

## URGENT BUSINESS AND SUPPLEMENTARY INFORMATION

**Executive**

**7 November 2016**

Agenda Item Number	Page	Title	Officer Responsible	Reason Not Included with Original Agenda
7.	Pages 1 – 294	Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): Oxford's Unmet Housing Need Options Consultation Paper  Appendices 1 and 3	Head of Strategic Planning and the Economy	Appendices published as a supplement to the main agenda pack due to size of documents

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# DRAFT FOR EXECUTIVE



## Options Consultation



**Cherwell Local Plan Part I -  
Partial Review - Options  
Consultation**

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## I Introduction

### What is the purpose of this consultation?

**1.1** We are consulting on development options for how we help to meet Oxford's housing needs. We would like your views and contributions.

**1.2** This consultation paper is not a plan but it sets out the current options we are considering for preparing a Partial Review of our Local Plan. There may be others we need to consider and options we have identified so far may need refinement.

**1.3** In July 2015 we adopted the Cherwell Local Plan Part I which plans for growth to fully meet Cherwell's development needs to 2031.

**1.4** In the Local Plan we committed to work which seeks to address the unmet objectively assessed housing need from elsewhere in the Oxfordshire Housing Market Area (HMA), particularly from Oxford City.

**1.5** All of Oxfordshire's rural district Councils, together with the County Council, have accepted that Oxford cannot fully meet its own housing needs principally because the city is a compact, urban area surrounded by designated 'Green Belt'. Inappropriate development in the Green Belt is not permitted unless there are very special circumstances. The National Planning Policy Framework <sup>(1)</sup> makes clear that land can only be released from the Green Belt through a Local Plan review where there are exceptional circumstances.

**1.6** The Oxfordshire Councils collectively committed to consider the extent of Oxford's unmet need and how that need might be sustainably distributed to the neighbouring districts so that this can be tested through their respective Local Plans.

**1.7** The Cherwell Local Plan states (para. 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...".

**1.8** In January 2016, we published a consultation paper which highlighted issues that we felt may need to be considered in undertaking a Partial Review of the Local Plan. We invited comments, discussion of the issues, and made a 'call for sites' that might be appropriate to develop to help meet Oxford's housing needs. We are publishing a Statement of Consultation alongside this Options Paper which summarises the issues raised during that consultation. It includes the outcome of workshops held with our Town and Parish Councils/Meetings and highlights that an initial meeting was held with neighbourhood groups from the northernmost part of Oxford. We are also publishing the representations and site submissions we received in response to the issues consultation paper and the 'call for sites'.

**1.9** On 26 September 2016, the Oxfordshire Growth Board (a Joint Committee of all the Oxfordshire Councils) decided on an apportionment of approximately 15,000 homes to the district and city councils<sup>(2)</sup>. Cherwell District has been asked to consider the accommodation

<sup>1</sup> <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

<sup>2</sup> South Oxfordshire District Council did not agree to the apportionment

of 4,400 homes in addition to its existing Local Plan commitments (some 22,840 homes).

**1.10** The Partial Review of the adopted Cherwell Local Plan 2011-2031 can only relate to Cherwell District and it is not for us to consider potential developments in other districts. However, we continue to work co-operatively with all of the Oxfordshire Councils on strategic and cross-boundary matters where they arise.

**1.11** This 'Options' consultation paper has been prepared to engage with local communities, partners and stakeholders on how Cherwell might accommodate the 4,400 homes decided upon by the Oxfordshire Growth Board. We would like your views on how and where we should seek to accommodate the additional housing development and whether 4,400 homes is the appropriate number of homes we should be looking to accommodate. To help with this, our consultation paper sets out the options we have identified so far, the work we have undertaken to date and the work that will follow.

**1.12** The Council is still preparing evidence and testing options at this 'Regulation 18' stage <sup>(3)</sup> of this 'Partial Review'. The responses to this consultation will be an important part of that process. Having previously consulted on issues, we once again wish to ensure that a wide cross-section of views are obtained in identifying and examining the development options.

