Kidlington Baptist Church
- 5 Kidlington Methodist Church
- 6 Kidlington Green Social Club
- 7 Gosford Hill Medical Practice
- 8 Thames Valley Police HQ
- 9 Kidlington and Gosford Leisure Centre
- 10 Kidlington Cemetery
- 11 Kidlington St John the Baptist Hall Church
- 12 St Mary's Church
- 13 Kidlington Scout Centre

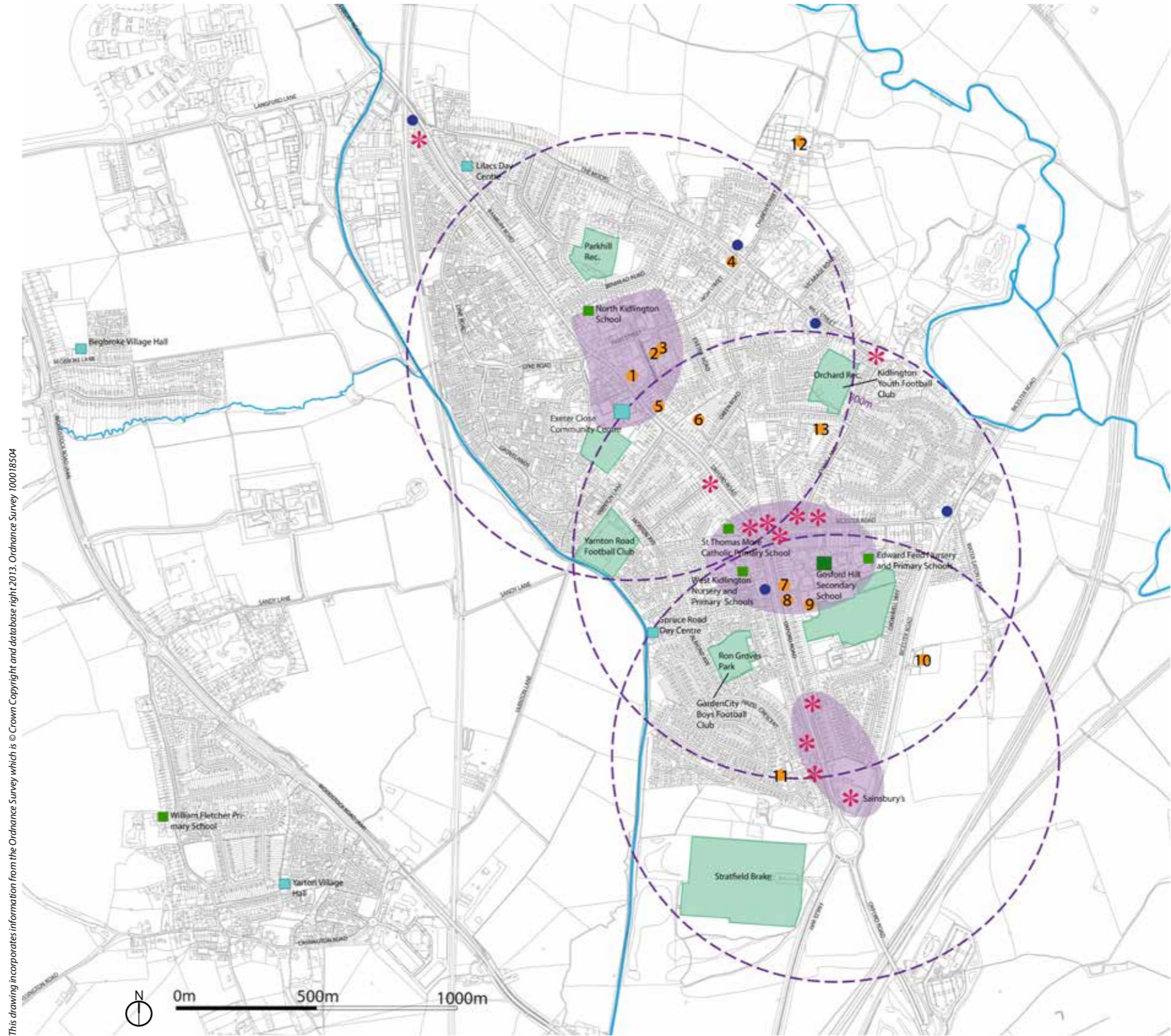


Figure 4.8 Distribution of community facilities and local centres

Key

- Local shops
- Sports facilities
- Community centre
- Approximate 10 minute walk to community clusters
- Pub
- School
- Community cluster



## 4.2 Village centre

### 4.2.1 Distribution of land uses

The village centre has a mix of retail, office, residential, community with large areas of surface car parking to the north and south of High Street.

Primary retail frontage including a high proportion of services is concentrated on the 240m long stretch of High Street, to the west of Oxford Road with secondary retail and pubs on Oxford Road (predominantly on its eastern side). The anchor stores are the Cooperative and Tesco supermarket located at the middle and eastern end of the High Street respectively (Tesco makes use of the former Sterling Cinema building). The village centre has a small covered mall 'The Kidlington Centre' located opposite the Coop which has a rear entrance from the car park and piazza.

- There is a sudden change of land use from retail to residential to the east of Tesco, with a dramatic drop-off in footfall and activity. At this point the historic village core to the east is not evident.

- The junction of Oxford Road and High Street is dominated by a large Audi car showroom. This is a prime site with excellent visibility from the main road.
- The pubs and food and drink outlets on Oxford Road offer a small scale 'evening economy'. However there is a lack of arts / cultural venues into the centre to attract evening visitors.
- The majority of retail units have either residential, retail storage or office accommodation above. To the north of High Street a block of apartments has recently been built overlooking the car parks and adjacent to a historic terrace of cottages.
- An important asset is the twice weekly market along High Street and the piazza, and occasional producer and specialist markets which bring vitality, colour and activity to the streetscape. The weekly market is managed by the Kidlington Market Traders Co-operative.
- Community facilities and edge of centre uses such as the Library, Fire Station, Postal sorting office and St John's ambulance HQ are located to the south of the High Street and at Exeter Close. Kidlington North Primary School is located to the north of the High Street with access from Benmead Road.



Figure 4.9 Eastern end of High Street



Figure 4.10 Library and 1960s retail parade on the eastern side of Oxford Road

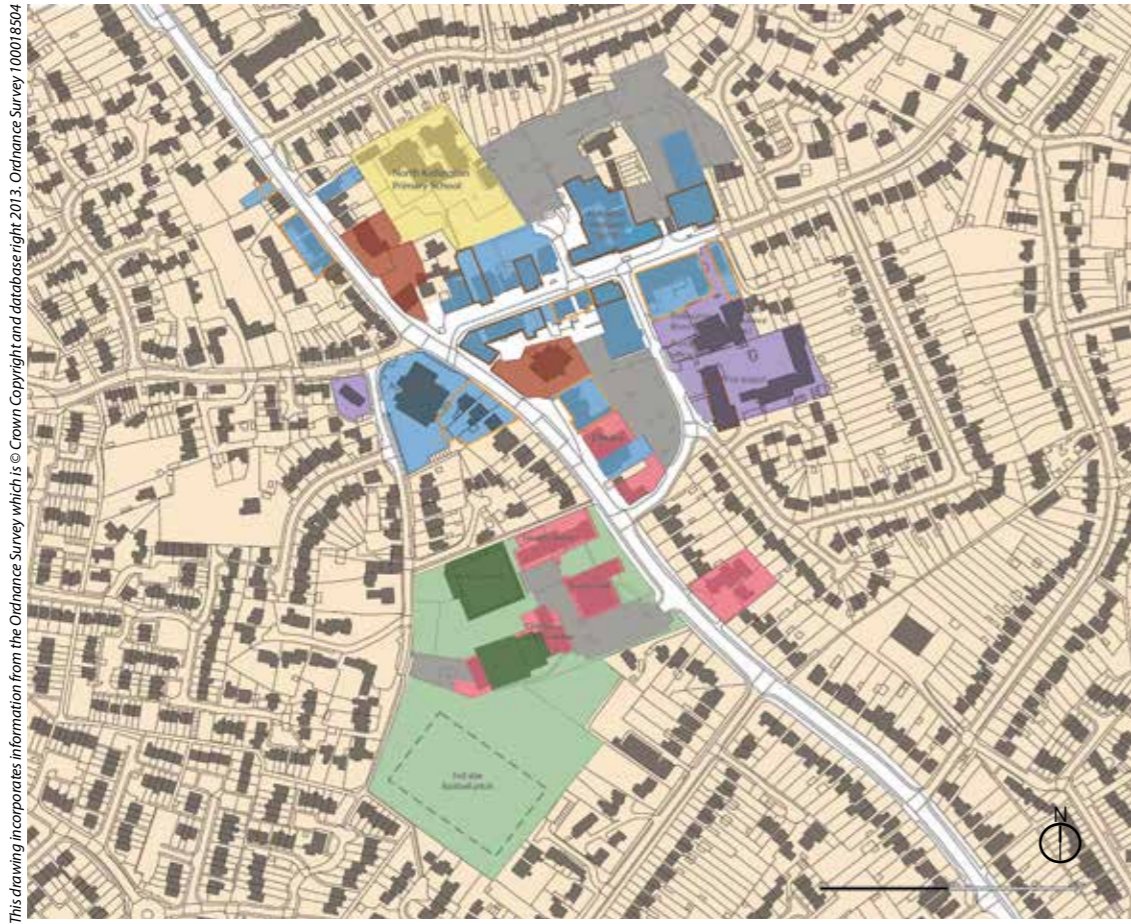


Figure 4.11 Village centre

- Key
- Retail/ services/ food & drink (black line denotes primary frontage)
  - Retail ground residential above
  - Retail ground offices above
  - Residential
  - Education
  - Pubs
  - Green space
  - Outdoor sports facilities
  - Community facilities
  - Surface car parking
  - Other



Figure 4.13 Entrance to the



Figure 4.12 Village centre building heights

- Key
- 4 storey
  - 3 storey
  - 2 1/2 storey
  - 2 storey
  - 1 storey
  - Views to landmark
  - Landmark



Figure 4.14 Three storey buildings on the southern side of High Street

## 4.2.2 Townscape character

In contrast to other villages and towns with a long history, the townscape of Kidlington's High Street is not based on a fine grained historic village centre or Victorian retail parades, neither of which occurred in this location. Instead its townscape is a mixture of 1960s mall development, remnant historic pubs and houses, and modern retail schemes. The result is a rather incoherent arrangement of different styles, building heights (from 2 to 4 storeys), materials and roofscapes reflecting the piecemeal manner in which the High Street has been developed.

The quality of buildings on High Street varies considerably. There are a number of poor quality older properties on the northern side of the High Street which offer potential for redevelopment fronting the square onto Oxford Road.

Unfortunately several recent developments are of poor design quality, lacking attention to details, materials, roofscape and scale. In contrast the clock tower development at the junction with Oxford Road has created a distinctive landmark in local stone which now defines the entrance to the High Street.

On Oxford Road, to the north of the junction with High Street, a cluster of historic properties and public houses front the street. This area is let down by poor quality public realm, narrow pavements and highways clutter but has the potential to become an area of high townscape value.

To the south of the junction, there is a contrast between the 1960s three storey retail parade to the east and the businesses and remaining detached residential bungalows to the west which sit on large plots, set back from the road.

## 4.2.3 Public realm

### 4.2.3.1 High Street

Lack of control over vehicle movements and parking in High Street has long been a contentious issue for many residents and shoppers. In the mid 1990s the section of High Street to the east of Sterling Approach Road was partially pedestrianised creating a widened footway on the northern side of the street and a shared surface carriageway. Traffic on this stretch proved difficult to manage and

dissatisfaction with the situation was highlighted in the Village Health Check Survey of local people in 2007. In April 2012 a Traffic Regulation Order (TRO) was implemented to fully pedestrianise this stretch of High Street between the hours of 10am and 4:30pm.

Today, Sterling Approach Road provides the only access from Oxford Road into the village centre. To the east of Sterling Approach Road, High Street remains open to traffic in both directions, providing access to car parking to the north of the High Street and bus stops.

The public realm is characterised by block paving and setts with mosaic insets, raised stone planters, and heavy wooden bollards and hanging basket columns. A small structure / folly with a tiled roof marks the eastern end of High Street – this is an interesting structure but not large enough to comfortably accommodate seats or activities, and clutters the view along the High Street from Oxford Road. To the north of the High Street a small public piazza has been created which leads to the car park and houses the (visually dominant) toilets and recycling bins.

Despite the recent pedestrianisation the carriageway is still demarcated by double yellow lines which detract from the overall character of the public realm and give the impression that traffic is permitted. Whilst the TRO has helped to create a more comfortable shopping environment there is concern that it is being abused by some motorists. A rising bollard has recently been installed which has helped to alleviate this problem.

Improvements have recently taken place to the Watts Way Piazza funded by the Government's 'Portas Pilot' money. This has included a screen around the public toilets, new planting and basket columns. Further improvements funded by the New Homes Bonus are planned including installing electricity for use by the market and to enable live entertainments.

### 4.2.3.2 Oxford Road

The materials and character of the High Street public realm have not been extended onto Oxford Road. Here the public realm is dominated by the highways function of the A4260 and pedestrian crossings are limited. The key view along the High Street from Oxford Road is dominated by the garish road markings of the yellow box junction. A service road provides parking in front of the retail parade.

## 4.2.4 Parking

Kidlington village centre has large areas of surface car parking to the north and south of the High Street. This has a detrimental effect on the image of the village centre when approached from Sterling Road Approach and Forester's Way.

CDC manages 145 car parking spaces in the village centre at Watts Way to the north of High Street. These comprise 85 short stay (max. 2 hours, no return) and 60 long stay (unlimited stay) which are all free of charge.

Tesco provides a further 140+ spaces on adjacent land and the Co-op superstore around 100+ spaces to the south of the High Street, also free of charge. The three Oxford Road pubs each have car parks and there is additional public parking on the service road on the eastern side of Oxford Road.

There are areas of permit holder only car parking, rear servicing and private car parks to the north and south of the High Street serving offices, retail and other uses.

Around a further 90 spaces are provided nearby at Exeter Close associated with community facilities.

CDC has not undertaken formal car park surveys but approximate occupancy for their managed car parks is reported to be:

Long stay – usually 100% occupancy

Short stay – usually 50% occupancy, except Friday (market day) when it increases to around 80%.

Current occupancy levels for other village centre car park are not known.

Anecdotal evidence suggests that the long stay car parks are used by commuters as an informal 'park and ride' service for onward travel by bus into Oxford and as a result occupancy levels do not reflect the car parking need generated by village centre uses.

A review of CDC owned main car parks is currently in preparation by CDC. Subject to the findings of this study, further surveys of village centre car parks may be required to understand in detail the potential to reduce car parking or introduce measures to prevent use by commuters. This could potentially result in the release of land for development and improvements to the setting of the centre.



Figure 4.15 Village centre

Key

- Listed Buildings
- High townscape value
- Detractors
- Extensive surface car parking/ service areas
- Conservation area

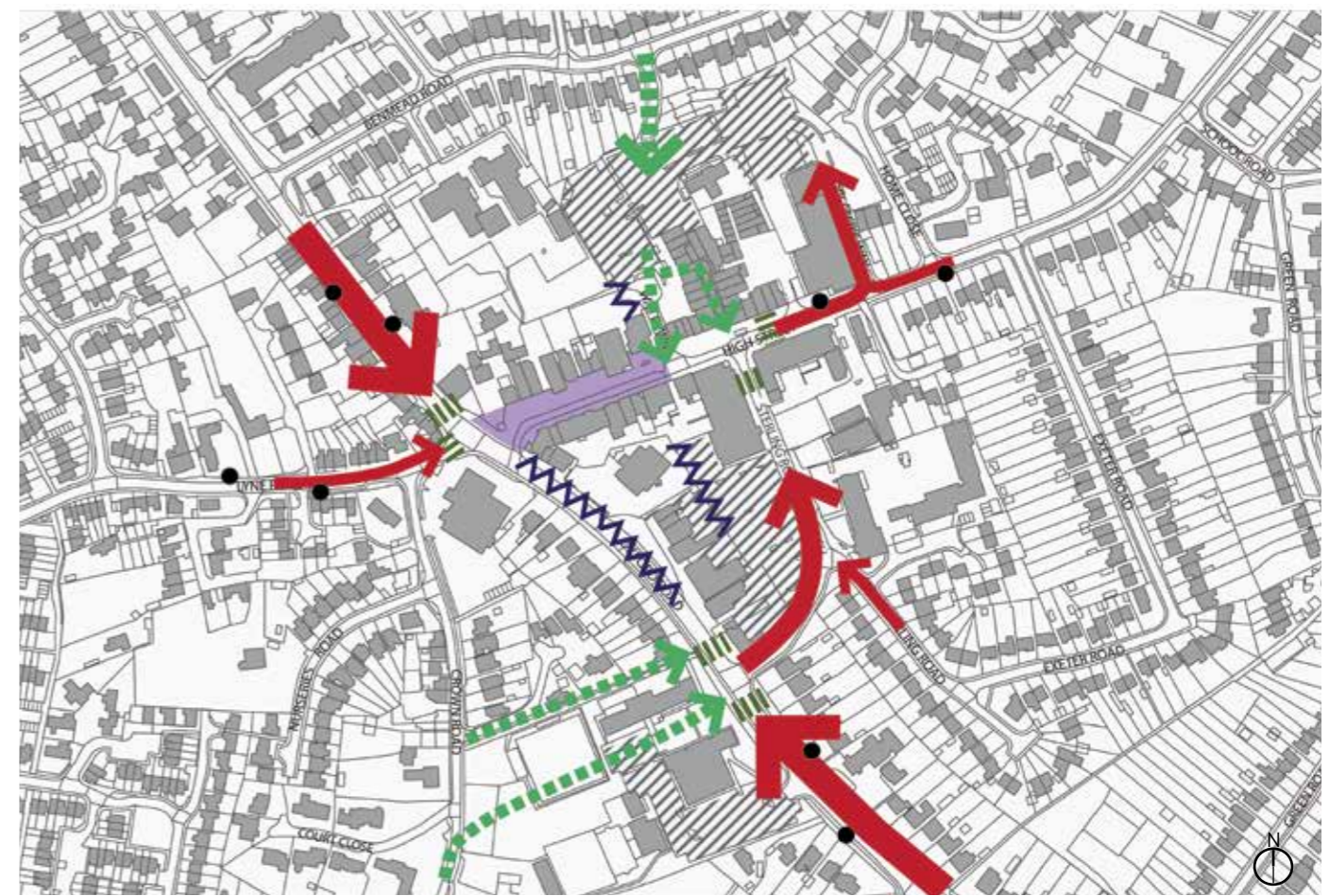


Figure 4.16 Village centre movement and

Key

- Vehicle / pedestrian access
- Pedestrian only
- Car parks
- Barrier to movement
- Pedestrianised core area
- Bus stops
- Pedestrian crossings



Figure 4.17 Poor quality design of prominent recent schemes



Figure 4.18 Parade of shops to the east of Oxford Road



Figure 4.19 Box junction markings dominate the Oxford Road junction



Figure 4.20 Double yellow lines remain despite High Street pedestrianisation

#### 4.2.5 Village centre retail provision

The Cherwell Retail Study (CBRE 2012) provides an assessment of current retail provision in the District and the performance of existing centres. The study refers to the Health Check undertaken in 2006 which found that Kidlington operates as a local shopping centre which primarily serves customers from the local vicinity and fulfils the role of 'top-up' or convenience shopping. The village centre has a total of 11,446 sqm of gross retail floorspace over 61 units (Goad Centre Report, 2011). The retail composition and comparison with the national average is summarised in the tables right (top).

Kidlington is dominated by independent retailers and lacks key multiple occupiers, particularly fashion operators. The number of comparison retailers has declined slightly since the 2006 Retail Study (from 26 to 24 units), and Kidlington falls just below the national average in the proportion of comparison units and 9.42% below the national average in terms of comparison floorspace. The majority of comparison retailers are independent and concentrated on the High Street and in the Kidlington Centre.

Service units account for approximately half of all the retail units and represent the largest retail category in Kidlington centre. Current provision remains above the national average by approximately 10%. These uses dominate the High Street and Oxford Road and comprise a number of offices, banks, a dental surgery and betting office – many of which do not have an active shop frontage. This has a negative impact on the vitality of the High Street and particularly on the night time economy.

The convenience offer comprises the Co-op, Tesco and Iceland stores. The number of units has declined slightly since the study in 2006 (from eight to seven), but representation remains above the national average.

From a total of 31 key retailers identified by Goad for enhancing the appeal of a centre, Kidlington village centre is currently occupied by only two- Superdrug and Tesco. Costa Coffee has recently opened and appears to be a popular venue. Footfall is highest around the Co-op and Tesco and between these stores and the adjacent car parks and declines significantly in the evenings due to a limited food and drink offer. A market operated by Kidlington Market Association is held on Fridays and Saturdays on the High Street and comprises an average of 12 stalls offering a range of produce.

The 2010 Retail Study Update (CBRE) indicates there is capacity to support additional convenience and comparison retail floorspace in Kidlington in the period up to 2026 (the figures in the 2010 study are dated but provide a guide). This is summarised in the following table. The study estimates there is capacity for 3,211 sq m net additional convenience floorspace by 2026 if the overtrading of existing convenience stores is addressed or 1,092 sq m if no allowance is made. In terms of comparison floorspace, the study concludes there is capacity to support up to 7,941 sq m net additional floorspace by 2026 if allowance was made for overtrading of existing comparison floorspace or 2,557 sqm net if overtrading is not addressed. See table right (bottom).

The 2012 Retail Study showed that significant new development should not be directed to Kidlington as this could change its role and the market it serves but that the centre is in need of some further environmental improvements and the evening economy should be encouraged. In qualitative terms, the study concluded that the centre would benefit from some improvements to the environment (such as new street furniture) and the Council may wish to consider encouraging food and drink uses to improve the vitality of the centre in the evening.

The Local Plan identifies the western side of Oxford Road between Exeter Close and Lyne Road as the location for expansion of town centre uses.

| Retail Category    | No Units | % Total | National Average (%) | Variance (%) |
|--------------------|----------|---------|----------------------|--------------|
| Convenience        | 7        | 11.48   | 8.57                 | +2.91        |
| Comparison         | 24       | 39.34   | 41.43                | -2.09        |
| Service/Food/Drink | 28       | 45.9    | 35.21                | +10.69       |
| Vacant             | 2        | 3.28    | 13.64                | -10.36       |
| Total              | 61       |         |                      |              |

| Retail Category    | Floorspace | % Total | National Average (%) | Variance (%) |
|--------------------|------------|---------|----------------------|--------------|
| Convenience        | 3,493      | 30.52   | 17.11                | +13.41       |
| Comparison         | 4,255      | 37.18   | 46.60                | -9.42        |
| Service/Food/Drink | 3,521      | 30.76   | 23.28                | +7.48        |
| Vacant             | 177        | 1.54    | 11.98                | -10.44       |
| Total              | 11,446     |         |                      |              |

Table 4.1 Uses in Kidlington village centre by floorspace. Source: Experian Goad Centre Study, March 2011

| Net capacity for new shop floorspace | 2016  | 2021  | 2026  |
|--------------------------------------|-------|-------|-------|
| Convenience                          | 2,414 | 2,745 | 3,211 |
| Comparison                           | 4,349 | 5,660 | 7,941 |

Table 4.2 Future Retail floorspace capacity 2010 assessment. Source: 2010 Retail Update (CBRE)



Figure 4.21 Kidlington Centre

### 4.3 Exeter Close

Exeter Close, just to the south of the village centre, accommodates a number of community and health facilities in a range of standalone buildings. Recent landscape improvements have created a much stronger entrance to the site from Oxford Road; however the area still feels relatively disconnected from the High Street. Facilities comprise:

- Exeter Hall: hall and meeting rooms, tourist information centre, KPC offices
- Exeter Close Health Centre - Kidlington & Yarnton Surgery and Exeter Surgery, Pharmacy, Family Planning Clinic
- Forum Youth Centre (with outdoor games area)
- Oxfordshire County Council Youth Services
- Kaleidoscope Children’s Centre - provision for variety of activities, adult learning, parenting courses and drop-ins for families with children under 5
- Exeter Close Pavilion (Kidlington Forum Table Tennis Club)
- Bowls Club

Exeter Close has a large area of surface car parking, recycling facilities and landscaped garden area. It adjoins a football pitch/playing fields and a children’s play area.

The buildings are of varied quality and include temporary buildings and are mostly single storey. There is considerable opportunity to develop a more integrated and efficient layout, increasing the available floorspace and releasing land for new uses.

|   |   |
|---|---|
| <b>Key</b>  | <b>7</b> Bowling green                              |
| <b>1</b> Exeter Hall: Parish Council offices and information centre | <b>8</b> Children’s playground and recreation field |
| <b>2</b> Health centre and dental clinic                            | <b>9</b> Full size football pitch                   |
| <b>3</b> Youth centre   | <b>10</b> Landscaped amenity space                  |
| <b>4</b> Kaleidoscope childrens centre with outdoor space           | Surface car park                                    |
| <b>5</b> Kidlington football club community hall facilities         | Vehicle access                                      |
| <b>6</b> Tennis court and basketball court                          | Pedestrian access                                   |
|   | Line of trees                                       |



Figure 4.22 Distribution of facilities at Exeter Close



Figure 4.23 Exeter Hall



Figure 4.24 Bowling Green



Figure 4.25 Landscape setting

## 4.4 Education

There are four primary schools and a secondary school in Kidlington and a further primary school in nearby Islip. Based on the analysis contained in the Pupil Place Plan 2015-2019 (Oxfordshire County Council 2015), there are pressures on primary school places. There was exceptionally high demand for Reception Places in 2014-2015 and whilst forecasts indicate demand will subside slightly, Kidlington is expected to have well below the level of spare spaces required to respond to fluctuations in demand. Action is being taken at Edward Feild Primary School to accommodate higher pupil numbers and permanent expansion will follow if pupil numbers are sustained. Forecasts indicate Gosford Hill School may need to increase admission numbers over the next few years but the total accommodation capacity should support the expected level of demand. Details of existing capacity are summarised in the Table 4.3.

Forecast demand is summarised in Table 4.4. The plan takes into account housing sites identified by Cherwell District Council as developable and deliverable and forecast demand is based on development of 290 new homes in the period 2011-2020 in Kidlington, Yarnton, Gosford and Water Eaton (Pupil Place Plan, 2015). However, changes in the local demographic profile may result in pupil numbers growing faster than forecast and the requirement for school expansion will be dependent on distribution of housing growth in Kidlington and the Rural Villages.

|                                | Pupil Numbers<br>October 2012 | Pupil Numbers<br>October 2015 | Capacity<br>May 2015 | Comments  |
|--------------------------------|-------------------------------|-------------------------------|----------------------|---|
| Dr South's Primary School      | 86                            | 95                            | 105                  |   |
| Edward Field Primary School    | 299                           | 315                           | 296                  | Agreed to take over admission numbers in 2014 and 2015 to meet local population pressures. Permanent expansion expected if pressure continues                   |
| North Kidlington PS            | 251                           | 278                           | 315                  | Capacity significantly dependent on temporary classrooms (90). Admission numbers increased to 45 from 40 in September 2013. Shares site with Magpies Pre-School |
| St Thomas More PS              | 199                           | 197                           | 210                  |   |
| West Kidlington Primary School | 385                           | 394                           | 420                  | Capacity significantly depends on temporary classrooms (120)  |
| Gosford Hill Secondary School  | 865                           | 861                           | 1221                 | The 2014 primary to secondary transfer cohort was atypically small  |
| <b>Total</b>                   | <b>2085</b>                   | <b>2140</b>                   | <b>2567</b>          |   |

Table 4.3 Existing School Capacity (Pupil Place Plan (Oxfordshire County Council, 2015))

The Local Plan has identified that due to a lack of spare education capacity in the town, expansion of one of the existing primary schools will be required over the plan period and developer contributions will be sought.

There is one Children's Centre in the Kidlington area, the Kaleidoscope Children's Centre in Exeter Close which offers a crèche, drop in sessions and support plus other sessions with midwives etc.

Edward Feild Nursery School offers 26 full time equivalent places for pupils aged 3 to 5 and is federated with Edward Feild Primary School. West Kidlington Nursery School offers 26 full time equivalent places for pupils aged 3 to 5 and merged with West Kidlington Primary School following consultation in 2013. There are not enough places for all eligible 2 year old children in the partnership are to access early years entitlement locally. Otherwise, early years sufficiency across the area currently meets needs of the population but additional capacity may be required in response to further population growth.

Oxfordshire County Council will seek developer contributions to improve or extend existing schools. North Kidlington and West Kidlington Primary Schools and Gosford Hill School are currently dependent on the use of temporary classrooms to accommodate pupils on site.

## 4.5 Health

There have been significant changes in the provision of healthcare services with the introduction of Clinical Commissioning Groups (CCGs) in April 2013. The Oxfordshire CCG is responsible for commissioning, planning, designing and paying for health services. The Oxfordshire CCG has a budget of £612 million to commission healthcare services. The key priorities are:

- A shift to commissioning for outcomes
- Promoting integrated care through joint working
- Moving care closer to home
- Commissioning patient centred services.

There are three GP Practices in Kidlington- The Kidlington & Yarnton Medical Group and the Kidlington Surgery are located at Exeter Close and the Gosford Hill Medical Centre is located on Oxford Road.

Proposals were drawn up in 2011 for a new medical centre in Exeter Close for the co-location of the three existing GP practices and extended clinical provision. These proposals were not progressed but we understand that further work by health providers is now underway to develop a scheme for the reconfiguration of services at Exeter Close.

|           | PAN 2015 | Pupil numbers<br>Oct 2014 | Forecast pupil numbers<br>2016/2017 | Forecast pupil numbers<br>2019/2020 | Total capacity<br>May 2015<br>(including temporary accommodation) |
|-----------|----------|---------------------------|-------------------------------------|-------------------------------------|---|
| Reception | 210      |                           | 191                                 | 190                                 |   |
| Primary   |          | 1279                      | 1349                                | 1342                                | 1346  |
| Year 7    | 180      |                           | 185                                 | 194                                 |   |
| Secondary |          | 861                       | 924                                 | 1034                                | 1221  |

Table 4.4 Forecast demand for school places (Pupil Place Plan, Oxfordshire County Council, 2015)

## 4.6 Community facilities: summary analysis

| Strengths  | Weaknesses  |
|--|---|
| <ul style="list-style-type: none"> <li>Clusters of facilities around the village centre / Exeter Close and Gosford Hill / The Broadway serve residents in central and southern Kidlington well.</li> <li>The village centre functions as a local service centre with a regular market.</li> <li>Village centre expansion is identified in the Local Plan.</li> <li>Stratfield Brake provides a hub of sports activities to the south of the village.</li> <li>Recent landscape works at Exeter Close have improved the entrance and setting of the site.</li> </ul>  | <ul style="list-style-type: none"> <li>North and eastern Kidlington and Langford Lane are poorly served by retail and community facilities.</li> <li>Underperforming village centre with low levels of comparison retail in town centre and low demand for new premises, and lack of vitality and activity.</li> <li>Oxford Road acts as a barrier to movement and has a lack of high quality frontage.</li> <li>Limited vehicle access points to the village centre limit footfall from passing trade.</li> <li>Lack of data regarding car park usage/need.</li> <li>Pedestrianisation scheme has not delivered anticipated benefits.</li> <li>Buildings on the High Street are of varied design and architectural quality.</li> <li>Exeter Close still relates poorly to the town centre. The layout of the site is inefficient, buildings are outdated and poorly integrated.</li> <li>Sports clubs within the village are dispersed with poor quality facilities located to the rear of housing areas. The modern sports facilities of Stratfield Brake are at capacity.</li> </ul> |
| Opportunities  | Threats   |
| <ul style="list-style-type: none"> <li>Potential for rationalisation and redevelopment of buildings in Exeter Close to provide an integrated community hub and release development land.</li> <li>Capacity to support additional convenience and comparison retail floorspace.</li> <li>Potential to rationalise village centre car parking to release development land.</li> <li>Further expansion of markets and events.</li> <li>Extend offer of town centre including evening economy and niche food offer.</li> <li>Employment and housing growth identified in the Local Plan could create demand for extended retail offer and facilities in village centre.</li> <li>Availability of Portas funding for development of proposals for enhancement of the village centre.</li> </ul> | <ul style="list-style-type: none"> <li>Funding of new community facilities may not be forthcoming and may be dependent on developer contributions.</li> <li>Current village centre / Exeter Close occupiers may not wish to be part of a comprehensive development scheme/ shared facilities.</li> <li>Competition from other retail centres.</li> <li>Loss of A1 uses/ active frontage and pressures for change of use to class A2 service uses in the village centre which could adversely affect vitality.</li> <li>Lack of investment in good quality design leading to poor quality townscape and public realm.</li> <li>Oxford Road may continue to act as a barrier as a result of its strategic highways function.</li> </ul>   |

Table 4.5 Community facilities summary analysis

### Consultation Questions:

- 4a. Does the description of community facilities accurately reflect the issues faced by Kidlington?
- 4b. Are there any inaccuracies or important issues that have been missed?



# 5.0 Movement and connectivity

## 5.1 Road network

Kidlington is well connected to the strategic road network. It is located between the A44, to the west, which heads north-west towards Chipping Norton, and the A34 to the east which leads to Junction 9 of the M40 and Bicester, 5 and 7.5 miles from the village respectively. The roads converge at the Pear Tree roundabout at the northern edge of Oxford.

The village is located on the Oxford to Banbury Road (A4260) which runs broadly north-south and forms the movement spine through the centre of the village. Banbury lies 17 miles to the north, and Oxford 5 miles to the south.

The A4260 is used by through traffic and local traffic with annual average daily motor vehicle flows of 13,400 vehicles in 2014 down from a peak of 16,000 in 2002. Cars and taxis make up the greatest proportion of traffic (81%) and there is a noticeably higher proportion of light goods vehicles (15%) than the A44 and A34. HGVs account for 3% of flows in comparison to 11% on the A34 and 4% on the A44. (Source: DfT traffic count data [www.dft.gov.uk/traffic-counts](http://www.dft.gov.uk/traffic-counts)).

The character of the A4260 reflects its strategic highways function:

- The road speed is generally 40mph, decreasing to 30mph in the village centre.
- The road generally has a single carriageway in either direction, with slip lanes on the approach to junctions and central reservations. South of the junction with Bicester Road, and to the north of Benmead Road the road corridor widens to accommodate verges, service roads and a bus lane.
- Properties front onto the road, but are set back behind gardens or parking areas with access either directly off the A4260 or via a service road, resulting in a lack of street enclosure.
- Pedestrian crossing points are limited.
- Congestion is reported at peak hours around the major junctions, with particular problems in the southern part of the village on the approach to Kidlington roundabout and Water Eaton Park and Ride.

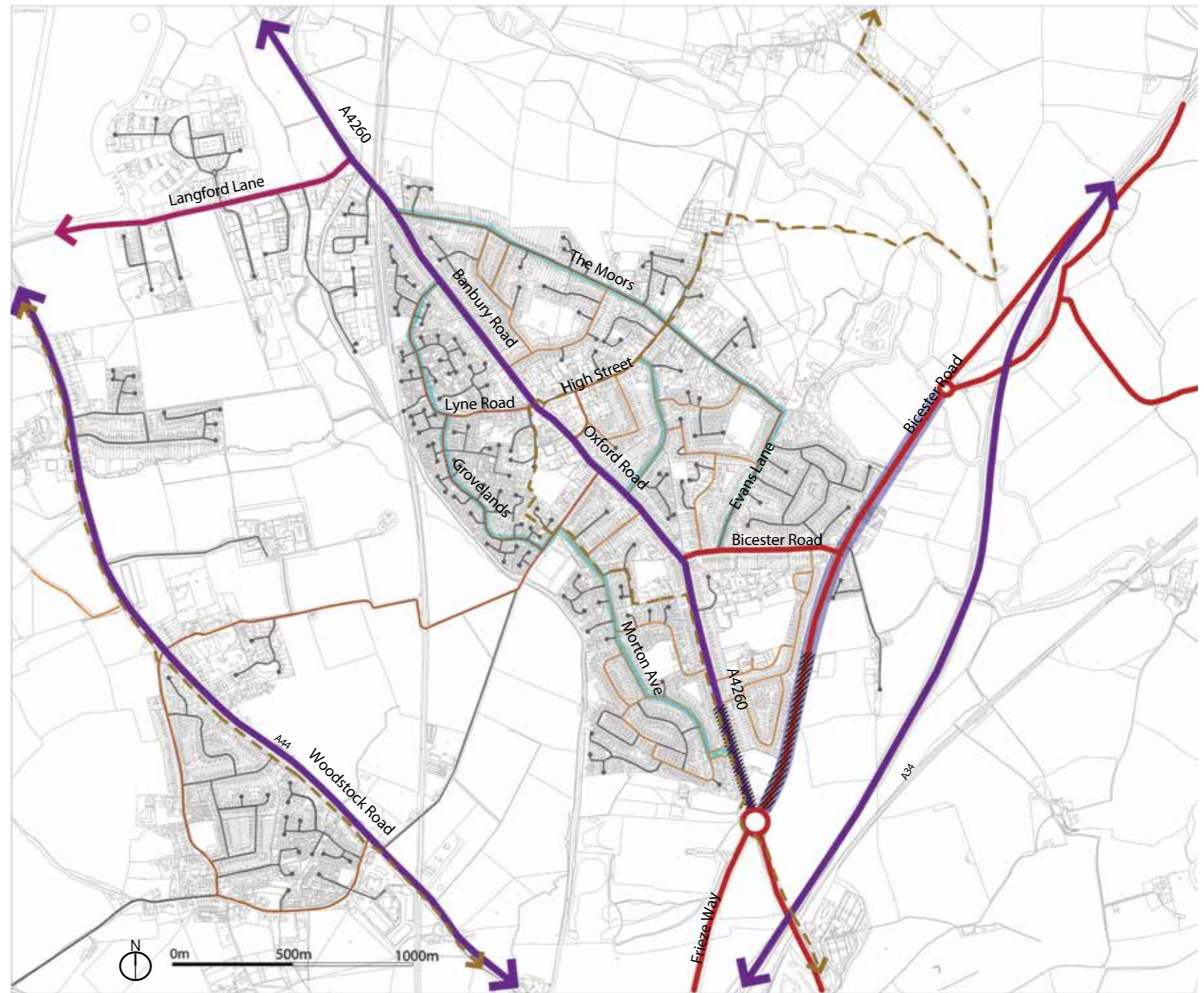


Figure 5.1 Existing street network

|                          |                             |                              |  |
|--------------------------|-----------------------------|------------------------------|--|
| <b>Key</b>               |                             |                              |  |
| Primary through routes   | No through routes           | Streets prone to rat-running |  |
| Secondary through routes | National cycle route        | Congestion                   |  |
| Tertiary through routes  | Air quality management zone |                              |  |

The residential estates to the east and west of Oxford Road are accessed via a small number of through-roads, which lead onto cul-de-sac and smaller loop roads. The lack of permeable connections through the neighbourhoods results in rat-running and traffic dominance on streets which do allow through movement, for example The Moors and Lyne Road.

The High Street is pedestrianised between Watts Way and Oxford Road. Cycles and delivery vehicles are permitted to enter the area before 10 am and after 4:30pm.

Kidlington is well connected to the strategic road network. It is located between the A44, to the west, which heads north-west towards Chipping Norton, the A34 to the east which leads to Junction 9 of the M40 and Bicester and the A40 to the south that carries traffic to the West Country and south Wales and the M40 at junction 8 to the east. The roads converge at the Pear Tree and Wolvercote roundabouts at the northern edge of Oxford with significant congestion experienced during peak times. To relieve this congestion Oxfordshire County Council is proposing a series of improvements in the area. Of particular relevance to Kidlington is a new link road between the A40 and A44, bypassing the Peartree roundabout, and a North Oxford bypass between the A4260, A34 and A40.

### 5.1.1 Car Parking

See section 4.2.4 for details of village centre car parking. Other concentrations of car parking relate to Sainsbury's at Gosford (450+ space), parking in front of shops at The Broadway, Oxford Road and the station and Park and Ride car park at Oxford Parkway.

Parking regulations have recently been introduced on slip roads close to Kidlington roundabout to prevent the high volumes of high volumes of commuter car parking which were creating congestion and blocking cycle routes. Unfortunately a consequence of this has been increased parking on the unregulated residential roads nearby. The assumption is that this free parking is being used by commuters accessing buses into Oxford, as an alternative to the paid for parking at Water Eaton park & ride.

Parking controls have also been introduced at Exeter Close to prevent commuter use.

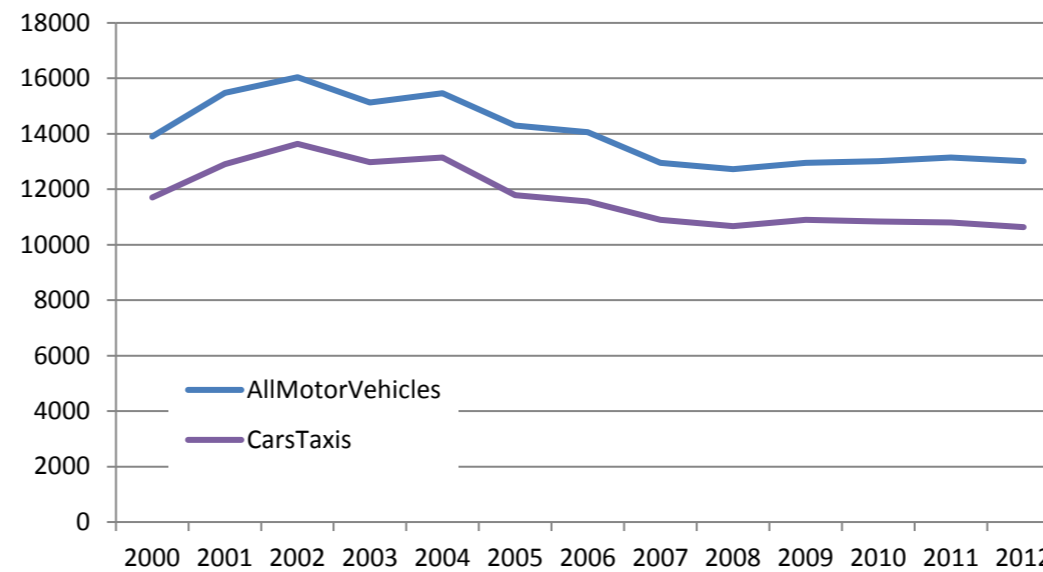


Figure 5.2 DfT daily average traffic counts for A4260

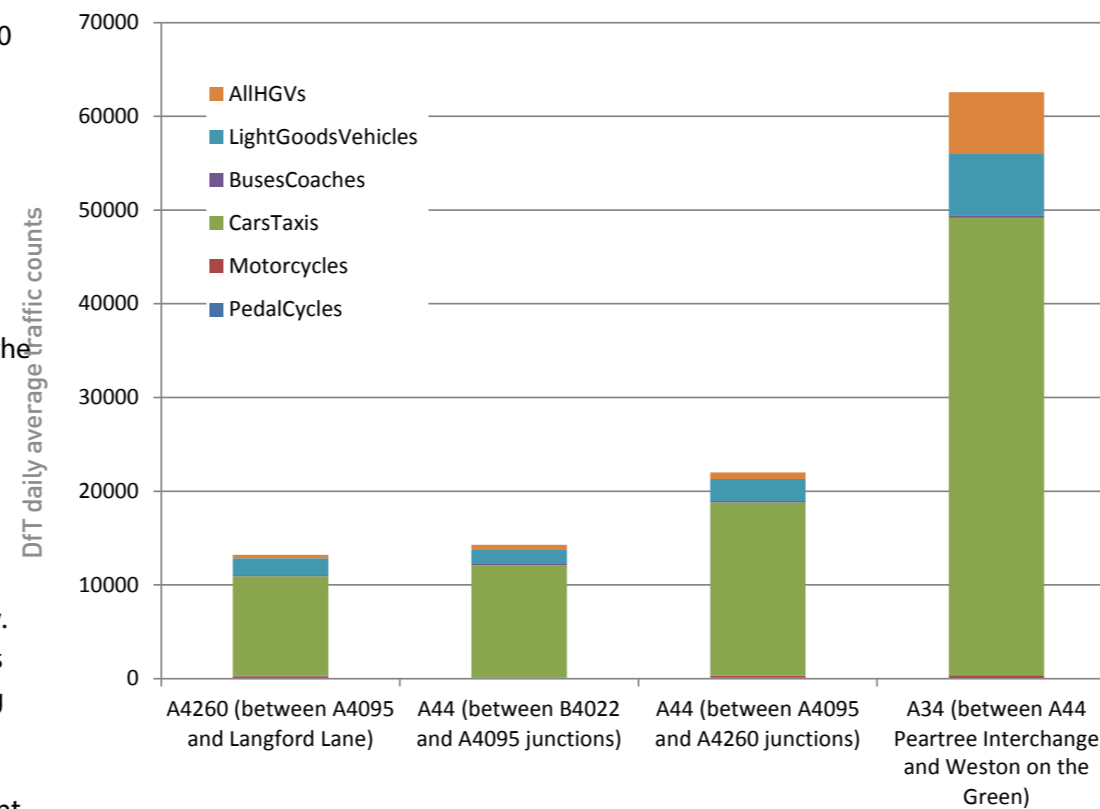


Figure 5.3 Comparison of traffic counts and modal split

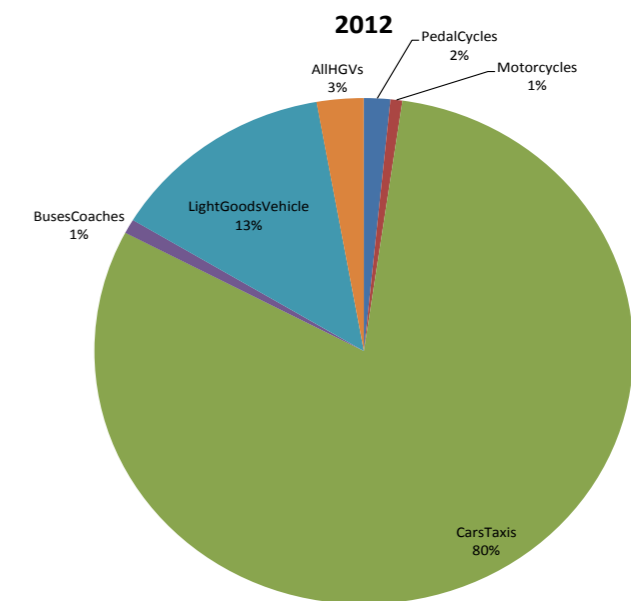


Figure 5.4 Modal split on the A4260

## 5.2 Public transport

### 5.2.1 Buses

Kidlington is well served by bus, with high frequency services operated by the Oxford Bus Company and Stagecoach. A bus lane is located on the southern section of Oxford Road.