**1.13** Some contextual information that was included in the earlier Issues Paper has been reproduced in this options paper where appropriate. However, we would encourage

you to revisit the Issues Paper if you require further information. The Issues Paper is available on-line. <sup>(4)</sup>

**1.14** That Issues Paper also provided some information on the national requirements we must comply with in preparing Local Plans. Further information on the National Planning Policy Framework (NPPF) and the Government's Planning Practice Guidance (PPG) is available on-line. <sup>(5)</sup>

### **Why should Cherwell accommodate additional housing to meet needs arising from elsewhere in Oxfordshire?**

**1.15** The Government's National Planning Policy Framework places requirements on Councils in preparing their Local Plans. It requires Councils as Local Planning Authorities to:

- have a clear understanding of housing needs in their area
- to prepare a Strategic Housing Market Assessment or 'SHMA' to assess their full housing needs, working with neighbouring authorities where housing market areas cross administrative boundaries
- to work collaboratively with other bodies to ensure that strategic priorities across local boundaries are properly co-ordinated and clearly reflected in individual Local Plans
- to work together to meet development requirements which cannot wholly be met within their own areas, for instance because of a lack of physical capacity or because to do so would cause significant harm to national principles and policies

3 <http://www.legislation.gov.uk/uksi/2012/767/contents/made>

4 <http://www.cherwell.gov.uk/index.cfm?articleid=11346>

5 <http://planningguidance.communities.gov.uk/>



- to produce Local Plans in accordance with a statutory Duty to Cooperate
- to meet objectively assessed development and infrastructure requirements, including unmet requirements from neighbouring authorities where it is reasonable to do so and consistent with achieving sustainable development.

**1.16** The Oxfordshire Strategic Housing Market Assessment (2014) is available alongside this Options Paper. It identified that there is a very high level of housing need to be met across the county. Delivering new homes to meet needs is important to support the county's growing population, to provide choice and access to the housing market, to increase the supply of affordable homes and 'starter' homes, to support Oxfordshire's economic growth prospects and to assist the creation of new job opportunities.

**1.17** Having considered the need for housing, the Government appointed Planning Inspector who examined the 'soundness' of the Cherwell Local Plan Part I noted (in paragraph 62 of his report):

*"...It is essential for clarity and soundness that the Council's firm commitment to help meet the needs of Oxford city as part of the countywide housing market area, jointly with other relevant authorities including through the Oxfordshire Growth Board, as well as in respect of the Oxford and Oxfordshire City Deal (2014), is formally recorded in the plan..."*

**1.18** His Non-Technical Summary records:

*"Add a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the*

*city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined"*.

### Duty to Cooperate

The Localism Act 2011 introduced a statutory Duty to Cooperate for local authorities in preparing their Local Plans. Authorities must engage constructively, actively and on an on-going basis. The National Planning Policy Framework states that joint working should enable local planning authorities to work together to meet development requirements which cannot wholly be met within their own areas.

### What commitment has Cherwell made?

**1.19** In preparing the adopted Local Plan, and as a result of the Inspector's recommendations following the Local Plan Examination, the Council made the following commitment:

### Cherwell's Commitment - Para. B.95 of the Adopted Local Plan

*"Cherwell District Council will continue to work under the 'Duty to Co-operate' with all other Oxfordshire Local Authorities on an on-going basis to address the objectively assessed need for housing across the Oxfordshire Housing Market Area and to meet joint commitments such as the Oxford and Oxfordshire City Deal (2014). As a first step Cherwell District Council has sought to accommodate the housing need for Cherwell District in full in the Cherwell Local Plan. Cherwell District Council recognises that*