There is a frequent service (up to 24 buses per hour) between central Kidlington and Oxford city centre (2, 2A, 2B, 2C, 2D and 700 services). The buses take different routes into the city and through Kidlington but generally have a journey time of around 30 minutes into the city centre, making this an attractive alternative to the car. Several of these services extend to London Oxford Airport, but this service is only available during peak hours.

The S4 connects Banbury to Oxford and Bicester hourly, and the S5 Gosford to Bicester four times an hour. Both are part of Stagecoach's high-spec Gold service buses. The journey time to Bicester is around 20 minutes.

Smaller neighbouring settlements are connected by infrequent services for example Go Ride's serve circular routes around Kidlington and connecting to Woodstock, Begbroke and Yarnton.

Routes are generally well served by bus stops which are located at approximately 200-300m intervals. Bus stops within the village centre are located outside Tesco on High Street which can cause localised congestion, but the majority of services use stops a short walk away from the centre to the north and south on Oxford Road.

The County Council operates a park and ride service into Oxford from Water Eaton adjacent to Oxford Parkway station on the A4165.



Figure 5.6 Frequent bus services in Kidlington

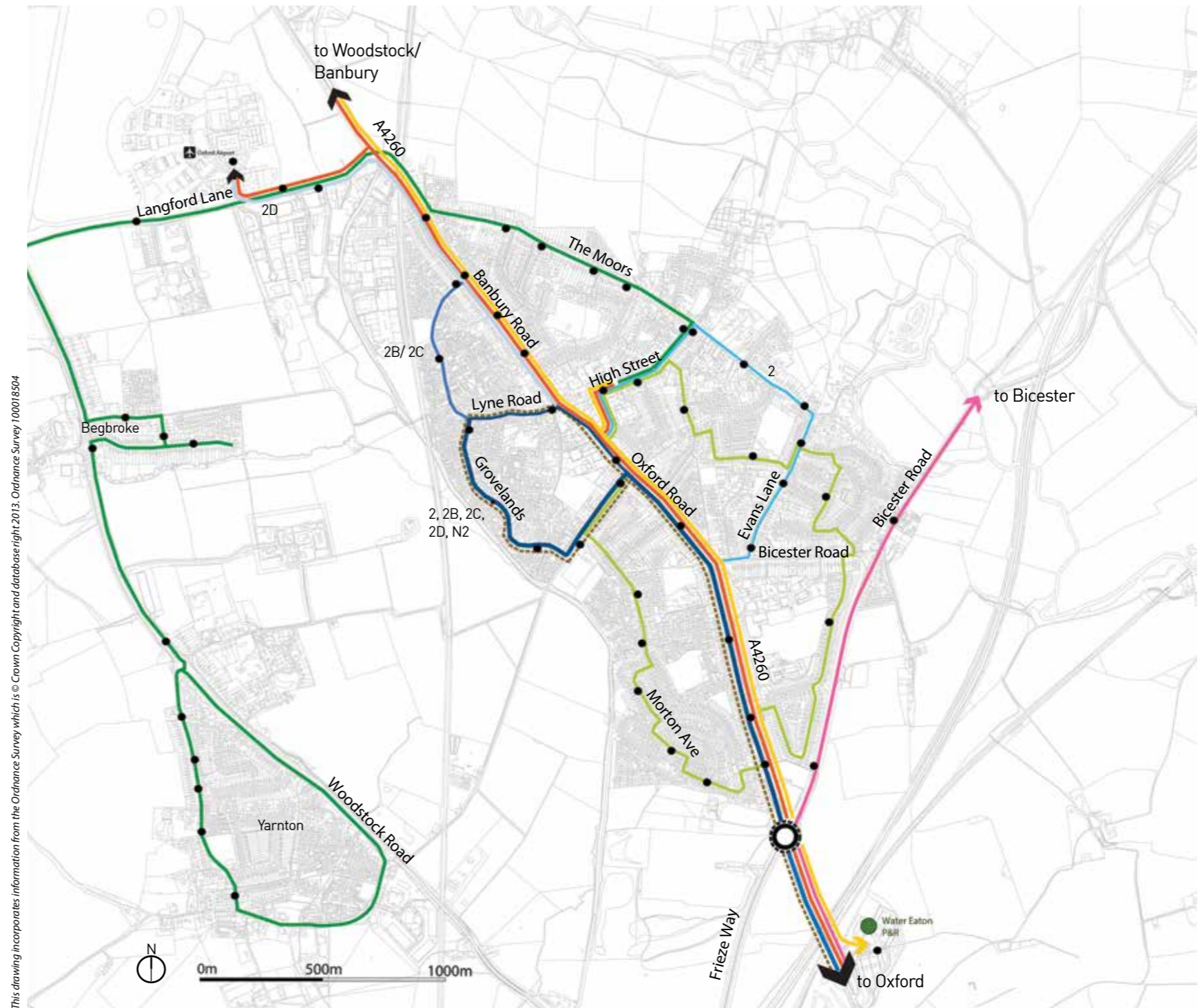


Figure 5.5 Bus network

#### To Oxford

- █ 2, 2A, 2B, 2C, 2D, N2 each service provides buses M-F: every 15 mins. Sun: every 30 mins
- █ 700 to JR Hospital, Oxford. M-F: every 20 minutes

#### Banbury to Oxford

- █ S4 M-F: every hour/ Sun: 4 buses daily. Oxford Airport to Oxford M-F: 4/5 buses
- To Bicester █ 25 M-Sat: every hour
- To Woodstock

- █ W10 M-F: 4 buses, Sat: 1 bus

#### Local buses- Go Ride CIC

- █ K1 Garden City M-Sat: 5 buses
- █ K2/ K3 Kidlington/ Begbroke/ Yarnton. M-F: 8 buses, Sun: 5 buses
- Bus stop

## 5.2.2 Rail

The nearest railway station is Oxford Parkway, around half a mile south of Kidlington. The station opened in 2015 and currently provides connections to London Marylebone via Bicester. Two trains an hour serve the station reaching Bicester in around 10 minutes and London in just over an hour. Services to Oxford station are expected to begin running in December 2016. The line serving the station forms part of the East West Rail Link project, which will provide services to Milton Keynes from 2019 and eventually on to Cambridge. The station provides 1,036 car, 100 bicycle and 75 motorcycle parking spaces.

A range of cross-country services to destinations including Manchester and Bournemouth are available from Oxford.

### 5.2.2.1 London to Banbury line

The London to Banbury rail line runs immediately to the west of the village. Until its closure in 1964 Kidlington had a station on this line located at Station Approach, south of Langford Lane. The rail line creates a barrier to east-west movement and is crossed in three places - by road bridge on Banbury Road at the northern end of the village, by level crossing (pedestrian and cyclist only) at Roundham off Partridge Close, by canal underpass, and by vehicle level crossings on Yarnton Lane and Sandy Lane. The latter is noted as a dangerous junction.

Outline consent was granted in 2004 for a new rail stop on the Oxford to Banbury line, on land safeguarded for a station at Lyne Road, Kidlington. This scheme is no longer being progressed and is not included in the Local Transport Plan. The site remains vacant and KPC are keen for the viability of this opportunity to be reviewed once the impact of Oxford Parkway Station has been assessed and in the light of employment growth at Langford Lane.

### 5.2.2.2 Cowley Branch Line

The Oxford Transport Strategy proposes opening the Cowley branch line to the south of Oxford city to passenger services. This should be supported and connections to Oxford Parkway provided in order to allow direct rail services to the employment areas around Cowley and the Oxford's 'Eastern Arc'.

## 5.2.3 Air

Although London Oxford Airport's function is not primarily for commercial flights it has, in the past, operated regular services to destinations including Dublin, Edinburgh and Jersey. From March-August 2013 these were operated by Minoan Air, but we understand this arrangement has come to an end and the airport is looking for a new carrier.



Figure 5.7 Proposed east west rail line

### 5.3 Cycling

Kidlington's flat terrain and proximity to the cycling city of Oxford suggests that cycling has considerable potential to replace local journeys currently made by car. However, existing cycling infrastructure is piecemeal and the dominance of major roads is off-putting.

National Cycle Network Route 51 runs through Kidlington between Oxford and Bicester. The route utilises the service roads on the southern section of Oxford Road before travelling through residential estates, and then heading east along the High Street. Sustrans, who coordinate the National Cycle Network note that junctions onto the A4260 create a hazard for cyclists and the route around Kidlington roundabout is dangerous. The majority of traffic light controlled junctions do not have an advanced stop line for cyclists. Parking in the southern service roads restricts the available road width making it difficult for car and bicycle to pass safely.

A Traffic Regulation Order implemented in April 2012 prevents cycles being ridden through the pedestrianised section of the High Street between 10am and 4:30pm.

Access from NCN Route 51 route into Water Eaton Park and Ride is poor.

The A44 (Woodstock Road) is also a designated cycle route, however, again the appeal to cyclists is limited due to the large volume of traffic.

An east-west cycle path from Lyne Road / Roundham Bridge provides a connection to Begbroke village. This, together with NCN 51 forms part of the 'Cherwell Valley Route' an 18 mile leisure cycling route connecting Kidlington to Woodstock and Tackley.

The canal operates as an informal north-south cycle route into the heart of Oxford. Anecdotal evidence suggests that there is a real risk of accidentally falling into the canal due to the narrow and uneven towpath surface. There is potential to improve this route and increase connections onto it from the Langford Lane employment areas.

The Moors, Mill Street, Cherwell Estate and Bicester Road (shared cycle / pedestrian pavement) provide an alternative north-south connection on the eastern side of the village.

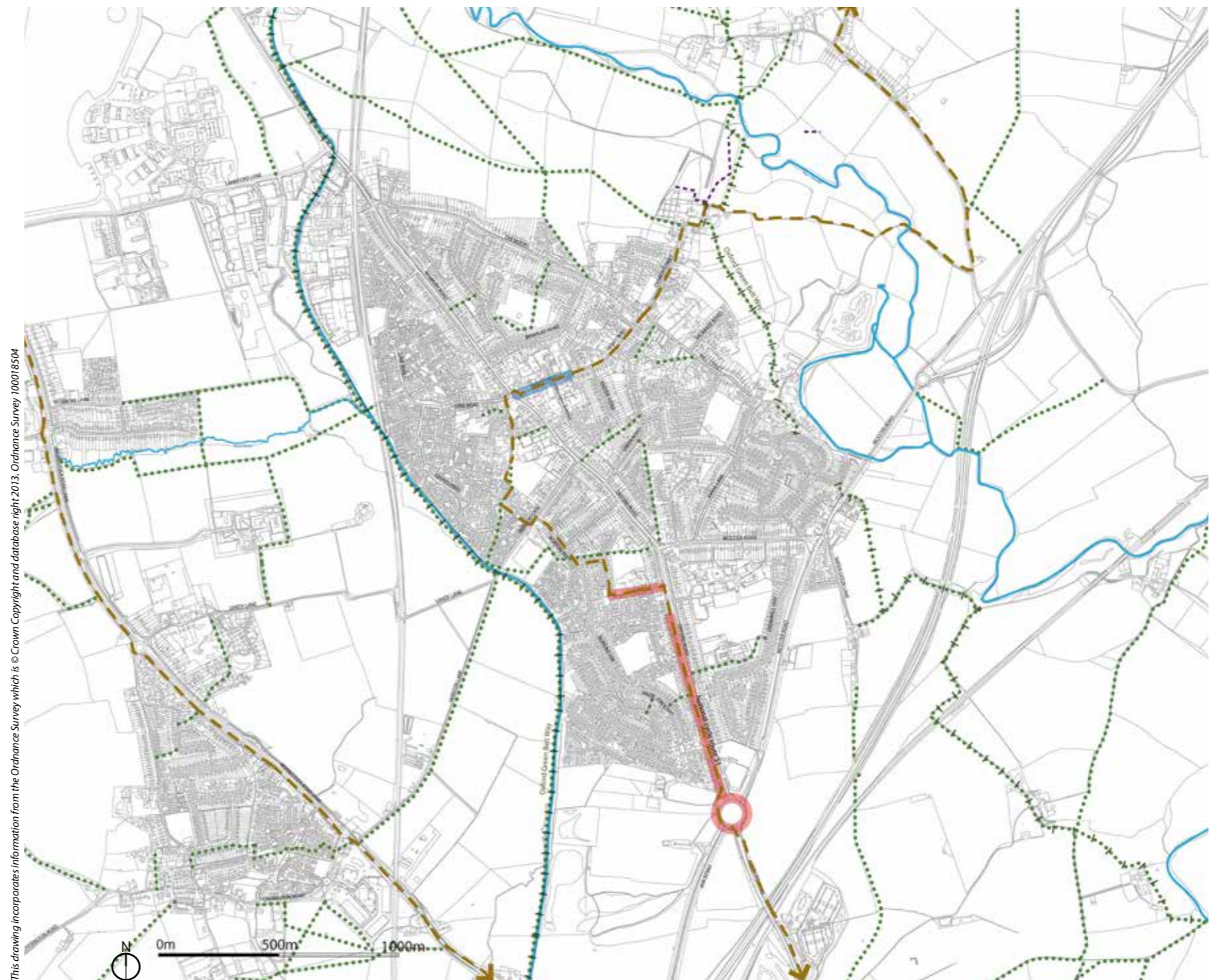


Figure 5.8 Cycling and walking network

|     |  |
|-----|--|
| Key |  |
|     | National cycle network route             |
|     | Potential for improvement to cycle route |
|     | No cycling between 10am and 4:30pm       |
|     | Rights of way                            |
|     | Green Belt way                           |
|     | St Mary's walk                           |



Figure 5.9 Roundham Locks, Oxford Canal



Figure 5.10 The Oxford Way walking route map

## 5.4 Walking

Measuring roughly 1.5 km wide by 3 km long, the majority of Kidlington should be within easy walking distance of the village centre. However the lack of a permeable street network limits direct pedestrian connections and as a result encourages car use. A disjointed network of footpaths connects cul-de-sacs and assists in making the estates more permeable, however these routes are generally at the back of properties and are at risk of anti-social behaviour. The narrow pavements, lack of crossing points and speed of traffic along the Oxford to Banbury Road is problematic for pedestrians who are moving east to west in the village.

The canal towpath is an important north-south route leading into Oxford in the south and Thrupp in the north. A towpath exists on the western side of the canal but there are limited access points from the village which sits to the east. Sections of informal path run on the eastern side of the canal but these are intermittent.

The surrounding countryside, particularly to the east of the village, is accessible via rights of way including the long distance Oxford Green Belt Way. This route established by CPRE Oxfordshire is a 50 mile circular walk, following the course of Oxford Canal along the towpath west of Kidlington towards Kidlington fields and Thrupp before returning down towards Oxford through the River Cherwell floodplain and surrounding fields. Green Lock at Kidlington is noted as a point of interest along the route.

## 5.5 Oxfordshire Local Transport Plan, 2015

The recently updated Oxfordshire County Council Local Transport Plan (LTP4) 2015 no longer includes a specific area strategy for Kidlington. However, the strategy set out in the County's Transport Plan for Oxford (part of LTP4) will have significant impacts on the village if implemented.

The proposals include:

- New Park and Ride sites to the north west of Kidlington at Langford Lane near London Oxford Airport and to the east between Kidlington and Islip with 2,700 car parking spaces. These could replace existing edge of city, park and ride locations such as Water Eaton with the aim of reducing associated traffic congestion on routes into the city. The Langford Lane site would be connected to Oxford by a Super Premium bus route running along Oxford Road.
- The new P&R locations are indicative but would require release of Green Belt land. Oxfordshire County Council is preparing a study to examine the best options for the long term future of Park and Ride in Oxfordshire. Cherwell District Council will consider this study when it is available.
- A new bus-based Rapid Transit route with modern articulated buses running on two routes from the airport (via Oxford Road, the other via the A44) that then split to serve either Oxford city centre or an orbital route serving Oxford's 'Eastern Arc' employment area.
- A new Cycle Premium Route running from Langford Lane to the Oxford city centre via Oxford Road.

The proposals are a long term, with the indicative programme suggesting delivery by 2025-2030.

5.6 Movement and connectivity: summary analysis

| Strengths  | Weaknesses  |
|--|---|
| <p>Excellent connections 'by public transport and road' to Oxford, Bicester and Banbury:</p> <ul style="list-style-type: none"> <li>• frequent buses to Oxford and Bicester and park and ride services at Water Eaton.</li> <li>• Oxford Parkway rail station provides direct trains to London Marylebone.</li> <li>• good access to the strategic highway network including the M40.</li> <li>• potential for short-haul commercial flights from London Oxford Airport.</li> </ul>  | <p>Internal connectivity within the village is poor and is dominated by car movements:</p> <ul style="list-style-type: none"> <li>• The A462 Oxford to Banbury Road forms a strong north-south movement spine to the village, but is dominated by traffic and creates a barrier to east-west pedestrian movement.</li> <li>• The numerous dead-ends in the residential estates create an impermeable, car based layout.</li> <li>• Rat-running occurs on the small number of through routes to the east and west of Oxford Road.</li> <li>• The rail and canal corridors have few crossings and are a physical barrier to movement between the employment areas /Begbroke and Yarnton and Kidlington village.</li> <li>• Bus services to the London Oxford Airport are limited to the peak hours only.</li> <li>• Cycle routes and footpaths are fragmented and poor quality in places, with limited connections to nearby villages.</li> </ul> |
| Opportunities  | Threats   |
| <ul style="list-style-type: none"> <li>• Improvements to Oxford Road to increase pedestrian and cycling priority.</li> <li>• The proposals for a new bus-based Rapid Transit system connecting the airport to Oxford could dramatically improve journey times to the city centre and to the important employment areas in Oxford's 'Eastern Arc'</li> <li>• Upgrade the canal towpath for walking and cycling for leisure activities and commuting into Oxford.</li> <li>• Re-examine viability of rail station at Lyne Road.</li> </ul> | <ul style="list-style-type: none"> <li>• A lack of physical connectivity creates a sense of social separation between different neighbourhoods, the village centre and the employment areas.</li> <li>• The out of town location of the new rail station could encourage increased car use and traffic through Kidlington.</li> <li>• Employment growth to the west of the village with no increase in public transport / cycling and walking connections, resulting in continued lack of integration between this area and the village.</li> </ul>   |

Table 5.1 Movement and connectivity summary analysis

Consultation Questions:

5a. Does the description of transport and movement accurately reflect the issues faced by Kidlington?

5b. Are there any inaccuracies or important issues that have been missed?

**This page is intentionally left blank**



# 6.0 Socio-economic context

## 6.1 Socio-economic data sources

There are a number of data sources, which are drawn upon in the following socio-economic analysis. The Census 2011 is a key source of data at local ward level data and allows for comparisons between Census 2001 and Census 2011. More recent Census data is not available, but where possible we have used the ONS Mid-Year Estimates which contain updated population and demographic data available at a local ward level, and ONS Annual Population Survey which is available at a district level.

A context map illustrating the geographies covered is provided in Appendix A.

Please note that unless indicated, statistics for “Kidlington” in this section are based on the three local level wards of Kidlington North, Kidlington South and Yarnton, Gosford and Water Eaton. It therefore includes both Kidlington Village and the nearby villages of Yarnton, Begbroke and Water Eaton.

## 6.2 Demographics

### 6.2.1 Population

Kidlington had a population of 18,370 people the Census 2011, The population growth between Census 2001 and 2011 was just over 100 people. But the 2014 ONS Mid-Year Estimates of population suggest that the Kidlington population increased by over 700 between 2011 – 2014. This equates to a 4% increase which is faster growth than that for the overall district of Cherwell with population growth of 1% over 2011 to 2014. Census 2011 figures showed that the Kidlington area working age population (WAP) was 11,800 people and represented 64% of the total population; and that the age of the overall population of Kidlington had increased .

The ONS Mid-Year Population Estimates in 2014 suggest the proportion of the population who are of working age was 63%. This proportion is in line with the regional (62%) and national average (63%), but Bicester (66%) and Oxford (72%) have a larger proportion of working age residents. Kidlington has a a much higher share of its population aged over 65 years (20%) compared to Cherwell (17%) and neighbouring Oxford (11%); and conversely it’s share of young people under the age of 16 years (17%) is lower than surrounding areas. The overall age structure of the Kidlington area is presented in the figure below,

The implications of this demographic pattern over time is likely to be seen in terms of increased pressure on resources and likely increased demand for specialist housing and healthcare, alongside a reduction in the economically active population.

|             |            | Total Population |            |            | Change 2011 - 2014 |          |
|-------------|------------|------------------|------------|------------|--------------------|----------|
|             |            | 2001             | 2011       | 2014       | Absolute Change    | % Change |
| Local Areas | Kidlington | 18,260           | 18,370     | 19,103     | 733                | 4%       |
|             | Bicester   | 28,670           | 30,850     | 31,108     | 258                | 1%       |
|             | Banbury    | 41,820           | 46,850     | 41,905     | -4,945             | -11%     |
| Wider Area  | Cherwell   | 131,790          | 141,870    | 143,771    | 1,901              | 1%       |
|             | Oxford CC  | 134,250          | 151,910    | 157,997    | 6,087              | 4%       |
|             | South East | 8,000,650        | 8,634,750  | 8,792,766  | 158,016            | 2%       |
|             | England    | 49,138,830       | 53,012,460 | 54,316,618 | 1,304,158          | 2%       |

Table 6.1 Total Population, 2001-11. Source: Census 2001, 2011 and ONS Mid-Year Population Estimates 2014

|             |            | 2001       |            | 2011       |            | 2014       |            | Change 2011 - 2014 |          |
|-------------|------------|------------|------------|------------|------------|------------|------------|--------------------|----------|
|             |            | Number     | % of total | Number     | % of total | Number     | % of total | Number             | % Change |
| Local Areas | Kidlington | 11,750     | 64%        | 11,800     | 64%        | 11,992     | 63%        | 192                | 2%       |
|             | Bicester   | 19,440     | 68%        | 20,670     | 67%        | 20,574     | 66%        | -96                | 0%       |
|             | Banbury    | 27,160     | 65%        | 30,470     | 65%        | 26,312     | 63%        | -4,158             | -16%     |
| Wider Area  | Cherwell   | 86,340     | 66%        | 91,720     | 65%        | 91,248     | 62%        | -472               | -1%      |
|             | Oxford CC  | 95,320     | 71%        | 110,090    | 72%        | 113,226    | 72%        | 3,136              | 3%       |
|             | South East | 5,097,800  | 64%        | 5,510,650  | 64%        | 5,535,330  | 62%        | 24,680             | 0%       |
|             | England    | 31,429,250 | 64%        | 34,329,090 | 65%        | 34,475,354 | 63%        | 146,264            | 0%       |

Table 6.2 Working Age Population (WAP), 2001-11. Source: Census 2001, 2011 and ONS Mid-Year Population Estimates 2014

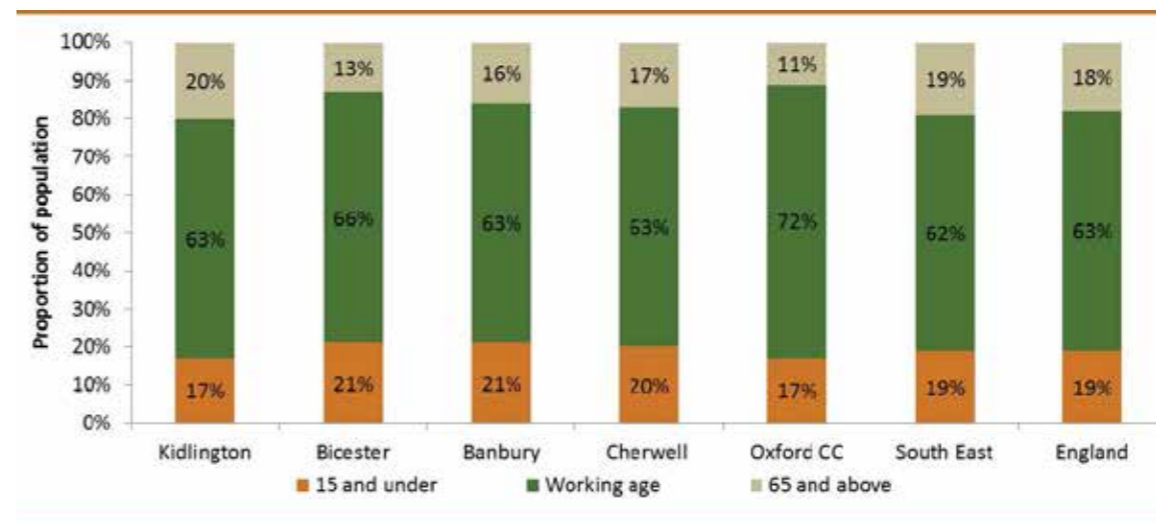


Figure 6.1 Age Structure, 2011. Source: ONS Mid-Year Population Estimates 2014

### 6.3 Economic activity

An analysis of the economically active population in Kidlington is a key component of understanding its economic performance. Census 2011 data showed that 75% of the Kidlington population was classified as economically active, which includes those that are in employment (60%), unemployed but searching for employment (3%), self-employed (9%), or a full-time student (3%). This proportion of economically active residents is above the national and regional levels (70% and 72%), and in line with the Cherwell average (76%) at that time. Between Census 2001 and Census 2011 the proportion of Kidlington residents in employment declined by 170 people (2% decrease).

More current data from the ONS Annual Population Survey (APS) in 2015<sup>1</sup>, suggest higher levels of economic activity at district level, with Cherwell having an economic activity rate of 78% with 77% in employment, and so only 1-2% in unemployment. The economic activity rate is lower than the rest of the South East (80%) and in line with the national level (78%). The employment rate is in line with regional level (77%) and higher than that observed nationally (74%)

<sup>1</sup> Based on ONS APS data (October 2014 – September 2015), this data is not directly comparable to Census

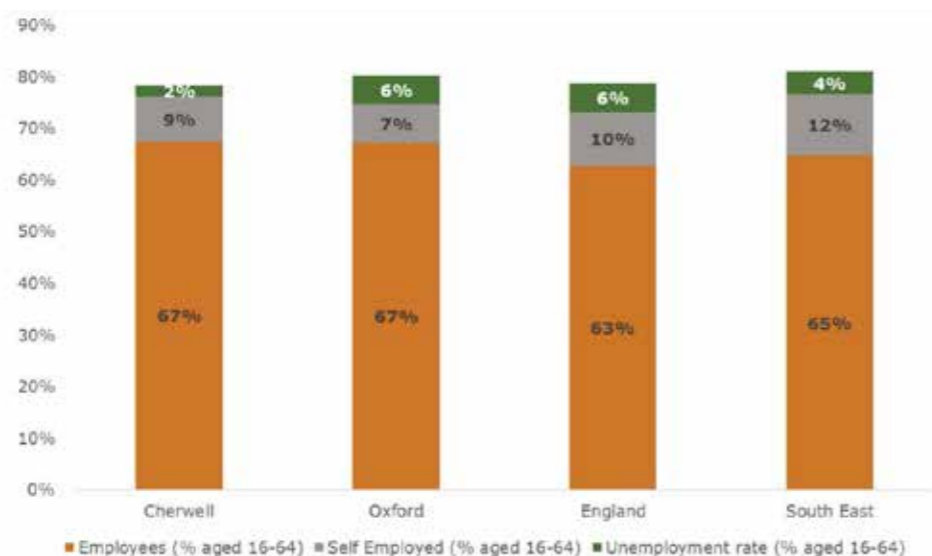


Figure 6.2 Economic Activity, 2011. Source: Source: Annual Population Survey 2015  
Note: Survey sizes

| Wider Area |            | 2010       |            | 2015       |            | Change 2010 - 2015 |          |
|------------|------------|------------|------------|------------|------------|--------------------|----------|
|            |            | Number     | % of total | Number     | % of total | Number             | % Change |
|            | Cherwell   | 70,300     | 78.3       | 67,500     | 76.6       | -2,800             | -4%      |
|            | Oxford CC  | 78,500     | 73.8       | 83,000     | 74.7       | 4,500              | 6%       |
|            | South East | 4,048,800  | 74.4       | 4,204,900  | 76.8       | 156,100            | 4%       |
|            | England    | 33,979,700 | 70.0       | 34,205,900 | 73.6       | 226,200            | 1%       |

Table 6.3 Population in Employment, 2001 - 2011 Source: Annual Population Survey 2010 - 2015  
Note: calculated on population aged 16 – 74

### 6.4 Qualifications and skills

Census 2011 figures show that 29% of Kidlington’s working age population was qualified to level 4 or above (equivalent to at least a university degree). This proportion is similar to Bicester (26%), Cherwell district (28%), and the national level (27%). Nevertheless, Oxford had a notably higher proportion of highly qualified residents, equal to 43% of the local population.

Between Census 2001 and Census 2011 Kidlington experienced an increase in the proportion of highly qualified residents as well as a decrease in the proportion of those with no qualifications. This change in Kidlington was in line with the national, district, and local averages. It has had a slightly higher percentage point increase in the number of those qualified to level 4 or above (9 percentage point increase).

The more recent data from the ONS Annual Population Survey shows the proportion of 16-64 year olds in Cherwell with a qualification equivalent to an NVQ Level 4 or above was equal to 35% which is an increase on the proportion reported by Census 2011. This increase is in line with the regional and national level (+5 points) and slightly lower than Oxford (+7 points) over the same time period.

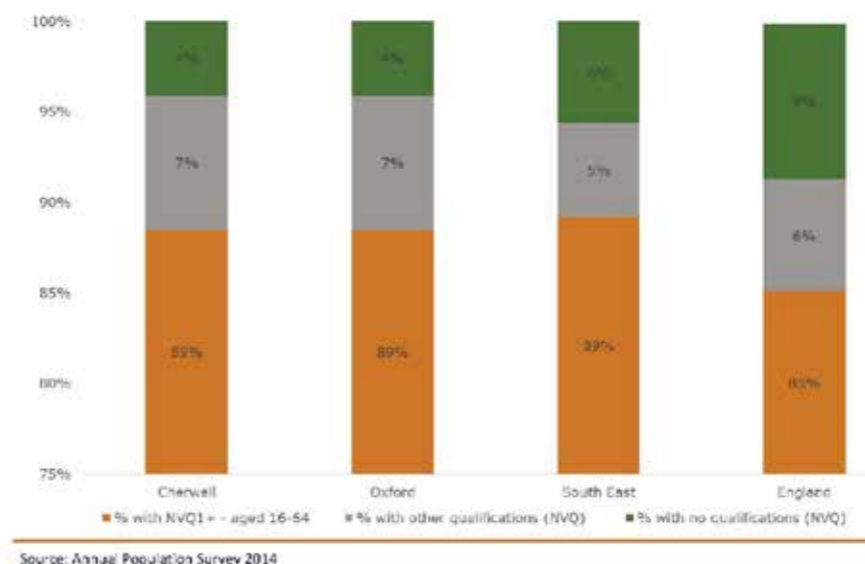


Figure 6.3 Resident qualification levels. Source: Annual Population Survey 2014

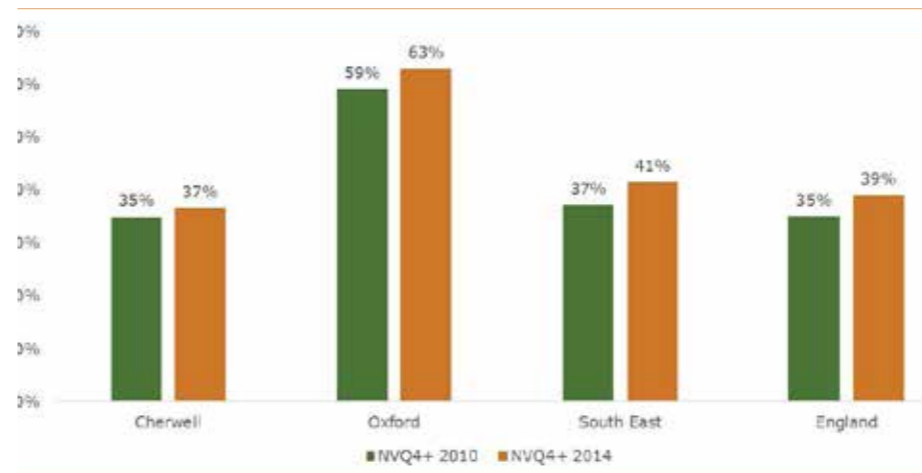


Figure 6.4 Residents achieving NVQ level 4 or higher (2010-2014). Source: Annual Population Survey 2014

## 6.5 Occupations and earnings

The occupational profile of the resident population provides another lens through which the local labour market can be analysed. This indicator has clear links to the analysis of qualification levels presented above, as a highly qualified population is likely to be reflected in the occupational categories of residents.

The Census 2011 data showed that 35% of Kidlington's population was classified as being in managerial or professional occupations. This proportion was above the national average (31%) and in line with Bicester (35%) and the Cherwell and Oxford averages (each 34%). The local comparator area of Banbury had a slightly lower proportion in managerial and professional category (26%), which is likely to be a reflection of the smaller proportion of highly qualified residents.

Between Census 2001 and Census 2011, the proportion of residents in Kidlington in managerial and professional occupations increased across all geographies, while there was a decline in the proportion of intermediate occupations.

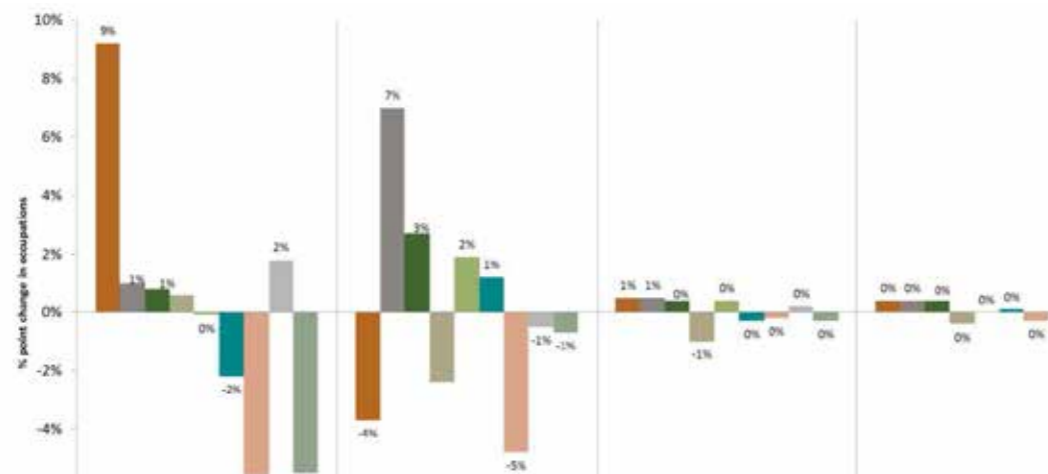
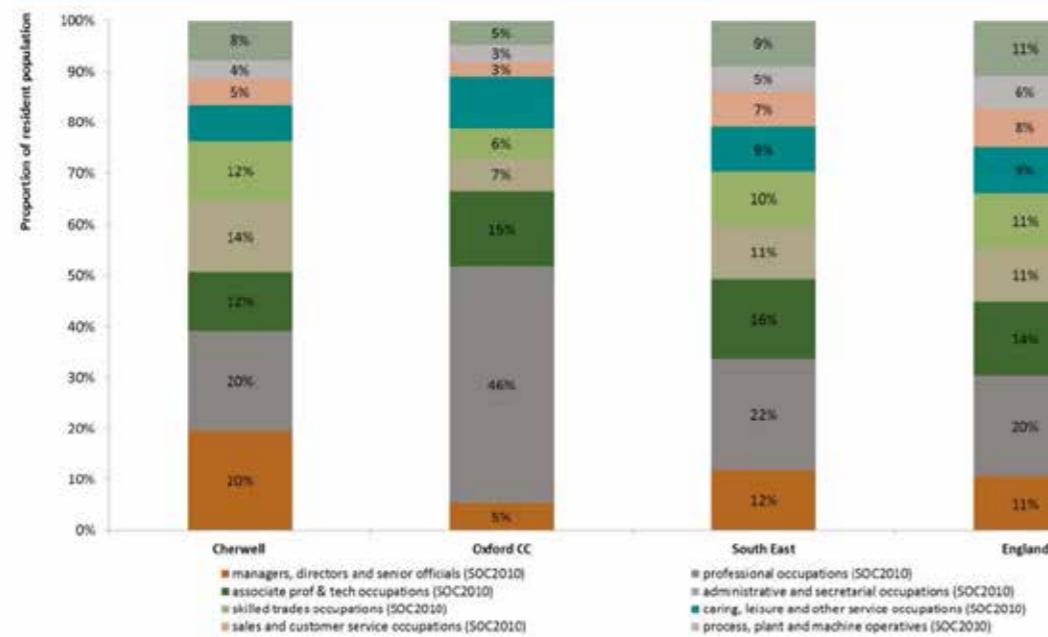


Figure 6.5 Resident occupations 2015. Source: Annual Population Survey 2011 - 2015

The 2015 data from the ONS Annual Population Survey suggests these trends in the occupational mix of residents has continued, Around 40% of Cherwell's working-age resident population now classify themselves as being in managerial or professional occupations, which is higher than the regional (34%) and national (30%) levels, yet lower than Oxford (52%).

It is also possible to use the ONS Annual Survey of Hours and Earnings to analyse the difference between the median earnings of those who live in Cherwell and those who work in Cherwell.

In the case of Cherwell, median weekly resident earnings of those in full-time employment is £559, which is equal to the figures for Oxford (£559) and higher than England (£533) yet below those of the South East (£575).

Median full-time weekly resident earnings of in Cherwell have increased by 4.3% since 2012 (unadjusted for inflation). This is a higher rate of growth than for South East England (3.4%) and England overall (3.8%) which may reflect the changing mix of residents in higher level occupation in Cherwell and access to jobs within Cherwell and its surrounding areas.

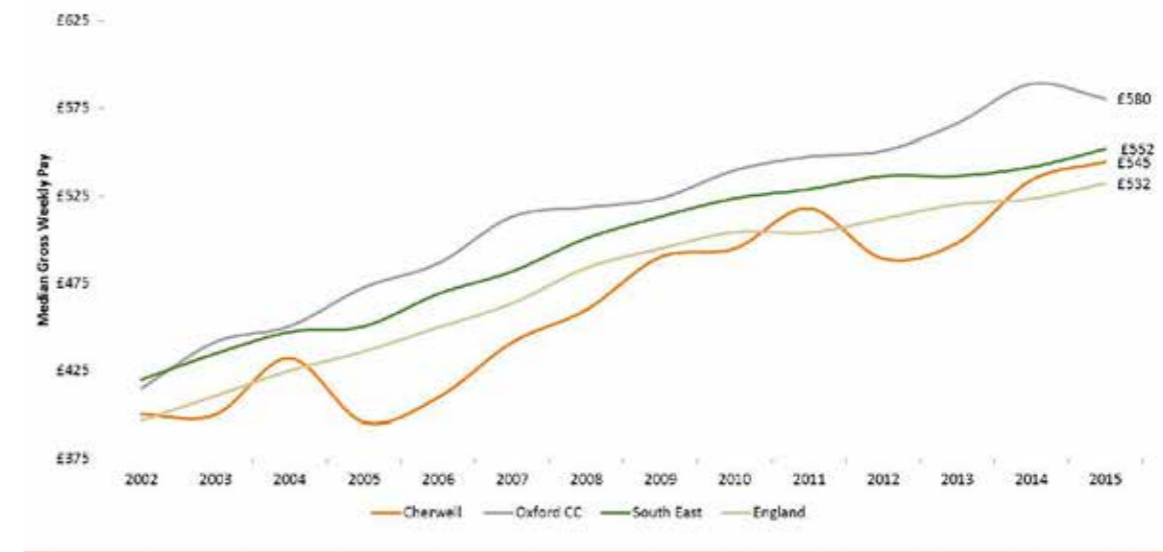


Figure 6.6 Workforce- gross weekly pay 2002-2015. Source: Annual Survey of Hours and Earnings 2015

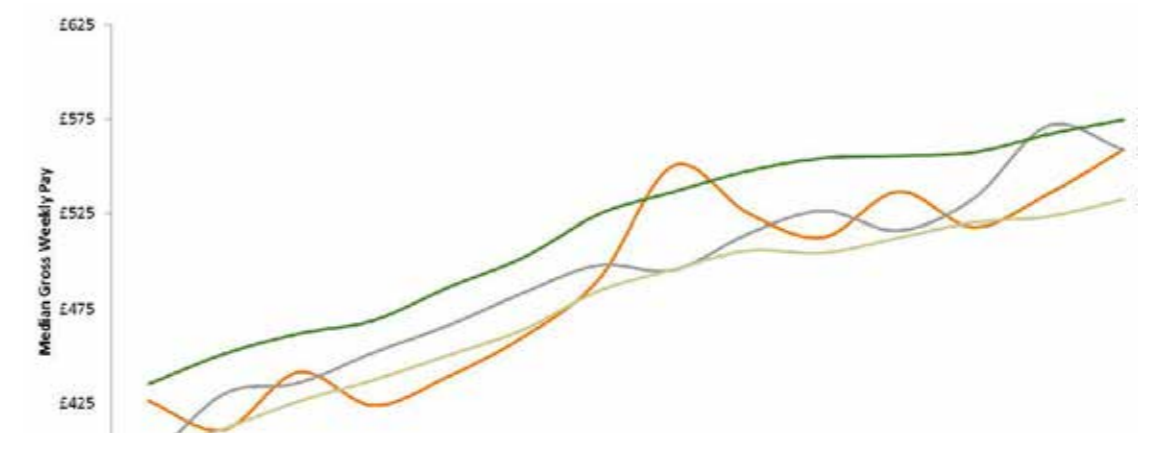


Figure 6.7 Residents- gross weekly pay 2002-2015. Source: Annual Survey of Hours and Earnings 2015

## 6.6 Deprivation

The Indices of Multiple Deprivation 2015 (IMD) provide a measure of relative deprivation among residents at a small area level of geography across England. Areas are ranked from the least deprived to most deprived on seven different domains of deprivation to produce an overall composite measure of multiple deprivation. The domains used in the indices are: income, employment, health, education, crime, housing and services, and the living environment.

Data is available for the wards of North Kidlington, South Kidlington and Yarnton, and Gosford and Water Eaton. The maps indicate that Kidlington in general performs extremely well in terms of the overall indices and the income domain. But there are localised issues.

North Kidlington ward has an overall ranking that puts in the least 20% of deprived areas in England. This indicates low deprivation, although the ranking is less encouraging for education and for access to housing and services, It implies some issues relating to accessibility to key local services in North Kidlington.

South Kidlington ranked among the least 30% of deprived areas in England. But the results for access to housing and services also imply some barriers in South Kidlington that are similar those for North Kidlington.

Yarnton, Gosford and Water Eaton also has an overall ranking in the lease 20% of deprived areas in England. The area is among the very least deprived in terms of issues crime and health. Once again, access to housing and services appears to be more of an issue with the area ranked in the bottom 50%.

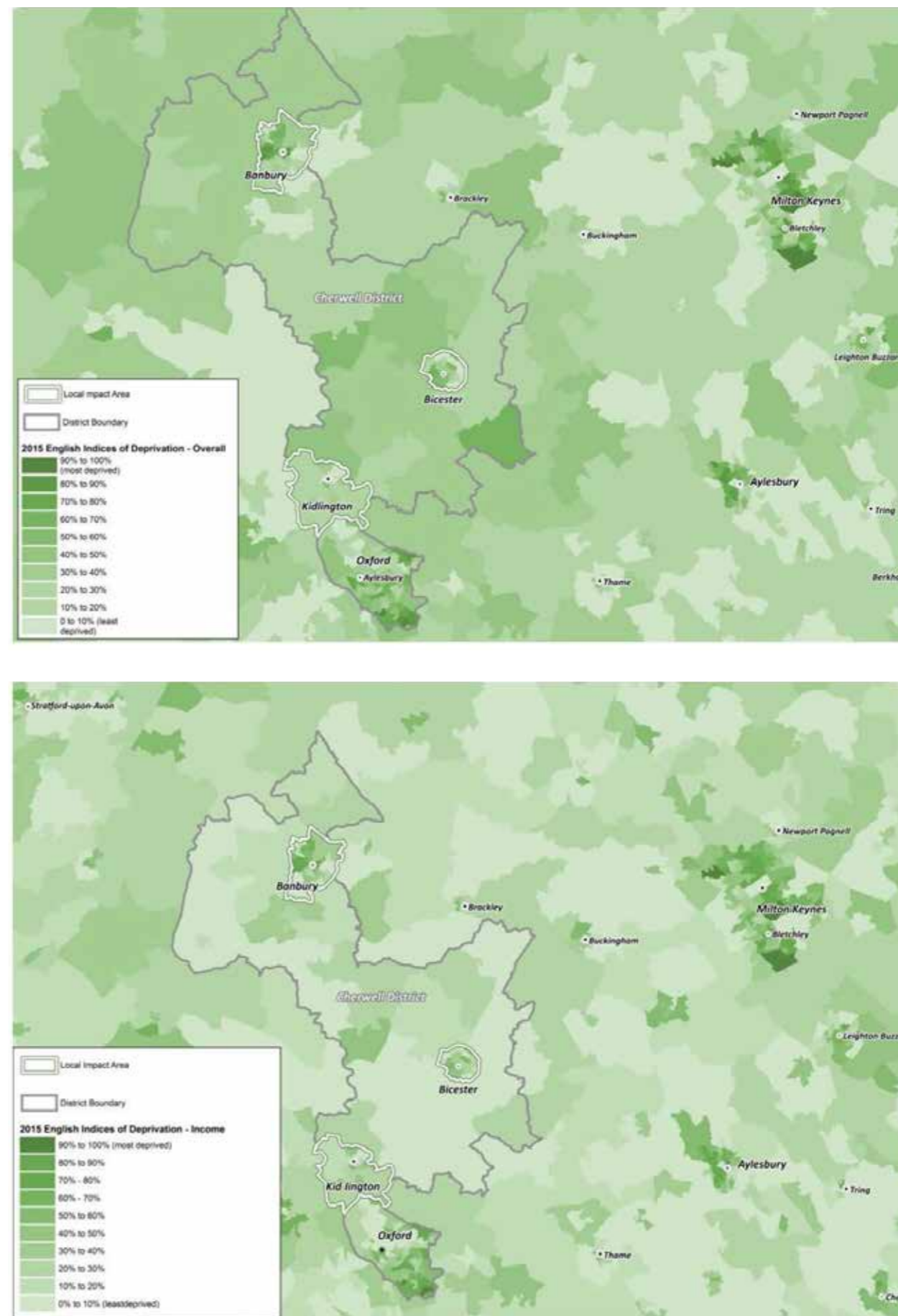


Figure 6.8 Top- IMD map overall. Bottom- IMD Income. Source: English Indices of Deprivation 2015

## 6.7 Socio-economic characteristics: summary analysis

The headline socio-economic characteristics of Kidlington and its residents are summarised below:

| Strengths  | Weaknesses   |
|--|--|
| <ul style="list-style-type: none"> <li>Below average population growth recorded in the Census 2011 (+1%) most recent APS shows stronger growth (+4%), which is higher than Cherwell, South East and England .</li> <li>Ageing population: An increasing proportion of elderly residents.</li> <li>Census showed above average proportion of Kidlington residents which are economically active (75%) and in employment (60%).</li> <li>ONS Annual Population Survey (APS) in 2015 , suggest much higher levels of economic activity at district level, with Cherwell having an economic activity rate of 78% with 77% in employment.</li> <li>Highly qualified resident workforce: qualification levels of Kidlington are high, with 29% qualified to level 4 or above (Census 2011). APS data shows that 35% of working age population are qualified to Level 4 or above.</li> <li>Above average earnings for residents in Cherwell, which have risen significantly in since 2011.</li> </ul> | <ul style="list-style-type: none"> <li>Below average population growth recorded in the Census 2011 (+1%) most recent APS shows stronger growth (+4%), which is higher than Cherwell, South East and England.</li> <li>Ageing population: An increasing proportion of elderly residents.</li> <li>Below average workforce pay: Median weekly income has increased since 2011 however it is still lower than comparator areas which could signify that employment is lower-value than surrounding areas, however the earnings gap has reduced since 2011.</li> <li>Poor access to housing and services.</li> </ul> |
| Opportunities  | Threats  |
| <ul style="list-style-type: none"> <li>Opportunities to improve access to housing and services in North Kidlington and South Kidlington.</li> </ul>  | <ul style="list-style-type: none"> <li>Population decline and implications for service provision.</li> <li>Increased demand for services for the elderly</li> </ul>  |

Table 6.4 Socio-economic characteristics summary analysis

<sup>2</sup>Based on ONS APS data (October 2014 – September 2015), this data is not directly comparable to Census information.

Consultation Questions:

6a. Does the socio-economic analysis accurately reflect Kidlington?

6b. Are there any inaccuracies or important issues that have been missed?

# 7.0 Economy and employment

## 7.1 Jobs

### 7.1.1 Number of jobs in Kidlington

Kidlington makes a significant contribution to the economy of Cherwell and Oxfordshire. Using the ONS Business Register & Employment Survey, as of 2014 there was a provisional total of 9,900 employee jobs in Kidlington, representing 14% of the total number of employees in Cherwell. This has remained constant since 2011. Overall this is a smaller number than in the nearby areas of Bicester (15,200) and Banbury (29,300).

Over the period 2003 – 2014 the estimated<sup>3</sup> total number of jobs in Kidlington has declined by 600 (a 6% decrease). At the district level, Cherwell experienced a significant increase (6,100 additional employee jobs, equal to a 9% increase), as did Oxford (21,100 additional employee jobs, equal to a 20% increase). Figure 7.1 illustrates the change in jobs over time and how employment in Kidlington has recovered in recent years.

<sup>3</sup> Some changes in the ONS survey methods of local jobs, moving from the ONS Annual Business Inquiry to the ONS Business Register & Employment Survey mean that there are some minor inconsistencies over time in estimates of

|             |            | 2014       |            | Change 2003 - 2011 |            | Change 2011 - 2014 |            |
|-------------|------------|------------|------------|--------------------|------------|--------------------|------------|
|             |            | Number     | % of total | Number             | % of total | Number             | % of total |
| Local Areas | Kidlington | 9,900      |            | -1,000             | -10%       | 600                | 6%         |
|             | Bicester   | 15,200     |            | 2,400              | 22%        | 2,100              | 15%        |
|             | Banbury    | 29,300     |            | -1,100             | -4%        | 1,400              | 5%         |
| Wider Area  | Cherwell   | 70,000     |            | 1,900              | 3%         | 4,200              | 6%         |
|             | Oxford CC  | 113,900    |            | 13,000             | 14%        | 8,100              | 8%         |
|             | South East | 3,908,000  |            | 110,300            | 3%         | 156,200            | 4%         |
|             | England    | 24,299,900 |            |                    |            | 1,241,000          | 5%         |

Table 7.1 Number of jobs . Source: ABI and BRES. Note: ABI figures have been adjusted to be compatible with the BRES dataset.

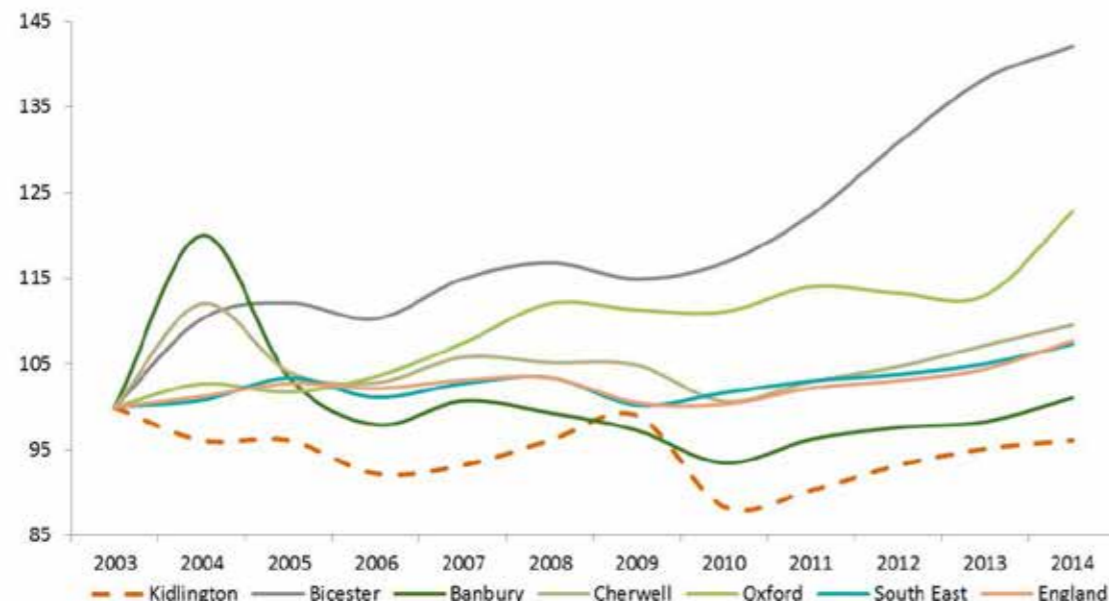


Figure 7.1 Overall Employment, 2003-11. Source: ABI and BRES.

### 7.1.2 Commuting trends

Figure 7.2 illustrates commuting trends from Kidlington. This data is from the 2011 Census. A positive number means that Kidlington receives more commuters from the respective location, whereas a negative flow means that Kidlington loses more commuters to the respective geography. Overall, there is a net inflow of 630 people into Kidlington to work which is a substantial increase of almost 500 since 2001. This also demonstrates:

- The important role that Kidlington continues to play as an employment location for other neighbouring local authorities. For example, there is a net inflow of over 1,600 commuters.
- The important role that Kidlington plays as an employment location for other parts of Cherwell. For example, there is a net inflow of over 800 people from the rest of Cherwell.
- Kidlington’s relative dependency on Oxford for employment since there is a net outflow of almost 2,600 working residents. The net outflow of commuters to London is modest at fewer than 50 residents.

Cherwell travel to work data shows that around 58% of Cherwell residents live and work in the area. The district has a net outflow of 3,000. In particular this is shaped by residents commuting out to places such as Oxford (a net outflow of 9,500) but people commuting in to Cherwell from homes in other areas such as a net inflow of 4,300 from South Northamptonshire .

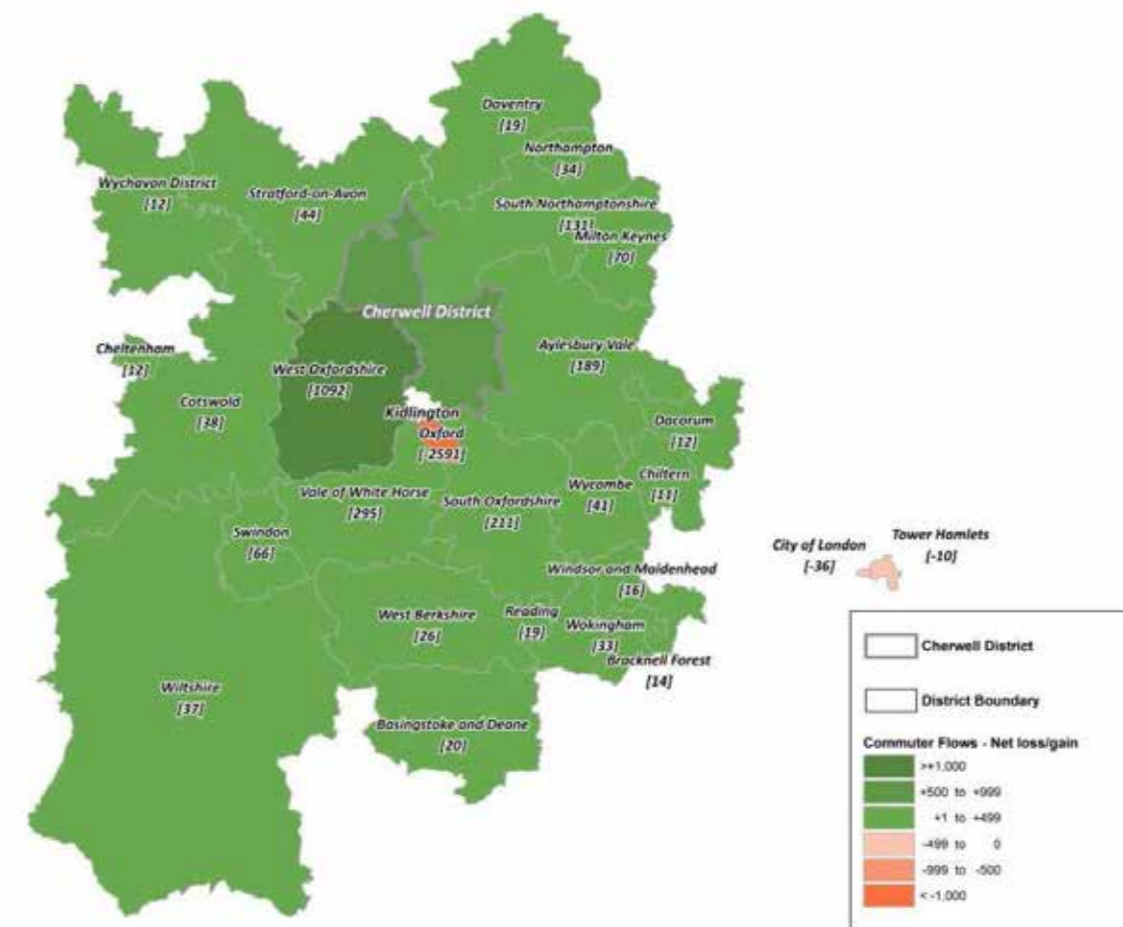


Figure 7.2 Commuting trends for Kidlington (net loss/ net gain). Source: Census 2011

## 7.2 Key sectors

The ONS Business Register & Employment Survey for 2014 shows that the largest proportion of employee jobs in Kidlington is in public administration and defence (1,600 jobs). This high share is underpinned by the presence in Kidlington of the headquarters for Oxfordshire Fire and Rescue Service and the Thames Valley Police.

Other, notable high employment sectors include retail (800 jobs) publishing (500 jobs) and manufacture of computer, electronic and optical products (300 jobs).

There are a number of sectors in Kidlington which have relatively high specialisations compared to the national average – this is measured through a location quotient (LQ) in which a sector with a measure greater than 1 indicates that the proportion of employment in that sector is more concentrated at the local level than the national level.

These areas of specialisation are a reflection of the activities concentrated in Kidlington, including those located at key employment sites such as Begbroke Science Park, Langford Lane and London Oxford Airport and include:

- Publishing activities in books and periodicals including the local presence of publishing firms such as Elsevier and Medicine Publishing.
- Repair and installation of machinery remains significant in the area. Given the technical nature of activities present at London Oxford Airport, it is possible that the machinery repair activities support maintenance required at the airport, where there are also a small number of jobs in air transport.
- Manufacture of electronics and electrical equipment also has a relative concentration in Kidlington. It is plausible that that this activity is associated with a small number of firms, such as Essentra Components.
- Scientific R&D is primarily concentrated in natural sciences and engineering and likely to be associated with the activities located at Begbroke Science Park. This science park is owned and managed by Oxford University. It has over 30 businesses, mostly operating in R&D in biotechnology, pharmaceuticals, materials, and environmental sciences.

| Sector   | Employment | % Total Employment |
|--|------------|--------------------|
| Public administration                          | 1,600      | 16%                |
| Retail trade, except of motor vehicles         | 800        | 8%                 |
| Wholesale and retail trade inc. motor vehicles | 600        | 6%                 |
| Publishing activities                          | 500        | 5%                 |
| Specialised construction activities            | 500        | 5%                 |
| Manufacture of rubber and plastic products     | 500        | 5%                 |
| Construction of buildings                      | 400        | 4%                 |
| Education                                      | 400        | 4%                 |
| Human health activities                        | 300        | 3%                 |
| Food and beverage service activities           | 300        | 3%                 |
| Manufacture of computer and electronics        | 300        | 3%                 |

Table 7.2 Top Employment sectors by number of jobs, 2014 Source: BRES data- rounded to the nearest 100 to comply with ONS BRES data suppression

| Sector   | LQ vs. England | Employment 2014 | % Total Employment |
|--|----------------|-----------------|--------------------|
| <b>Publishing</b>                              | 10.3           | 530             | 5%                 |
| Manufacture of rubber and plastic products     | 7.8            | 470             | 5%                 |
| Sewerage                                       | 7.4            | 60              | 1%                 |
| <b>Manufacture of computer and electronics</b> | 7.3            | 300             | 3%                 |
| Electricity, gas, steam supply                 | 6.2            | 220             | 2%                 |
| <b>Repair and installation of machinery</b>    | 6.0            | 220             | 2%                 |
| <b>Manufacture of electrical equipment</b>     | 4.9            | 140             | 1%                 |
| Public administration                          | 3.6            | 1580            | 16%                |
| Wholesale and retail trade                     | 3.2            | 590             | 6%                 |
| Construction of buildings                      | 3.1            | 420             | 4%                 |

Table 7.3 Employment location quotients. Source: BRES Top Employment Location Quotient, 2014 (knowledge-based sectors highlighted)

|  | 2011 | 2014 |
|--|------|------|
| <b>Publishing</b>  |      |      |
| Publishing of books and periodicals                              | 500  | 500  |
| <b>Repair and installation of machinery</b>                      |      |      |
| Repair of metal products, machinery, & equipment                 | 200  | 200  |
| <b>Manufacture of computer &amp; electronics</b>                 |      |      |
| Manufacture of instruments for measuring, testing and navigation | 300  | 300  |
| <b>Manufacture of electrical equipment</b>                       |      |      |
| Manufacture of other electrical equipment                        | 100  | 100  |
| Manufacture of electric motors, generators, & transformers       | <50  | <50  |
| <b>Scientific research and development</b>                       |      |      |
| R&D on natural sciences and engineering                          | 100  | 100  |
| R&D on social sciences and humanities                            | <50  | 0    |

Table 7.4 Sub-sector employment in knowledge-based sectors Source: BRES. Note: Sub-sector defined according to 3-digit SIC codes.

## 7.3 Economic priorities

### 7.3.1 Economic policy context

The policy context below presents an analysis of the economic priorities outlined in key documents at the national, sub-regional, and local levels. While there are a number of priorities at the local level directly related to Kidlington's development, it is also important to understand how it is positioned within the wider growth plans for Oxfordshire and the South East region.

#### Key messages

##### *National and sub-regional policy*

The Government's current Productivity Plan 'Fixing the Foundation' identifies 'Science' as a key sectors for growth. Kidlington as home to Begbroke Science Park is a key location for science and R&D.

Kidlington sits within two LEPs. The Southeast Midlands LEP incorporates Kidlington, Oxford, Bicester, Milton Keynes and Silverstone. The Oxfordshire LEPs Business Plan for Growth identifies barriers that have the potential to inhibit the future growth and development of the local economy. The partnership identifies Oxford, Bicester and Science Vale UK as regional hubs for focused growth of significant commercial opportunities at the regional and global scale. In addition to housing affordability, the Plan notes that there is a lack of suitable business premises, particularly for knowledge-based industries, that will allow businesses to 'scale-up' and still remain in the local area.

The Oxford Economic Growth Strategy also addresses the need for additional employment land and identifies Begbroke Science Park and the London Oxford Airport as key sites that will need to be included in discussions.

##### *Local policy*

The Cherwell Economic Development Strategy states that there will be an emphasis on inward investment to help to diversify the district's economy. It notes that Motor-sports will be used as a 'shop front' as well as other high technology specialised engineering sectors. Bio-technology, materials engineering and nanotechnology will become significant wealth generators especially in the south of the district.

The Strategy also addresses Kidlington specifically, stating that its future development is linked to that of Oxford City; Begbroke Science Park and the London Oxford Airport are two key assets that Kidlington

must use to leverage growth particular in high-value knowledge based industries.

The Cherwell Economic Analysis Study identifies several challenges to the district's future growth, one of which is its below average population growth and ageing population. In addition, Kidlington lacks a strong identity and could benefit from stronger links between its resident, shopper and daytime employee populations.

The Cherwell District Employment Land Review highlights that demand forecasts estimate that an additional 9.3 – 11.3 ha of additional B1 employment land will be demanded in Kidlington through to 2026.

## 7.4 Relationship to neighbouring areas

(For more detailed analysis refer to Appendix C.)

### 7.4.1 Cherwell

#### **Bicester**

The Cherwell Local Plan highlights that Bicester's current economy centres around the Ministry of Defence (MoD) activities, storage and distribution, food processing, and engineering. Looking forward, the District hopes to build upon these strengths and focus future growth on low-carbon, green technology, and knowledge-based sectors.

North-West Bicester was named by the Government as an eco-town. It will deliver 6,000 eco-homes in the area and the Local Plan aims to roll-out the objectives of Eco Bicester One Shared Vision across the entire town, in order to market it as an attractive, modern, and sustainable location for residents and business alike. In terms of housing, the plan commits to building approximately 10,000 new homes by 2031.

Strategic development sites for employment include Bicester Business Park (B1 office) and Bicester Gateway (knowledge based economy). The aim is for this development to complement the employment development at Silverstone and part of the technology corridor from Oxford to Northamptonshire and Oxford to Cambridge.

#### **Banbury**

Banbury is Cherwell District's principal town centre and a primary regional centre. Its economy is focused on manufacturing, distribution, service industries, and public administration. Recent economic shocks to the local area include the closure of two major

manufacturers, Hella (automotive parts) and SAPA (aluminium), which resulted in a loss of 800 jobs.

The Local Plan aims to diversify the economic base, attracting manufacturing and higher value activities and support the District's growth, both in economic and population terms. A total of about 7,000 new homes are planned to be built by 2031. The Local Plan identifies two new strategic employment sites at Banbury for a mix of employment uses.

### Relationship with Kidlington

It is recognised that Kidlington could play an important role in the future development of other parts of Cherwell, particularly Bicester. CDC has an aspiration to diversify the economy and grow knowledge based sectors in Bicester. It is recognised that Kidlington already has strengths with Begbroke Science Park and the airport located in the village and its links with Oxford (most notably through Oxford University). For this reason, Kidlington is considered to be an important economic asset for the district and consideration should be given to how linkages with Bicester can be improved.

### 7.4.2 Oxford

Oxford City's Core Strategy 2026 (March 2011) sets out the most up to date vision and policy for the city's development. The Core Strategy states that Oxford should remain the central location for growth and investment in the central Oxfordshire sub-region. In support of this, it sets a minimum target of 8,000 new homes within the city over the period 2006 – 2026, with growth focussed on the regeneration areas to the south and south-east of the city.

The Northern Gateway located on the northern border with Cherwell, east of the A34 and bisected by the A44 and A40, is identified as a Strategic Area for employment-led development (B1 use), which will build on Oxford's strengths of education, health, research and development, and knowledge-based industries. The subsequent Northern Gateway Area Action Plan (July 2015) allocates land for up to 90,000 square metres of employment floorspace for uses directly related to the knowledge economy of Oxford, alongside residential (500 units), small scale retail (up to 2,500 square metres), and a hotel with associated leisure facilities.

A key consideration will be ensuring that these schemes are complementary with employment schemes being progressed in Kidlington such as at Langford Lane and Begbroke Science Park.



## 7.5 Innovation parks and innovation centres

The following innovation parks and centres are located within Oxfordshire and have a potentially complementary relationship with employment at Kidlington:

### 7.5.1 Oxford

**Oxford Science Park:** approximately 3 miles to the south-east of Oxford. It was established as a joint venture between Magdalen College, Oxford and Prudential and more than 530,000 sq ft of office and laboratory space has been completed to date. Significant further space is proposed through the masterplan for the site. The park targets science, technology and business occupiers. There are currently over 60 companies on the site with key business sectors including: computer hardware/software (31%); bio-science (43%); and, other (26%).

**Harwell Oxford:** is a science, innovation, and business campus. It was developed as a public private partnership joint venture between the UK Atomic Energy Authority, the Science and Technology Facilities Council and international property group Goodman. The site is situated 14 miles south of Oxford City and is comprised of an existing campus spanning 104 acres, with an additional 238 acres available for development and 105 acres reserved for large scale science. There are currently over 4,500 people employed on the site, working in around 150 organisations, ranging from research institutes to new start-up companies. Given the centre's emphasis on open innovation, it focuses on commercialisation of information, particular in the sectors of healthcare, medical devices, green enterprise, and computing, amongst others.

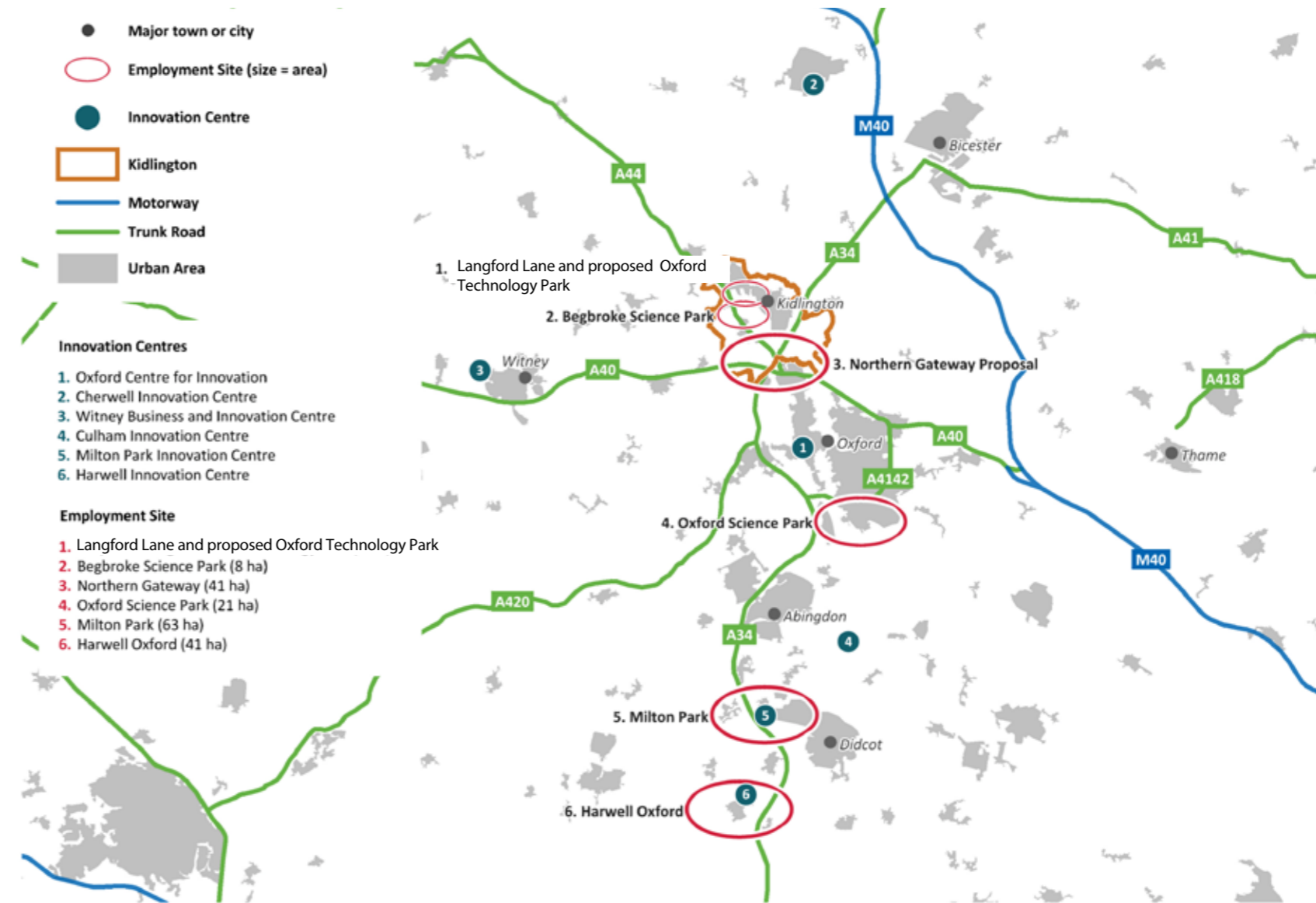


Figure 7.3 Innovation Parks and Innovation Centres in Oxfordshire. Spource: Source: Digital Mapping Solutions from Dotted Eyes © Crown Copyright. All rights reserved. Licence Number 1000199918.

**Milton Park:** is located 11 mile south of Oxford City Centre and is run by commercial property company MEPC, which manages a number of businesses estates throughout the UK. The site is currently home to over 165 organisations, which employ upwards of 6,500 people and is a partner of the Science Vale UK. Milton Park is a business estate and science centre comprised of more than 3.4m sq ft of workspace, which ranges from office, laboratories, and industrial uses. Given the variety employment use class available on the site, the organisations it houses vary significantly from logistics oriented firms such as Oxford Logistics, to research and development firms such as Oxford Genome Sciences.

**Northern Gateway:** the proposed business and retail development zone located in the north of Oxford City, is being progressed by developers Goodman and Kier Property. The plan includes the construction of 98,000 sq. m of offices, able to accommodate around 8,000 employees. An additional 3,500 sq. m of retail space are proposed in addition to a hotel and around 200 residential units. This proposal is supported by Oxford City Council, given that it is one of the few remaining site of its size able to provide the employment space required to accommodate expansion within the city.

## 7.5.2 Cherwell and Wider Oxfordshire

**Cherwell Innovation Centre:** is located in Upper Heyford, a few miles from Bicester. The Innovation Centre occupies two buildings on site providing around 20,000 sq. ft. of office and laboratory space ranging from 100 sq ft to 600 sq ft. The centre can support over 40 companies, each with between 1 and 25 employees. The centre attracts a mix of technology and science based companies. In 2003, the DiagnOx Laboratory was launched, a fully equipped managed laboratory and office facility that allows researchers or companies in the Bio Technology Industry to undertake R&D and proof-of-concept work cost-effectively and in a supportive environment.

**Culham Innovation Centre:** was opened in 2001 as part of a partnership agreement between Oxford Innovation and UK Atomic Energy Authority Fusion and Industry. The site itself is a purpose-built laboratory occupying 180 acre and situated 10 miles south-east of Oxford City centre. The Centre is comprised of over 10,000 sq. ft. of office space and has capacity for around 30 companies, the majority of which operate in the science and technology-related industries. The Centre also houses the head office of the UK Atomic Energy Authority, the Culham Centre for Fusion Energy, and the world's largest fusion experimental facility (JET).

**Harwell Innovation Centre at Harwell Oxford:** is located on the Harwell Campus mentioned above, and opened in 2000 with support from the UK Atomic Energy Authority. It is part of a network of innovation centres managed by Oxford Innovation, a major operator of innovation centres throughout the UK. The Centre offers over 25,000 sq. ft. of office space, allowing it to accommodate around 60 businesses of between 1 and 20 employees at a time.

**Milton Park Innovation Centre at Milton Park:** is located within the Milton Park mixed-use business and science park. The innovation centre offers small to medium sized office accommodation for start-up and growing companies. As part of its office, the Innovation Centre provides business support and an emphasis on professional collaboration.

**Oxford Centre for Innovation in Oxford:** is located within Oxford City Centre and is owned by Science Oxford. It was created as part of a £30 million project to build a cultural centre for science and enterprise, and currently is comprised of 25,000 sq. ft. of office space. The centre currently houses 13 companies, predominately in the high-tech sector, which employ over 130 people. Demand for office space at this site is high, with the number of employees expected to double by the end of 2013, and the centre is being expanded to accommodate this growth.

**Witney Business and Innovation Centre:** is located just outside of Witney, some 15 miles west of Oxford City Centre. This business and innovation centre is located on the Windrush Industrial Park. The Centre provides office space which range between 100 sq. ft. to 3,000 sq. ft., with maximum capacity to house 21 early-stage technology firms. Additionally, the Centre offers virtual accommodation and shared office space. The Witney Business and Innovation Centre is managed by Oxford Innovation, which manages a number of innovation centres across the UK.

## 7.6 The role of key Kidlington employment areas

Kidlington has several key employment areas which are being promoted for expansion independently. The most notable of these sites are Langford Lane, Begbroke Science Park and London Oxford Airport. Each of these sites are analysed below. The Council’s Local Plan part 2 will consider in more detail the role these locations will play in Kidlington’s economic future.

### 7.6.1 Langford Lane

To the south of Langford Lane is a large industrial estate, which is home to a number of commercial businesses. The area itself is divided by the canal and bordered to the north by London Oxford Airport and the Green Belt to the west and south. There has been a growing number of firms locating at the site in recent years, with commercial activities ranging from manufacturing to publishing and printing.

The Cherwell District Employment Land Review (2006) recognised the importance of this location to provide employment generating development and noted that the recent developments on Langford Business Park (West side of Canal), “have increased the standard of development for the area along Langford Road” (p.82). As such, the Review suggests that this cluster, in addition to the neighbouring Station Field Industrial Park (East side of Canal), be protected for high quality employment generating development.

In order to maximise its potential to support the area’s wider growth aspirations, the Plan notes that, “progressive improvements to the Langford Lane employment area will be encouraged to accommodate higher value employment uses such as high technology industries.” It notes that economic analysis has identified the need for employment land in Kidlington to accommodate uses such as high tech industries.

#### Future plans

Local Plan Policy Kidlington 1 Langford Technology Park set out the requirement for a small scale review of green belt in the Langford Lane area to ensure that future employment growth can be accommodated.

The policy supports development of the emerging high tech R&D cluster in this area, including those firms located on and around the airport premises. The updated Cherwell District Employment Land Review (2012) supports this point, noting that employment space in north-west Kidlington will need to continue to accommodate ‘spill over’ office and research facilities from the Oxford market.



| Site Ref | Employment Cluster            | Area (Ha) | Undeveloped sites (Ha) | Condition         |
|----------|-------------------------------|-----------|------------------------|-------------------|
| K1       | Cherwell Business Park        | 5.3       |                        | Poor or very poor |
| K2       | Station Field Industrial Park | 8.3       |                        | Good or very good |
| K3       | West side of Canal            | 11.8      | 1.4                    | Good or very good |
| K4       | Motor Park                    | 4.8       |                        | Good or very good |
| K5       | Oxford Spires                 | 6.0       | 1.3                    | Good or very good |
| K6       | Begbroke Science Park         | 4.8       |                        | Good or very good |
| K7       | London-Oxford Airport         | 20.0      |                        |                   |
| K8       | Field of Langford Lane        | 8.9       | 6.5                    |                   |

Source: Cherwell Employment Land Study (URS, 2012)

Figure 7.4 Kidlington employment areas

Bloombridge and Hill Street Holdings have recently had a planning application approved for the development of 8.2 ha of Green Belt land to the south of the airport entrance for the creation of Oxford Technology Park. To help support their case they had acknowledged that Kidlington has experienced significant economic growth due to the strong demand for employment land by firms that have increasingly higher-value operations. However, supply of employment land (particularly B1) is insufficient to meet growing demand.

The proposed development comprises 23,300 sq metres (250,000 sq ft) of B1 employment space. The site will house hybrid buildings to attract occupiers from a range of sectors including life science, high tech, clean tech, possibly aerospace and aeronautical industries. An innovation centre will mark the entrance leading to a series of bespoke hybrid buildings comprising office and lab space as well as storage/warehouse. The target audience for the site would be businesses from Oxfordshire and beyond. It will be aimed at those firms who have struggled to find affordable space around Oxford. They report a steady flow of high tech industries in the area over the years, all of which have had to take either pure office space or plain industrial space and convert for their specialist uses. The space will appeal to occupiers that do not wish to pay higher rents closer to Oxford.

The proposed development will generate significant economic benefits in Kidlington, by supporting a large number of high-value and highly skilled jobs (c.1,250<sup>3</sup>) in the area. Attracting highly skilled people to the area increasing the workplace population and potentially increasing the local resident population; generating additional expenditure in the local economy. The increase in workplace and household expenditure will also support further employment through the local supply chain.

However, Kidlington will need to increase the levels of goods and service provision in the area to meet the additional demand the proposed development will generate as a result of the additional workplace and resident population. The development will also support a number of temporary construction jobs during the build phase, which could also benefit the local supply chain and create further employment.

In terms of synergy with other nearby facilities, the promoters envisage that Begbroke Science Park would provide phase 1 space and Langford Lane would provide second and third stage space for firms. The growth of Langford Lane is expected to be supported by the growth of London Oxford Airport and other nearby sites such as Silverstone.

<sup>3</sup>Hill Street Holdings and Bloombridge Development (2012); Oxford Technology Park, The Compelling Case – Part Two

## 7.6.2 Begbroke Science Park

The Begbroke Science Park is owned and operated by Oxford University and offers business incubation space and accommodation for new companies as well as academic research space for departments within the university. It is located one mile west of Kidlington village centre along Woodstock Road. There are currently over 30 firms located on the premises and their operations are primarily related to engineering and material science, including the nanotechnology, aerospace, and automotive sectors. University organisations located on site include the University Institute for Advanced Technology and the Centre for Innovation and Enterprise.

Begbroke actively promotes the knowledge and technology transfer between the businesses as well as academic activities it houses through organised events and seminars. Additionally, there is a strong emphasis on the commercialisation of academic research into new business start-ups, as well as the growth of existing businesses. In addition to various forms of business support, Begbroke actively supports firms to connect with early-stage finance sources such as the Isis Angels Network and The Oxford Investment Opportunity Network.

### Future plans

The Cherwell Economic Development Strategy 2011-16 highlights the important role that Begbroke will continue to play in developing the knowledge economy within Kidlington and the wider Oxford area. Theme 7 of the Strategy focuses on the expansion of Begbroke, with plans including new road access (now constructed), the opening of an ISIS Innovation Centre to support technology transfer, and increased business accommodation space. It planned for floorspace to increase about 75% by 2012 to a total of 21,236 square metres. The Strategy also addresses the importance of ensuring that new spin-out companies are encouraged and supported to stay within the local area and support the local business cluster growth.

The Cherwell District Employment Land Review (2012) also stresses the important role that Begbroke has in ensuring that the existing cluster of high tech/knowledge economy industries around the Science Park, Langford Lane and London Oxford Airport are able to expand and attract new firms. This most recent Employment Land Review highlighted “the relative lack of available and suitable office premises in Kidlington to match the latent demand” and that supply of office employment land must be expanded in order to accommodate the higher-value companies looking to locate in the district.

This point is supported by the Local Plan which, notes that Kidlington, and Begbroke in particular, have the potential to provide land for high-tech university spin-outs, which are seeking to locate in the area and expand upon the existing cluster in north-west Kidlington.

## 7.6.3 London Oxford Airport

The London Oxford Airport is located one mile north of Kidlington town centre and is bordered by Langford Lane to the south. The airport is owned by Oxford Aviation Services and occupies a total of 375 acres of land, with over 335,000 square feet of buildings, 170,000 square feet of which is hangerage. The airport is used by general aviation and business aviation operators. Approximately 700 people are employed on the airfield in all areas of aerospace and engineering support. Key occupiers include the Oxford Aviation Academy (employing 170 people), Eurocopter which is the UK headquarters for one of the world’s biggest helicopter manufacturers (150 people).

Additionally, the airport site is home to a number of businesses in the technology, aerospace, and related sectors. These include subsidiaries from international firms such as Raytheon and Hunting and the focus of their businesses range from scientific and environmental research to aerospace design and aviation management.

The world-renown Oxford Aviation Training school is responsible for 60% of all landing and take-off activity. Recent years have seen the decline in training at this aviation school due to the increasing use of computerised training methods overseas. Students at the aviation training school at London Oxford Airport are important users of Kidlington town centre. There are generally around 250 students which would stay for 18 months to complete the course.

### Future plans

According to the airport, plans for future growth are looking to take advantage of its increased capacity due to the decline in usage from Oxford Aviation Training. These plans will include introducing a number of scheduled airline services as well as attracting more turbine business aviation activity and recreational general aviation activity. There have been a number of physical improvements to the airport, including widening of runways and establishment of an 8,000 square foot business aviation terminal that will support the future growth plans. The London Oxford Airport’s catchment mainly covers a one hour drive time.

London Oxford Airport is the 5th biggest in the UK in terms of private aviation. Both businesses and individuals use the airport, including firms such as JCB, Shell and BMW.

In the longer term the airport aspires to become the regional airport for the Thames Valley by increasing usage by commercial airlines (a challenging area to grow). In 10 years time, the airport would hope to serve 5-7 destinations on a daily basis through commercial airlines. There is capacity for 160,000 movements a day and with currently 40,000 movements a day on average, there is scope for expansion. A key constraint to growth includes the runway length which means that the airport can only be served by planes with up to 100 seats. The airport aims to capture the 50-80 seats market. The airport is also restricted by planning agreements which determine the hours of flying at the airport.

All of the land is in the greenbelt, though the airport has permitted development rights to build in the greenbelt as long as this is airport related (national policy – part 18). The most likely mix of uses would be space for hangers, offices and workshops.

London Oxford Airport is very positive about extensions around Begbroke Science Park and Langford Lane as this will help to support business flights. A key requirement for the airport was the opening of Oxford Parkway station which is seen as being fundamental to the growth of the airport. London Oxford Airport would be keen to ensure that bus services link the airport to the station in around 6-7 minutes potentially stopping at Begbroke and avoiding the town centre (however this route would offer no benefits to Kidlington village centre). Key concerns to future growth include congestion through the town and along the A34.

There is a clear alignment between the airport's future growth plans and the overall growth plans outlined in The Cherwell Economic Development Strategy 2011-16. This Strategy acknowledges the airport as key for attracting inward investment and supporting the growth of established, higher-valued business clusters (Themes 12 and 17). More specifically, the efficiencies in transport that the airport provides to nearby firms will help existing businesses expand operations and will also allow Kidlington to be a suitable business location for new firms that require global transportation services.

The growing cluster of high-technology firms located on the airport premise and their relations with surrounding area such as Begbroke Science Park and Langford Lane also presents an opportunity to support the development of the area as a whole by gradually upgrading commercial activities to those of higher-value. This is acknowledged in the Local Plan (2015), which states that employment land should “create a gateway with a strong sense of arrival from the airport and to the [Langford Lane] industrial estate” (Policy Kidlington 1).

#### 7.6.4 Relationship to Kidlington village centre

The village centre needs to establish a distinct role and improve its offer in order to increase its draw. Future plans could include more food retail, including convenience, more parking and a conscious allocation of office business space and new housing in appropriate locations.

### 7.7 Tourism

The Cherwell Tourism Study 2008 concludes that currently Kidlington has little of significant interest to offer the visitor. However, the study identifies potential to strengthen the tourism offer in Cherwell by:

- Increasing the appeal of the district's towns and villages.
- Promoting accessible and sustainable countryside activities.
- Making more use of the Oxford Canal as a tourism resource.
- Providing quality accommodation across the board.
- Supporting existing attractions and providing a reason to visit.
- Supporting business tourism.

Kidlington could benefit from these opportunities, in particular:

- Promoting use of the Oxford Canal - The canal has the potential to attract more leisure visitors by boat as well as providing a focus for activities such as walking, cycling, boat trips and fishing and providing general visitor interest. There is a good working partnership and Canal and River Trust committed to promoting the use of the canal for leisure purposes. Priorities include the identification of key sites and opportunities for new canal-side leisure development and boat servicing facilities including marinas, improving physical access to the canal and the creation of hubs of activity.
- Demand for business tourism - There are no hotels or conference facilities in Kidlington and a limited number of bed & breakfast establishments. The proximity to London Oxford Airport, Begbroke Science Park and the business parks may provide the opportunity for hotel and conference facilities. At present, there are only a small numbers of B&Bs and guest houses in the Kidlington area.
- Making Kidlington a more attractive visitor destination - The study concludes that despite limited visitor interest at the present time, continued improvements to public space and retail offer could make Kidlington a more interesting destination. In order to make Kidlington more attractive to visitors and to increase spend in the

village, it will be necessary to:

- provide a sense of arrival and welcome
- create a 'sense of place'
- enhance the quality of the public realm
- give the visitor things to do and a reason to visit i.e.: improve the offer and visitor facilities - hotel accommodation, moorings and facilities for canal users, extending the choice and quality of food and drink offer
- ensure there is sufficient orientation and information for visitors.

Oxford City Council's tourism strategy envisages some expansion of tourism in Oxford and may result in further hotel provision in and around the city centre. It also highlights the relationship between city and its hinterland which may bring spin-offs for both Cherwell and Oxford. Cherwell's tourism strategy will need to take account of what is happening in Oxford.

## 7.8 Economy and employment: summary analysis

| Strengths  | Weaknesses  |
|--|---|
| <ul style="list-style-type: none"> <li>• Above average concentrations of employment in scientific R&amp;D activities.</li> <li>• Presence of firms within knowledge based clusters.</li> <li>• Economic benefits of new rail station at Oxford Parkway providing direct links to Bicester, Oxford, London, Milton Keynes and Bedford.</li> <li>• Proximity to Oxford- identified as one of the five key drivers of the UK economy (Centre for Cities).</li> </ul>  | <ul style="list-style-type: none"> <li>• Employment areas are detached from Kidlington and there is a lack of engagement between businesses and the rest of the village.</li> <li>• Poor integration and synergy between employment areas.</li> <li>• Lack of facilities to support business tourism - such as overnight accommodation, village centre food and drink and a range of retail.</li> <li>• Below average employment growth. Growth in the number of jobs in Kidlington has also been sluggish in recent years, with indexed performance lower than all other comparator areas.</li> <li>• Kidlington suffers from a weak identity as highlighted in the Cherwell Economic Analysis Study.</li> </ul>   |
| Opportunities  | Threats   |
| <ul style="list-style-type: none"> <li>• Growth potential at Begbroke Science Park and Langford Lane cluster identified within the Local Plan. The plans for expansion at Begbroke Science Park provides an opportunity for Kidlington to retain the growing firms from the incubation centre as well as the spin-out companies that may arise from commercialisation of research undertaken on the site.</li> <li>• Growth potential of London Oxford Airport. London Oxford Airport is in the process of adapting their business strategy to accommodate more business travel and scheduled airline services - given the emphasis on supporting local businesses to 'scale-up' into large companies, the connectivity advantage provided by the airport is an influential factor towards attracting and retaining these firms.</li> <li>• Potential for growth in key sectors identified in national and local policy. There are several key growth sectors which already have an above average concentration of activity in Kidlington. Key growth sectors include advanced manufacturing and scientific R&amp;D.</li> <li>• Potential for significant employment growth. The ELR (2012) identifies the potential for significant growth of B1 at Kidlington (which could be a constraint if development does not come forward).</li> <li>• Capacity to support additional retail floorspace.</li> <li>• Potential for improved provision/ quality of overnight accommodation.</li> <li>• Potential to improve business tourism offer linked to high tech cluster and airport.</li> <li>• Make more use of the Oxford Canal as a tourism resource.</li> </ul> | <ul style="list-style-type: none"> <li>• Integration between employment areas and Kidlington is not addressed, resulting in continued isolation of employment areas and lack of economic benefit to the wider village and village centre.</li> <li>• Competition from nearby sites. Oxford is likely to remain a future focus for growth. The Oxford Northern Gateway, located to the south of Kidlington has been identified as a potential site to accommodate future growth. Other sites such as Science Vale have the potential to accommodate significant growth in high value uses which could potentially compete with any similar sites which are bought forward in Kidlington.</li> <li>• Lack of coordination between developers at Langford Lane, Oxford Technology Park, Oxford London Airport and Begbroke Science Park in promoting new employment opportunities could give rise to duplication in facilities and lack of synergy which could impact on performance of technology cluster.</li> </ul> |

Table 7.5 Economy and employment summary analysis

### Consultation Questions:

7a. Does the description of economy and employment accurately reflect the issues faced by Kidlington?