*Oxford may not be able to accommodate the whole of its new housing requirement for the 2011-2031 period within its administrative boundary. The urban capacity of Oxford is as yet unconfirmed. Cherwell District Council will continue to work jointly and proactively with the Oxfordshire local authorities and through the Oxfordshire Growth Board to assess all reasonable spatial options, including the release of brownfield land, the potential for a new settlement and a full strategic review of the boundaries of the Oxford Green Belt. These issues are not for Cherwell to consider in isolation. These options will need to be undertaken in accordance with national policy, national guidance, the Strategic Environmental Assessment (SEA) regulations, and the Habitats Regulations Assessment (HRA) to establish how and where any unmet need might best be accommodated within the Oxfordshire Housing Market Area. Joint work will need to comprehensively consider how spatial options could be supported by necessary infrastructure to ensure an integrated approach to the delivery of housing, jobs and services. Full public consultation will be central to a 'sound' process and outcome. If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated in the Cherwell District. The Council will engage in joint working on supporting technical work such as countywide Sustainability Appraisal as required to support the identification of a sustainable approach to meeting agreed, unmet needs."*

## **What are the 'Oxfordshire Growth Board' and the 'Oxford and Oxfordshire City Deal'?**

**1.20** The Oxfordshire Growth Board is a Joint Committee which, on behalf of the Oxfordshire Local Enterprise Partnership or 'OxLEP' is charged with the delivery of projects agreed in the 'Oxford and Oxfordshire City Deal' and 'Local Growth Deals'.

**1.21** The Growth Board includes the local authorities within the OLEP area, namely Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council, West Oxfordshire District Council and Oxfordshire County Council. These are the core, voting members. It also includes co-opted, non-voting members. These are the Oxfordshire Local Enterprise Partnership (OxLEP), the Oxfordshire Skills Board, Oxford Universities, the Homes and Communities Agency, the Environment Agency, Network Rail and Highways England.

**1.22** Local Enterprise Partnerships (LEPs) are voluntary partnerships between local authorities and businesses.

**1.23** The 'Oxford and Oxfordshire City Deal' (2014)<sup>(6)</sup> is an agreement between the local authorities in Oxfordshire, OxLEP and the Government on what the region will do to support economic growth.

**1.24** 'Local Growth Deals' provide funds for the LEPs that benefit the local area and economy.

**1.25** The Oxfordshire LEP (OxLEP) has a Strategic Economic Plan (SEP). It focuses on priority localities at 'Science Vale', a important centre for scientific research in

6 <http://www.gov.uk/government/publications/city-deal-oxford-and-oxfordshire>



the south of the county; Oxford; and Bicester - investment centres forming a 'Knowledge Spine' along which further economic growth is to be encouraged. This year, OxLEP has consulted on a 'refresh' of the SEP which maintains the principal spatial focus on Oxfordshire's Knowledge Spine as the main location for housing and employment growth but which also encourages and supports projects in market towns and rural areas which support the objectives of the SEP and are well connected to the Knowledge Spine (and elsewhere).

**1.26** Cherwell is also in the South East Midlands LEP (SEMLEP). The aim of its Strategic Economic Plan is to deliver the necessary infrastructure to enable new homes to be built; to provide support to new and existing businesses to enable them to grow; to encourage inward investment; and to ensure that young people improve their skill levels to offer what businesses in the area are seeking.

### What countywide work has been undertaken?

**1.27** Through the Oxfordshire Growth Board, the six Oxfordshire Councils have worked together since November 2014 and, under the legal 'Duty to Cooperate', on the following matters:

- an understanding of the urban capacity of Oxford and the level of unmet housing need
- a Green Belt study to assess the extent to which the land within the Oxford Green Belt performs against the purposes of Green Belts
- the sustainability testing of spatial options / areas of search to help inform the apportionment or distribution of unmet housing need to the district and city councils

- a transport assessment of the spatial options / areas of search
- an education infrastructure assessment of the spatial options / areas of search.

**1.28** This work was considered by the Oxfordshire Growth Board at a meeting on 26 September 2016 in determining the apportionment of Oxford's unmet housing need to the individual district councils. It helps inform the Partial Review of the Local Plan Part I but as non-statutory work, it does not bind the Council to a prescribed approach for accommodating additional housing and cannot replace the statutory plan-making process that must be undertaken by each Local Planning Authority.