7b. Are there any inaccuracies or important issues that have been missed?

# 8.0 Housing

## 8.1 Housing market assessment

Oxfordshire is a relatively high value market and house prices indicate strong house price growth over the pre-recession decade. The strongest demand pressures are in Oxford; followed by the south of the county (Vale of White Horse and South Oxfordshire). In relative terms, the evidence points to less market pressure in Cherwell District. However, house prices and rents are higher in Kidlington than in other parts of the District and estate agents report a high demand for market housing in the village with demand outstripping supply. This reflects the strategic location of Kidlington in relation to Oxford and historically lower prices for comparative properties than in the city.

Kidlington is directly affected by pressures in the Oxford housing market. Evidence points towards significant affordability pressures, both in regard to the (un)affordability of market housing and in terms of an acute shortage of affordable housing. This is borne out in levels of overcrowding in the city, very high land values and the high entry-level house prices which are 10 times the annual earnings of young households. Oxford has some of the highest land values in the region. Lower quartile house prices are 10 times that of annual lower quartile earnings. Tackling affordability has been identified as the primary issue alongside meeting increased demand. The growth of smaller households including single person households and the growth of households headed by people over 65 are the most significant demographic drivers. These factors point strongly towards a need to delivering more homes in the future in order to ensure that young households can form a home or get a foothold on the housing ladder, particularly in Oxford.

A County-wide Strategic Housing Market Assessment (SHMA) was commissioned jointly by the Oxfordshire local authorities in 2014 to replace the 2007 SHMA (and the 2012 Cherwell update) and to provide a detailed assessment of housing need on a District and County-wide basis. This indicates a requirement for 1140 new homes per annum in Cherwell to meet objectively assessed needs. This reflects the combined need to support population growth, to ensure that young people are able to form new households, that businesses are able to grow and recruit new staff who will be able to live locally, and to ensure that those households who need affordable housing are able to find it.

The 2014 SHLAA Update (August 2014) provides further evidence of strengthening market conditions which underlines local market evidence, together with favourable macroeconomic indicators, and increased housebuilder activity. While the housing market will be subject to future cyclical fluctuations, at the very least, the short to medium term prospects are considered to be good. The updated housing market evidence suggests that scheme viability is likely to have improved and the positive attributes Cherwell possesses in terms of its location and existing and planned infrastructure further serve to make the District an attractive housing area.

## 8.2 Housing need

The need to provide affordable housing to meet the needs of households is clear. Cherwell has a high level of need for affordable housing which is defined by the Government in the NPPF as comprising social rented, affordable rented and 'intermediate' housing (such as shared ownership) provided to eligible households whose needs are not met by the market. The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 has identified a net need of 407 affordable homes per year. This is calculated by taking into account the backlog need, need from newly forming households, existing households falling into need and the supply of affordable housing.

The average price of a 3 bedroom semi-detached house in Kidlington is currently in the region of £350,000 (February 2016). Rentals are generally higher in Kidlington than elsewhere in the district. In January 2016, the average rental for a 1 bedroom flat was in the region of £850 a month and £1200 for a 3 bedroom house.

House prices reflect the higher land values in Kidlington compared to other parts of the district.

The Council's Housing Strategy 2012-17 takes into account Government policy on the provision of affordable housing and the Homes and Community Agency's current funding regime. The additional value in the stock of affordable housing can be used by Registered Providers to secure finance for further investment in new housing. The Housing Strategy seeks to increase the supply of, and access to, affordable rented housing. It sets a target of delivering 750 affordable homes in total between 2012 and 2017 which include new homes, the acquisition of market homes by Registered Providers and bringing empty homes back into use. The Housing Strategy highlights the importance of developing sustainable communities. The Housing Strategy recognises the need for affordable homes, and

aims to ensure that Cherwell is well-placed to maximise investment by Registered Providers and to respond to opportunities as they arise. Securing new affordable housing on site as part of larger developments is the most significant way in which homes can be provided.

An Affordable Housing Viability Study has been produced to assess the levels of affordable housing that could reasonably be required from new housing developments. In general, the higher land values in rural areas and at Kidlington allow for higher affordable housing requirements per site than at Banbury and Bicester where land values are lower. The Affordable Housing Viability Study demonstrates that in general affordable housing can be delivered in Cherwell without social housing grant or other grants.

The Council will support proposals for community self-build or self-finish affordable housing particularly where it will result in suitable empty properties being brought into residential use. The Council has established a community self-build housing programme known as 'Build!®' to promote new build and for the refurbishment of empty homes. It is a member of a Government-Industry Self-Build Working Group and has contributed to a National Action Plan to develop community self-build. The Council is also in the process of establishing a District-wide Community Land Trust which will help create the conditions for, and facilitate, community-led housing more generally.

## 8.3 Housing mix

Meeting housing needs depends not only on increasing the supply of suitable housing but also on encouraging a mix that can help improve the functioning of the housing market system, make it more fluid, and enable households to more easily find and move to housing which they can afford and which better suits their circumstances.

There is need to provide a mix of housing in Cherwell that reflects the needs of an ageing population, a growth in smaller households and which meets the requirements for family housing. The mix of housing needs to enable movement through the market from one house type to another as the needs of households change. Cherwell has substantially more detached and more semi-detached housing and fewer terraced houses and flats than Oxford, reflecting its position as a more rural and suburban area. This means that there will be fewer smaller, more reasonably priced entry level homes affordable to younger, newly formed households.

The Oxfordshire Strategic Housing Market Assessment (SHMA 2014)

provides conclusions on a strategic mix of housing for Oxfordshire over the next 20 years. The SHMA analyses the types and sizes of accommodation occupied by different ages of residents, projected changes in the population and estimates of future need and demand for different sizes of homes. The SHMA advises that at an individual local authority level, there is a greater need for 3-bed properties in Cherwell and that the overall mix identified is focused more towards smaller properties than the existing mix of homes in Oxfordshire. The SHMA also advises that in applying policies for housing mix to individual development sites, regard should be had to "...the nature of the development site and character of the area, and to the up-to-date evidence of need as well as the existing mix and turnover of properties at the local level" (paragraph 7.40).

The need for housing for those with care needs is also significant. 'Extra care' housing in particular will be important in meeting the housing needs of an older population across all tenures. Extra care housing comprises self-contained accommodation for older and disabled people which enables independent living by providing a range of support facilities on the premises and 24-hour care services. Extra care can also contribute in achieving more social cohesion by providing an opportunity for community living and a better mix of housing within residential areas. The NPPF recognises that a key driver of change in the housing market over the next 20 years will be the growth in the population of elderly people. Evidence produced for the Council's former Housing Strategy for Older People (2010-2015) identified a requirement for an additional 788 units from 2010 to 2026 to meet extra care and 'enhanced sheltered' needs. Extra care remains an important housing option in the District Housing Strategy 2012-2017. The 2014 SHMA also highlights that an ageing population and higher levels of disability and health problems amongst older people will mean an increasing demand for specialist housing.

There is increasing demand for housing in Kidlington in particular, smaller home suitable for smaller and newly formed households. The market has responded to this demand through an increasing number of planning applications for the conversion of larger houses into flats and the demolition of larger units and replacement with flats. This has the benefit of increasing housing stock in the village but must be carefully controlled in order to minimise impact on village character and amenity and to ensure that adequate parking provision and infrastructure is provided to meet the needs arising from the development. There is increasing concern about the impact of conversions and redevelopment on the character of the village, design quality and associated problems of parking. Retained policies in the adopted Local Plan are currently applied in the determination

of planning applications. These will be replaced by The Local Plan Part 2 will contain Development Management policies relating to the conversion of houses to flats and the provision of an appropriate mix of housing types and tenures in the village.

There is a need to create local housing ladders through the provision of more housing suitable for older people; more moderately sized family housing which is affordable to those on average incomes and more downsizing homes. This will enable greater movement in the housing market and address issues relating to under and over-occupation.

## 8.4 Tenure

Kidlington has just over 600 Registered Provider (typically Housing Associations) rented properties with high concentrations around Grovelands, Croxford Gardens, Marlborough Avenue, Cherwell Avenue and Bramley Close.

The Registered Providers/Local Authorities that have stock in Kidlington are:

- Green Square (Oxfordshire Community Housing Association)
- Sanctuary HA (Banbury Homes/Charter HA)
- Oxford City Council
- Sovereign HA
- Catalyst HA
- Bromford HA

Cherwell are considering new tenure initiatives for future schemes including private rented models and private sector leasing.

Cherwell have developed a self-build scheme, based on 'sweat equity' shared ownership as part of the HCA's pilot project. Sweat equity is an interest or increased value in a property earned from labour and is used to describe the value added to property by owners who make improvements by their own work. Families who would otherwise be unable to purchase a home contribute sweat equity hours to the construction of their own home. If the 'sweat equity' amounts to less than 25% of the total value of a dwelling, the self-builders must purchase additional equity to have the minimum of 25%. Initial schemes are likely to be in Bicester, but Cherwell are actively looking for additional sites to roll out this model including potential rural exception sites, or brownfield sites. Ultimately the land will be transferred to a Community Land Trust.

## 8.5 Housing land supply

The district's five year land supply has fluctuated in recent years, but the Council is able to demonstrate a 5.3 year supply for the current period 2015-2020 and a 5.6 year supply for the next five year period (2016-2021) commencing on 1 April 2016 (Annual Monitoring Report 2015). The calculations include a 5% buffer and the making up of a delivery shortfall within five years. A supply of 9,034 is expected from deliverable sites from 2015 to 2020. 9,793 new homes are expected for the period 2016-2021.

From 2011 to 2014, 113 new homes were completed in Kidlington Parish and at June 2015 a further 132 new homes had planning permission. In Gosford and Water Eaton Parish, 14 new homes had permission Oxfordshire Commitments and Completions, Oxfordshire County Council, June 2015).

The SHLAA provides an informed estimate of land availability for housing at a given point in time, to inform plan-making and to ensure that councils maintain a five-year supply of housing land. For sites to be identified in the SHLAA they must be deliverable (available now and with a realistic prospect of development in 5 years) and developable within the plan period. The 2014 SHLAA Update identified only one site within the settlement boundary as having potential for development taking into account issues of deliverability and planning policy:

- Builders Yard, The Moors (Site KI082)- capacity 13 dwellings

The SHLAA identifies an expected supply of 86 units on sites with planning permission at 31 March 2014.

A small sites windfall allowance of 221 dwellings over the period 2014-2031 is also identified in the SHLAA Update to take account of small sites which may come forward for development within the built-up area.

Taking into account sites with planning permission or potential for development within the settlement boundary and small site windfalls, the SHLAA estimates a potential housing land supply in Kidlington equivalent to 320 homes in the period up to 2031.

The 2014 SHLAA Update also identifies three sites outside the settlement boundary with a combined capacity of 377 units which could be considered with changes to adopted policy. However, it is acknowledged that exceptional circumstances would have to be demonstrated for the release of these sites from the Green Belt.



The identified sites comprise:

- Land at Gosford Farm (Site KI095);
- Land at Stratfield Farm (Site KI103);
- Land north of The Moors (Site KI104).

Other sites were rejected in the SHLAA Update on the grounds of not being currently suitable, available or achievable for housing. This includes a number of sites within the settlement boundary which were not available for development at the time the SHLAA Update was undertaken due to principally to land ownership and existing uses. It is possible that the situation regarding the availability of these sites for development could change and their status should therefore be kept under review. These sites include:

- Car park north of High St (Site KI018)
- Car parks, Black Horse Public House and Black Bull PH (Site KI021)
- Car park rear of Co-op site (Site KI083) (This site was rejected in the SLAA Update as housing delivery was not anticipated but a planning application has subsequently been submitted)
- Red Lion PH (Site KI085).

Sites outside the settlement boundary which were rejected in the SHLAA principally on the grounds of availability (although other policy considerations also apply) include:

- Campsfield House (Site KI025)
- Ambulance Station (Site KI085)

The SHLAA recommends these sites should be kept under review.

A Call for (non-strategic) Sites for employment, housing, open spaces and other land uses in Kidlington is currently being undertaken in connection with the preparation of the Cherwell Local Plan Part 2. Non-strategic housing sites are considered to be those suitable for below 100 dwellings. Non-strategic employment sites are considered to be sites of up to approximately 3 hectares. Site submissions are not encouraged for less than 10 dwellings.

The SHLAA confirms that the capacity for new housing development within Kidlington is limited by land availability and that in order to accommodate additional housing development, it will be necessary to review the availability of other potential sites within the built up area and the potential for redevelopment and intensification and in the longer term, the potential suitability of sites outside the settlement boundary subject to planning policy and environmental impact.

Section 16 of this report examines potential opportunities for development.

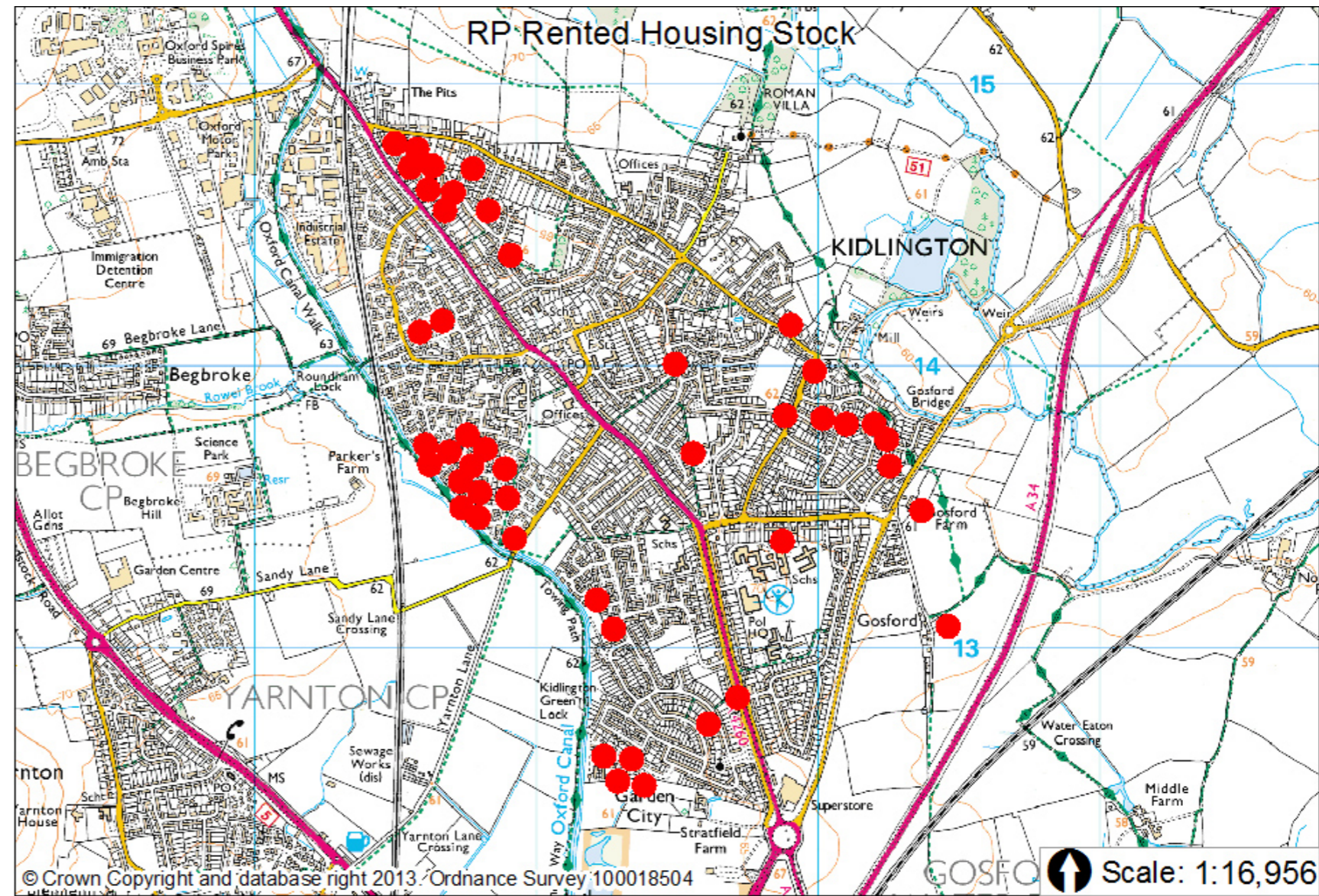


Figure 8.1 Kidlington housing stock. Source: Cherwell District Council, 2013

| Strengths   | Weaknesses   |
|---|--|
| <ul style="list-style-type: none"> <li>• Varied housing stock.</li> <li>• Kidlington is an attractive place to live and this is reflected in high sales and rental values.</li> </ul>   | <ul style="list-style-type: none"> <li>• Increase in proportion of elderly people.</li> <li>• Under-occupation of housing stock.</li> <li>• Limited land identified as available for housing and constraints on development outside settlement boundary.</li> <li>• No up to date information about local housing needs- land available within built-up area may be inadequate to meet local housing needs</li> <li>• Estate agents report high demand, fast sales and high prices, while young people living in Kidlington are concerned about the affordability of buying in the village.</li> </ul>   |
| Opportunities   | Threats  |
| <ul style="list-style-type: none"> <li>• A number of potential sites within built up area could become available for development in future.</li> <li>• Potential to reconfigure sites around the village centre to accommodate housing as part of mixed use development.</li> <li>• Planned development/ rural exception sites.</li> <li>• Promotion of comprehensive development/ site assembly.</li> <li>• Redevelopment of underutilised sites and buildings.</li> </ul> | <ul style="list-style-type: none"> <li>• Sites do not come forward for development.</li> <li>• Unmet housing needs and unmet demand for care homes/ assisted housing for elderly.</li> <li>• Constrained housing market and increased prices leading to increased problems of affordability.</li> <li>• Impact on wider economy - new homes play an important role in helping to attract and retain residents of working age who are vital in helping economic growth of the area.</li> <li>• Low level of developer contributions (S106) impacts on the delivery of affordable housing and village improvements.</li> <li>• Impact on character and landscape of the village arising from piecemeal or unconstrained development.</li> <li>• Piecemeal development which fails to realise full site potential.</li> </ul> |

Table 8.1 Housing summary analysis

Consultation Questions:

8a. Does the description of housing accurately reflect the issues faced by Kidlington?

8b. Are there any inaccuracies or important issues that have been missed?

# 9.0 Planning context

## 9.1 National policy

### 9.1.1 National Planning Policy Framework

The NPPF sets out the Government’s planning policies and how it expects these to be applied and replaces previous planning policy guidance and statements. At the heart of the NPPF is a presumption in favour of sustainable development in plan-making and decision-taking and it identifies three dimensions to sustainable development: economic, social and environmental. The following key objectives are identified:

- economic – building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- social – supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural well-being; and
- environmental – contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

The NPPF reiterates that these roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development,

economic, social and environmental gains should be sought jointly and simultaneously through the planning system and the planning system should play an active role in guiding development to sustainable solutions. Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

- making it easier for jobs to be created in cities, towns and villages;
- moving from a net loss of bio-diversity to achieving net gains for nature;
- replacing poor design with better design.
- improving the conditions in which people live, work, travel and take leisure.
- widening the choice of high quality homes.

The NPPF requires Local Plan making to:

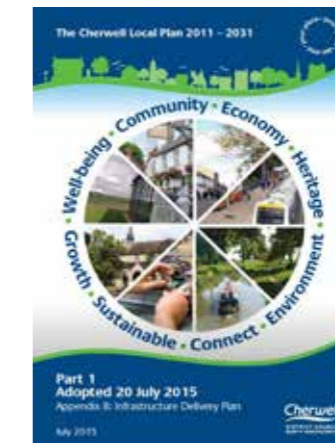
- contribute to the achievement of sustainable development.
- reflect vision and aspirations of local people.
- achieve economic, social and environmental gains.
- avoid significant adverse impacts and to consider development options.
- involve meaningful engagement.
- as far as possible develop a collective vision and agreed priorities.
- develop strategic policies to cover the homes and jobs needed; retail, leisure and commercial development; the provision of infrastructure; the provision of community and cultural facilities including health and local facilities; climate change mitigation and adaptation; and the conservation and enhancement of the natural and historic environment including landscape.



National: NPPF



Strategic: Oxfordshire 2030



Local: Cherwell Adopted Local Plan Part 1

Figure 9.1 Planning context documents

## 9.2 Strategic policy

### 9.2.1 Oxfordshire 2030 Sustainable Community Strategy

The Oxfordshire 2030 sustainable Community Strategy sets out a long-term vision for Oxfordshire's future:

*'By 2030 we want Oxfordshire to be recognised for its economic success, outstanding environment and quality of life; to be a place where everyone can realise their potential, contribute to and benefit from economic prosperity and where people are actively involved in their local communities' (source: www.oxfordshire.gov.uk).*

The ambition is to:

- Create a world class economy for Oxfordshire building particularly on the high tech sector.
- Have healthy and thriving communities. We want to sustain what is good about our city, towns and villages but also respond to the needs of the 21st century including the impact of demographic and lifestyle changes.
- Look after our environment and respond to the threat of climate change and the potential for more extreme weather conditions. The threat of flooding is a particular concern.
- Break the cycle of deprivation by addressing the regeneration needs of disadvantaged communities; reducing the gap between the best and worst off and supporting people to maximise their talents and raise their aspirations.

The objectives for Cherwell include:

- Develop the unique characters of Banbury, Bicester and Kidlington and engender a sense of pride, belonging to the community and heritage.
- Secure housing growth that meets the Government targets and the needs of the district through an appropriate mix of market and affordable housing.

## 9.3 Local policy

The Council's key planning policy documents will be as follows:

- Cherwell Local Plan 2011-2031 (Part 1) – complete and adopted by the Council on 20 July 2015. Comprises the main strategy document containing strategic development sites and policies.
- Cherwell Local Plan 2011–2031 (Part 2): Development Management Policies and Sites– under preparation. Will contain detailed planning policies for considering planning applications and non-strategic site allocations. Upon adoption by the Council it will become part of the statutory Development Plan
- Partial Review of Cherwell Local Plan 2011-2031 (Part 1)-under preparation. Will contain a supplemental planning strategy and strategic development sites in order for the district to contribute in meeting the identified unmet housing needs of Oxford City.
- Community Infrastructure Levy (CIL) Charging Schedule–under preparation for consideration. Comprises a schedule of charges for contributions to off-site infrastructure, payable by developers
- Supplementary Planning Documents (SPDs)- in preparation. SPDs expand upon and provide further detail to policies in Development Plan Documents.

As at 4 January 2016, the existing statutory Development Plan comprises the Cherwell Local Plan 2011-2031 (Part 1) adopted in July 2015 and the saved policies of the adopted Cherwell Local Plan 1996 that have not been replaced by the new Local Plan Part 1 (see Appendix 7 of the adopted Local Plan). The Cherwell Local Plan 1996 was adopted in November 1996 and policies were saved from 27 September 2007.

The Cherwell Local Plan 2011- 2031 (Part 1) meets Cherwell's identified development needs. However, together with the other Oxfordshire rural district Councils and the County Council, Cherwell District Council has accepted that Oxford cannot fully meet its own housing needs and the Councils are working together in the context of the statutory 'Duty to Cooperate'. The Oxfordshire Councils have collectively committed to consider the extent of Oxford's unmet

housing need and how that need might be sustainably distributed to the neighbouring districts so that this can be tested through their respective Local Plans. The countywide work is on-going and being co-ordinated through the Oxfordshire Growth Board. The commitment in the Cherwell Local Plan states (paragraph B.95), 'If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated in the Cherwell District ".

A consultation paper was published by Cherwell District Council in January 2016 which outlines the key issues that the Partial Review may need to address. Countywide-working on identifying the unmet need and preferred spatial options will continue until Summer 2016. It is intended that the proposed submission DPD will be completed by March 2017 with adoption by March 2018.

Work has also commenced on the Cherwell Local Plan Part 2 which will contain more detailed planning policies to help determine planning applications and allocate smaller non-strategic sites for development for a range of uses. A consultation paper was published in January 2016 outlining the key issues that the Local Plan Part 2 may need to address. It is intended that the proposed submission DPD will be completed by February 2017 with adoption by March 2018.

### 9.3.1 Cherwell Local Plan Part 1

Cherwell District Council has taken a conscious decision to concentrate growth at Bicester and to a lesser degree at Banbury, to secure economic benefits, especially in their retail, commercial and manufacturing roles. The two towns are the most sustainable locations for growth in the District and are the right places to meet the economic and social needs of the District whilst minimising environmental impacts. The Council is, however, also seeking to enhance Kidlington's economic role to build on the recent development of modern business parks and its proximity to both London-Oxford Airport and Begbroke Science Park.

The vision underpinning the Local Plan is as follows:

‘By 2031, Cherwell District will be an area where all residents enjoy a good quality of life. It will be more prosperous than it is today. Those who live and work here will be happier, healthier and feel safer.’

The key aims of the Local Plan are to:

- Set out clear ambitions for the district.
- Provide certainty for communities and developers as to what will / can be developed and where.
- Focus development growth at the two towns of Bicester and Banbury.
- Control the level of proposed growth at the villages.
- Create a major platform to help deliver economic development in a recession.
- Strengthen the town centres.
- Avoid coalescence with villages, by introducing new green buffers around the towns.
- Emphasise high environmental standards and design quality.
- Promote area renewal and regeneration.
- Support development innovation such as Community Self build.

The spatial strategy which underpins the Local Plan may be summarised as follows:

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

The policies are grouped under three key themes:

#### **Theme One: Developing a Sustainable Local Economy**

#### **Theme Two: Building Sustainable Communities**

#### **Theme Three: Ensuring Sustainable Development**

The Local Plan highlights a number of key challenges to building sustainable communities which are of relevance to Kidlington, in particular:

- The need to make market housing more affordable.
- The need to provide more family housing for newly forming households in rural areas.
- Meeting the needs of an ageing population and those with special needs.
- The need to improve educational attainment.
- The need to protect and enhance the identity of Cherwell’s towns and villages, to maintain or create a sense of belonging and improve social cohesion.
- The need to consider the implications of low population growth (and potential depopulation) in Kidlington.

The Local Plan recognises that there is potential for Kidlington to play a significant role in Cherwell diversifying its economic base. The District can take advantage of its location on the hi-tech corridor between London and Cambridge, and the proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. Most growth will be directed to Bicester but Kidlington, with a number of unique economic attractors, has the potential to capture some of this investment. A recent Employment Land Review (2012) and Cherwell Economic

Analysis Update, Cherwell District Council (2014) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites within the built-up limits of Kidlington. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs.

The Local Plan seeks to enhance Kidlington’s economic role and economic development will be supported to:

- Exploit its position in the Oxford/Cambridge corridor.
- Allow for appropriate growth plans at Begbroke Science Park and in the vicinity of Langford Lane Industrial Estate. This will require a small scale Green Belt review
- Connect with the Oxford economy
- Create new opportunities for additional retail, leisure and cultural activities, and environmental improvements, in an extended Village Centre
- Secure the growth potential from the presence of London Oxford Airport.

Kidlington’s centre will be strengthened and its important economic role will be widened. No strategic housing growth is proposed at Kidlington but other housing opportunities will be provided.

In considering the scope of new residential development within the built-up limits of Kidlington, the Local Plan states that consideration will be given to its role as a larger service centre and its urban character, the functions that existing gaps and spaces perform and the quality of the built environment.

### 9.3.1.1 Green Belt

The Local Plan highlights the need to minimise impact on the Green Belt and states that priority will be given to locations that lie adjacent to existing development, avoid the coalescence of settlements, protect the Kidlington Gap and otherwise have the least impact possible on the Green Belt. The Local Plan's housing requirements and development strategy can be achieved without the need for a strategic review of the Green Belt in the District. In terms of local housing need, small scale affordable housing schemes to meet specifically identified local housing need may be met through the release of rural exception sites as part of the development control process. A specific need has also been identified for the Science Park at Begbroke. Therefore, exceptional circumstances are considered to exist to justify a small scale local review of the Green Belt to meet employment needs.

### 9.3.1.2 Housing

The Council is committed to meeting the District's objectively assessed needs and has made full provision for this in the Local Plan. Policy BSC 1 states that over the Plan period a total of 22,480 new homes will be provided comprising 10,129 homes at Bicester, some 7,319 homes at Banbury and 5,392 homes in Kidlington and the rural areas.

In addition, as stated in Section 9.3, the Council is committed to working with partner authorities (including the Oxfordshire Growth Board) to determine how any other unmet needs arising from the Oxfordshire Strategic Housing Market Assessment (2014) can be sustainably accommodated within the Oxfordshire Housing Market Area.

Policy BSC2 states that housing development will be expected to make effective and the Council will encourage the re-use of previously developed land in sustainable locations. New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development.

The Local Plan sets out the Council's requirements for affordable housing provision to meet local needs. In general, the higher land values in rural areas and at Kidlington allow for higher affordable housing requirements per site than at Banbury and Bicester where land values are lower. Policy BSC3 states that at Kidlington, all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 35% of new housing as affordable homes on site.

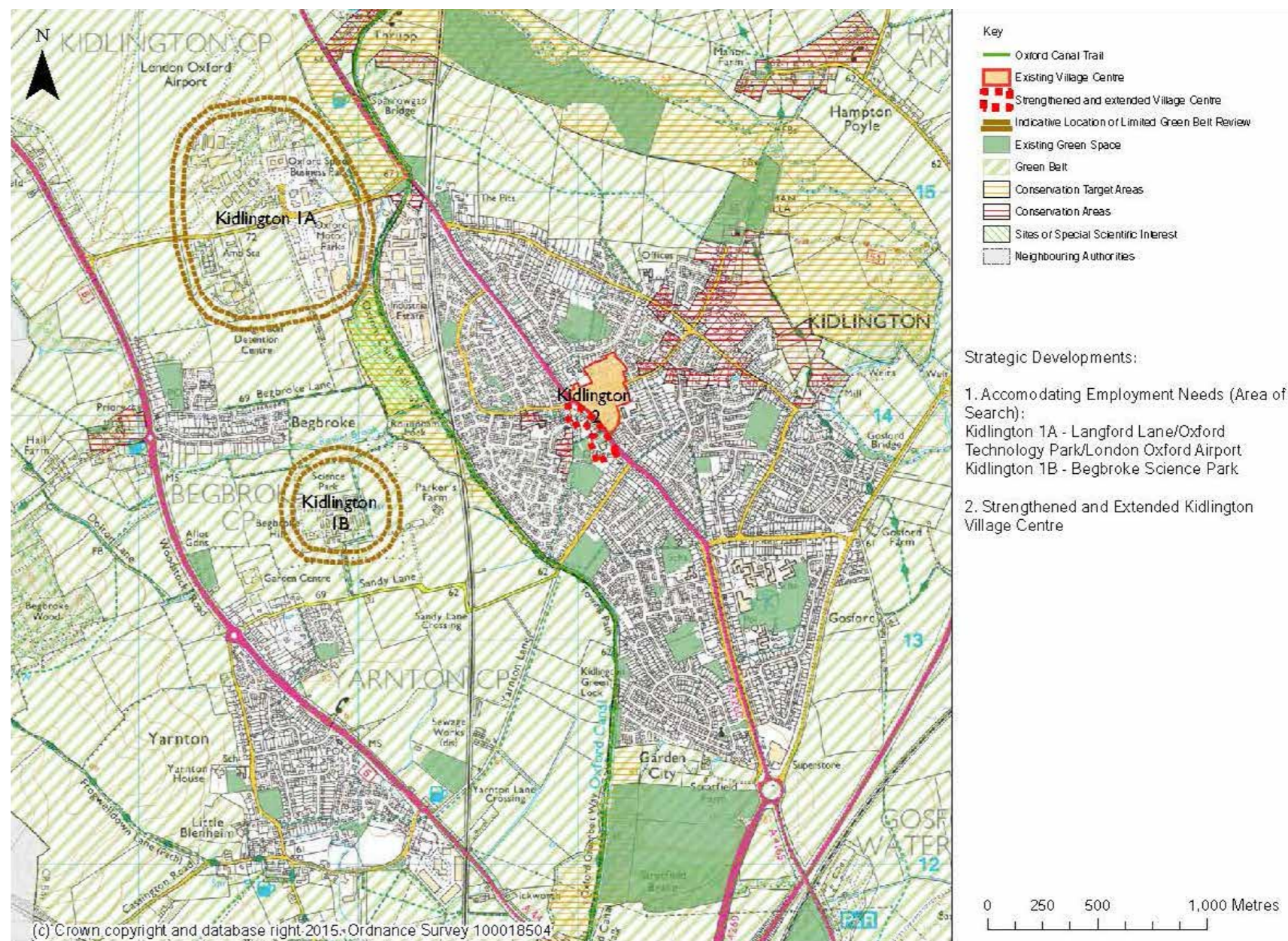


Figure 9.2 Kidlington proposals map, Cherwel; Adopted Local Plan, 2015

Kidlington is designated as a Category A Service Village suitable for minor development, infilling and conversions. Policy Villages 2 states that a total of 750 homes will be delivered at Category A villages (including Kidlington). This will be in addition to the rural allowance for small site ‘windfalls’ and planning permissions for 10 or more dwellings as at 31 March 2014. Sites will be identified through the preparation of the Local Plan Part 2, through the preparation of Neighbourhood Plans where applicable, and through the determination of applications for planning permission. Small scale affordable housing schemes to meet specifically identified local housing need may be brought forward through the release of rural exception sites.

The Local Plan commits to ‘a Local Housing Needs Study’ to be commissioned in consultation with Kidlington Parish Council. This study will assess affordable housing need only.

The Council will support proposals for community self-build or self-finish affordable housing where they will meet a specific, identified local housing need and particularly where they will result in suitable empty properties being brought into residential use. In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the degree of harm that would be caused, for example to the appearance of the village, the surrounding landscape or to the historic environment. Policy Villages 3: Rural Exception Sites states:

*‘The Council will support the identification of suitable opportunities for small scale affordable housing schemes within or immediately adjacent to villages to meet specific, identified local housing needs that cannot be met through the development of sites allocated for housing development’.*

### 9.3.1.3 Employment

The Local Plan recognises that Kidlington plays an important role in the District’s wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment cluster. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new Oxford Parkway station at Water Eaton and a growth in employment opportunities at Kidlington and Bicester the Council would expect demand for an increased role for the airport. The Council will work with London-Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals.

Langford Lane has in recent years become a location for a wide range of commercial uses. The proposals in the Local Plan aim to improve the quality of the employment offer and, in doing so, establish a new gateway at this northern entrance to Kidlington. Policy Kidlington 1 : Accommodating High Value Employment Needs states:

‘We will undertake a small scale local review of the Green Belt to accommodate identified high value employment needs at two distinct and separate locations:

- (A) Langford Lane /Oxford Technology Park/ London –Oxford Airport
- (B) Begbroke Science Park

Key site specific design and place shaping principles include:

- Creation of a gateway with a strong sense of arrival including when arriving from the airport
- Improvements to public transport links to the area
- A well designed approach to the urban edge, which achieves a successful transition between town and country environments
- Development that respects the landscape setting of the site
- A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape
- Preservation and enhancement of biodiversity, with the restoration or creation of wildlife corridors
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses
- The height of buildings to reflect the scale of existing employment development in the vicinity
- Provision for sustainable drainage, including SuDS
- Demonstration of climate change mitigation and adaptation measures
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary

The local review of the Green Belt boundary in the vicinity of Langford Lane Kidlington and Begbroke Science Park will be undertaken as part of the the Local Plan Part 2. Further small scale local review of the Green Belt boundary will only be undertaken where exceptional circumstances can be demonstrated.



Figure 9.3 Langford Lane employment areas



Figure 9.4 Begboke Science Park

### 9.3.1.4 Village Centre

The Local Plan recognises that it is important that the village centre is supported and strengthened to help meet the aspirations of Kidlington and to ensure that the everyday shopping needs of residents are met, avoiding the need for unnecessary journeys to Oxford, Bicester and other destinations. Policy Kidlington 2: Strengthening Kidlington Village Centre states:

‘Shopping, leisure and other ‘Main Town Centre Uses’ will be supported within the boundary of Kidlington Village Centre. Residential development will be supported in appropriate locations in the village centre except where it will lead to a loss of retail or other main town centre uses.

The change of use of sites used for main town centre uses in the Village centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the Village centre. Mixed use schemes will be encouraged’.

The 2012 Retail Study showed that significant new development should not be directed to Kidlington but that the centre is in need of some further environmental improvements and the evening economy should be encouraged. It is proposed to expand the geographical area defined as Kidlington Village Centre to include land on the western side of the Oxford Road and other small areas of commercial uses. The exact boundary will be determined in Part 2 of the Local Plan. The aim of the extension is to:

- support the viability and vitality of the existing village centre
- encourage economic activity
- assist with the connectivity between the existing village centre and the civic,
- community and green open space at the Exeter Hall area
- contribute to and maximise the benefits of improvements to the character and appearance of the village centre and the public realm.

### 9.3.1.5 Green Infrastructure

The evidence base studies have identified a number of existing deficiencies and future shortfalls in provision in Kidlington which the Local Plan seeks to address. Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation states

*‘In terms of addressing existing deficiencies in Kidlington, based on the findings of the Playing Pitch Strategy and Green Space Strategy (as updated by the 2011 Open space Update) land would need to be allocated for the following if possible:*

- 1 new junior football pitch
- A park ideally on the northern outskirts of Kidlington
- 11.29 ha of amenity open space with priority provision in South ward
- 1.51ha of allotments.

*The Playing Pitch and Green Space Strategy estimated that the following additional provision was required to meet needs to 2026:*

- 1 adult football pitch
- 4 junior football pitches
- 5 mini-soccer pitches
- 0.4ha park ideally on the northern outskirts of Kidlington
- 0.1ha natural/semi-natural green space
- 0.4ha amenity open space
- 0.2ha allotments.

*These strategies were formulated before the amount and preferred distribution of development in the District for an extended plan period had been established, and as a result future needs will need to be updated to cover the period through to 2031’.*



### 9.3.1.6 Environment

The Oxford Canal is an iconic historic structure running the length of the District and is of historic, ecological and recreational significance. Following an appraisal, the length of the canal through Cherwell District was designated as a Conservation Area in October 2012. The conservation area boundary has been drawn to include the towpath and towpath hedge, canal related earthworks and features including historic locks, and woodland. In terms of recreation, the canal is popular for boaters and anglers. A public footpath runs the length of the canal and a section of the route is a public bridleway. The canal and towpath is owned and maintained by the Canal and River Trust, but the responsibility for planning matters lies with the District Council. This policy for the Oxford Canal draws on the recent Design and Conservation Strategy (2012) and reflects its status as a conservation area.

**Policy ESD16** states:

*'We will protect and enhance the Oxford Canal corridor which passes south to north through the District as a green transport route, significant industrial heritage, tourism attraction and major leisure facility through the control of development. The length of the Oxford Canal through Cherwell District is a designated Conservation Area and proposals which would be detrimental to its character or appearance will not be permitted. The biodiversity value of the canal corridor will be protected.'*

*'We will support proposals to promote transport, recreation, leisure and tourism related uses of the Canal where appropriate, as well as supporting enhancement of the canal's active role in mixed used development in urban settings. We will ensure that the towpath alongside the canal becomes an accessible long distance trail for all users, particularly for walkers, cyclists and horse riders where appropriate. Other than appropriately located small scale car parks and picnic facilities, new facilities for canal users should be located within or immediately adjacent to settlements.'*

### 9.3.1.7 Infrastructure Delivery Plan

A detailed schedule of infrastructure requirements is set out in the Infrastructure Delivery Plan (IDP) which is appended to the Local Plan. These requirements were identified following the assessment of policies, and discussions with infrastructure providers. Deficiencies and future infrastructure needs were informed by evidence documents and plans and programmes from infrastructure providers and other organisations. The IDP is a live document supporting the Local Plan and it will be adjusted to reflect changes in circumstances and strategies over time.

The schedule of infrastructure requirements for Kidlington identified by the Council in the IDP is set out in Appendix F. This includes highway improvements and improvements to the cycling and walking network; new and improved education and community facilities; new and improved green infrastructure and utilities provision. The provision of social infrastructure, educational facilities and green infrastructure is primarily dependent on developer contributions.

The Local Plan has identified that due to a lack of spare education capacity in the town, expansion of one of the existing primary schools will be required over the plan period and developer contributions will be sought.

The Local Plan Part 2 will allocate non-strategic sites in the District and provide greater certainty to the specific location of growth in Kidlington and the rural areas. More detailed information on the provision of infrastructure in the rural areas will be provided in the DPD.

**Policy INF 1: Infrastructure** states:

*'The Council's approach to infrastructure planning in the District will identify the infrastructure required to meet the district's growth, to support the strategic site allocations and to ensure delivery by:*

- *Working with partners, including central Government, and other local authorities, to provide physical, community and green infrastructure.*

- *Identifying infrastructure needs and costs, phasing of development, funding sources and responsibilities for delivery*
- *Completing a Developer Contributions SPD to set out the Council's approach to the provision of essential infrastructure including affordable housing, education, transport, health, flood defences and open space*
- *Development proposals will be required to demonstrate that infrastructure requirements can be met including the provision of transport, education, health, social and community facilities.'*

### 9.3.2 Cherwell Sustainable Community Strategy- Our District, Our Future (2009)

The 'Cherwell Sustainable Community Strategy' (SCS) has also been prepared as the top level guiding document for the Cherwell area. The SCS sets an overall strategic direction and long-term (until 2030) vision for the economic, social and environmental well-being of the area. It will influence future policies and plans and it will be used to influence future funding.

The SCS considers a wide range of issues of importance to the community, many of which are not related to land-use planning. It therefore has a wider scope than the Local Plan. The Sustainable Community Strategy emphasises the need to develop a diverse and resilient industrial base and an appropriately skilled workforce. It highlights the importance of supporting people in gaining the skills and flexibility to access local jobs and of attracting new businesses into the area which, in turn, will encourage our younger population to stay or return.

The SCS states that communities within Cherwell are generally harmonious and healthy. People like where they live and have a strong allegiance to their town or village but are not necessarily attached to Cherwell as a whole. However, it emphasises that rapid population growth and development has diluted local identity and a sense of belonging.

The SCS highlights that support may particularly be needed for young people, older people, young families, people moving into the area from outside the UK and marginalised communities, for example people with disabilities or from black and minority ethnic backgrounds. It also points out that villages are being challenged by an erosion of the younger population, local employment and services. Housing is identified as a big concern for Cherwell, particularly the shortage of social / affordable housing. Concerns are also highlighted about secondary education, rural isolation and anti-social behaviour, especially in town centres.

The community priorities of the Sustainable Community Strategy include creating safe, strong and vibrant communities, reducing inequality and addressing deprivation and adapting to an ageing population. It aims for thriving communities where everyone, regardless of their personal circumstances, feels safe in their homes and welcome in their neighbourhoods, where older people are able to live independently and where younger people have skills, opportunities and high aspirations.

### 9.3.3 CIL Charging Schedule

The purpose of CIL is to raise funds to deliver off-site infrastructure that will support the development proposed within Cherwell.

This could include open space, leisure centres, cultural and sports facilities, transport schemes, schools among other requirements.

The charging schedule providing the basis of the Levy and must be informed by an assessment of an infrastructure funding gap and the viability of different levels of Levy. There will be consultation and a public Examination. Consultation on Preliminary Charging Schedule (Regulation 15) has begun with approval envisaged in April 2017.

## 9.4 Oxford City Council

Given the proximity of Kidlington to Oxford City and the on-going work on the partial review of Part 1 of the Local Plan to help meet unmet housing in the Oxfordshire Housing Market Area, it is important to take account of the City Council's development objectives and relevant planning policies.

Key Development Plan documents comprise:

- Core Strategy (adopted March 2011), Oxford City Council are committed to review the Core Strategy.
- Sites and Housing Plan (adopted February 2013).
- The Northern Gateway Area Action Plan is in preparation and an Options Document is due to be published in February 2014.

The Core Strategy highlights the significant development pressures facing the City notably:

- Huge demand for market housing.
- Pressing need for affordable housing.
- Enabling key employment sectors such as education and R&D to flourish.
- Enabling development needed to maintain city's role as a regional centre for retail, leisure and culture.
- Meeting the day to day needs of residents.

The Core Strategy also identifies the scarcity of land to accommodate development requirements due to the Green Belt, constraints presented by the natural and historic environment and Oxford's tightly drawn boundaries.

Housing is highlighted as a key issue. The city has experienced a booming housing market with house prices comparable to London. As a result there is a lack of housing especially affordable housing. Open market housing has become more difficult to obtain and expensive with house prices on average 8.8 times greater than annual incomes. This has caused problems for existing residents wanting to

relocate in the local community and younger people wanting to buy in Oxford.

A key priority of the Oxford Core Strategy is to promote economic growth and supporting development at the Northern Gateway which is located in close proximity to Kidlington. Policy CS6 proposes:

- Employment-led development with supporting infrastructure and complementary amenities
- The maximum employment floorspace for the site is 80,000m<sup>2</sup> (55,000m<sup>2</sup> (Class-B) by 2026)
- Complementary uses could include: emergency services, small retail and a hotel
- Residential Development 200-500 homes
- Transport improvements (all modes)
- Sustainable Urban Drainage
- Renewable Energy
- Access to Education.

The Northern Gateway Area Action Plan was adopted in July 2015 and supports the delivery of the Oxford Core Strategy 2026 allocation, and guides future development of this site to the north of the city in the Wolvercote ward. The Northern Gateway Consortium is now preparing an outline planning application for the development of land. The AAP states that planning permission will be granted at the Northern Gateway for:

- up to 90,000m<sup>2</sup> (gross internal area) of employment development;
- up to 500 new homes;
- a range of local scale retail uses (up to a total of 2,500m<sup>2</sup> gross internal area); and
- a hotel with associated leisure facilities (up to 180 bedrooms)

It is proposed to increase public transport connectivity and provide new highway infrastructure to relieve congestion in the area.

## 9.5 Relevant planning history and current development proposals

There are a number of current and historic development proposals which need to be taken into account in the development of the Framework Masterplan. These are summarised below.

**Redevelopment of Co-op car park**- outline planning consent granted in July 2007 for residential development on car park to rear of Co-op store. Approval of siting and access but all other details reserved. Maximum height not to exceed 12.5 m. Illustrative scheme showed development with street frontage and car parking retained to rear. Detailed proposals have now been submitted for 46 x 2 bed flats, 8 x 2 bed flats above store and a remodelled foodstore. Decision awaited.

**Gravel Pits Allotments, The Moors**- planning consent granted in November 2015 for a 70 bedroom care home and associated parking

**13-15 High St**- planning consent for demolition of existing building and erection of 3 storey mixed use building (C3, A1 and D1) (May 2014)

**46 High St**- planning consent granted for 7 flats and parking (July 2014)

**1-20 Lakesmere Close**- Conversion of 20 Office units to provide 18 dwellings and 4 apartments (August 2013)

**Extension to Begbroke Science Park** - outline planning permission granted for final phase of current development subject to completion of Section 106 Agreement.

**Oxford Technology Park** - proposed development at Langford Lane to create 23,200 sq m of B1(b) research and development space. Approved December 2015.

**Oxford Parkway Station** - new station developed and now open as part of Chiltern Railways project Evergreen 3 which will provide direct rail link between London and Oxford. Located near the Water Eaton park and ride site, with direct bus links to Kidlington, north Oxford, the John Radcliffe hospital and the city centre.

**Extra-care flats, Thornbury House, The Moors** - planning permission granted for a development of 54 Extra-care flats.

**Thames Valley Police HQ, Oxford Road** - new headquarters building for 180 staff to replace temporary accommodation (approved October 2011)

**New station, Lyne Road**- outline consent granted in 2004 for a construction of railway station (platforms, shelters and pedestrian bridge) with associated car parks, cycle storage, vehicular access and pedestrian access, lighting and landscaping. The scheme has not been progressed.

There have been a number of applications for the demolition of bungalows and larger properties and the erection of smaller dwellings and flats (particularly properties on The Moors, Oxford Road and the High St) and applications for the extension and sub-division of existing dwellings to create additional units.

Key

- 1 Extension to Begbroke Science Park- consented
- 2 Oxford Technology Park- consented
- 3 Oxford Parkway development
- 4 Extra-care flats, Thornbury House, The Moors- consented
- 5 Thames Valley Police HQ, Oxford Road
- 6 13-15 High Street- refused
- 7 Redevelopment of Co-op car park
- 8 Health Centre, Exeter Close- new proposal under consideration
- 9 New Station, Lyne Road- not being progressed
- 10 Gravel Pits care home

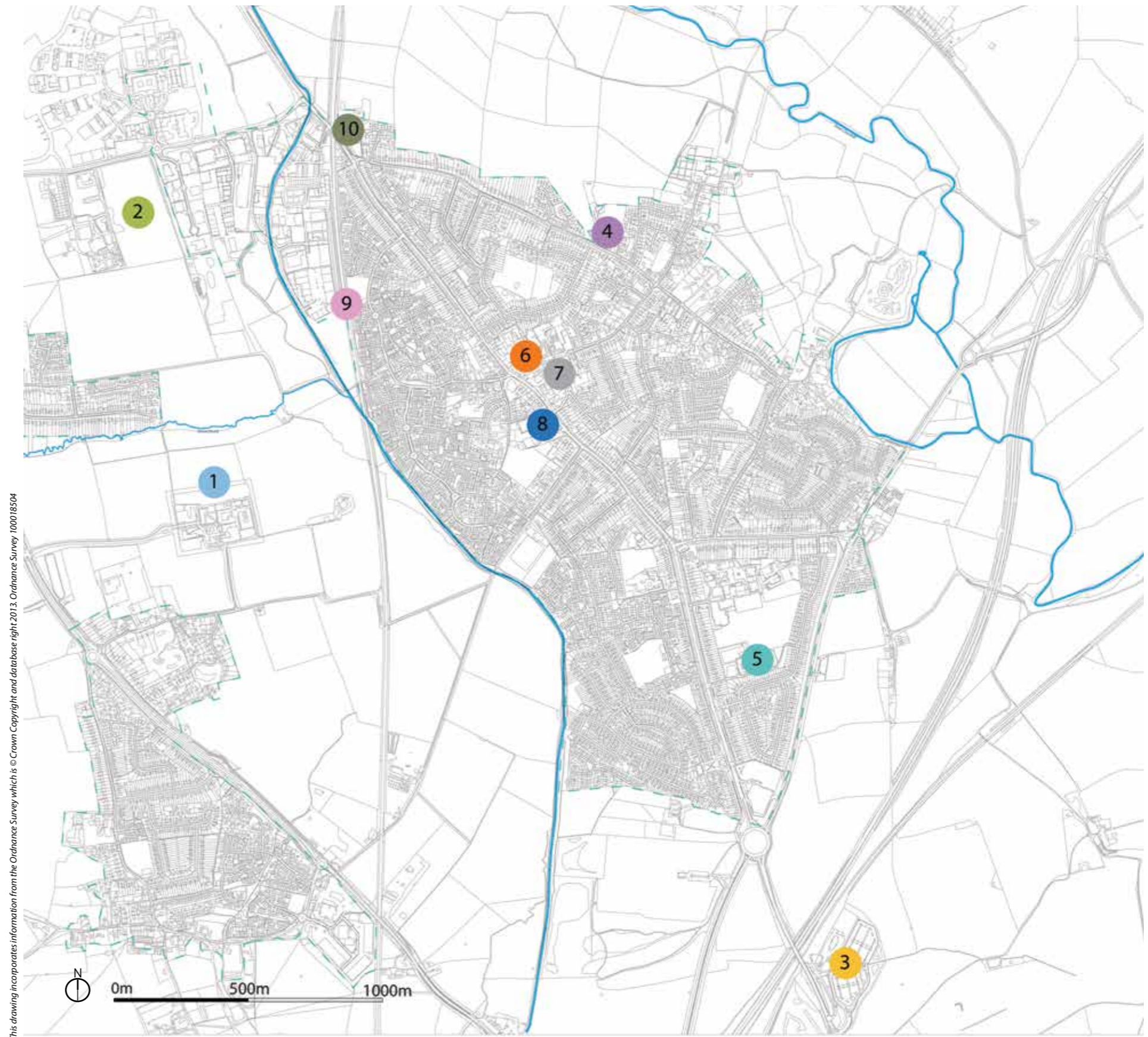


Figure 9.5 Location of planning proposals

## 9.6 Planning context: summary analysis

| Strengths   | Weaknesses   |
|---|--|
| <ul style="list-style-type: none"> <li>• Focus of policy on economic growth and sustainable communities.</li> <li>• The Local Plan seeks to enhance Kidlington’s economic role. Economic development will be supported to:               <ul style="list-style-type: none"> <li>• Exploit its position in the Oxford/Cambridge Corridor.</li> <li>• Allow for appropriate growth plans at Begbroke Science Park and in the vicinity of Langford Lane Industrial Estate. This will require a small scale Green Belt review.</li> <li>• Connect with the Oxford economy.</li> <li>• Create new opportunities for additional retail, leisure and cultural activities, and environmental improvements, in an extended village centre.</li> <li>• Secure the growth potential from the presence of London Oxford Airport.</li> </ul> </li> </ul> | <ul style="list-style-type: none"> <li>• Lack of information regarding local housing needs.</li> </ul>   |
| Opportunities   | Threats  |
| <ul style="list-style-type: none"> <li>• Potential for strengthening technology cluster around Begbroke Science Park, Langford Lane and London Oxford Airport.</li> <li>• Potential to strengthen village centre with mix of uses</li> <li>• Local Plan Part 2 and partial review of Local Plan Part 1 will potentially allocate additional non-strategic and strategic development sites.</li> <li>• Previous proposals for redevelopment of sites within village centre suggest potential availability and opportunity for bringing forward schemes in accordance with objectives of Framework.</li> <li>• Development of the Oxford Northern Gateway may provide opportunities for new transport links and improved connections to Kidlington.</li> </ul>  | <ul style="list-style-type: none"> <li>• Lack of urban design guidance to promote high quality development in the village centre.</li> <li>• Pressure for release of sites outside settlement to meet unmet housing needs of Oxford City.</li> <li>• Scarcity of land within boundaries of Oxford City to accommodate development requirements and housing needs.</li> </ul> |

Table 9.1 Planning context summary analysis

### Consultation Questions:

9a. Does the review of planning accurately reflect the policy and development context for this Framework?

9b. Are there any inaccuracies or important issues that have been missed?

### Taking Part 1 as a whole:

9c. In general does Part 1 of the Framework provide a good overview of the character and issues facing Kidlington today?

9d. Are there any inaccuracies or important issues that have been missed?

# Part 2: Kidlington tomorrow Realising the potential

GROUP 5

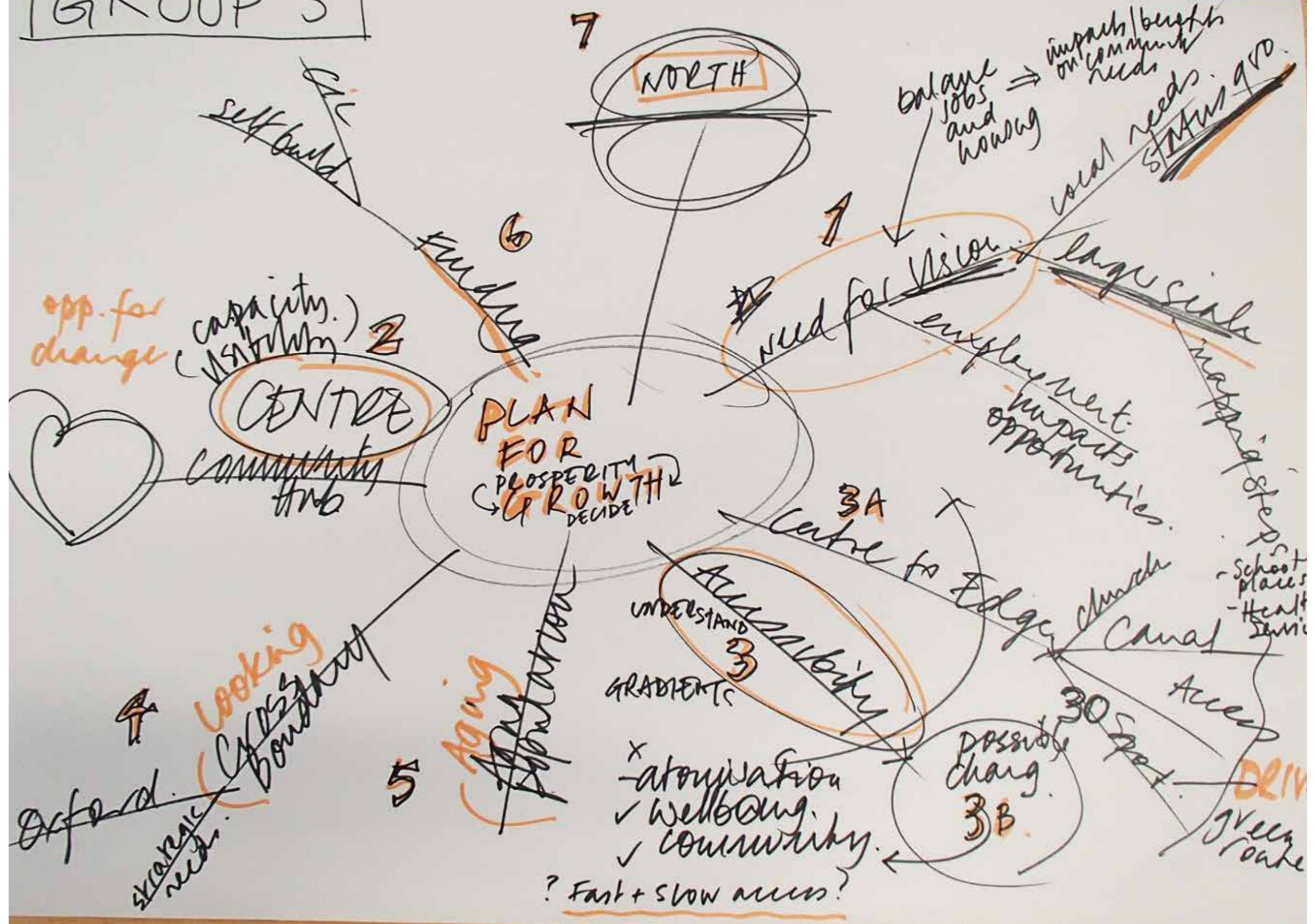


Figure 10.1 Stakeholder consultation September 2013: visioning

# 10.0 Consultation and engagement

The findings set out in this report draw heavily from individual and group discussions which have taken place with CDC Officers, KPC and a wide range of local stakeholders representing groups and organisations in the village and developers, landowners and businesses.

They also pick up on the findings of earlier consultation including representations to the Local Plan and the village Healthcheck and Action Plan which was undertaken by KPC in 2007. The issues which have emerged in consultation over the last 6+ years remain relatively consistent and provide a strong set of objectives on which to base the Masterplan. Further details of the consultation process is provided in the supporting Statement of Consultation.

## 10.1 Previous consultation findings

### 10.1.1 Kidlington- A vision for the future, Roger Evans Associates, 2007

Key issues raised in consultation include:

1. Expansion of village centre- potential to reconfigure Exeter Close facilities to improve the current facilities and services available, recognising that the village is currently underperforming.
2. Improvements to the village centre public realm.
3. Weak connection between the village centre and outlying areas of the village, particularly London Oxford Airport and the business parks.
4. Status and identity- potential to build on the assets of Kidlington in order to enhance the sense of community.
5. Parking and Public transport- the possibility of introducing measures to prevent people from using the village centre as an informal park and ride to Oxford.

6. Local amenities- Oxford Canal is identified as an asset to the village but its potential as a pedestrian route is not currently being realised due to its poor condition, particularly towards the northern edge.

The study highlighted the importance of producing a vision for Kidlington to guide development over the next 25 years and recommended that a further urban design study be prepared.

### 10.1.2 Healthcheck, 2006 and Action Plan, 2007, Kidlington Parish Council.

Preparation of the Healthcheck and subsequent Action Plan was based on wide public consultation which identified key priorities and formed the basis of a vision for the kind of community people would like to see in the future. The public consultation process began with local working groups highlighting the important issues facing the village. Four key topic areas were identified: environment, economy, social and community and transport. A questionnaire survey followed and just over 400 people responded, including over 100 replies from sixth form students at Gosford Hill School.

In response to the question 'What sort of community would you like Kidlington to be in future? The most common responses in order of popularity were as follows:

- Retain village atmosphere
- More community spirit
- Activities for the young and old
- Better shops and centre
- Clean/ protect the environment
- Separate identity

Consultees were then asked to rate the importance of issues of concern for the short term and the future. The village centre was key concern for the short and long term, reflecting its importance as the focus for commercial activity and heart of the community. Maintaining a clean and safe environment came high on the list for the short term, while traffic congestion and traffic flows were important in both periods. For the longer term the need for improved activities for leisure, sports and the young was a key issue as was concern over the growth of the village and the threat to the village's landscape setting and Green Belt. Affordable housing was recognised as an issue but had relatively low priority.

The shared 'vision' that emerged from the Healthcheck is of a community which wishes to:

- Take pride in its individuality and distinct identity, and regards it as a strength.
- Be lively and successful, with a more vibrant economy, and is looking to fulfil the potential for a comprehensive range of facilities and services it provides for shopping, health, education and leisure.
- Work together to improve opportunities for all.
- Do more for the young, encouraging them to take an active part as its future citizens.
- Take more active steps to improve its environmental performance, and safeguard the quality of its urban and rural environment.
- Be, and feel, safe and well cared for.
- Look to the future and be able to assume responsibility for its own destiny.

The subsequent, more detailed, Action Plan set out ten strategic aims for the future of the community:

1. Deliver a high standard of community services economically, efficiently and effectively.
2. Maintain and enhance Kidlington's distinct identity.
3. Enhance the vitality and vibrancy of the village centre.
4. Improve and develop the economic strength of the village.
5. Develop local partnerships for project delivery and for joint responsibility for the future of the community.
6. Safeguard, enhance and improve the quality of the environment.
7. Ensure the village is accessible for all by use of integrated and sustainable means.
8. Promote Kidlington as a safe community.
9. Improve opportunities for health, education, leisure and youth
10. Ensure improved provision for housing.

These aims remain relevant to the Framework.



## 10.2 Issues and options consultation, 2013

Whilst wider public consultation has not been undertaken as part of this study, stakeholder consultation has formed a key part of the work undertaken to date on the Framework.

Consultation has involved:

- Discussion sessions with KPC Strategy Group (June and October)
- Briefing meetings with CDC and Oxfordshire County Council officers
- Briefing meetings with key landowners / developers
- Liaison by phone and email with community representatives

Two stakeholder events were held on the 20 September 2013 in Kidlington, firstly a breakfast meeting with members of Kidlington Voice and secondly a large half-day stakeholder workshop at Exeter Hall. A summary of the issues raised during these workshops follows. A full report of the findings is contained within the supporting Statement of Consultation.

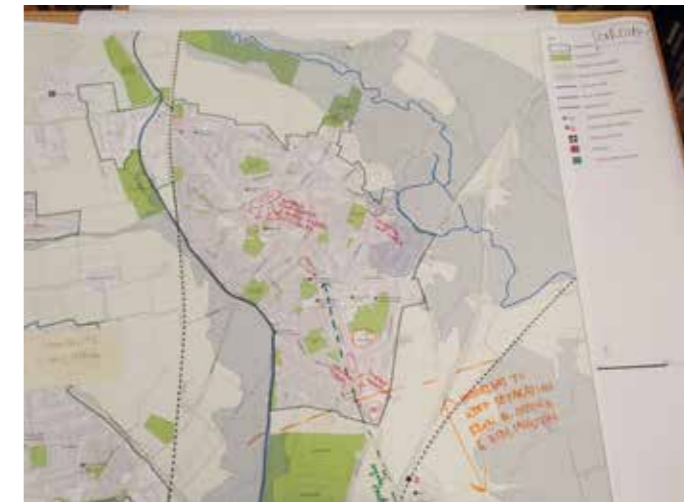


Figure 10.2 Groups discussions using maps

### 10.3 Kidlington Voice workshop

Around 20 Voice members attended a presentation by Alan Baxter followed by a discussion session and Q&A. Key issues raised during the meeting include:

#### Water Eaton Station

- Development of the new railway station is supported because it will enhance links especially to London and Oxford. It is important to consider people flows from both Kidlington to London and Kidlington to Oxford to gain an understanding of future economic benefits.
- Support for a “reverse Park and Ride” into Kidlington in addition to the existing Park and Ride into Oxford, linking the new train station to London Oxford Airport and the village centre. This service is supported because of heavy road traffic problems particularly in the rush hour.
- The name of the station is significant to help growth of the village, “Water Eaton station” has been proposed but the group suggests it should be called “Kidlington station”.

#### Connectivity and east- west links

- St Mary’s Church (to the east) and Exeter Hall (to the west) act as community activity hotspots. They lack clear connections to one another.
- St Mary’s Church is located in a dead-end and traffic congestion becomes a problem when the church is in use. There is potential opportunity to improve vehicular access to St Mary’s Church, this would have to consider the high value surrounding countryside.

#### Improved pedestrian and cycle routes

- The need for improved pedestrian and cycle links across the village, including improvements to the surface of the canal towpath for walking and cycling.
- New and improved pedestrian crossings and cycle links are needed particularly around the school sites due to high volumes of school run related car traffic.

#### Heart of the village

- Community events such as the ‘Christmas Lights’ are popular and draw a number of local people, visitors and business workers to the village centre.
- Retain the monthly farmers market which draws people into the community by providing a place to socialise and interact with each another. Need to bring a focus to the market to maintain success.
- Strengthening and expanding the village centre to match the size of village. A wider mix of uses in the village centre would bring a greater activity and draw people to the centre e.g. increasing activity after work hours such as restaurants, cinema or a bowling facility within the village centre to support an evening economy.
- The Co-op holds community significance as a meeting point and ethical trader. Since it has been out of use (as a result of the recent fire) smaller local traders have noticed a decrease in customers.
- There is opportunity within the village to draw more people into the centre by encouraging specialist shops and small businesses into High Street to create a unique and attractive centre.
- It is important to retain public space in the village centre and reserve potential sites for future community facilities.

#### Affordable housing

- Recognise the need for new housing within the village. At present there is a high demand for market housing with a constrained supply particularly in comparison to neighbouring settlements e.g. Abingdon and Didcot, the housing pressure will increase with a new station.
- There are over 1,000 young people in Gosford Hill Secondary School many of whom would like to stay in Kidlington in later life but houses prices are too high. They view other local villages such as Whitney and Bicester as more affordable; therefore there is a need for affordable housing within Kidlington.

### 10.4 Stakeholder workshop

The purpose of the Stakeholder workshop was to bring different interest groups together to examine Kidlington’s current strengths / weaknesses and priorities for change. The workshop was attended by 34 delegates representing a range of interests including District and Parish Councillors, officers from CDC and Oxford City Council, landowners and developers, businesses and local organisations and groups. Following presentations by the project team, attendees were divided into groups for detailed discussions around maps.

#### 10.4.1 Session 1: Issues, challenges and priorities

Workshop Session 1 focused on identifying Kidlington’s strengths and weaknesses. Recurring themes included: integration and connectivity, identity, distinctiveness, strengthened centre and growth.

#### Strengths

- Strategic location: close proximity to Oxford which brings economic, social and educational benefits and links to Begbroke Science Park, London Oxford Airport and Langford Lane employment areas.
- Transport: good public transport connections to Oxford and well served by bus. Water Eaton station will offer good links to London.
- Good sense of community supported by good schools, low crime, good facilities and recreation. Kidlington is generally a pleasant place to live.
- Distinctive character of parts of Kidlington and built heritage/ conservation areas.
- Natural environment and access to countryside.
- The canal is a distinct asset within the village landscape, although this area is underused and holds more potential.

**Weaknesses**

- Poor public transport links in the northern part of Kidlington towards the London Oxford Airport.
- Oxford to Banbury road (A4260) severs the village and creates a barrier to east to west movement due to heavy traffic flows, congestion, poor pedestrian crossings and traffic dominated character.
- Need for street improvements with particular focus on tree planting and traffic calming to help prevent the issue of 'rat running' through residential streets.
- Overall lack of cohesion and integration leading to separate communities and poor linkages to the village centre.
- Whilst parts have a distinctive character, as a whole the village lacks identity. There are a number of hidden assets throughout the village including the canal and valuable countryside, but these are not obvious from the Oxford Road.
- Concern regarding the unmet housing needs with low housing allocation in the Draft Local Plan and perceived high demand for affordable housing in the village.
- Constraints on development due to Green Belt, railway line, floodplain and major highways.
- Village centre is underperforming and lacks visibility onto Oxford Road.
- Potential threat of coalescence – need to maintain Kidlington's distinctiveness.

**Priorities**

- Overcome the barrier presented by Oxford to Banbury Road.
- Strengthen the centre with an improved retail offer and better visibility/ frontage to Oxford Road.
- Improve integration of the village centre and employment areas
- Enhance east-west linkages.
- Improve access to canal and open spaces.
- Make better use of assets and locational advantages.
- Understand and make provision to meet local housing needs.
- Strengthen the distinctive identity of Kidlington.

**Vision for the future**

Groups were asked to complete the statement 'In 2031 Kidlington will be...'. Common themes included:

- A stronger village centre with a greater range of retail brands and a mix of uses to achieve higher footfall, active frontages and enhanced daytime and night time economy.
- The creation of a sustainable community with high quality environment and access to jobs and a full range of high quality community facilities and services.
- Reinforcing the sense of identity and distinctiveness.
- Growth- balancing housing and employment growth with protection of the built and natural environment.
- Integration and connectivity.

**10.4.2 Opportunities for change to 2031 and longer term**

Delegates were divided into four themed groups depending on their particular area of interest and discussed priorities for change in the period to 2031 and longer term opportunities. Common themes related to:

- Maximising assets and making best use of sites.
- Need for an overall vision and framework (including land to the west of the canal).
- Importance of improved integration/ connections.
- Overcoming the barrier of Oxford Road.
- Need to consider employment, housing and community needs.

**Village centre and Exeter Hall / enhancing local distinctiveness****i. Village centre and Exeter Hall**

- Need for better frontage onto Oxford Road and integration of the village centre and Exeter Hall site.
- Future development: the group identified potential opportunities to relocate or reconfigure land uses to release larger development sites in the longer term suitable e.g. Audi Garage and adjacent properties, fire station and post office, Co-op car park.
- Opportunity for reconfiguration of Exeter Close and facilities as part of wider town centre improvements.
- Public realm improvement: enhancing pedestrian and cycle routes, introducing 20mph, appropriate street furniture and enhancing activity in the street through improved weekly markets.
- Retail development: attraction of larger retail brands, additional 'anchor stores' e.g. Waitrose, ALDI and shop frontage renewal.
- Need for a strategic plan and village centre design guide to ensure that development proposals will contribute to overall objectives, enhance townscape quality and avoid piecemeal development.

## ii. Enhancing local distinctiveness

- Identified the canal and surrounding area as an asset and the potential for towpath improvements connecting Kidlington to the business parks and Oxford.
- Potential for cycle and pedestrian improvements to link different landscape character areas including opportunities for circular walks.
- Recognised the importance of improving access to the surrounding countryside, as a means of offsetting the lack of formal open space in the village centre. Possible linear park along canal.
- Recognised that more could be done to signpost Kidlington and improved marketing and wayfinding for visitors.

### Technology corridor

- Need to build on existing strengths and assets: Begbroke Science Park, London Oxford Airport, Langford Lane employment area and proximity to Oxford.
- Importance of better promotion of the whole area as a focus for high technology and research rather than as individual employment areas.
- Need housing and improved services to support employment growth.
- Request for greater clarity regarding the Green Belt review in terms of timing, area covered and local or strategic objectives.
- Importance of public realm improvements particularly within Langford Lane industrial area and enhanced linkages to village centre.
- Concerns about potential conflicting interests and need for joined up approach.

## Improving connections and public realm

- Opportunity for a Green Travel Plan.
- Opportunities for public realm improvements at The Broadway shops, Bicester/Oxford Road junction and village centre.
- Potential for new cycle and pedestrian routes and improvements to connect up existing routes into a more comprehensive network e.g. extension of Bicester Road cycle route towards Islip.
- Need to focus on enhanced connectivity between employment areas and the village centre e.g.: new/ improved cycle and pedestrian routes between Langford Lane and Begbroke and the village centre via the canal and Lyne Road.
- Identified residential streets with high volumes of through traffic which would benefit from traffic calming measures e.g. Green Road.
- Parking pressures: potential need to restrict car parking along Oxford Road service roads (used as free park and ride) whilst maintaining some free parking within the village centre.

### Meeting community needs

- Need to plan for prosperity: housing, jobs and facilities
- Identified possible sites for larger scale housing development to meet local housing needs.
- Opportunity to consolidate existing football club sites and expand Stratfield Brake, releasing sites for housing within the village e.g. Yarnton Road Football Club.
- Potential to enhance green infrastructure through careful use of green edges, footpaths, cycle paths and street trees.
- Establish a community hub at Exeter Close that brings service providers together, serves a multi-functional purpose and has access to funding.
- The need for a coherent vision for the village and its immediate surroundings including canal.
- Identified opportunities for shared use on/near existing school sites.

## 10.5 Summary

Consistent themes emerge from the consultation undertaken in respect of the 2006/7 Healthcheck and Action Plan, and the stakeholder consultation undertaken as part of the Framework Masterplan study. Key priorities include:

- Strengthen the distinctive identity of Kidlington.
- Create a stronger centre with an improved retail offer and better visibility/ frontage to Oxford Road.
- Improve integration of the village centre and employment areas.
- Enhance east-west linkages.
- Improve access to canal and open spaces.
- Make better use of assets and locational advantages.
- Understand and make provision to meet local housing needs.
- Reduce traffic congestion/ heavy traffic through village.
- Protect and enhance built and natural environment.

Particular importance is placed on balancing housing and employment growth with protection of the built and natural environment. There is increasing concern about the ability to meet local housing needs and the need for a well-rounded, sustainable community with a high quality environment, access to jobs and high quality community facilities and services.

### Consultation Questions:

10. In your view, have the findings from consultation to date provided a good summary of the issues facing the village?

# 11.0 Framework vision and themes

## 11.1 Vision statement

***In 2031, Kidlington is a distinctive and sustainable community with a strong sense of identity.***

***Its landscape setting, access to high quality homes and community facilities and revitalised village centre make it an attractive place to live and work. Its strong connections with Oxford and Bicester, rail link to London and London Oxford airport support a growing high value employment base which is well integrated with the wider village.***

The vision statement captures the essence of what the village hopes to achieve over the coming years and the type of place that Kidlington could become. Its themes are drawn from the strategic vision and objectives set out in the Local Plan (see section 9.3), the strategic aims identified through KPC's Healthcheck and subsequent Strategic Vision (see section 10.1) and the Framework analysis and consultation to date.

## 11.2 Spatial concept

The spatial concept plan summarises the main opportunity areas within the village where improvements, development and change should be focussed to deliver the vision. These areas must not be considered in isolation; connectivity and integration will be essential for their ongoing success:

- Kidlington's high quality landscape setting is protected as Green Belt but should be made more accessible for leisure. In particular the canal and river corridors to the east and west of the village which are attractive walking, cycling and recreational asset;

- The economic growth areas identified in the Local Plan Policies Kidlington 1 and 2 should be considered in a joined up manner to ensure maximum benefits to Kidlington's population and existing local businesses;
- Expansion of high tech employment areas around Langford Lane/ London Oxford Airport and Begbroke Science Park including small scale Green Belt release to accommodate growth (boundaries to be considered through Local Plan Part 2);
- Expansion of the village centre to the west of Oxford Road (boundaries to be considered through Local Plan Part 2);
- Village 'gateways' to the north and south are important in creating a sense of arrival and a good first impression and should be a focus for public realm and townscape improvements;
- Oxford Road should be transformed from a traffic dominated 'highway' to a pedestrian and cycle friendly 'street';
- New and improved east-west pedestrian and cycling links should be created to connect the village's economic, social, landscape and townscape assets including potential for a canal hub at Roundham Bridge;
- Opportunities for new homes within the village centre and other small sites within the settlement boundary.
- Across all opportunity areas, there must be an emphasis on delivering high quality townscapes, landscapes and public realm which strengthen the character and distinctiveness of Kidlington.

## 11.3 Framework themes and objectives

Opportunities including longer term ambitions are described in more detail in subsequent chapters under the following six themes:

### 1. Revealing Kidlington's distinctive identity

*To strengthen Kidlington's distinctive character of a 'village set in the landscape' and reveal its hidden gems to a wider audience.*

*To establish an attractive Kidlington townscape character through the high quality design of new buildings and public spaces.*

### 2. Strengthening the village centre

*To strengthen the village centre, increasing its mix of uses and vitality and its attractiveness to local residents, employees and visitors as a place to shop, work and spend leisure time during the day and evening.*

### 3. Supporting community needs

*To enhance access for all residents to high quality community facilities, sports and recreation spaces.*

### 4. Supporting future economic success

*To support the growth of an integrated cluster of high value employment uses to the west of the village including Langford Lane, London Oxford Airport and Begbroke Science Park.*

*To integrate the employment areas with the rest of the village, to maximise benefits to employers and employees, the village as a whole and the wider district.*

### 5. Planning for sustainable growth

*To build a sustainable community with opportunities for all and access to housing, jobs and high quality community facilities.*

### 6. Integrating and connecting










*To physically integrate Kidlington's neighbourhoods, village centre and employment areas; to encourage movement by sustainable modes of transport; and to make the most of the village's excellent strategic connectivity.*

The proposals are initial recommendations, identifying opportunity areas to explore in greater detail through the Local Plan Part 2, potential neighbourhood plan or subsequent masterplan studies. Chapter 18 provides an Action Plan setting out the next steps in delivering the Framework opportunities. Areas where further detailed investigation is required to strengthen the evidence base are identified.

When planning for the future of the village it is important to consider the immediate and medium term ambitions within the context of the longer term and bigger picture. Whilst the focus of the Framework is on meeting the Local Plan objectives to 2031, the Local Plan recognises that the Framework also provides an opportunity to identify longer term issues which may be addressed in future Local Plan reviews.

### Consultation Questions:

11. Do you agree with the Vision statement, overall spatial concept and Framework objectives?

- Key
-  Green Belt
  -  Railway line
  -  Key assets
  -  Green corridors
  -  Village 'gateways'
  -  Focus for growth
  -  Transform Oxford Road from a highway to a 'street'
  -  Strengthen east-west walking and cycling connections
  -  Canal hub at Roundham Bridge

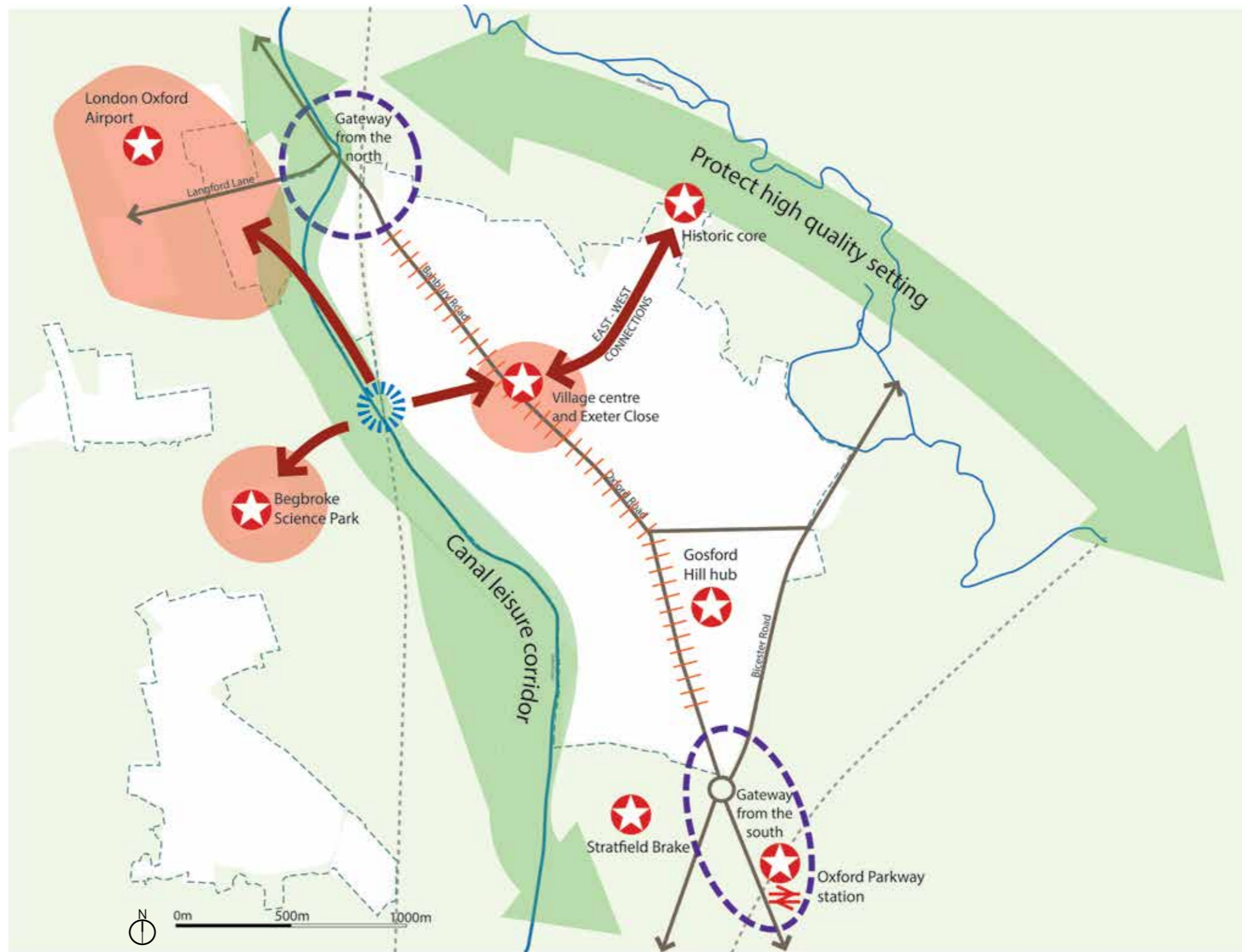


Figure 11.1 Spatial concept

# 12.0 Revealing Kidlington's distinctive identity

## 12.1 Summary of key issues

Kidlington has a number of high quality, distinctive landscape and townscape assets including the canal, historic village core and River Cherwell landscape. However, they are hidden at the edges of the village and are not evident to many visitors.

First impressions are of a primarily suburban linear settlement comprising of ribbon development on the A4260 through the village and late 20th century inward facing estates which make up much of the housing stock and lack local distinctiveness;

Access to the canal from the adjacent housing estates is extremely limited with garage courts and back fences fronting into the canal;

The village centre is located to the west of the main road and is easy to miss. It lacks a strong sense of place or distinctive architectural style and does not relate to the historic core;

The village is surrounded by Green Belt and physically separate from Oxford and the surrounding villages of Begbroke and Yarnton. It is keen to remain so, retaining its independence as a settlement rather than becoming a suburb of Oxford.

Kidlington's status as the second largest village in England is a quirky fact but does not reflect the size of the settlement or its importance for service provision, employment and its weekly market.

## 12.2 Objectives

**To strengthen Kidlington's distinctive character of a 'village set in the landscape' and reveal its hidden gems to a wider audience.**

**To establish an attractive Kidlington townscape character through the high quality design of new buildings and public spaces.**

## 12.3 Opportunities

### 12.3.1 Put Kidlington on the map

As the nearest large settlement Kidlington's presence should be felt at both the airport and Oxford Parkway station. Information boards should be provided detailing local attractions, accommodation and facilities.

Wider promotion of Kidlington as an attractive place to live, work and visit should highlight the village's townscape, landscape and economic assets and its proximity to attractions such as Blenheim Palace and Otmoor Nature Reserve.

### 12.3.2 Strong first impressions

The Kidlington roundabout area could be enhanced so that it acts as a positive arrival point or 'gateway' to the village from the south. Options to be explored include public art on the roundabout or grass verges to the north, new welcome signage to point visitors to Kidlington attractions, and enhanced footpaths and cycling routes to



Figure 12.1 Opportunity for new public art. Source: Lily Hartley

the station and Stratfield Brake.

The gateway from the north into Kidlington at the junction of Oxford Road and Langford Lane could be enhanced with a comprehensive public realm scheme including welcome signage and improved views and access onto the canal and Langford Lane Wharf Conservation Area. Improvements should be delivered in conjunction with the expansion of employment uses at Langford Lane and the proposed care home development at Gravel Pits.

### 12.3.3 Redefine the character of Kidlington village centre

Village centre design guidelines should be prepared, to provide guidance on the quality and character that is expected of future development in the expanded village centre. This will assist planning officers in working with developers to ensure a high quality of design and development. Further details are provided in section 13.3.

### 12.3.4 Increase accessibility and awareness of the village's landscape and heritage assets

There is an opportunity to connect the Historic Village Trail around Church Street and Mill End to the village's other assets such as the canal and village centre by improved cycling and clearly signposted walking routes running east-west.

Medium and longer distance circular walks are proposed to encourage an appreciation of the village's attractive landscape setting. The majority of connections are already in place, but need clearer signage and additional information for example in leaflet form or a map/information display board in the village centre.



Figure 12.2 Opportunity for welcoming signage. Source: Malcolm Lane

- Key
- Green Belt
  - Railway line
  - Village 'gateways'
  - Public realm improvements
  - Improve canal side green spaces
  - Review and increase canal access points
  - Improved walking routes connecting the assets
  - Existing Historic Village Trail
  - Landscape and townscape assets
  - Landscape appraisal
  - Village centre design guidance
  - Conservation areas
  - Improved habitat and green space corridors
  - Canal hub at Roundham Bridge

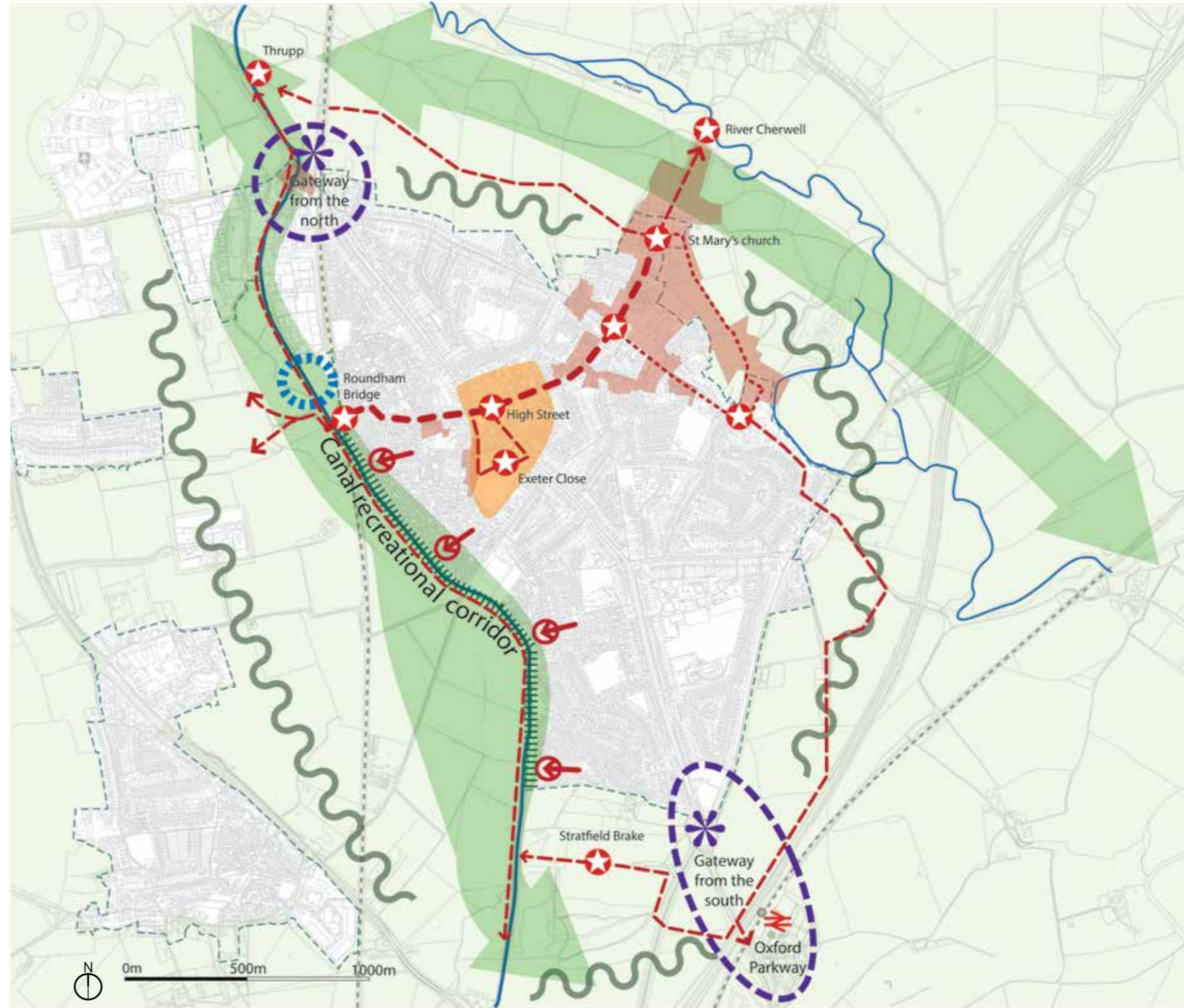


Figure 12.3 Revealing Kidlington's distinctive identity



### 12.3.5 Canal recreational corridor

In line with Local Plan Policy ESD16 the Framework supports increased access to and recreational use of the Oxford Canal corridor.

Roundham Bridge and locks are already a focus for activity on the canal and have the potential to act as a hub with increased facilities and connectivity:

- The bridge and railway level crossing to the west provide a footpath and informal cycle link between Begbroke and Kidlington village centre, and north and south along the canal towpath. These links should be improved to provide formal cycle ways to Begbroke Science Park and Langford Lane employment areas.
- The vacant triangle of land to the east of Roundham locks could be a good location for a small scale facility such as a local marina and café which relates well to the canal and encourages recreational use of the corridor. This would provide moorings which are within walking distance of the village centre.