**1.29** The Duty to Cooperate is an on-going requirement and the Oxfordshire authorities continue to work together on related work. This presently includes:

- a high-level piece of work to consider the potential cumulative effects of development across the county on European Union protected areas of nature conservation
- An Oxfordshire Infrastructure Strategy
- A county-wide Water Cycle Strategy

### How is the Partial Review of the Local Plan Part I being prepared?

**1.30** The Partial Review of the adopted Local Plan is our statutory process for considering how Cherwell makes its contribution to Oxford's identified, unmet housing need. The Partial Review will effectively be an Addendum to the adopted Cherwell Local Plan Part I (2011-2031) – it will sit alongside it and form part of the statutory Development Plan for the district. The Partial Review must be a 'sound' document in its own right. It must be **prepared positively** to meet needs and achieve sustainable development; it must be

**justified** having regard to reasonable alternatives and proportionate evidence; it must be **effective** having regard to joint working and cross-boundary priorities; and, it must be **consistent with national policy** in enabling the delivery of sustainable development.

**1.31** The Partial Review must therefore be supported by robust evidence, thorough community and stakeholder engagement and consultation, its own separate Sustainability Appraisal process and an Infrastructure Delivery Plan. Evidence is being produced on matters related to the environment, landscape, transport, land availability, site suitability and deliverability. Constraints and opportunities need to be assessed. The synergistic and cumulative impacts of potential developments will need to be considered. There will need to be compliant with all legal requirements including for the Duty to Cooperate, Sustainability Appraisal and those within the Habitats Regulations.

**1.32** The Partial Review has a specific focus and it is not a wholesale review of Local Plan Part I. The vision, aims and objectives, spatial strategy and the policies of the Local Plan Part I will guide development to meet Cherwell's needs to 2031. The Partial Review focuses specifically on how to accommodate additional housing and associated supporting infrastructure within Cherwell in order to help meet Oxford's housing need.

**1.33** Following consultation on this options paper, and having already consulted on issues, we will review the comments we receive, complete our evidence base and prepare a proposed plan. The proposed document will be published with supporting evidence in order invite further comments (representations) before it is submitted to the Government for public examination.

Only when that examination has been completed will the Review proceed to final adoption by the Council.

## **What are we consulting on now?**

### **1) The level of housing we are being asked to accommodate - 4,400 homes**

**1.34** While we have an identified level of housing we need to seek to deliver, we must test whether this level of development would be sustainable and deliverable through our Local Plan process. We would like your views on this and we are making the Oxfordshire Growth Board papers available alongside this consultation to assist.

### **2) Draft vision and objectives**

**1.35** Having previously consulted on issues, we are presenting our initial thinking on a draft vision and objectives for helping to meet Oxford's unmet housing needs. These will evolve as further evidence is produced and in response to consultation on this Options Paper.

### **3) 'Areas of Search'**

**1.36** As part of our on-going assessment of options, we have identified 'Areas of Search' across the whole district in order to help structure the process for determining the most sustainable locations for accommodating housing for Oxford. We have examined the whole district because our draft vision and objectives are not fixed and must continue to be tested. Furthermore, although the housing need arises from Oxford, there exists an Oxfordshire wide housing market area.

**1.37** The Areas of Search have been identified having regard to the location of urban areas, the potential opportunities to develop on previously developed land, site

submissions that we have received and 'focal points' or nodes that might be developable. We are publishing initial evidence that supports the assessment undertaken so far and which includes consideration of the relationship to Oxford as well as the potential social, economic and environmental effects of additional development on Cherwell. The findings tell us which of the Areas of Search are presently emerging as the most sustainable options. We would welcome your views on the findings. The sustainability appraisal of the Areas of Search may change in response to the comments we receive and further evidence.

#### **4) Potential Strategic Development Sites**

**1.38** We are publishing details of all the areas of land that are presently being considered as possible strategic development sites for accommodating housing for Oxford. This Options Paper includes details of sites that meet a minimum size criterion for considering strategic development (two hectares) in order to identify sites that potentially could accommodate at least 100 homes. We would like your views of these sites, particularly on which you consider would be sustainable and deliverable for meeting Oxford's needs.