Opportunities to increase access from residential estates to the east of the canal should be explored to create connections for leisure and commuting. This could include the reconfiguration of garage courts and footpaths to enable cycle and pedestrian access, and the creation

of a towpath on the eastern bank of the canal. A detailed study will be required to identify appropriate locations.

There is an opportunity to create a designated green corridor of informal amenity and natural open space to the west of the canal, making use of land which is at risk of flooding. This would provide an enhanced recreation and natural resource extending from Stratfield Brake to Rushy Meadows SSSI and beyond.

Poorly used green spaces on the eastern bank of the canal have potential to be turned into pocket parks to improve the setting of the canal and address the greenspace shortfall. These spaces could provide an opportunity for design and management by the local community.

### 12.3.6 Define and protect the edges of the village

An appraisal of Kidlington's landscape setting should be prepared to support future planning policy. This should identify the landscapes which are most important in defining the village boundaries and attractive landscape character and maintaining Kidlington's separateness from adjacent settlements.

## 12.4 Longer term opportunities

The following opportunities could be considered in the longer term:

### 12.4.1 Development opportunities

Mixed use development to strengthen the village gateways to create a strong sense of arrival. Subject to policy constraints (Green Belt), development around the southern gateway could provide a stronger frontage to the main road and potentially include the reconfiguration of Kidlington roundabout junction.

Development of a marina or other facilities to west of canal to provide moorings and visitor facilities, subject to policy constraints.

#### Consultation Questions:

12. Do you agree with the objectives and opportunities identified under the theme of 'revealing Kidlington's distinctive identity'?

12b. Do you have any ideas to add?



Figure 12.4 Example of a characterful new village centre at Poundbury, Dorset



Figure 12.5 Oxford Canal, Kidlington



Figure 12.6 Way finding, Kidlington village centre



Figure 12.7 Precedent of an opportunity for greater canal side activity

# 13.0 Strengthening Kidlington village centre

## 13.1 Summary of key issues:

- The village centre operates as a local service centre and has a regular market. Co-op and Tesco are anchor stores and there is a high number of A2 uses (services, banks etc.) but limited comparison retail. There are a low number of vacant units and a low number of national multiples.
- The centre is well located geographically at the centre of the village and is well served by car parking. However, for village of its size, the village centre is underperforming and the evening economy is weak. A lack of high quality frontage onto Oxford Road, poorly located bus stops, a lack of pedestrian crossings and limited vehicle access points limit footfall from passing trade.
- There is a mishmash of architectural styles on the High Street and architectural and public realm design quality varies considerably.
- Surface car parking occupies large areas of land to the rear of the High Street. There is concern that long stay car parks are used as an informal 'park and ride' by bus users rather than by shoppers and as a result occupancy levels do not reflect the car parking need generated by village centre uses.
- Village centre expansion is identified in the Local Plan to the west of Oxford Road. However the highway continues to act as a barrier and reported demand for retail premises is low.
- Local Plan Policy Kidlington 2 supports residential development in appropriate locations in the village centre.
- Exeter Close provides a range of community facilities and recent landscape works have improved the entrances, but the site still relates poorly to the town centre.
- The southern part of Kidlington / Gosford is served by shops around The Broadway and a large Sainsburys. Retail facilities in the northern part of the village are limited to a convenience store.

## 13.2 Objectives

To strengthen the village centre, increasing its mix of uses and vitality and its attractiveness to local residents, employees and visitors as a place to shop, work and spend leisure time during the day and evening.

## 13.3 Opportunities

### 13.3.1 Redefine the character of Kidlington village centre

The village centre should be the focus for significant change and improvement which will bring obvious benefits to local businesses and residents and will be important in changing wider perceptions of Kidlington for the better.

In line with Local Plan Policy Kidlington 2, the designated boundary of Kidlington village centre should be expanded to include land to the west of Oxford Road and Exeter Close. The rear of Exeter Close, North Kidlington School, the Fire Station and Sorting Office, and historic properties on Banbury Road several of which contain retail/ office uses should be considered for inclusion within the boundary. These areas form the setting of the core village centre and contain or have potential to accommodate town centre and community uses.

The Framework establishes design principles for the village centre and identifies potential development sites which are listed below. These principles should be tested and developed in a comprehensive village centre masterplan. This more detailed work will require further background studies to understand land ownership, site availability and develop a strategy for car parking to ensure the proposals are deliverable.

The masterplan should be supported by design guidance on the quality and character that is expected of future development. This should include a review of important characteristics of Kidlington and wider Oxfordshire townscapes highlighting ways in which the vernacular could be reflected in the architectural approach. It should set out robust guidance on quality, detail and design style, for example materials, roof lines, heights, set-backs and public realm, to ensure that development positively enhances the character and distinctiveness of the village centre and creates a cohesive village centre streetscape.



Figure 13.1 Food and drink- Brixton Market



Figure 13.3 Events



Figure 13.2 Markets

### 13.3.2 Village centre design principles

#### Connectivity and public realm

- Key village centre streets and pedestrian routes (identified on Figure 13.4) should be the focus for high quality public realm treatments. This includes the transformation of Oxford Road from a traffic dominated highway to a pleasant, people friendly street (further details are provided below). On the High Street the public realm character of the western section could be extended eastwards to reduce the dominance of the carriageway.
- The potential for an improved network of secondary pedestrian routes is identified to increase connectivity between east and west, and provide opportunities for additional development frontage. This includes a new walking route between the Co-op and Red Lion car parks to enhance access to the shops on Oxford Road.
- Potential locations for improved public squares are identified at Watts Way Piazza, the junction of Oxford Road/High Street and the entrance to Exeter Close. At Watts Way, there is potential for small scale retail/residential development on the existing car park to create a new frontage to the square which would define and enlarge the public space.

#### Car parking and servicing

- Indicative locations for small scale multi-storey car parks or decked parking areas are proposed to decrease the surface area occupied by car parking and release sites for residential and retail development. A survey of car parking use and need is required to establish the opportunity to reconfigure car parking provision and management in the town centre, but not to the detriment of village centre trade.
- Free car parking should be managed (potentially through permits or tokens or a reduction in long stay parking) to ensure that it is used by those visiting village centre shops and facilities rather than purely for park and ride to Oxford.
- Retail service areas should be reviewed to limit conflict with pedestrians/ private vehicles.

#### Development and new uses

- New development should create active ground floor frontages to the primary and secondary pedestrian routes and streets.
- The frontage to High Street and the central section of Oxford Road is the focus for primary retail/ food & drink or community uses on ground floor, but could have a broader mix of uses including residential and offices above. Opportunities to increase the range of retail premises available should be explored including identifying opportunities for larger floorplate units and premises for small businesses.
- The growth of A3 uses (food & drink) and the evening economy should be supported, to provide greater choice for local residents and an attractive destination for after work leisure time and weekends. In particular evening economy and high quality food and drink establishments could be supported along Oxford Road, where a cluster has already developed.
- In line with Local Plan Policy Kidlington 2, there is potential for residential development in appropriate locations within the village centre. Sites could include land released through the reconfiguration of the northern car parks, Co-op car park and small scale development at Exeter Close subject to the satisfactory reconfiguration of existing uses. This will help to increase spending power and vibrancy within the village centre and will support the growth of retail, services and the evening economy.
- Over time, the current single storey houses to the west of Oxford Road could be replaced with 2-3 storey buildings with retail or community uses, to mirror the scale of the eastern side of the street and create a stronger sense of enclosure to denote entry to the village centre. Any future improvements should be of high quality with well landscaped public spaces and tree planting.
- To the south, the focus is on community facilities and creating a strong link to Exeter Close.
- Office uses (B1) should focus on small to medium scale premises with an emphasis on supporting local residents wishing to start up their own business.

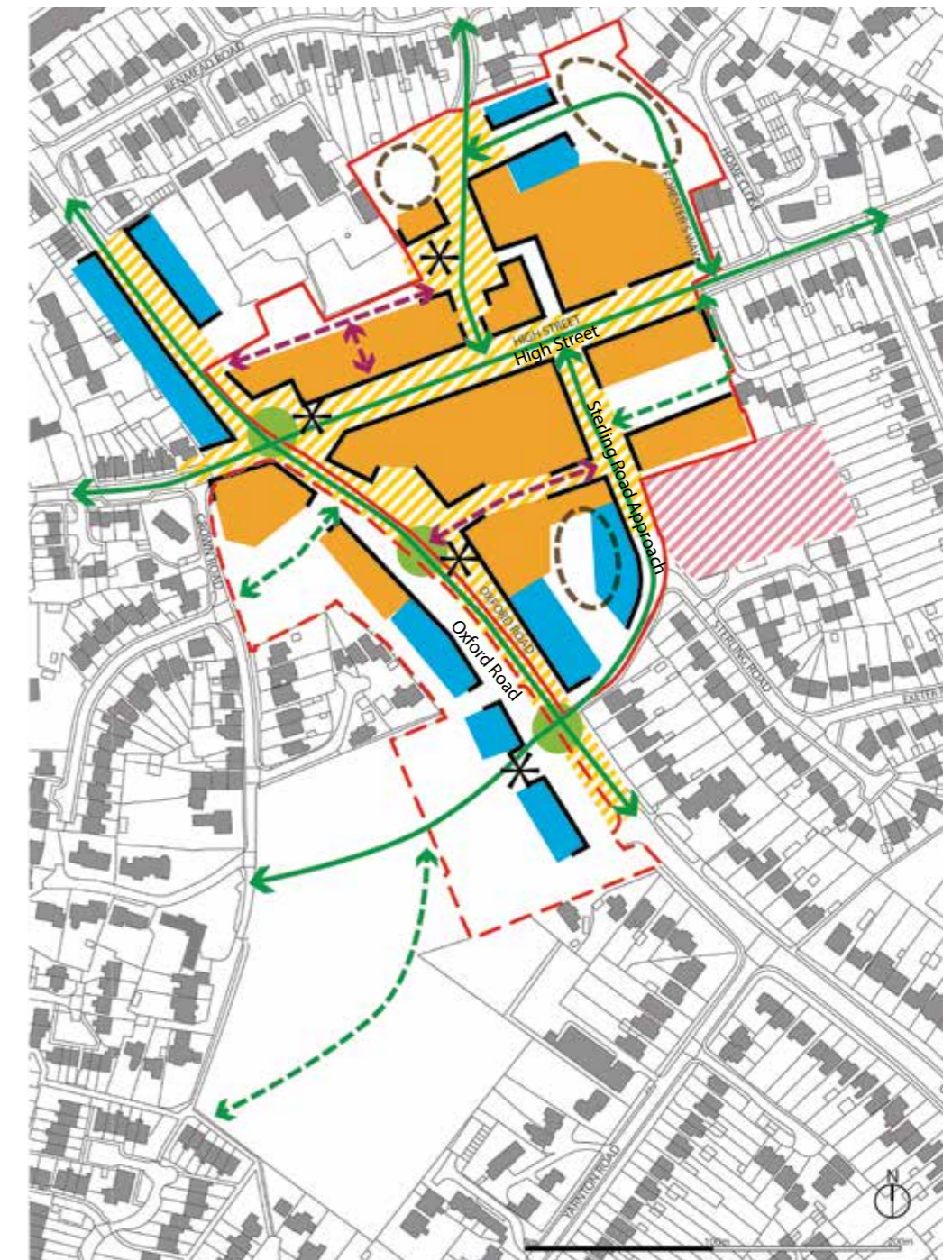
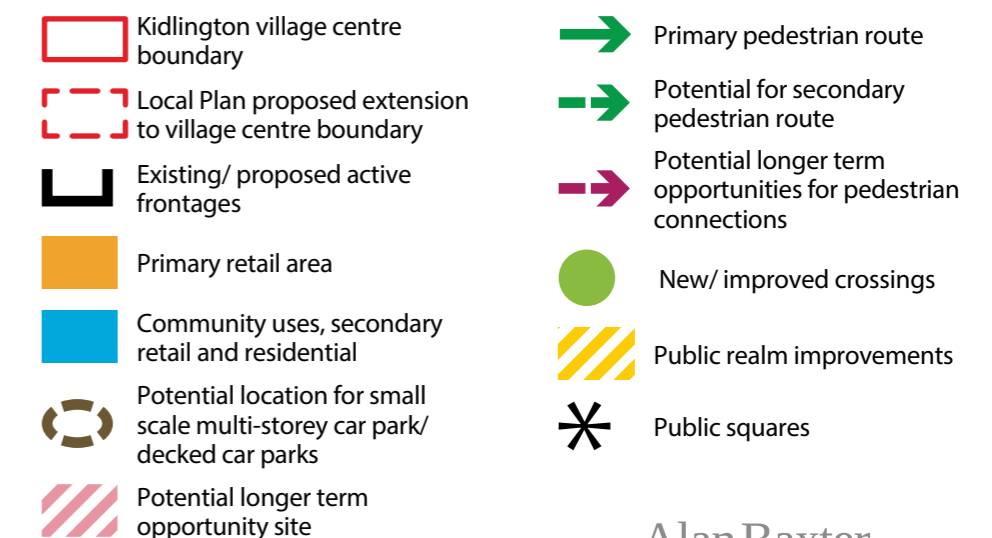


Figure 13.4 Indicative plan to illustrate potential extent of development (subject to options testing)



### 13.3.3 Transform Oxford Road from highway to High Street.

Public realm improvements should be focused on increasing pedestrian priority on Oxford Road between Exeter Close and Benmead Road, providing the right setting for high street uses to flourish and creating stronger east-west walking and cycling routes towards the canal. This could include:

- A new toucan crossing between the tower and Lyne Road to encourage greater access between east and west for pedestrians and cyclists.
- Moving the northern bus stops southwards so they are located close to the shops.
- Reconfiguring Oxford Road south of Lyne Road, by introducing on-street parking, street trees, bus stops, wider pavements and informal crossing points so that traffic is naturally slowed.
- Using the space created in front of the parade of shops for outside seating.
- Raised traffic platforms at pedestrian crossing points and junctions on Oxford Road to reinforce the 30mph speed limit.

Figure 13.5 illustrate the potential to alter the character of Oxford Road to support the expansion of retail uses.











Figure 13.5 Village centre indicative public realm improvements

- A. Junction reconfigured to allow for additional cycle and pedestrian 'toucan' crossings and segregated on street cycle route.
- B. Space outside Black Bull and adjacent buildings decluttered and redesigned to create extension to public square.
- C. Highways markings removed to reinforce pedestrian zone character. Cycling access reintroduced within pedestrianised zone.
- D. Bus stops relocated to be closer to retail and facilities.
- E. Highway and service road reconfigured to allow for segregated cycle route, on-street parking, wide pavements outside retail units to east and west.
- F. Red Lion and Co-op car parks linked by a new pedestrian connection.
- G. Southbound bus stop relocated from eastern end of High Street.
- H. Public realm upgrade to reduce dominance of the carriageway.
- I. Potential locations for raised traffic platforms to reinforce speed.



Figure 13.6 Village centre existing highway arrangements

|   |                     |   |                |
|---|---------------------|---|----------------|
|  | Pavement            |  | Street tree    |
|  | Carriageway         |  | Building       |
|  | Surface car parking |  | Cycle lane     |
|  | Grass               |  | Raised surface |

### 13.3.4 Expand the village centre through new mixed use development

The following sites could be considered for redevelopment to enhance the character and mix of uses within the village centre (Subject to assessment through Local Plan Part 2). A comprehensive approach will be required for their development:

A. The Audi garage is a large site (0.4ha) on a highly prominent corner site to the west of Oxford Road. The current building scale, car park forecourt and advertising banners are detrimental to the appearance of the village centre. The site would be ideal for a new retail anchor, community or arts facility such as a theatre providing an attractive western frontage to the square. The site should be developed in a manner which encourages links west to the canal.

B. Co-op car park (0.3ha). The site presents an opportunity for residential, small scale retail or office above and around a car park. A new pedestrian link from the rear Co-op entrance through to the Red Lion pub could be created, strengthening the retail 'loop' between the High Street and Oxford Road. A deck above the car park could provide residential amenity space or additional parking.

C. Rationalisation and redevelopment of car parks to the north of the High Street could provide smaller retail units and residential. This should be designed to create an attractive frontage to the public square and a strong walking route between the remaining car parks, Curtis Road and High Street. Car park decks could be used where this provides a viable means of releasing development land.

D. Exeter Close. Potential reconfiguration of the site (3.7ha) to create an enhanced community hub and park with new accommodation for community and health facilities currently located on the site. There may be potential for small scale residential development here. (See section 14.0).

Smaller potential development sites include:

E. Several low rise and/or low quality properties with high street frontage have potential for redevelopment of around 3 storeys in height, to create a cohesive retail parade. Development should provide for primary retail on the ground floor, with offices or residential above.

F. Properties to the west of Oxford Road between Lyne Road and Exeter Close are predominantly residential and presumably in multiple ownerships. Site assembly will be necessary in order to deliver a comprehensive and coherent scheme. The focus should be on providing a strong, continuous frontage of retail/ community uses onto the street with residential or office uses above.

In the longer term the following large sites could be considered for redevelopment subject to the identification of appropriate new sites for the existing uses:

G. Fire station and post office sorting office site for residential development if surplus to future operational requirements.

#### Development quantum

Assuming all sites are available for development in the longer-term and subject to an assessment through Local Plan Part 2 an initial estimate suggests:

- between 200 and 300 new residential dwellings could be provided in the village centre, accommodating a mix of tenures but assuming a high proportion of apartments.
- an additional 10,000 sq. m of retail space and 1,800 sq. m of office space could be provided (subject to evidence for the Local Plan Part 2 process).

The development capacity, mix of uses (particularly the split between upper floor office and residential) and development viability should be assessed in detail as part of a village centre masterplan.

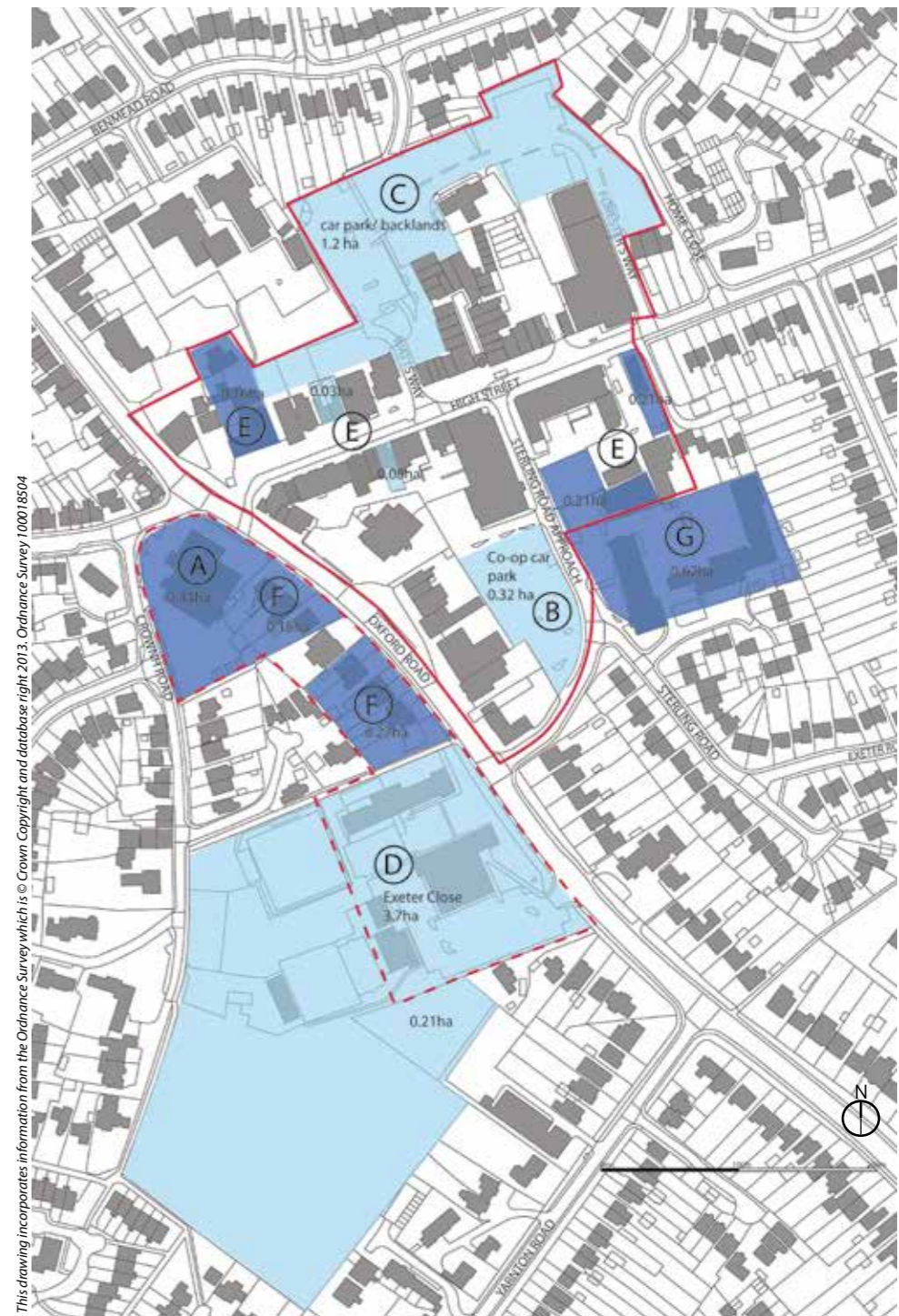


Figure 13.7 Potential village centre sites

- Potential short term development sites (subject to availability and relocation of existing uses)
- Potential longer-term development sites (subject to availability and relocation of existing uses)
- Kidlington village centre boundary
- Local Plan proposed extension to village centre boundary

### 13.3.5 Early project opportunities

Prior to significant development the following opportunities could be explored:

- Shop front improvements such as introducing canopies to shops around the Oxford Road square to create an appealing and consistent appearance
- Extended events programme e.g. themed Sunday or evening markets, arts or craft events or outdoor music
- Development of niche food offer
- Projects to incentivise local spending
- Potential to establish a business organisation and designate a Business Improvement District
- Supporting the growth of the weekly market and increasing the range of specialist markets. This could include expansion of the market into the Oxford Road square to give it greater prominence to passing trade.
- Improving the Watts Way square by introducing small retail kiosks on the southern side of the square to bring activity.
- Setting up a working group with retailers / landowners at the western end / north side of the High Street to investigate opportunities for land assembly to enable a new rear access route, rationalisation of parking and retail servicing and provision of affordable commercial premises to the rear of the high street.

CDC and KPC may wish to re-establish the village centre management board linked with local business organisation 'Kidlington Voice' or create a formal Business Improvement District (BID)<sup>1</sup> to manage these projects.

<sup>1</sup> A BID is a business led partnership with a 5 year remit, created through a ballot process to deliver additional services to local businesses. It operates within a defined area in which a levy is charged on all business rate payers in addition to the business rates bill. This levy is used to develop projects which will benefit business in the local, in addition to the services provided by local authorities. For further information refer to: <https://www.gov.uk/guidance/business-improvement-districts>

#### Consultation Questions:

13a. Do you agree with the objectives and opportunities identified under the theme of 'strengthening Kidlington Village Centre'?

13b. Do you agree that the opportunity to reconfigure and potentially reduce some surface car parking in the village centre to release land for retail and housing development should be explored?

13c. Do you have any ideas to add?

# 14.0 Supporting community needs

## 14.1 Summary of key issues:

- Kidlington is relatively well served by community facilities and good schools but facilities are concentrated in central and southern Kidlington while North Kidlington is poorly served. The Local Plan identifies the need for the expansion of one existing primary school.
- Exeter Close provides a cluster of community facilities in a central location, but buildings are outdated and the site layout is inefficient.
- Kidlington is well served by playing fields but football clubs within the village are dispersed with poor quality facilities located to the rear of housing areas and limited access to all-weather pitches. The modern sports facilities of Stratfield Brake are at capacity.
- Kidlington's larger recreation areas (Orchard Rec., Parkhill Rec., Ron Groves Park and Exeter Close) provide vital amenity space for a local catchment. However they are dominated by sports pitches which are used heavily by local clubs at the weekends and several parks are located to the rear of housing areas which raises safety concerns.
- There is a shortage of parks and gardens, allotments, pitches and amenity greenspace which is highlighted in Local Plan Policy Villages 4. However, considerable areas of 'left-over' green space exists within estates and alongside the canal which could be put to better use.

## 14.2 Objectives

To enhance access for all residents to high quality community facilities, sports and recreation spaces.

## 14.3 Opportunities

### 14.3.1 Reconfigure and improve access to sports pitches, parks and amenity space

A strategy should be developed with sports clubs and KPC for improvements to the provision of recreational green spaces and sports facilities within the village, building on the findings of CDC's Open Space Update, 2011. Opportunities to be explored include:

- The potential to provide an all-weather football pitch (3G/4G) to enable winter training for Kidlington clubs and those in the wider area. This could be operated as a commercial venue.
- The potential to expand Stratfield Brake to the north onto land owned by Stratfield Farm or to the east to provide additional pitches for football and netball including the proposed all-weather pitch. The size of site required should be defined through the detailed strategy work which should also consider site availability.
- The potential to relocate existing pitches to this 'sporting hub'.
- The potential for management of the village football clubs to be consolidated to enable efficient use of resources and support player progression.

- At Orchard Rec., Ron Groves and Parkhill Rec., the relocation of some or all pitches would enable the green spaces to be redesigned as improved amenity space with enhanced play equipment for a range of ages. This qualitative improvement in amenity space could potentially be funded by small scale quantitative loss of green space to enable new homes to be built at the edges of the parks. New homes would be designed to overlook the park to provide 'natural surveillance' and encourage increased use. If all parks were developed in this manner around 60-70 new homes could be provided but this would result in a loss of around 2.1 ha of open space.
- Given the overall shortfall in amenity space and the local catchments served by the larger recreation grounds, the loss of an entire recreation ground for residential development is unlikely to be appropriate.
- If Kidlington's FCs ground at Yarnton Road were to be relocated this would create an opportunity for residential development with an attractive frontage to the canal. This 2 ha site could deliver around 50-75 homes and a new children's play area/park (assuming retention of the adjacent allotments). However, potential relocation and consolidation of sports facilities needs to be considered as a whole within the village.
- Smaller scale 'leftover' greenspaces within existing residential areas and alongside the canal could become play spaces, gardens, community orchards or allotments. For example, the grassed areas to the north and south of Chorefields. Opportunities for these spaces to be designed and managed by the local community should be explored.



Figure 14.1 Opportunity to reconfigure and improve access to sports facilities

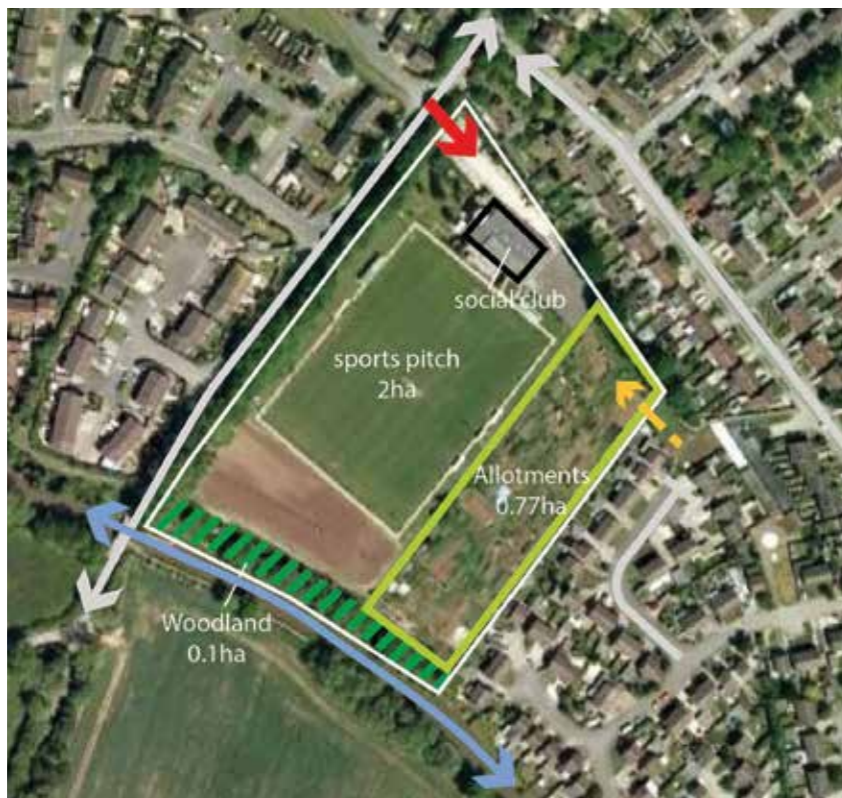


Figure 14.2 Yarnton Road recreation ground - existing layout



Figure 14.3 Ron Groves recreation ground - existing layout



Figure 14.4 Orchard recreation ground - existing layout



Figure 14.5 Parkhill/ Benmead recreation ground - existing layout

- ▬ Pedestrian access
- ▬ Vehicle and pedestrian access
- ▬ Streets
- ▬ Canal
- Not to scale



### 14.3.2 Exeter Close Community Hub

Service providers and KPC recognise the need for redevelopment at Exeter Close to provide modern facilities and are developing ideas for the reconfiguration of the site. We recommend that KPC establish a working group made up of all operators of Exeter Close to define the brief for the comprehensive rethinking of the site.

Design principles which should be considered include:

- Retention of the current mix of uses with an emphasis on community facilities including healthcare, children’s services, community hall, sports and recreation space and potential introduction of a small element of residential.
- New accommodation for Exeter Hall, the Health Centre and other community uses should be situated close to the village centre to create a strong frontage to Oxford Road. New buildings could be up to 3 storeys in height surrounded by high quality amenity space and retained mature trees.
- Creation of a multi-functional community hub building suitable for the co-location a range of facilities and services which are currently dispersed in individual buildings.
- Relocation of the children’s play area to a more central location within the site where it can relate better to the village centre and children’s centre.
- Pedestrian routes through the site should be retained and improved to connect the existing residential areas to the Exeter Close and the village centre.
- The design of surface car parking is currently inefficient. In developing a plan for the site the area allocated to car parking and potentially also the total number of spaces should be reduced to release land for other uses.
- The main vehicle access to the site will be taken off Oxford Road, with secondary access from Crown Road.
- Opportunities for additional pedestrian or vehicle access from Yarnton Court or Judges Close should be explored;
- Vacant land between Exeter Close and Yarnton Road (approx. 0.2 ha) could be brought into the development.
- Assuming the satisfactory rehousing and reconfiguration of existing services, car parking and sports facilities within the site in a more efficient layout and the inclusion of land to the south, there is an opportunity for a small number of new homes to be built to help fund the development. It is estimated that the available land could be around 0.5 hectares, which could deliver upwards of 15 new homes. These should be located to the rear of the site, potentially

accessed off Crown Road or Judges Close. Development should be a maximum of 3 storeys and have a positive relationship to the other uses on the site.

- If the existing football pitch were to be relocated to Stratfield Brake this would potentially release additional land for residential development.

A suggested arrangement of uses is provided in Figure 14.6.

A masterplan should be prepared to identify the most efficient and appropriate layout for the site. The plan should be supported by a funding and phasing strategy.

### 14.3.3 Local community hubs

- Gosford Hill School / Leisure Centre forms a hub of facilities serving Gosford and southern Kidlington. If in the longer term, the adjacent Thames Valley Police HQ site were to become available, it could be considered for additional facilities or as a residential site.
- Any housing growth in the longer term should be matched by the provision of additional community facilities. The location for facilities should be carefully considered to ensure they are within walking distance of the residents they serve. Growth in the north of Kidlington for example, could be a catalyst for a third community hub to be developed serving the needs of existing and future residents. Cross boundary working with adjacent parishes will be necessary to ensure effective service provision.

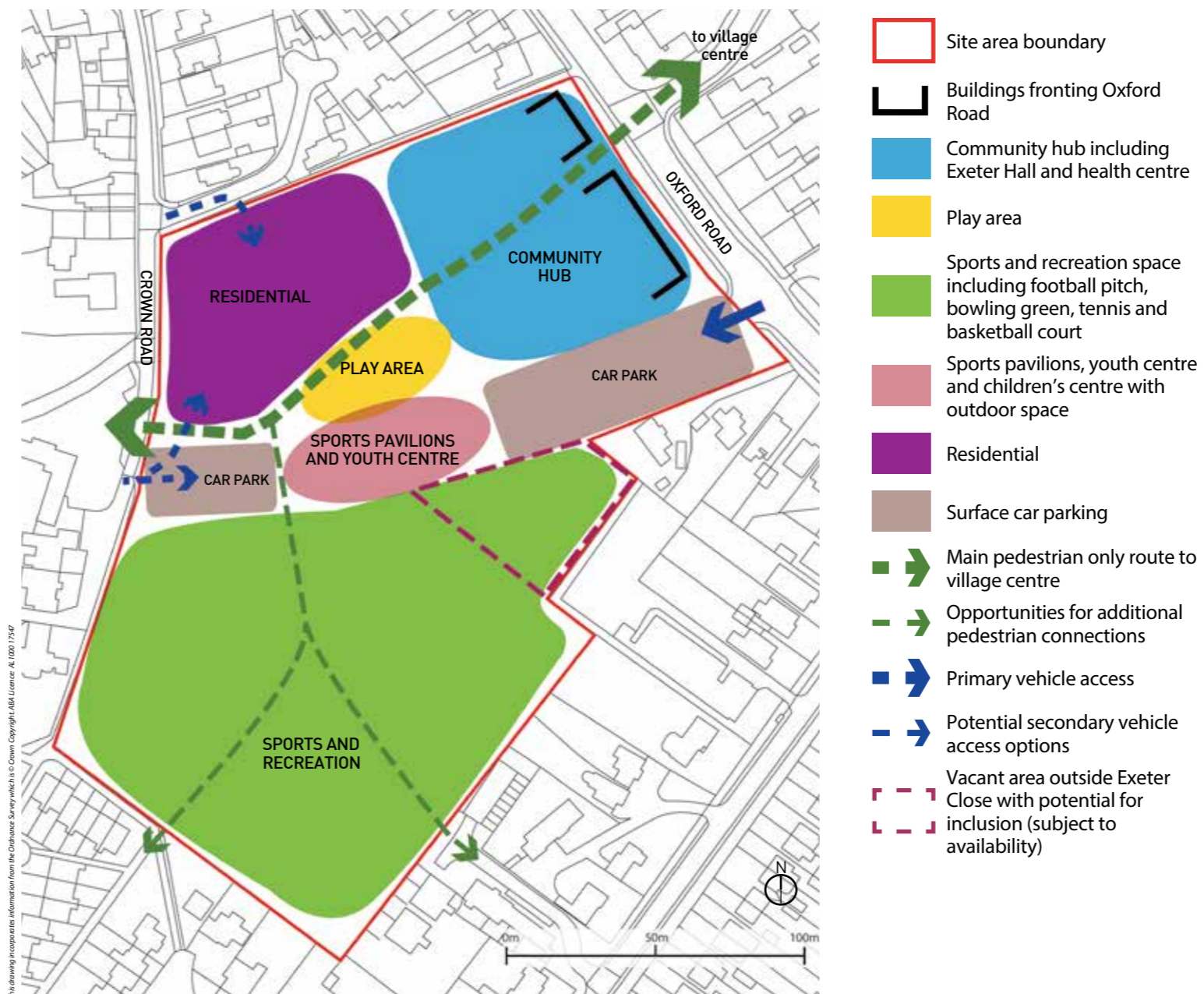


Figure 14.6 Indicative arrangement of uses at Exeter Close

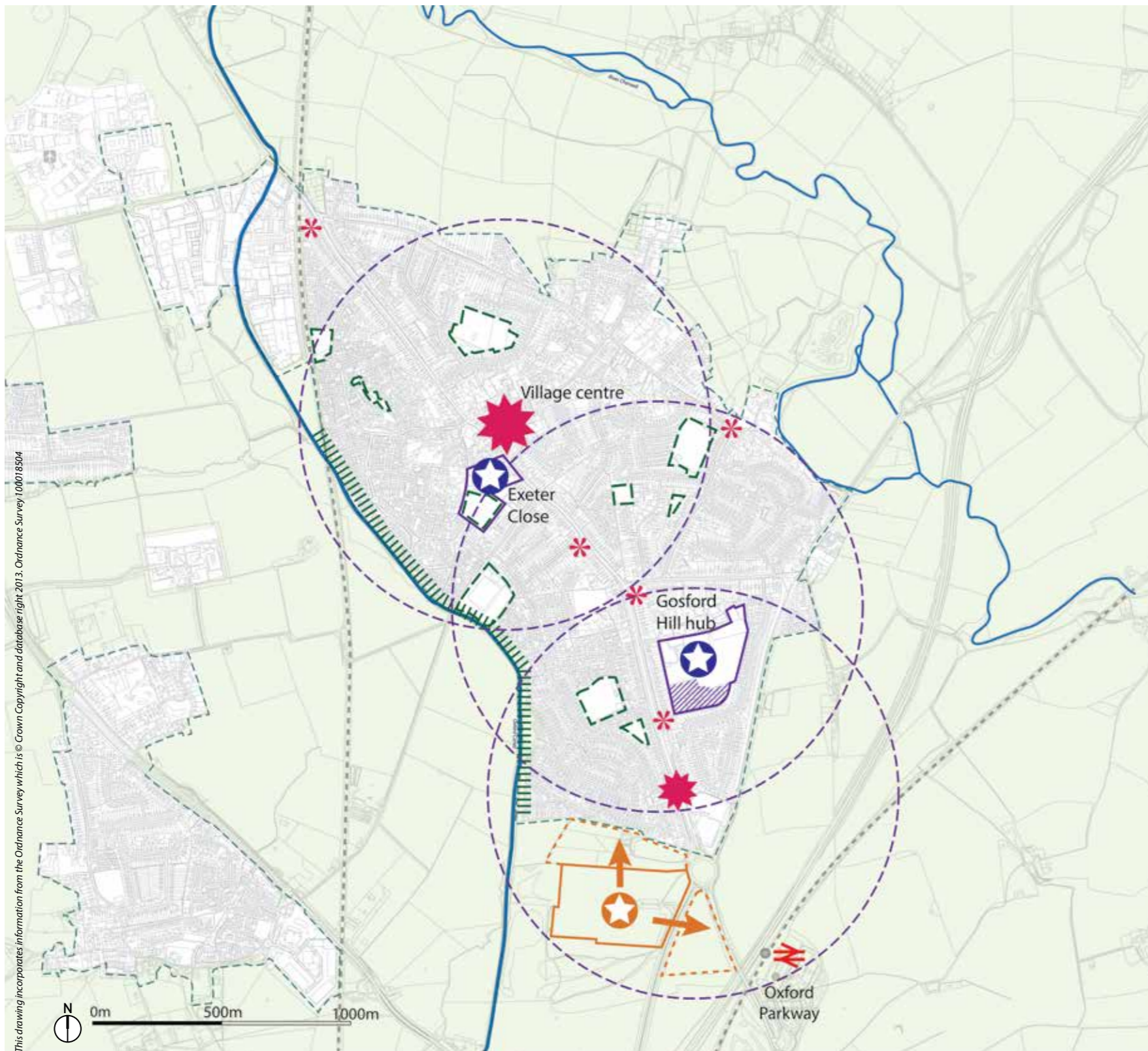


Figure 14.7 Supporting community needs

Key

- Green Belt
- Village and local centres
- Local convenience shopping
- Strengthen community hubs
- Approximate 10 minute walk from retail / community clusters
- Improve canal side green space
- Stratfield Brake sports facilities
- Area of search for potential expansion of Stratfield Brake
- Review location and quality of sports and amenity spaces

Consultation Questions:

14a. Do you agree with the objectives and identified under the theme of 'supporting community needs'?

14b. Do you agree that the potential for consolidation/relocation of sports facilities in the village should be explored further?

14c. Do you agree with the design principles for Exeter Close?

14d. Do you have any ideas to add?

# 15.0 Supporting future economic success

## 15.1 Summary of key issues

- Kidlington has a high level of economically active and qualified residents but Kidlington jobs offer below average workforce pay.
- There are significant volumes of in-commuting as well as out-commuting, with the strongest flows between Kidlington and Oxford.
- The Local Plan identifies the potential for expansion of high value employment uses to the west of the village, but promoters are not working together on a joined up strategy and existing business parks operate as independent areas.
- There is considerable competition from nearby sites e.g. Oxford's Northern Gateway.
- Employment areas are physically detached from Kidlington and there is a lack of social engagement between businesses and the rest of the village.

## 15.2 Objectives

**To support the growth of an integrated cluster of high value employment uses to the west of the village including Langford Lane, proposed Oxford Technology Park, London Oxford Airport and Begbroke Science Park.**

**To integrate the employment areas with the rest of the village, to maximise benefits to employers and employees, the village as a whole and the wider district.**

## 15.3 Opportunities

**A joined up approach to employment growth around Begbroke Science Park, Oxford Technology Park, London Oxford Airport and Langford Lane.**

The Begbroke Science Park and London Oxford Airport/Langford Lane and proposed Oxford Technology Park areas to the west of Kidlington provide significant opportunities for employment growth, particularly for higher value uses. Local Plan Policy Kidlington 1 commits to a small scale local review of the Green Belt to enable expansion at both locations.

Historically these employment areas have developed in an ad hoc way. A joined up approach to future development would be beneficial to ensure proposals are complementary to each other and support the economic success of the wider village. This should take place while maintaining the two areas as distinct and separate in line with the Local Plan.

Alongside the small scale Green Belt review informing the Local Plan Part 2, the following should be considered in an overarching economic strategy or masterplan for Kidlington's employment growth areas:

- The quantum of development and size/type of premises that are required and where these are best located.
- Potential ways to create a more cohesive employment area with a joined up identity and marketing strategy.
- The potential for a business centre with shared support services, meeting and conference space (see Figure 15.1).

- The potential for supporting uses such as small scale convenience/ food & drink, hotels and other related infrastructure which can offer a better place for employees to work and serve the wider community in north Kidlington (however these should not be to the detriment of the village centre). Locations towards Oxford Road should be explored where they would form part of the 'gateway' to Kidlington from the north.
- Improvements to the public realm which could improve the attractiveness of the area and 'gateway' to Kidlington.
- And importantly, improved connectivity between the sites and with the village centre.

CDC can benefit from attracting new businesses to the area through the latest business rates retention scheme, which allows local authorities to retain these rates where there is a net additional increase in firms locally.

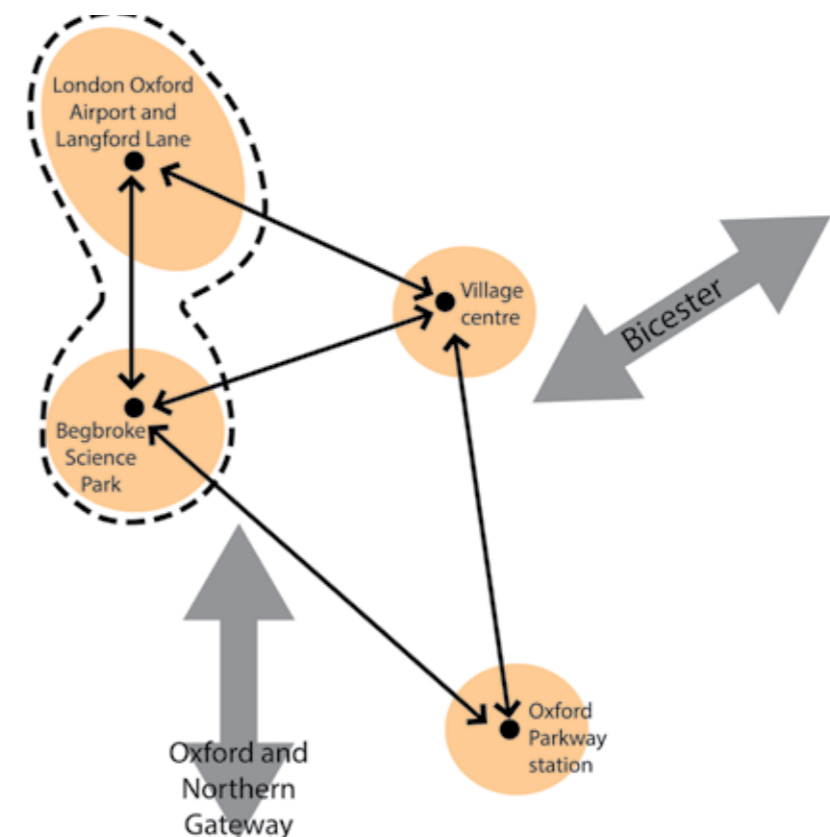


Figure 15.1 Need for a joined-up approach between economic

### Support employment growth in key sectors

Begbroke Science Park is important to the economic fortunes of the area, benefitting not only Kidlington but the wider district, and CDC should ensure that it is supportive of its future. Similarly, London Oxford Airport is a key draw for the area, supporting the employment needs of the area and those of the local community. In principle, the growth of the airport within its present boundaries should be supported.

Our economic analysis suggests that there are two key sectors which are important to the Kidlington area, and the growth of these sectors should be supported:

- Advanced Manufacturing, particularly relating to London Oxford Airport.
- Scientific Research & Development, particularly relating to activities around Begbroke Science Park.
- Other important sectors for the area includes: automotives particularly with the motor park and links to Silverstone, and digital, publishing and media.

There are significant opportunities to grow these sectors with Kidlington's proximity to Oxford providing the possibility to benefit from spin-outs from the city and surrounding areas.

### Provide business support to the employment cluster

The potential for a business centre at Langford Lane providing shared support services and business networking should be tested. This could provide benefits in terms of supporting the Local Plan ambitions for growth of specific businesses and sectors. If a centre is delivered through the private sector a clear remit should be developed to avoid a generic and non-sector focused development. Alternatively it could be delivered by CDC.

Any business centre which is delivered, particularly a CDC supported facility should be based on a feasibility study to ensure there is sufficient demand/ need and that it fits with existing supply. It is important the existing supply is sufficiently assessed by looking at the wider Oxfordshire area to ensure how it would link with the existing innovation centres (see section 7.5).

### Improve physical and social links between key employment areas and the centre of Kidlington

In order to support a more prosperous centre, a number of improvements are proposed to connect the employment growth areas, existing businesses and the village centre:

- Improve opportunities to travel between Langford Lane and Begbroke Science Park and the village centre by means other than by car. This should include new walking and cycling links to the centre from both Begbroke and Langford Lane and connections to the canal towpath (see section 17.0).
- Ensure that there are good public transport links between the new rail station, the village centre and to all employment areas (including London Oxford Airport). This is critical to the future of both of these areas. This is in line with the long term proposals for bus based Rapid Transit routes set out in the County's Oxford Transport Plan (see section 17.0).

Opportunities for enhanced social integration include:

- Establishing a business-led partnership. Kidlington Voice is an extremely active partnership, however representation from the private sector is currently poor. There is potential to establish a (potentially separate) business-led partnership with stronger representation from the local employers and businesses. This could include representatives from the village centre together with the employment areas or focus mainly upon the employment

areas alone. The latter could result from any economic strategy or masterplan for the employment growth areas.

- Establishing a working hub in the village centre with business support facilities and a cafe, where individuals or small groups can work or hold meetings on an ad hoc basis. Under used office space within the library could be a potential location for this.
- Business sponsorship of village centre, community or sports events.
- Businesses working in partnership with schools or through youth initiatives such as Young Enterprise.
- Skills training and local job fairs.

### Develop synergies with surrounding areas

Kidlington does not operate in isolation and it is important that economic synergies with the surrounding area are maximised as follows:

- Rest of Cherwell: Kidlington is an important part of the district and a key focal point for employment, particularly higher value uses. There is potential for locations such as Bicester to benefit from improved linkages (e.g. with Begbroke) but it is important that this does not negatively impact on the success and growth of Kidlington itself.
- Oxford: partnership working between CDC and Oxford City Council will ensure that development is co-ordinated and that opportunities to benefit from the Oxford to Cambridge high-tech corridor are maximised. There are a number of science parks around Oxford (including the proposed Oxford Northern Gateway development) and it is important that these are complementary and not competing.

### 15.4 Longer term opportunities

In the longer term, consideration could be given to providing further employment sites close to Oxford Parkway, potentially on land released through the reconfiguration of park and ride. This location benefits from excellent rail links and proximity to Oxford and Oxford's Northern Gateway development. Careful consideration should be given to potential employment sites in this location and should not be developed if it is to the detriment of existing employment areas.

Consideration could be given to mixed use development such as offices, conference centre and a larger hotel to reinforce the high value employment areas subject to the retention of a defensible Green Belt boundary.

Consultation Questions:

15a. Do you agree with the objectives and opportunities identified under the theme of 'supporting future economic success'?

15b. Do you have any ideas to add?

- Key
- Green Belt
  - ↔ Joined up approach to employment growth
  - ★ Economic assets
  - Proposed Oxford Technology Park
  - Proposed reverse Park and Ride and longer term Bus Rapid Transit route connecting economic hubs and village centre
  - ➡ New improved pedestrian and cycle routes

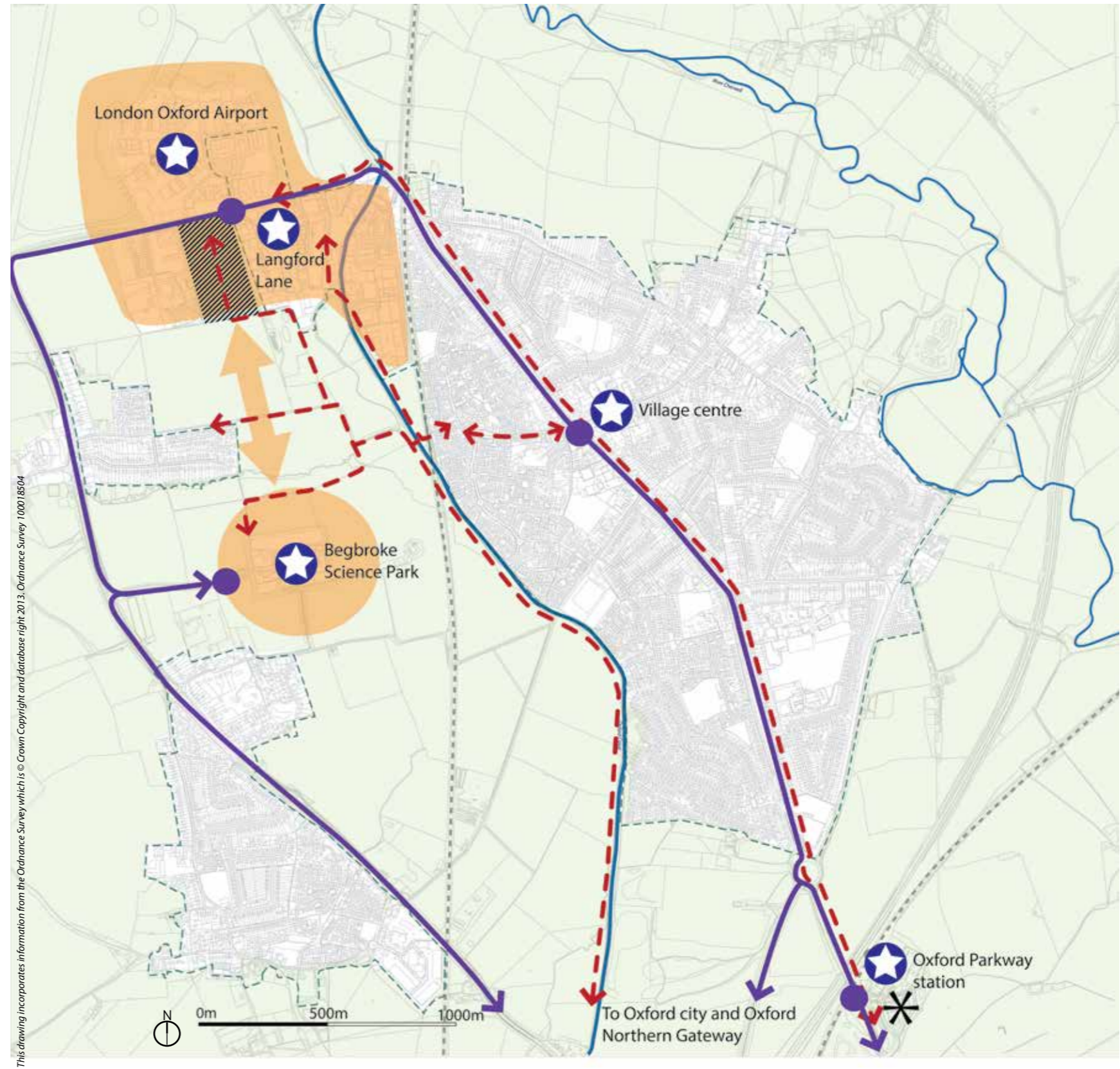


Figure 15.2 Supporting future economic success

# 16.0 Planning for sustainable growth

## 16.1 Summary of key issues

Kidlington is an attractive place to live benefitting from:

- Good schools and local facilities
- Close proximity to employment areas and Oxford
- Good road and bus connections

Estate agents report high demand, fast sales and high prices, while young people living in Kidlington are concerned about the affordability of buying in the village.

Its attractiveness is set to increase in the future as a result of:

- Oxford Parkway Station which is a viable commuter destination for London
- Growth of employment to the west of the village
- Continuing knock-on effects from Oxford's success and property prices within the housing market area

Currently, the potential for Kidlington to grow is limited:

- By physical constraints – floodplain, rail and canal barriers, sensitive landscapes
- By planning policy - the designation of the Oxford Green Belt limits development opportunities around the village.

- By local concerns about coalescence with adjacent settlements and the retention of village character and setting.
- By a lack of available sites within the built up area.

New homes play an important role in helping to attract and retain residents of working age and to ensure that people can remain in the village as their housing needs change which is vital in creating a sustainable community.

New homes also support economic growth by attracting and retaining residents of working age and therefore increasing the economically active population of the area. Current trends including including: high levels of in-commuting; below average population growth; and, a reduction in the working age population locally, suggest this issue needs to be addressed.

Housing needs have not been assessed in detail at the local level but the available evidence highlights a growing concern about affordability in the housing market area.

Landowners have promoted land within the Green Belt for development but it has been determined that the District's objectively assessed needs as identified in the SHMA can be accommodated without a review of the Green Belt boundary and no sites have been allocated in the Local Plan Part 1.

## 16.2 Objectives

**To build a sustainable community with opportunities for all and access to a range of housing types and tenure, jobs and high quality community facilities.**

## 16.3 Opportunities

### Understanding local housing needs

The Affordable Housing Viability Assessment (2010 and 2013 update) and the Oxfordshire SHMA (2014) provide information relating to housing needs at a district-wide and county level. A breakdown of housing needs estimates between the Cherwell north /Central Oxfordshire south market areas is provided in the report on Housing Needs Estimates (June 2009) but no assessment has been undertaken for individual housing sub-market areas in the District, including Kidlington.

The Local Plan Part 1 requires 35% of new housing to be affordable which is higher than in other parts of the District. The level of affordable housing provision will be influenced the availability of funding for affordable housing delivery, the type of affordable housing, and the economics of development amongst other factors.

In the absence of any detailed analysis of local housing needs at the sub-market level, the Local Plan identifies the need for further quantitative assessment of local housing need. A Local Housing Needs Study is to be commissioned by Cherwell District Council in consultation with Kidlington Parish Council.

**A sequential approach to housing development**

In line with the Local Plan, housing sites should be identified using a sequential approach which prioritises sites within the settlement boundary. To make best use of the available land within the village, a range of options should be considered in more detail including relocating or consolidating existing uses, redevelopment of existing sites or increasing housing densities within existing residential areas. This approach will enable the identification of the most sustainable locations for the village to grow taking into account planning policy considerations and environmental factors.

**Make best use of land within the village boundaries**

A key principle underpinning the Framework is to make best use of previously developed land within the Village. Potential development opportunities within the village identified to date include (housing capacity figures are maximum, high level estimates ):

- Village centre sites – car park sites to the north and south of High Street have potential for residential development as part of a mixed use scheme. Within High Street and on Oxford Road opportunities for residential are limited to the upper storeys to ensure the ground floor is prioritised for retail. Estimate of total housing capacity: 200-280 homes with an emphasis on apartments.

- **Exeter Close** - a more efficient arrangement of community uses on this site could release land for small scale residential development. Estimate of housing capacity: 15-20 homes.
- **Thames Valley Police HQ** – if this site were to become available in the longer term following relocation of the Police HQ, it would provide a substantial opportunity for residential potentially combined with additional community facilities. Estimate of housing capacity: 70 homes.
- **Recreation sites** – Kidlington Football Club’s ground at Yarnton Road and potentially other football pitches located in Kidlington recreation grounds could be relocated to the sporting hub at Stratfield Brake. This could release land for improved amenity open space/play areas edged by small scale residential development. This would be reliant on the expansion of Stratfield Brake, potentially to the north onto land owned by Stratfield Farm. Estimate of total housing capacity: 145 homes

Other small scale sites within the village could include: infill on garage courts or on leftover spaces within existing estates, and development within large back gardens. These smaller sites should be carefully considered in the context of the wider plan to ensure that they do not prejudice other strategic objectives.

16.3.1 Rural exception sites

Small scale affordable housing schemes to meet specifically identified local housing need may be brought forward through the release of rural exception sites outside the settlement boundary. Proposals for community self-build or self-finish affordable housing may also be permitted where they will meet a specific, identified local housing need. In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the impact of development, for example on the appearance of the village, the surrounding landscape or to the historic environment.



Figure 16.1 Examples of high quality residential development from around the country



Figure 16.2 Planning for sustainable growth



### 16.3.2 Design quality

#### Securing high design standards

Regardless of the scale of housing development at Kidlington over the coming years, it is imperative that the design quality is raised to avoid a repeat of mistakes made during the late twentieth century. It is recommended that design guidelines or codes are prepared to set out the quality and design principles which are expected of all new developments and residential conversions.

Conversions of existing houses to flats should be of a high design quality in keeping with the character of the village with associated provision of parking and amenity space to minimise impacts on the area.

Residential areas should be laid out in a manner which connects into the surrounding street and footpath networks and avoids creating further dead-ends.

The architectural design should reflect the traditional Oxfordshire materials, details and typologies in well considered contemporary interpretations.

Connections should be made with the innovative building techniques and technologies being applied at Bicester eco-town to secure high levels of sustainability in all new development.

Opportunities for self-build and other innovative housing models could also be explored.

#### Improve the quality of existing homes and neighbourhoods

Opportunities should be explored to improve the quality of the existing housing stock and neighbourhoods to enhance their long term sustainability and attractiveness for example:

- Improving the energy performance of homes, in association with Bicester Eco-town.
- Establish residents associations or community management groups to manage local open spaces and public realm, for example to reintroduce hedges and street trees to the Garden City.

#### Consultation Questions:

16a. Do you agree with the objectives and opportunities identified under the theme of 'planning for sustainable growth'?

16b. Do you have any ideas to add?



Figure 16.3 Examples of high quality housing and well landscaped streetscapes

# 17.0 Integration and connectivity

## 17.1 Summary of key issues

Kidlington has extremely good connections by public transport and road to external destinations:

- Frequent buses to Oxford and Bicester and park and ride services at Water Eaton, although connections to smaller local settlements are infrequent.
- Direct trains to Bicester and London Marylebone from Oxford Parkway with services to Milton Keynes in the next few years.
- Good access to the strategic highway network including the M40.
- The possibility of short-haul commercial flights from London Oxford Airport in the future.

Internal connectivity within the village is poor and is dominated by car movements:

- The A462 Oxford to Banbury Road forms a strong north-south movement spine to the village, but is dominated by traffic and creates a barrier to east-west pedestrian movement. Its character is strongly driven by its strategic movement function, rather than the residential and village centre neighbourhoods through which it travels.
- The impact on Kidlington of Oxfordshire County Council's proposed changes to the A40 to the north of Oxford need careful consideration. Increased capacity can reduce congestion, potentially making it quicker to travel across the county for residents. However, such an increase will also attract additional traffic with the potential to increase the number of vehicles passing through the village unless suitable traffic management measures are put in place. Should the County's proposals go ahead the traffic impacts would need to be the subject of detailed modelling to ensure they do not hamper the delivery of the objectives.
- The numerous dead-ends in the residential estates create an impermeable, car based layout.

- Rat-running occurs on the small number of through routes to the east and west of Oxford Road.
- The rail and canal corridors have few crossings and are a physical barrier to movement between the employment areas /Begbroke and Yarnton and Kidlington village.
- Surface level parking dominates parts of the village centre, creating a poor quality environment. Anecdotal evidence suggests that the long stay parking is used by commuters, which provides little benefit to the village economy.
- Bus services to the London Oxford Airport are limited to the peak hours only.
- Cycle routes and footpaths are fragmented and of poor quality in places, with limited connections to nearby villages.
- A lack of physical connectivity creates a sense of social separation between different neighbourhoods, the village centre and the employment area.

## 17.2 Objectives

**To physically integrate Kidlington's neighbourhoods, village centre and employment areas; to encourage movement by sustainable modes of transport; and to make the most of the village's excellent strategic connectivity.**

## 17.3 Opportunities

### 17.3.1 Balance movement in favour of pedestrians and cyclists

The needs of pedestrians and cyclists should be prioritised first, before public transport and lastly the private car. This shift in mind-set is necessary if the barriers created by car-based estate layouts, and traffic dominated highways (such as Oxford Road) are to be designed out of future developments, in favour of walkable neighbourhoods and active streets.

### 17.3.2 Oxford Road – changing the character from 'highway' to 'street'

The A4260 Oxford Banbury Road is proposed as a focus for public realm improvements and carriageway reconfiguration which increase the priority given to pedestrians and cyclists in line with the objectives of Local Plan Policy Policy ESD 15: The Character of the Built and Historic Environment.

This is particularly necessary:

- at the gateways to the village which are important in connecting the village to Langford Lane and Oxford Parkway rail station
- in the central section between Benmead Road and Bicester Road where the highway currently discourages walking to the village centre.

The design of improvements to Oxford Road should be integrated with longer term proposals identified in the Oxford Transport Strategy namely:

- A new bus-based Rapid Transit route on Oxford Road connecting the airport to Oxford city centre
- A new Cycle Premium Route on Oxford Road running from Langford Lane to the city centre.

The sketches overleaf illustrate two potential approaches which could be widely applicable along the Oxford Road corridor. A detailed public realm strategy for the Oxford Road corridor, integrated with and working alongside the proposals set out in the Oxford Transport Strategy, should be prepared to test these options and provide a framework against which to secure future investment. The impact of improvements to Oxford Road on residential streets which currently act as 'rat-runs' should be carefully considered and mitigated against where necessary.

The potential to re-route HGVs to avoid Oxford Road should be tested.

### 17.3.2.1 Improvements to Oxford Road between Kidlington roundabout and Bicester Road

Existing:

- Congested two way service roads used for on-street parking, property access and cycling.
- Constrained space for cycling on main route to station/ Oxford.
- Narrow pavements.
- Highway lighting only, on main roadway.

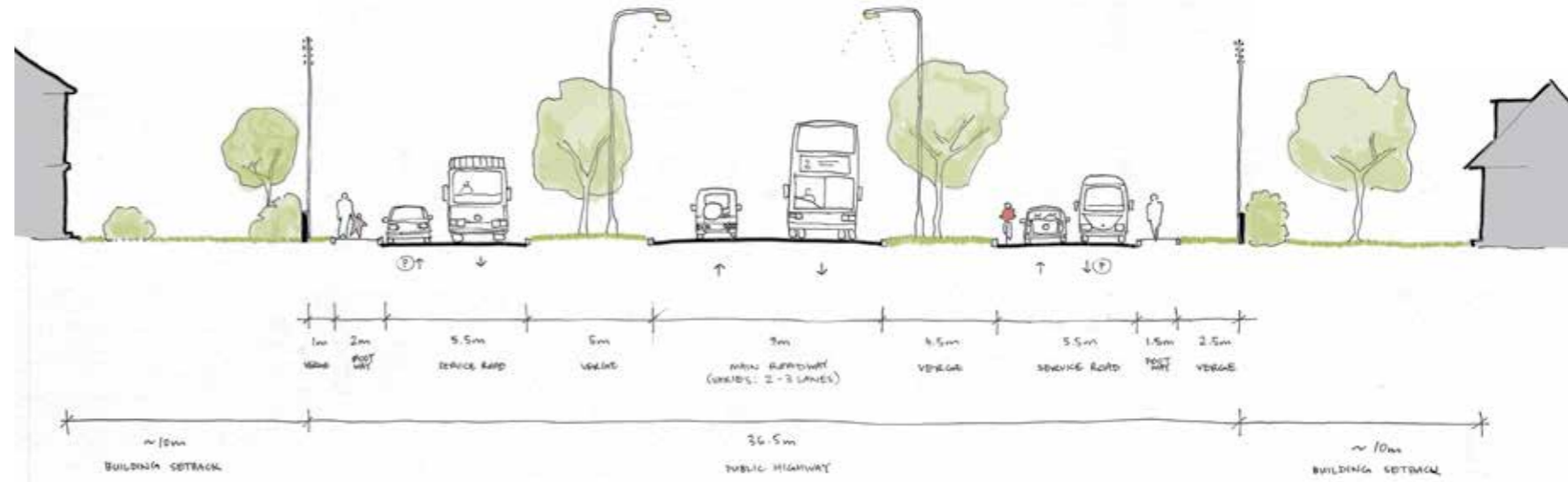


Figure 17.1 Existing - Southern Oxford Road- view north

Opportunities:

- Reconfigure verges and service roads to allow for wider footways.
- New segregated cycleways as part of the 'Cycle Premium Routes'.
- Provide more appropriately designed street lighting with human scale lighting of foot and cycleways.
- Use build-outs into the service roadway to define passing places and parking areas and accommodate additional tree planting.

Despite the exceptional width of the highway at this point there are limited opportunities to provide fully segregated bus routes as part of the Rapid Transit proposals without the loss of mature trees. The minimum width required for both general traffic and segregated bus routes would be around 14m. Alternative bus priority measures could include:

- prioritisation at junctions including bus detection at signals and early release gates for buses
- bus lanes in one direction where there are areas of congestion that could be bypassed
- improved bus stop arrangements to include removal of laybys to allow easier re-entry to the main carriageway for buses and longer stops to accommodate multiple services

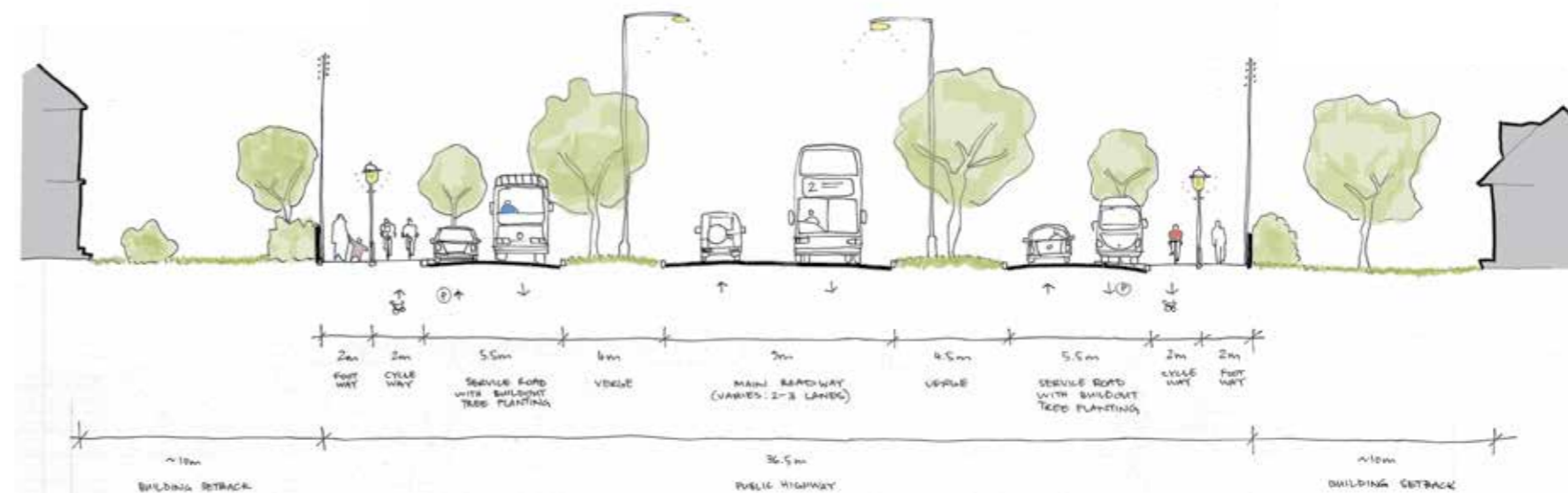


Figure 17.2 Potential improvements- Southern Oxford Road- view north

**17.3.2.2 Improvements to Oxford Road between the village centre and Bicester Road.**

**Existing:**

- Lack of enclosure due to wide setbacks and low-rise built frontage
- Cycling route to Oxford on busy traffic route with no formal provision
- Utilitarian highway lighting and signage does not add to sense of place
- Wide verges add little to streetscape
- No street trees

**Opportunities:**

Reconfigure the existing wide pavements and verges to include new segregated cycleways as part of the Cycle Premium Routes

Provide more appropriately designed street lighting with human scale lighting of foot and cycleways

There is sufficient space along central Oxford Road to provide segregated bus lanes. This would require further narrowing of the verges to achieve a 14m carriageway carrying two bus lanes and two general running lanes. The benefits of this would need to be assessed on a corridor-wide basis and in relation to the level of congestion experienced along the route either now or in the future as demand grows. Alternative bus priority measures could include:

- prioritisation at junctions including bus detection at signals and early release gates for buses
- bus lanes in one direction where there are areas of congestion that could be bypassed
- improved bus stop arrangements to include removal of laybys to allow easier re-entry to the main carriageway for buses and longer stops to accommodate multiple services

Where space allows depending on the options pursued above tree planting could be introduced to soften and enclose the street, creating an attractive boulevard character.

A combination of these approaches could be used on Banbury Road north of the village centre.

Section 13.3 provides an illustration of the potential transformation of Oxford Road from a highway to a high street within the village centre.

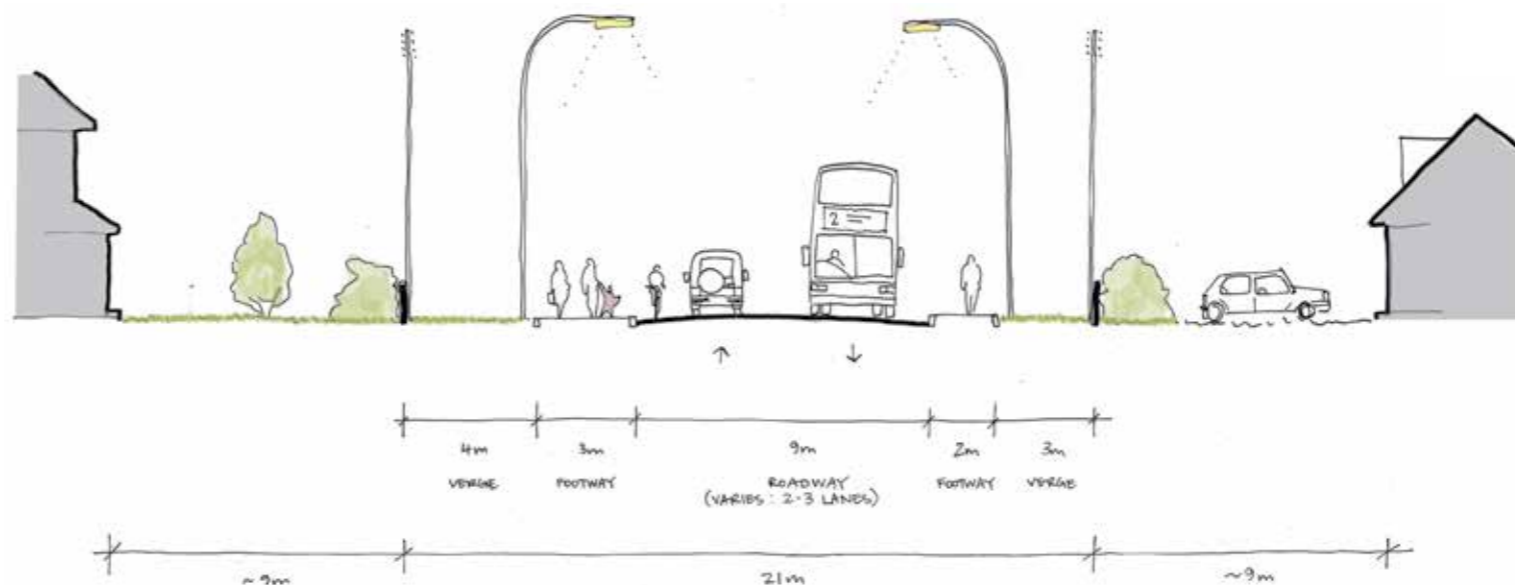


Figure 17.3 Existing- Central Oxford Road - view north

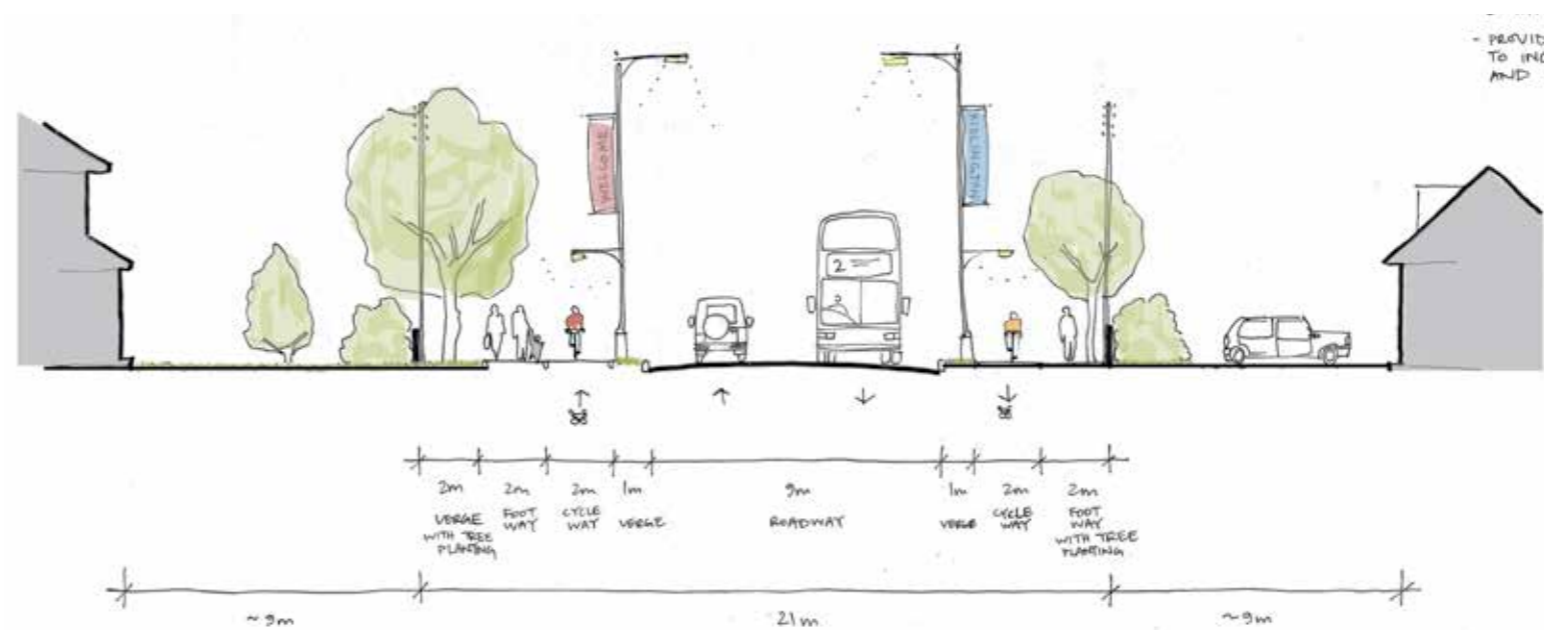


Figure 17.4 Potential improvements- Central Oxford Road - view north

### 17.3.3 Connecting economic hubs by bus

- There is a need to increase bus connections between London Oxford Airport/Langford Lane and Kidlington which currently only operate during peak hours. The proposals for Rapid Transit set out in the Oxford Transport Strategy would achieve this however this is unlikely to be delivered within the next ten years.
- Earlier interventions could take the form of a circular 'reverse park and ride' connecting all the significant employment assets in the local area – Kidlington village centre, London Oxford Airport, Langford Lane, Begbroke Science Park and Oxford's Northern Gateway with the new station and transport interchange. This should be explored with bus operators, and delivered alongside the growth of the employment areas.
- It is important that improved bus connections between the rail station/Oxford city and Kidlington's employment sites are routed via Oxford Road and do not bypass the village centre.
- An important element of the Oxford Transport Strategy and one that should also be pursued with bus operators in advance of the Rapid Transit routes is the provision of orbital bus routes to Oxford's 'Eastern Arc'. This area provides more employment than Oxford city centre but is currently difficult to reach from Kidlington other than by car.

### 17.3.4 Connected cycle routes

- The proposed Cycle Premium Route will, if properly designed with adequate allocation of space, provide a safe and attractive route running from Langford Lane to the village centre and Oxford city centre along Banbury Road and Oxford Road. It will encourage a shift towards cycling for local journeys and commuting into Oxford, as well as towards the Oxford Parkway station. The existing National Cycle Network route 51 which runs through the village must be integrated into the route. The connections from NCN 51 to villages to the east and to National Cycle Network route 5 to the west help improve east-west connections through the village and have the potential to encourage more people to take up cycling.
- The Premium Cycle Route described above would establish a safer route along the main road, which avoids the circuitous detour to the NCN51 route. The proposals would be extended northwards along Banbury Road and Langford Lane to connect with the employment areas. The timetable for delivery of the Cycle Premium Route is unclear but many of the measures set out above can be delivered in the short term.
- A connecting cycle link should be created from the village centre, heading west along Lyne Road, over Roundham Bridge and on to Begbroke Science Park.

- Opportunities for a new connection on the eastern side of the canal from Roundham Bridge, to Station Fields Business Park should be explored. This would provide an alternative route towards Langford Lane.
- Opportunities to enhance the canal towpath for use by commuting and leisure cyclists as an alternative to Oxford Road should be explored.
- There is an opportunity to reintroduce cycling to the pedestrianised section of the High Street. The evidence regarding cycling in pedestrianised areas is that they pose few safety concerns and that cyclists tend to moderate their behaviour depending on the volume of pedestrians. The Department for Transport (Traffic Advisory Leaflet 9/93) has produced guidance on the subject following analysis of video observation from many sites in the UK and abroad. The guidance advises that no factors were found to justify excluding cyclists from pedestrianised areas. It noted that accidents between cyclists and pedestrians were very rare with only one recorded in 15 site years of analysis.
- Provision for cyclists (showers, secure storage) should be provided at all employment sites.

### 17.3.5 Improved leisure and walking routes

- As described in section 12.0, walking routes for leisure should be enhanced through improved signage and where necessary improved surfacing to create short and longer distance routes and circular routes. The canal plays an important part in this network and opportunities to create new sections of towpath on its eastern side and new bridges and access points should be explored.

### 17.3.6 Securing maximum benefit for Kidlington from Oxfordshire County Council's Local Transport Plan

- The Oxford Transport Strategy, forming part of the County's Local Transport Plan, will have a significant impact on the village if implemented and the development of these proposals should be informed by the wider objectives for Kidlington set out in the Framework and in the future Local Plan Part2.
- The Cycle Premium Route and bus-based Rapid Transit Route proposed for Oxford Road have the potential to transform sustainable travel to Oxford from Kidlington, creating safe and attractive new cycle routes and quicker more modern bus services with enhanced connections to the airport. However, the careful design of these schemes along Oxford Road will be crucial if the character of Oxford Road is to be changed from a 'highway' to a 'street'.

## 17.4 Longer-term opportunities

- Prior to any further development to the south of Station Fields, the proposal for a new station serving the Banbury to Oxford Road Line should be re-examined and the land safeguarded if appropriate.

### 17.4.1 Longer term proposals identified with the Oxford Transport Plan

- Potential new Park and Ride sites to the north west of Kidlington near London Oxford Airport and to the east between Kidlington and Islip. With 2,700 spaces proposed the introduction of these sites would present the opportunity for parking within the village centre to be better managed to discourage commuter use. It would also potentially release land at existing park and ride locations for development. However, considerable further work is required including integration with countywide strategies before this strategy can be agreed by CDC.

#### Consultation Questions:

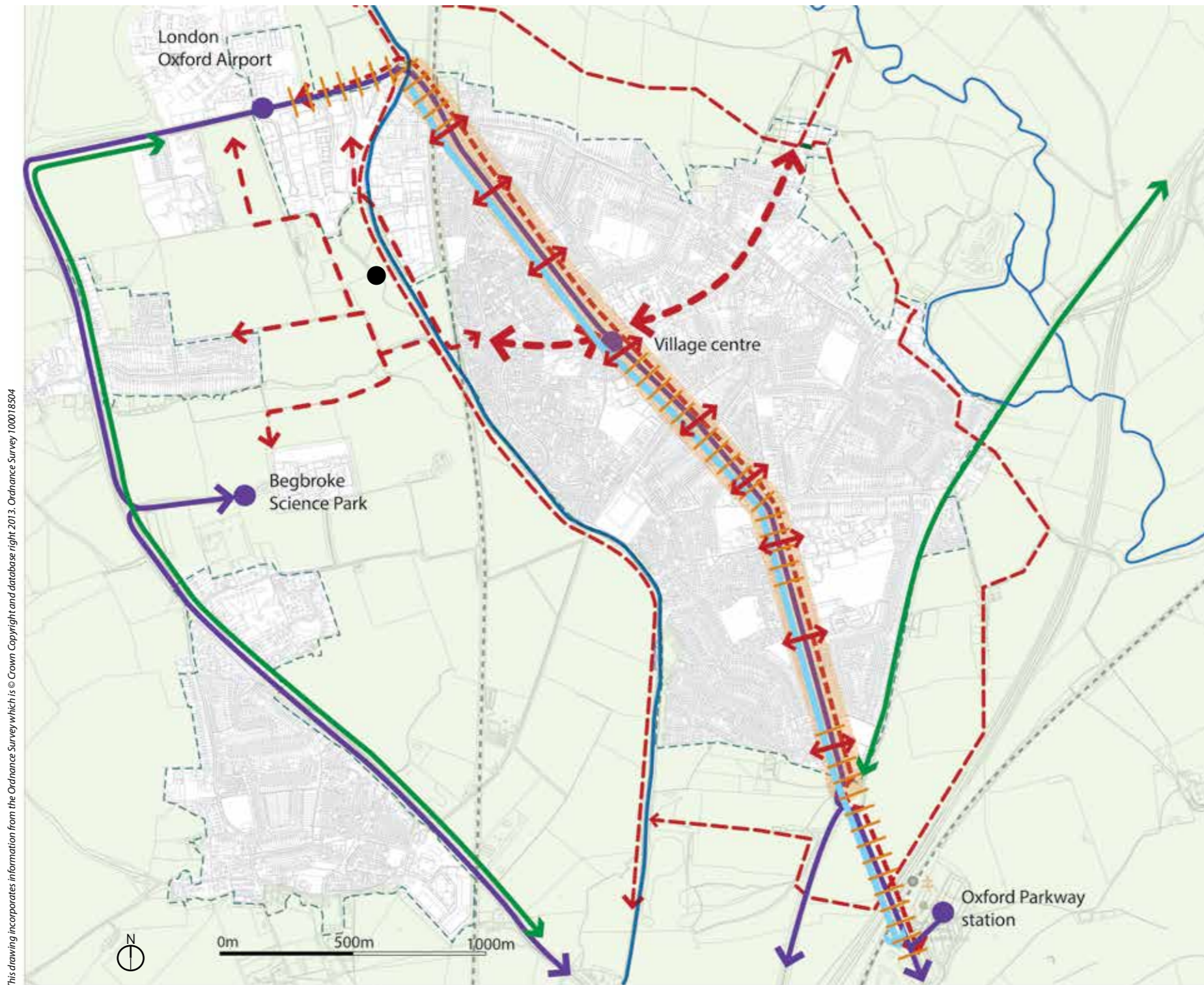
17a. Do you agree with the objectives and opportunities identified under the theme of 'integration and connectivity'?

17b. Do you agree with the ideas for public realm improvements on Oxford Road?

17c. Do you have any ideas to add?



Figure 17.5 Example of a high quality walking and cycling route



- Key
- Green Belt
  - New & improved pedestrian and cycle routes
  - Cycle premium routes
  - Improved circular walking routes
  - Reverse Park and Ride
  - Bus based rapid transit routes
  - New pedestrian crossings (indicative locations)
  - Oxford Road public realm improvements
  - Priority public realm improvements
  - Explore need to safeguard land for longer term rail station

Figure 17.6 Integration and connectivity

# 18.0 Action plan and next steps

## 18.1 The need for a pro-active approach

This consultation document has highlighted a number of key issues to be addressed in development of the Framework. Critical to this will be how to ensure the provision of housing, services, employment and community facilities necessary to support and maintain a sustainable community whilst protecting the built and natural environment.

A key issue in delivering these objectives relates to funding availability for affordable housing, social infrastructure, open spaces and leisure facilities which will largely be dependent on development value and developer contributions. This will be challenging given limited development opportunities within the village and the costs of infrastructure provision. Infrastructure must be provided as an integral part of any development in order to achieve the vision and objectives of the Framework and the involvement of landowners and developers will be essential. Infrastructure requirements are set out in the Infrastructure Development Plan (Appendix XX).

It will be necessary to adopt an approach which makes best use of assets, land and resources to maximise development potential and secure funding for necessary infrastructure provision. The focus must be on partnership working across all sectors- public, private and community and a comprehensive approach which avoids piecemeal development. Briefs should be prepared for key development sites which identify infrastructure requirements and funding. The expansion of high value employment uses and the village centre provide the most significant opportunities to secure new and improved infrastructure and it will be necessary to ensure to work with developers and landowners to secure appropriate provision to support the objectives of the Framework.

It is proposed that CDC will act as a facilitator to bring partners together to develop a robust implementation plan to underpin the Framework.

The table overleaf (section 18.6) recommends immediate next steps and areas of further work to progress the eight project areas which have emerged as priorities in the Masterplan. All workstreams will feed back into the overarching Framework Masterplan and the Local Plan Part 2.

## 18.2 Establish working groups

It is recommended that a number of working groups are established to promote partnership working in talking forward key development opportunities within the masterplan:

- Canal – CDC, KPC, The Canal and River Trust, Sustrans, residents groups
- Village centre- CDC, KPC, landowners, Market Traders Co-operative, local businesses
- Exeter Close and recreation - Oxfordshire County Council, CDC, KPC, sports clubs, schools, existing occupiers
- Employment cluster – CDC, KPC, landowners, developers, London Oxford Airport, existing occupiers.

## 18.3 Complete the evidence base

A comprehensive evidence base and review of the issues facing Kidlington has been developed to support the Local Plan. Further work is required to take forward proposals in the Framework Masterplan including:

- Assessment of local affordable housing needs
- Audit of open spaces and sports facilities to identify needs and opportunities for co-location

- Audit of community facilities and existing accommodation in Exeter Close
- Car parking and ownership surveys for the village centre
- Landscape appraisal to establish a defensible boundary to the Green Belt which takes account of future development requirements (this will form part of the Local Plan Part 2).

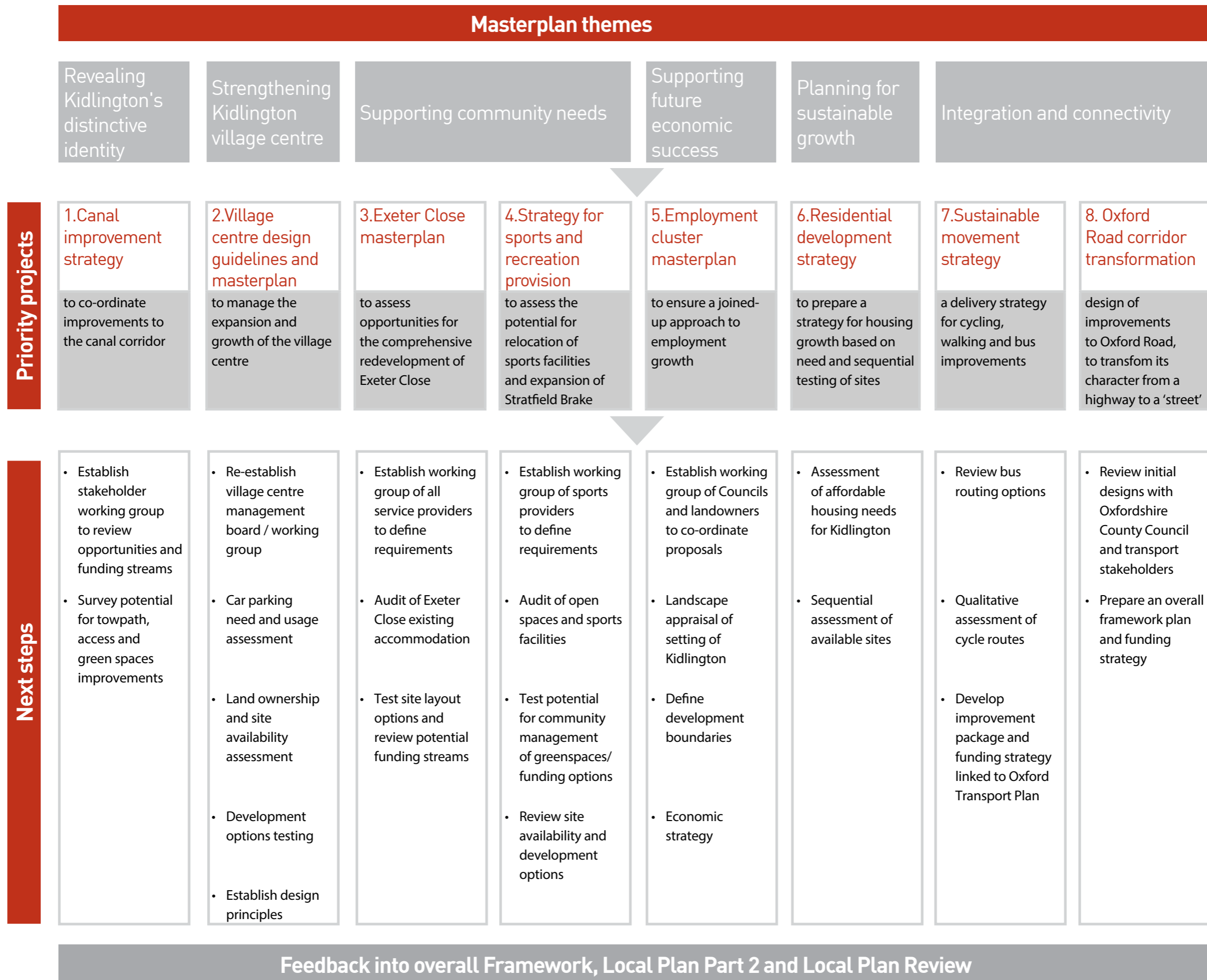
## 18.4 A co-ordinated Action Plan

The full list of opportunities identified in the Framework are summarised in an Action Plan (section 18.7) which identifies the delivery body / partners, possible funding sources and likely timeframe for implementation (short-medium or longer term opportunities).

Ultimately a flexible approach to delivery will be required which reflects funding availability and market conditions, but there are a number of key catalytic projects which will act as drivers for further investment and wider economic benefits. The focus will be on working with existing businesses and landowners and the local community to make best use of existing assets and to maximise development opportunities and available funding. This will demonstrate the intent of CDC and its partners to work together in taking forward the objectives for Kidlington.

The process of change can start immediately through the use of available funding (such as S106/New Homes Bonus), community/ business led initiatives and the co-ordination of actions through the working groups.

## 18.5 Summary of Masterplan next steps





## 18.6 Kidlington framework masterplan: Action Plan

| Opportunity  | Short-medium term | Longer term | Delivery body/ partners   | Potential funding sources  |
|--|-------------------|-------------|---|--|
| <b>Theme 1:Revealing Kidlington's distinctive identity</b>                             |                   |             |   |  |
| Develop branding strategy based on key assets  | X                 |             | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Tourist Board<br>Local businesses<br>Network Rail | Capital and revenue budget<br>Local businesses/ sponsorship  |
| Public realm improvements/ public art  | X                 |             | Cherwell District Council<br>Kidlington Parish Council<br>Local businesses  | Section 106/CIL<br>Capital and revenue budget<br>Local businesses/ sponsorship<br>Arts Council grants<br>Lottery funding |
| Signage strategy and implementation  | X                 |             | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Local businesses                                  | Section 106/CIL<br>Capital and revenue budget<br>Local businesses/ sponsorship   |
| Establish circular walks linking village and canal and develop interpretation material | X                 |             | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Landowners<br>Local groups and organisations      | Section 106<br>Lottery funding<br>Local businesses/ sponsorship<br>Fund raising  |

| Opportunity  | Short- medium term | Longer term | Delivery body/ partners   | Potential funding sources   |
|--|--------------------|-------------|---|---|
| Canal improvement strategy   | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Canal and River Trust<br>Landowners<br>Local groups and organisations<br>Sustrans | Capital and revenue budget<br>Section 106/CIL<br>Lottery funding<br>Local businesses/ sponsorship     |
| Undertake landscape appraisal  | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council  | Capital and revenue budget  |
| Review and promote appropriate development opportunities to strengthen village gateways  |                    | X           | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Landowners  |   |
| <b>Theme 2: Strengthening the Village Centre</b>   |                    |             |   |   |
| Village centre masterplan and design guidelines including establishing working group and promoting appropriate development opportunities | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Landowners<br>Businesses  | Capital and revenue budget<br>Landowners/ businesses  |
| Shop front improvements  | X                  |             | Cherwell District Council<br>Local business organisation<br>Businesses/ property owners   | Portas or other subsequent funding<br>Capital and revenue budget<br>Local businesses<br>Potential BID |

| Opportunity                              | Short- medium term | Longer term | Delivery body / partners   | Potential funding sources  |
|--|--------------------|-------------|--|--|
| Extended market and events programme     | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Kidlington Market Association/<br>local businesses<br>Farmers/ Craft Market<br>Organisers<br>Local Economic Partnership<br>(LEP) | S106 Contributions<br>Capital and Revenue Budget<br>Local businesses/ sponsorship<br>Local Economic Partnership<br>(LEP) |
| Establish Local Business Organisation    | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Local businesses   |  |
| Public realm improvements                | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Local businesses   | Portas as other subsequent<br>funding<br>Section 106<br>Capital and revenue funding<br>Local businesses/ developers      |
| Public realm improvements on Oxford Road | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Local businesses   | Section 106<br>Capital and revenue funding   |
| Car parking survey and rationalisation   | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Local businesses   | Capital and revenue funding  |

| Opportunity   | Short- medium term | Longer term | Delivery body/ partners   | Potential funding sources  |
|---|--------------------|-------------|---|--|
| <b>Theme 3: Supporting Community Needs</b>  |                    |             |   |  |
| Strategy for sport and recreation to assess the potential for relocation of sports facilities and expansion of Stratfield Brake                 | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Sports clubs<br>Local groups and organisation<br>Community  | Development value<br>Section 106<br>Lottery funding<br>Community Trusts            |
| Improved community facilities linked to future development  | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Service providers<br>Gosford Hill School<br>Local groups and organisations  | Capital and revenue funding<br>Development value<br>Section 106<br>Lottery funding |
| Exeter Close masterplan redevelopment to create multi-functional community hub  | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Existing occupiers<br>CCG<br>Community  | Capital and revenue funding<br>Section 106<br>Development value                    |
| <b>Theme 4: Supporting future economic success</b>  |                    |             |   |  |
| Develop and implement a joined-up approach strategy for employment growth around Begbroke Science Park, Langford Lane and London Oxford Airport | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Oxford City Council<br>Oxfordshire County Council<br>Local Economic Partnership<br>Landowners/ developers<br>Airport<br>Occupiers | Development value<br>Section 106<br>Business rates retention scheme                |

| Opportunity   | Short- medium term | Longer term | Delivery body/ partners   | Potential funding sources  |
|---|--------------------|-------------|---|--|
| Improve linkages with station and village centre                                | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Transport operators   | Section 106<br>Capital and revenue budget<br>Local businesses/ sponsorship |
| Establish Business Partnership to encourage social integration with the village | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Businesses<br>Community   | Section 106<br>Business contributions                                      |
| Establish business centre   | X                  |             | Cherwell District Council<br>Businesses<br>Community<br>Landowners  | Section 106<br>Capital and revenue<br>Development value                    |
| Identification of longer term employment sites and promotion of growth sectors  |                    | X           | Cherwell District Council<br>Kidlington Parish Council<br>Landowners<br>Businesses  |  |
| <b>Theme 5: Planning for sustainable growth</b>                                 |                    |             |   |  |
| Residential development strategy  |                    | X           | Cherwell District Council<br>Kidlington Parish Council<br>Gosford & Water Eaton Parish Council<br>Oxfordshire County Council<br>Landowners<br>Adjacent parishes and districts |  |

| Opportunity  | Short- medium term | Longer term | Delivery body/ partners  | Potential funding sources                   |
|--|--------------------|-------------|--|---|
| Local affordable housing needs assessment            | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Oxford City Council and adjoining authorities            | Capital and revenue budget                  |
| Review development opportunities within village      | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Landowners/occupiers                                     |   |
| Promote appropriate rural exception sites            | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Gosford & Water Eaton Parish Council<br>Landowners       |   |
| Improve quality of existing homes and neighbourhoods | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Gosford & Water Eaton Parish Council<br>Residents Groups | Community Land Trusts<br>CIL<br>Section 106 |

| Opportunity  | Short- medium term | Longer term | Delivery body/ partners  | Potential funding sources  |
|--|--------------------|-------------|--|--|
| <b>Theme 6: Integration and Connectivity</b>                               |                    |             |  |  |
| Sustainable movement strategy for cycling and walking and bus improvements | X                  |             | Cherwell District Council<br>Kidlington Parish Council<br>Gosford & Water Eaton Parish Council<br>Oxfordshire County Council<br>Bus/ train operators<br>Sustrans<br>Businesses | Capital and revenue budget<br>Section 106<br>CIL<br>Operators<br>Bus contributions |
| Oxford Road corridor transformation  | X                  | X           | Cherwell District Council<br>Kidlington Parish Council<br>Gosford & Water Eaton Parish Council<br>Oxfordshire County Council   | Capital and revenue budget<br>Section 106<br>CIL                                   |
| Investigate potential for new station at Station Fields                    |                    | X           | Cherwell District Council<br>Kidlington Parish Council<br>Oxfordshire County Council<br>Train operator/ Network Rail   | Capital and revenue budget<br>Development value<br>Section 106                     |

# Appendices

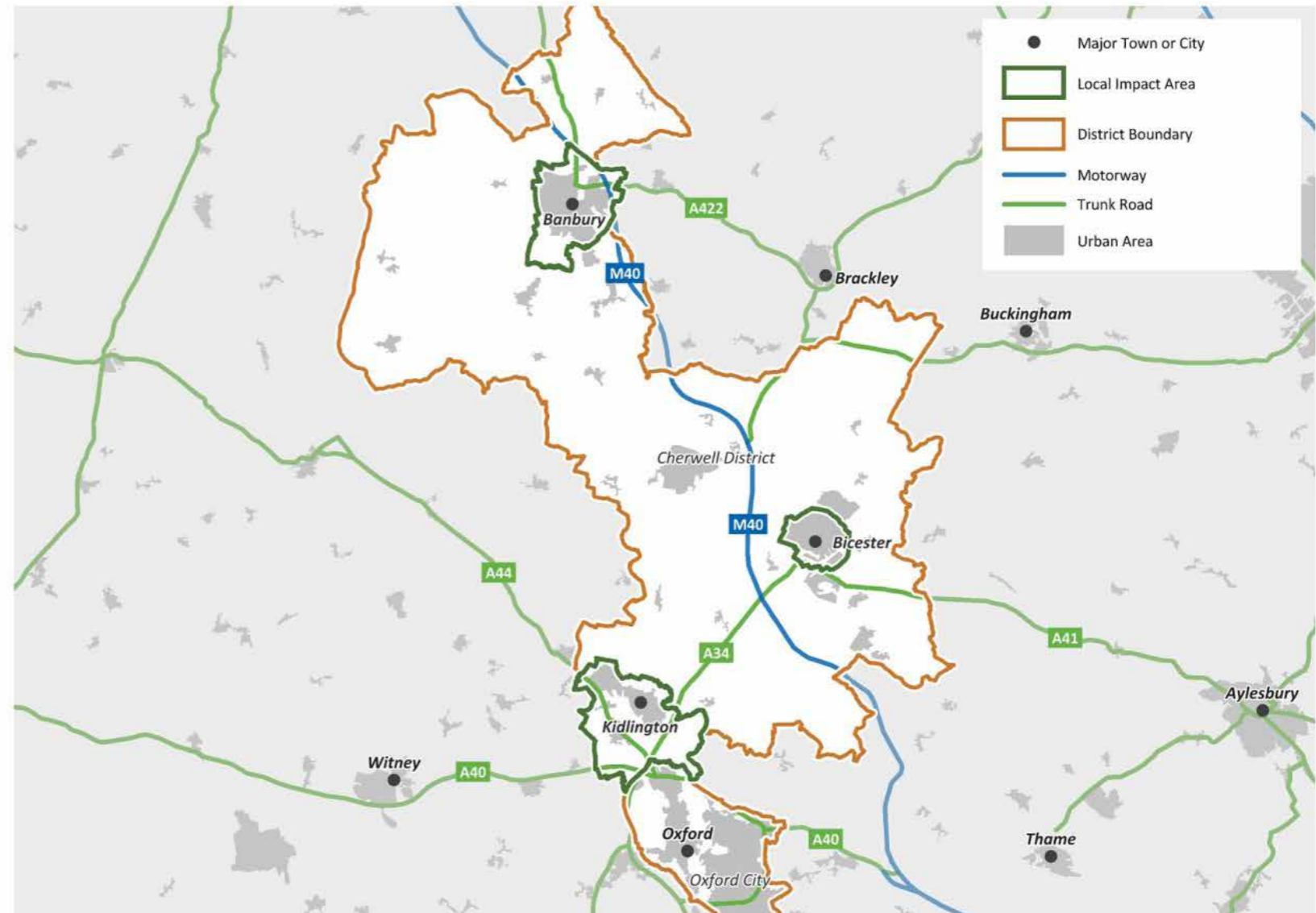


# Appendix A Socio economic geographies

The following are the key statistical geographies used to define Kidlington, Bicester, and Banbury (highlighted on the map as local impact areas). These have been agreed with Cherwell DC as presenting a best fit for these locations.

| Statistical geographies |   |
|-------------------------|---|
| Areas used              |   |
| Kidlington              | Wards 2011: North Kidlington, South Kidlington, and Yarnton, Gosford and Water Eaton  |
| Bicester                | Wards 2011: Bicester East, Bicester North, Bicester South, Bicester Town, Bicester West   |
| Banbury                 | Wards 2011: Banbury Calthorpe, Banbury Easington, Banbury Grimsbury and Castle, Banbury Hardwick, Banbury Neithrop, Banbury Ruscote |
| Cherwell                | District: Cherwell  |
| Oxford CC               | District: Oxford  |

The geographies are illustrated in the next m



Context map

# Appendix B

## Kidlington, Yarnton and Begbroke Sites considered in Cherwell District SHLAA Update (August 2014)

| Sites with Potential (within settlement)  |   |   |   |               |          |
|---|---|---|---|---------------|----------|
| Site Ref                                  | Address                                   | Area (ha)   | Constraints   | Density (dph) | No Units |
| KI082                                     | Builders Yard, The Moors                  | 0.31  | Impact on character of Conservation Area, ecology (Great Crested Newts)   | 41            | 13       |
| Sites with Potential (outside settlement) |   |   |   |               |          |
| Site Ref                                  | Address                                   | Area (ha)   | Constraints   | Density (dph) | No Units |
| KI095                                     | Land at Gosford Farm                      | 0.80  | Green Belt<br>Impact on historic farm buildings<br>Affordable housing to north  | 38            | 33       |
| KI103                                     | Land at Stratfield Farm                   | 10.2 ha (4.1 ha developable)  | Urban encroachment towards Oxford<br>Green Belt<br>western part in Conservation Target Area and Biodiversity Priority Habitat<br>impact on listed buildings | 35            | 144      |
| KI104                                     | Land north of The Moors                   | 21.6 (9 ha developable)   | Green Belt<br>Impact on landscape character, residential amenity, ecology, access   | 20            | 180      |
| Rejected Sites                            |   |   |   |               |          |
| Site Ref                                  | Address                                   | Reasons for rejection in SHLAA  |   |               |          |
| KI005                                     | Kidlington Green Social Club              | It is not considered that the site is suitable for residential development due to the need to protect the existing social use.  |   |               |          |
| KI007                                     | Thames Valley Police HQ                   | The site is allocated for development in the Non-Statutory Local Plan for residential use, but the site is considered unavailable for development due to Thames Valley Police decision to remain on the site.   |   |               |          |
| KI009                                     | Land to the west of Kidlington            | The site is detached from the built up area, plus development here would cause coalescence between Kidlington and Yarnton and impact the identity of the settlements.   |   |               |          |
| KI013                                     | Oxford Technology Park                    | The site is has been promoted for employment use and is therefore not considered available for residential development.   |   |               |          |
| KI018                                     | Car park north of High St                 | The site is not being promoted for residential use.   |   |               |          |
| KI021                                     | Car parks, Black Horse and Black Bull PH  | The site is considered to have potential for residential development as part of a mixed use scheme. The site would need to come forward with the agreement of the landowner; however, there is no known interest at the current time.   |   |               |          |
| KI022                                     | Land West of Webbs Way                    | The site was considered to have potential in the 2013 SHLAA for up to 30 dwellings but has been reappraised. The 2013 SHLAA considered that a 'high quality, low density scheme would be needed to protect or enhance the character and appearance of the historic environment, and prevent a detrimental impact on the Conservation Area'. The site lies in an important historic part of Kidlington within the Church Street Conservation Area. There are listed buildings within close proximity including the Grade II Dovecote End and Old Rectory, the Grade II* Dovecote, Grade II* Vicarage and Grade II Church Street Farmhouse. Whilst the development of the SHLAA site would appear to be achievable as an extension of the relatively modern development at Webb's Way, thereby continuing an established building line along the existing field boundary, development would result in the loss of an important gap within the Church Fields Character Area and would adversely affect the setting of the Conservation Area. There would also be some detrimental impact on the character of the Mill Street area to the south. Notwithstanding this, the site lies with the Green Belt and exceptional circumstances would need to be demonstrated for its release. |   |               |          |
| KI023                                     | Land at Gosford Bridge                    | This site is not considered to be suitable for residential development due to its severance from the main urban area by Bicester Road and the poor scope for providing development that is well linked and integrated with existing development.  |   |               |          |
| KI024                                     | Land adjacent Oxford Spires Business Park | The site would not be suitable for residential development as it is situated next to the business park and the airport, which is away from the main amenities of the village and would appear detached from the existing neighbourhoods.  |   |               |          |
| KI025                                     | Campsfield House, Evenlode Cres           | The site has not been confirmed as available and has therefore been rejected at this stage.   |   |               |          |

|       |   |  |
|-------|---|--|
| KI080 | Land to east and south of Webbs Way               | Site access appears to be constrained without demolition of existing properties on Webb's Way, which is outside the site boundary. The site was promoted in 2007 but availability has not been confirmed as part of the SHLAA and therefore the site has been rejected at this stage.  |
| KI081 | Land north of The Moors, Briar End & Lamb's Close | The site has been superseded by new site KI104.  |
| KI083 | Car park rear of Co-op, High St                   | This site has had permission for flats in the car park of the existing supermarket, but this has since expired. There is currently no expectation of housing delivery, but it remains a site with housing potential. This site might become available again in the future.   |
| KI084 | Red Lion PH                                       | Site availability has not been confirmed; therefore the site has been rejected at this stage.  |
| KI085 | Ambulance Station                                 | The site has not been confirmed as available and has therefore been rejected at this stage.  |
| KI086 | Land at Langford Lane                             | The site is considered to be unsuitable for residential development due to the surrounding land uses of employment generating development. The site is distinct and separate from the existing residential areas of Kidlington, on the opposite side of the Oxford Canal and the railway. The site is situated within what appears to be a high quality, modern industrial estate. The loss of employment space within this area and the unsuitable living environment are considered to remove any residential potential.   |
| KI087 | Land at Stratfield Farm                           | The site has been superseded by new site KI103.  |
| KI089 | Langford Lane                                     | The site is considered to be unsuitable for residential development due to the surrounding land uses of employment generating development. The site is distinct and separate from the existing residential areas of Kidlington, on the opposite side of the Oxford Canal and the railway. The site is situated within what appears to be a high quality, modern industrial estate. The loss of employment space within this area and the unsuitable living environment are considered to remove any residential potential.   |
| KI089 | Langford Locks                                    | The site is considered to be unsuitable for residential development, as it is located within an established employment area and surrounded by industrial/employment uses, which are considered to be incompatible with a living environment. Development would also result in the loss of employment land. The site is located on the edge of the village, over 1km from the town centre, with the nearest dwellings approximately 400 metres away, on the other side of Oxford Canal and the railway.   |
| KI090 | Site BB, Station Field Industrial Estate          | The site has planning permission for employment use and is not considered suitable for residential development.  |
| KI092 | Garage block, Marlborough Ave                     | Site availability has not been confirmed and the site is considered too small for the study threshold of 10+ dwellings.  |
| KI096 | Land East of Water Eaton Lane/ west of A34        | The site is within the floodplain and is therefore not considered suitable for development.  |
| KI097 | Land between Bicester road and A34                | The site is removed from the built up area of Kidlington by the severance of A4260 Bicester Road and therefore is not considered to represent a suitable site that could be integrated into the existing settlement.   |
| KI099 | Former Blenheim Centre                            | The development of the site is not considered acceptable. The trees on the site are protected by a TPO and are of important visual amenity value.  |
| KI100 | Land at Langford Locks                            | The site is not considered to be suitable for residential development. The site could be suited for employment uses in connection to the Station Field Industrial Estate. However, this would have an impact on the current natural setting of the canal at Roundham Bridge, uses related to canalside activities would help improve access and views to the canal which is already limited in Kidlington by properties backing onto it.   |
| KI101 | Rectory Farm, Church St                           | The site lies adjacent to an important historic part of Kidlington and is partly within the Church Street Conservation Area. The site includes SHLAA site KI022. There are listed buildings within close proximity including the Grade II Dovecote End and Old Rectory, the Grade II* Dovecote, Grade II* icarage and Grade II Church Street Farmhouse. It also includes a Listed out-building and parts of the curtilages of the Listed Buildings at 54-58 Church Street. Approximately half of the site is situated within Flood Zones 2 & 3 and within a potential Biodiversity Action Plan Priority Habitat (probably improved grassland). A public footpath runs north/south through the site affording views across countryside to the east and which, in the northern part of the site, lies within the Conservation Area. Development would result in the loss of an important gap within the Church Fields Character Area and would adversely affect the setting of the Conservation Area. There would also be some detrimental impact on the character of the Mill Street area to the south. There is likely to be adverse landscape impact and development in the Flood Zone is unlikely to be appropriate in this location. There would also be adverse impact on the amenity value of the Public Right of Way. Notwithstanding this, the site lies with the Green Belt and exceptional circumstances would need to be demonstrated for its release. |
| KI102 | Land between Bicester Road and A34 (T) Gosford    | The site is removed from the built up area of Kidlington by the severance of A4260 Bicester Road and therefore is not considered to represent suitable site that could be integrated into the existing settlement.   |
| BE001 | Land south of Begbroke Lane                       | The site is detached from the built up area, plus development here would cause coalescence between Kidlington and Begbroke and impact the identity of the settlements.   |

|       |   |  |
|-------|---|--|
| BE003 | Land north of Begbroke Lane   | The site is considered to be unsuitable for residential development there would be direct risk of coalescence between Begbroke and Kidlington. Any development on the site would harm the identity of Begbroke.  |
| BE004 | Land at Begbroke, Land East of A44, North of Yarnton  | The site is considered to be unsuitable for residential development as the site is disconnected from the existing villages of Begbroke and Yarnton, and Begbroke itself is already bisected by the A44 so integration with the village, particularly the historic core, would be difficult to achieve. The site lies beyond the Rowel Brook which currently acts as a boundary to the development along Fernhill Road. Development of this site would lead to coalescence with Yarnton.  |
| BE006 | Hall Farm, Spring Hill Road   | The site has not been confirmed as available and has therefore been discounted at this stage.  |
| BE008 | Builders Yard, Begbroke   | The site is considered to be unsuitable for residential development there would be direct risk of coalescence between Begbroke and Kidlington. Any development on the site would harm the identity of Begbroke.  |
| YA001 | Land to the south of Sandy Lane   | Development of this site is unsuitable due to relationship with the built form of the village and risk of coalescence with Kidlington.   |
| YA003 | Yarnton Waste Water Treatment Works   | The site is unsuitable for development because it is so remote that any development would have a poor relationship with the existing village. Plus, access is unsatisfactory and would severely constrain development potential. Furthermore, there is likely to be contaminated land issues, given the previous use of the site.  |
| YA021 | Yarnton Nurseries, Sandy Lane   | Residential would also be a more intensive built form of development and would have more of a coalescing effect by bringing the residential area of Yarnton significantly nearer to the already close Begbroke Science Park and Begbroke village. The construction of the new access road has had some urbanising effect but this does make appropriate the infilling of gaps between Yarnton and the road because of the wider impact in terms of coalescence and erosion of village identity. Redevelopment of this site would also result in the loss of significant employment land. |
| YA030 | Land east of Woodstock Road   | The site is not considered to be suitable for residential development. The relatively isolated location of this site would make it difficult to achieve an integrated living environment particularly given the adjoining A44 (dual carriageway) which separates the site from the other side of the village. It may also establish a precedent for additional ribbon development along this side of the dual carriageway extending northwards to meet the existing edge of built up development.  |
| YA033 | Land adjacent to the existing Begbroke Science Park and of Sandy Lane, Begbroke and Yarnton | The site is not considered suitable for development as the site plays a key role in maintaining the separation of Kidlington, Begbroke and Yarnton. The site would be a large extension to the open countryside and would lead to coalescence of the surrounding settlements.  |
| YA036 | Land off Sandy Lane/Yarnton Lane  | It is not considered that the site is suitable for residential development due to its close proximity to the railway line therefore it is likely that any proposals on the site would be affected by the rail traffic. The site is partially within Flood zone 3 and access is unsatisfactory and would severely constraint development potential.   |

# Appendix C

## Kidlington- Infrastructure Delivery Plan (Cherwell Local Plan, 2015)

| No.                             | KIDLINGTON AND RURAL AREAS Projects   | Main aim   | Priority<br>Critical<br>Necessary<br>Desirable | Phasing<br>SI 2012- 2016<br>MI 2016 - 2021<br>LI 2021 - 2031 | Costs<br>(where known) | Funding<br>(where known) | Main<br>Delivery Partners  | Policy links<br>(LP, LTP policies)   | LP site policy  | Source  | Delivery status   |
|---------------------------------|---|--|--|--|------------------------|--------------------------|--|--|---|---|---|
| <b>Transport &amp; movement</b> |   |  |  |  |                        |                          |  |  |   |   |   |
| 1                               | London Oxford Airport   | Supporting economic growth of employment clusters such as the one formed by the Oxford London Airport and Langford Lane Industrial estate. | Critical                                       | TBC  | TBC                    | TBC                      | DfT<br>Airport Operator<br>OCC<br>CDC<br>Private sector developers | Local Plan:<br>Improved Transport and Connections (SLE 4)  | Kidlington 1:<br>Accommodating High Value Employment Needs (1A.Langford Lane / London Oxford Airport) | Local Plan  | To be progressed through the Local Plan Part 2, liaison with Airport operator and existing business at the airport and Langford Lane. |
| 3a                              | Oxford Parkway - New station at Water Eaton as part of the East West Rail Phase 1 (Evergreen 3 project) The station will be served every 30 minutes by trains running in both directions between Oxford and London Marylebone. The station will serve Kidlington and nearby villages. | Supporting economic growth and new homes with better access to the national rail network.  | Desirable                                      | Short Term   | Secured                | Secured                  | East West Rail Consortium<br>Network Rail<br>DfT<br>OCC            | Local Plan:<br>Improved Transport and Connections (SLE 4)<br><br>Local Transport Plan:<br>LTP3 Policy BI14                   | Kidlington/Water Eaton<br><br>Non-strategic sites to be identified in the Local Plan Part 2           | East West Rail Consortium<br>Project Progress update<br>30 October 2013 | 10/00023/TWA approved, discharge of condition with CDC 13/00281/DISC<br>Expected delivery in August 2015                              |
| 3b                              | Improved Park & Ride and highway to support the new stations  |  |  |  | c.150K                 | TBC                      | OCC<br>Private sector developers                                   |  |   | OCC   | TBC   |
| 4a                              | Integration of bus and rail transport: Extending the existing Oxford Plus bus zone to include Water Eaton station   | Ensuring delivery of high quality public transport. Integration of rail and bus transport  | Desirable                                      | Short term   | TBC                    | TBC                      | OCC<br>Bus operators   | Local Plan:<br>Improved Transport and Connections (SLE 4)<br><br>Local Transport Plan:<br>LTP3 Policy KI6, KI9               | Kidlington/Water Eaton<br><br>Non-strategic sites to be identified in the Local Plan Part 2           | LTP3  | To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan  |
| 4b                              | Integration of bus and rail transport: Bus link to the rail network (probably via Water Eaton station)  | Ensuring delivery of high quality public transport. Integration of rail and bus transport  | Necessary                                      | Short term   | TBC                    | TBC                      | OCC<br>Bus operators   | Local Plan:<br>Improved Transport and Connections (SLE 4)<br><br>Local Transport Plan:<br>LTP3 Policy KI5, KI9               | Kidlington/Water Eaton<br><br>Non-strategic sites to be identified in the Local Plan Part 2           | LTP3  | To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan  |
| 4c                              | Direct bus services from Kidlington and/or Water Eaton to serve Oxford's Eastern Arc  | Ensuring delivery of high quality public transport. Integration of rail and bus transport  | Necessary                                      | Short term   | TBC                    | Secured                  | OCC<br>Other District and City Councils<br>Bus operators           | Local Plan:<br>Improved Transport and Connections (SLE 4)<br><br>Local Transport Plan:<br>LTP3 Policy KI5, KI6, KI8          | Kidlington/Water Eaton<br><br>Non-strategic sites to be identified in the Local Plan Part 2           | LTP3  | Funding secured through Local Sustainable Transport Fund  |
| 5                               | Improving the level of public transport to and from London Oxford Airport   | Ensuring delivery of high quality public transport.  | Necessary                                      | Short term   | c. £400K               | TBC                      | OCC<br>Bus operators<br>Airport operator                           | Local Plan:<br>Improved Transport and Connections (SLE 4)<br><br>Local Transport Plan:<br>LTP3 Policy KI7                    | Kidlington 1:<br>Accommodating High Value Employment Needs (1A.Langford Lane / London Oxford Airport) | LTP3  | To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan  |
| 6                               | Implementation of a bus lane on Bicester Road (C43) using additional land rather than just existing highway   | Ensuring delivery of high quality public transport.  | Necessary                                      | TBC  | TBC                    | TBC                      | OCC<br>Bus operators   | Local Plan:<br>Improved Transport and Connections (SLE 4)<br><br>Local Transport Plan:<br>LTP3 Policy KI15, KI16, KI17, KI18 | Kidlington<br><br>Non strategic sites to be identified in the Local Plan Part 2                       | LTP3  | To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan  |

| No. | KIDLINGTON AND RURAL AREAS Projects  | Main aim   | Priority<br>Critical<br>Necessary<br>Desirable | Phasing<br>St 2012- 2016<br>Mt 2016 - 2021<br>Lt 2021 - 2031 | Costs<br>(where known) | Funding<br>(where known) | Main<br>Delivery Partners                                      | Policy links<br>(LP, LTP policies)  | LP site policy   | Source | Delivery status  |
|-----|--|--|--|--|------------------------|--------------------------|--|---|--|--------|--|
| 7a  | Accessing Oxford - Northern Approaches   | To improve capacity of highway network and reduce traffic congestion   | Necessary                                      | Short term   | c. £19m                | c. £430K                 | OCC<br>HA<br>District Councils<br>Private sector<br>developers | Local Plan:<br>Improved Transport and<br>Connections (SLE 4)  | Kidlington<br><br>Non strategic sites to<br>be identified in the<br>Local Plan Part 2  | OCC    | TBC  |
| 7b  | Potential road link between A40 and A44 (Part of the above)  |  | Necessary                                      | Short term   |                        |                          |  |   |  | OCC    | TBC  |
| 8a  | Road network improvements:<br>Remedial road safety measures<br>such as installing Vehicle Active<br>Signage; build outs or lining/surface<br>measures to address speeding                | To improve highways<br>safety  | Necessary                                      | TBC  | TBC                    | TBC                      | OCC<br>Private sector<br>developers                            | Local Plan:<br>Improved Transport and<br>Connections (SLE 4) and<br>Mitigating and Adapting to<br>Climate change (ESD1) in<br>support of strategic growth in<br>Kidlington  | Kidlington<br><br>Non strategic sites to<br>be identified in the<br>Local Plan Part 2<br><br>Neighbourhood Plans   | LTP3   | To be progressed further through<br>the Local Plan Part 2 and<br>Kidlington Framework Masterplan |
| 8b  | Road network improvements:<br>Remove clutter and ensure the<br>routing is correct on the strategic<br>road network particularly from the<br>A44, A40 and A34 of signage to<br>Kidlington | To improve highways<br>safety  | Necessary                                      | TBC  | TBC                    | TBC                      | OCC<br>Private sector<br>developers                            | Local Plan:<br>Improved Transport and<br>Connections (SLE 4) and<br>Mitigating and Adapting to<br>Climate change (ESD1) in<br>support of strategic growth in<br>Kidlington  | Kidlington<br><br>Non strategic sites to<br>be identified in the<br>Local Plan Part 2  | LTP3   | To be progressed further through<br>the Local Plan Part 2 and<br>Kidlington Framework Masterplan |
| 9   | Joining up the riding network across<br>the wider area using public rights of<br>way so that routes for commuting<br>and recreation are improved;  | Improving cycling and<br>walking routes<br><br>Provide sustainable<br>movement routes for<br>pedestrians and<br>cyclists | Desirable                                      | TBC  | TBC                    | TBC                      | OCC<br>Parish Council<br>Private sector<br>developers          | Local Plan:<br>Improved Transport and<br>Connections (SLE 4) and<br>Mitigating and Adapting to<br>Climate change (ESD1) in<br>support of strategic growth in<br>Kidlington<br><br>Local Transport Plan:<br>LTP3 Policy K11, K12, K13, K14 | Kidlington<br><br>Non strategic sites to<br>be identified in the<br>Local Plan Part 2  | LTP3   | To be progressed further through<br>the Local Plan Part 2 and<br>Kidlington Framework Masterplan |
| 10  | Linking Kidlington to the proposed<br>railway station at Water Eaton to<br>promote the opportunity for cycling<br>and walking  | Improving cycling and<br>walking routes<br><br>Provide sustainable<br>movement routes for<br>pedestrians and<br>cyclists | Necessary                                      | TBC  | TBC                    | TBC                      | OCC<br>Parish Council<br>Private sector<br>developers          | Local Plan:<br>Improved Transport and<br>Connections (SLE 4) and<br>Mitigating and Adapting to<br>Climate change (ESD1) in<br>support of strategic growth in<br>Kidlington<br><br>Local Transport Plan:<br>LTP3 Policy K12, K13, K14      | Kidlington 1:<br>Accommodating High<br>Value Employment<br>Needs (Langford<br>Lane and Begbroke<br>Science Park)<br><br>Non strategic sites to<br>be identified in the<br>Local<br>Neighbourhoods<br>DPD, Neighbourhood<br>Plans | LTP3   | To be progressed further through<br>the Local Plan Part 2 and<br>Kidlington Framework Masterplan |
| 11  | Improving cycling and walking links<br>to the Langford Lane area and<br>shopping facilities in the centre of<br>Kidlington.  | Improving cycling and<br>walking<br><br>Provide sustainable<br>movement routes for<br>pedestrians and<br>cyclists        | Necessary                                      | TBC  | TBC                    | TBC                      | OCC<br>Airport operator<br>Private sector<br>developers        | Local Plan:<br>Improved Transport and<br>Connections (SLE 4) and<br>Mitigating and Adapting to<br>Climate change (ESD1) in<br>support of strategic growth in<br>Kidlington<br><br>Local Transport Plan:<br>LTP3 Policy K12, K13, K14      | Kidlington 1:<br>Accommodating High<br>Value Employment<br>Needs (Langford<br>Lane and Begbroke<br>Science Park)   | LTP3   | To be progressed further through<br>the Local Plan Part 2 and<br>Kidlington Framework Masterplan |

| No. | KIDLINGTON AND RURAL AREAS Projects  | Main aim   | Priority<br>Critical<br>Necessary<br>Desirable | Phasing<br>SI 2012- 2016<br>Mt 2016 - 2021<br>Lt 2021 - 2031 | Costs<br>(where known)   | Funding<br>(where known) | Main<br>Delivery Partners                                   | Policy links<br>(LP, LTP policies)   | LP site policy  | Source | Delivery status   |
|-----|--|--|--|--|--|--------------------------|---|--|---|--------|---|
| 12  | Improvements of footways: widening, resurfacing, dropped kerbs and new or improved crossing points, which will contribute to greater containment and thus support their vitality and economic success, including the business parks and London Oxford Airport. | Improving cycling and walking<br><br>Provide sustainable movement routes for pedestrians and cyclists  | Necessary                                      | TBC  | TBC  | TBC                      | OCC<br>Airport operator<br>Private sector developers        | Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington<br><br>Local Transport Plan: LTP3 Policy KI1                | Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park)<br><br>Policy Kidlington 2: Strengthening Kidlington Village Centre                       | LTP3   | To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan  |
| 13  | Pedestrianisation of part of the High Street, wider footways and pedestrian crossings.   | Improving public realm   | Necessary                                      | TBC  | TBC  | TBC                      | OCC<br>CDC<br>Parish Council<br>Private sector developers   | Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington<br><br>Local Transport Plan: LTP3 Policy KI1                | Kidlington 2: Strengthening Kidlington Village Centre   | LTP3   | To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan  |
| 14a | Improvements to facilities for cyclists and pedestrians at key destinations and employment sites including London Oxford Airport and the proposed rail station at Water Eaton.   | Necessary  | Necessary                                      | TBC  | TBC  | TBC                      | OCC<br>CDC<br>Airport operator<br>Private sector developers | Local Plan: Improved Transport and Connections (SLE 4) and Mitigating and Adapting to Climate change (ESD1) in support of strategic growth in Kidlington<br><br>Local Transport Plan: LTP3 Policy KI1, KI2, KI3, KI4 | Kidlington/Water Eaton<br>Kidlington 1: Accommodating High Value Employment Needs (Langford Lane and Begbroke Science Park)<br>Policy Kidlington 2: Strengthening Kidlington Village Centre | LTP3   | To be progressed further through the Local Plan Part 2 and Kidlington Framework Masterplan  |
| 18  | Expansion of secondary school capacity by approximately 220 places- Location depends on the distribution of rural housing  | Expand the schools and colleges provision to match the needs of residents and businesses.<br><br>Provide opportunities for local people to improve the quality of their life: Skills, training and education | Critical                                       | Medium to Long term  | c.£3.89m for 11-16 with further c.£276K for 15 sixth form pupils | TBC                      | OCC<br>Schools  | Local Plan: Meeting education needs (BSC7)   | Non strategic sites to be identified in the Local Plan Part 2<br><br>Neighbourhood Plans  | OCC    | Specific infrastructure to be identified through the Local Plan Part 2, Kidlington Framework Masterplan and Neighbourhood Plans work. |
| 19  | SEN Expansion of provision based on approximately 1% of additional pupils attending SEN schools. Across all Cherwell, this is currently estimated as approximately 60 pupils.  | Expand the schools and colleges provision to match the needs of residents and businesses.<br><br>Provide opportunities for local people to improve the quality of their life: Skills, training and education | Critical                                       | Medium to Long term  | c. £31.3K per SEN pupil  | TBC                      | OCC<br>Schools  | Local Plan: Meeting education needs (BSC7)   | Non strategic sites to be identified in the Local Plan Part 2<br><br>Neighbourhood Plans  | OCC    | Specific infrastructure to be identified through the Local Plan Part 2, Kidlington Framework Masterplan and Neighbourhood Plans work. |
| 20a | Early Years<br>Seek additional space within new community facilities and/or schools to allow for delivery of Children's Centres services and early years provision.  | Early years provision to match the needs of residents and businesses.  | Necessary                                      | TBC  | TBC  | TBC                      | OCC<br>Schools  | Local Plan: Meeting education needs (BSC7)   | Non strategic sites to be identified in the Local Plan Part 2<br><br>Neighbourhood Plans  | OCC    | Specific infrastructure to be identified through the Local Plan Part 2, Kidlington Framework Masterplan and Neighbourhood Plans work. |

| No. | KIDLINGTON AND RURAL AREAS Projects   | Main aim  | Priority<br>Critical<br>Necessary<br>Desirable | Phasing<br>St 2012- 2016<br>Mt 2016 - 2021<br>Lt 2021 - 2031 | Costs<br>(where known)  | Funding<br>(where known)                           | Main<br>Delivery Partners  | Policy links<br>(LP, LTP policies)  | LP site policy  | Source  | Delivery status   |
|-----|---|---|--|--|---|--|--|---|---|---|---|
| 29b | <p><b>Kidlington</b><br/>Green Spaces Strategy 2008<br/>Identified existing deficiencies to 2026:<br/>Rural<br/>0.4 ha park ideally on the northern outskirts of Kidlington<br/>0.1 ha natural/semi-natural green space<br/>0.2 ha amenity open space</p> <p>These were partially updated in the Open Space update 2011</p> <p>Natural/semi-natural green space - 2.87ha<br/>Parks and gardens - 11.69 ha</p>     | Ensure open space and amenity infrastructure grows at the same rate as communities and current deficiencies in provision are addressed            | Necessary                                      | Short to Long term   | Cost/provision to be determined once sites identified in the Local Plan Part 2 or Neighbourhood Plans | TBC  | Parish Councils<br>CDC<br>Private sector developers  | Local Plan:<br>Open Space, Outdoor Sport Recreation Provision (BSC10)<br>Local Standards of Provision - Outdoor Recreation (BSC11)<br>Green Infrastructure (ESD17)  | Kidlington and rural areas<br><br>Villages 4 - Meeting the Need for Open Space, Sport and Recreation<br><br>Non strategic sites to be identified in the Local Plan Part 2 | Local Plan Green Space Strategy 2008<br>Open Space Update 2011  | To be delivered through:<br>• Development sites through the planning application process in accordance to Local Plan requirements and Tables 8 and 9<br>• New provision by public bodies or organisations<br>• Public access agreements to privately owned sites<br><br>Local Plan Part 2 will include allocations to help address deficiencies in open space sport and recreation for the plan period  |
| 31b | <p><b>Kidlington</b> Playing Pitches Strategy and Green Space Strategy<br/>Identified existing deficiencies to 2026:<br/>1 adult football pitch<br/>4 junior football pitches<br/>5 mini-soccer pitches</p> <p>These were partially updated in the Open Space update 2011 and Playing Pitch Strategy 2008<br/>1 junior football pitch</p> <p>The above represent needs to 2026. Future needs will be updated.</p> | Ensure play and sports infrastructure grows at the same rate as communities and current deficiencies in provision are addressed                   | Necessary                                      | Short to Long term   | TBC   | TBC  | CDC<br>Parish councils<br>Private sector developers<br>Sports clubs and organisations<br>Schools | Local Plan:<br>Open Space, Outdoor Sport Recreation Provision (BSC10)<br>Local Standards of Provision - Outdoor Recreation (BSC11)<br>Green Infrastructure (ESD17)  | Kidlington and rural areas<br>Villages 4 - Meeting the Need for Open Space, Sport and Recreation<br>Non strategic sites to be identified in the Local Plan Part 2         | Local Plan<br>Playing Pitch Strategy 2008<br>Green Spaces Strategy 2008<br>Open Space Study Update 2011 | To be delivered through:<br>• Development sites through the planning application process in accordance to Local Plan requirements and Tables 8 and 9<br>• New provision by public bodies or organisations<br>• Public access agreements to privately owned sites<br>• Dual use agreements for community access to school facilities<br><br>Local Plan Part 2 will include allocations to help address deficiencies in open space sport and recreation for the plan period |
| 32  | <p>Explore the potential of a "Movement Network" - link open spaces together at Kidlington.</p> <p>There is the potential to explore a movement network addressing accessibility and habitat fragmentation through the emerging Kidlington Framework Masterplan and Local Plan Part 2</p>   | Address the fragmentation of natural environment by improving/providing green infrastructure corridors and increase accessibility of open spaces. | Desirable                                      | Short to Long term   | TBC   | TBC  | CDC<br>Parish Council<br>Private sector developers   | Local Plan:<br>Open Space, Outdoor Sport Recreation Provision (BSC10)<br>Local Standards of Provision - Outdoor Recreation (BSC11)<br>Green Infrastructure (ESD17)  | Village 4 - Meeting the needs for Open Space, Sport and Recreation<br><br>Non strategic sites to be identified in the Local Plan Part 2                                   | CDC Internal  | TBC   |
| 33  | <p>Explore the potential for improvements to the Canal corridor at Kidlington.</p> <p>This is an aspiration in the emerging Kidlington Framework Masterplan</p>   | Improving/providing green infrastructure corridors and increase accessibility of open spaces.   | Desirable                                      | Short to Long term   | TBC   | TBC  | CDC<br>Parish Council<br>Private sector developers   | Local Plan:<br>Open Space, Outdoor Sport Recreation Provision (BSC10)<br>Local Standards of Provision - Outdoor Recreation (BSC11)<br>Green Infrastructure (ESD17)  | Village 4 - Meeting the needs for Open Space, Sport and Recreation<br><br>Non strategic sites to be identified in the Local Plan Part 2                                   | CDC internal<br>Local Plan  | TBC   |
| 34  | <p>Proposals for development to achieve a net gain in biodiversity. To be secured as part of development throughout Kidlington and Rural Areas</p>  | Enhance natural environment by maximising opportunities for improving biodiversity; including maintenance, protection and creation                | Necessary                                      | Short to Long term   | TBC   | To be funded by securing development contributions | CDC<br>OCC<br>BBOWT<br>Private sector developers   | Local Plan:<br>Protection and Conservation of Biodiversity and the Natural Environment (ESD10)<br>Conservation Target Areas (ESD11)<br>Green Infrastructure (ESD17) | Kidlington and Rural areas<br><br>Non strategic sites to be identified in the Local Plan Part 2   | CDC internal<br>Local Plan  | To be progressed further through the Local Plan Part 2 and Neighbourhood Plans work.  |



## Alan Baxter

**Prepared by** Clare Coats / Emma Rainoldi / Joanna Chambers, Changing Cities/ Margaret Collins, Regeneris

**Reviewed by** Clare Coats

**Draft issued** 18 February 2016 (v1. Draft)

25 February 2016 (v2. Draft)

T:\1187\1187-032\12 DTP Data\2016-03-\_Kidlington Framework 'Masterplan' SPD Revision v4.indd

This document is for the sole use of the person or organisation for whom it has been prepared under the terms of an invitation or appointment by such person or organisation. Unless and to the extent allowed for under the terms of such invitation or appointment this document should not be copied or used or relied upon in whole or in part by third parties for any purpose whatsoever. If this document has been issued as a report under the terms of an appointment by such person or organisation, it is valid only at the time of its production. Alan Baxter & Associates LLP does not accept liability for any loss or damage arising from unauthorised use of this report.

If this document has been issued as a 'draft', it is issued solely for the purpose of client and/or team comment and must not be used for any other purpose without the written permission of Alan Baxter & Associates LLP.

**Alan Baxter & Associates LLP** is a limited liability partnership registered in England, number OC328839. Registered office: 75 Cowcross Street, London, EC1M 6EL.

© **Copyright** subsists in this document.



75 Cowcross Street  
London EC1M 6EL

tel 020 7250 1555

fax 020 7250 3022

email [aba@alanbaxter.co.uk](mailto:aba@alanbaxter.co.uk)

**This page is intentionally left blank**