**1.39** Alongside the consultation paper we are also publishing all the representations and site submissions received in response to our earlier issues consultation. We would welcome any comments on what has been submitted to us. In the interest of completeness, we are, at the same time, publishing representations and submissions made in response to a parallel issues paper that we consulted upon for a separate Local Plan Part 2 (not the Partial Review) which will focus on non-strategic sites and development management policies. The reason for this is that some of the sites

submitted to that process may be potentially suitable to meet Oxford's needs. Again, any comments would be welcome.

**1.40** Having undertaken assessments of the Areas of Search, we have also produced more detailed transport and sustainability work for the potential strategic development sites that lie within those Areas of Search that are presently emerging as the most sustainable. Your comments will help us review these initial findings and determine whether our options need to be refined and whether detailed assessment of sites in other Areas of Search will be required.

#### **5) Our emerging evidence base**

**1.41** We would welcome comments on the evidence that we have produced so far in case any refinement is necessary and to help us determine what additional evidence might be required. The production of evidence is on-going. We later clarify which evidence has informed this Options Paper and what evidence is currently expected to follow.

#### **How can you comment?**

**1.42** We would encourage all interested parties to respond to this consultation whether you live, work, or have an interest in, Cherwell or Oxford; also, whether you represent a local community, business, developer, landowner or interest group. The ways in which comments can be provided and our contact information are provided below.

### **Providing your comments**

Our consultation documents are published on-line at:  
[www.cherwell.gov.uk/PlanningPolicyConsultation](http://www.cherwell.gov.uk/PlanningPolicyConsultation)

We ask questions throughout this Options Paper and these are brought together in Section 10.

**Please email your comments to:**  
[PlanningPolicyConsultation@cherwell-dc.gov.uk](mailto:PlanningPolicyConsultation@cherwell-dc.gov.uk)

**Or send by post to:**  
Planning Policy Consultation, Planning Policy Team, Strategic Planning and the Economy,  
Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA

Your comments should be headed 'Partial Review Options Consultation'

**A response form is available to download which can be emailed or posted.**

**You should receive a written acknowledgement. Email acknowledgements will be sent automatically by return. Acknowledgements by post should be received within five working days of your response being received.**

**If you do not receive a written acknowledgement, please contact the Planning Policy team on 01295 227985 to ensure that your comments have been received.**

## 2 The Oxfordshire Context

### What is the Level of Housing Need?

**2.1** To provide necessary context for this Options Paper, we summarise below the housing need position that we explained in our earlier Issues Paper, feedback we received to the consultation on that Paper, and then set out the up-to-date position on the co-operative working that has taken place across Oxfordshire.

**2.2** The Oxfordshire Strategic Housing Market Assessment (SHMA) 2014 provides an objective assessment of need (OAN) for housing in the Oxfordshire market area to 2031. The SHMA does not apply environmental or other constraints to the overall assessment of need, nor does it set the Local Plan housing requirements. Once the objective assessment of need has been identified, the Local Plan must examine whether that need can be fully met. The SHMA examines population and household projections and considers whether adjustments are needed to take into account the need to deliver affordable homes, to address past under-provision or improve affordability, and to support the expected growth in jobs. The SHMA is available to view alongside this consultation paper.

**2.3** The SHMA was scrutinised in relation to Cherwell's housing needs during the public examination of the adopted Cherwell Local Plan 2011-2031 (Part I). Table I below summarises the SHMA's overall conclusions on housing need across Oxfordshire.

**Table I Objectively Assessed Housing Need per Local Authority, 2011-2031 (Source: Oxfordshire SHMA 2014, adapted)**

	Housing Need Per Year (Net) (2011 - 2031)	Midpoint of Range	Total to 2031
Cherwell	1090 - 1190	1140	22,800
<b>Oxford</b>	<b>1200 - 1600</b>	<b>1400</b>	<b>28,000</b>
South Oxfordshire	725 - 825	775	15,500
Vale of White Horse	1028	1028	20,560
West Oxfordshire	635 - 685	660	13,200
Oxfordshire	4678 - 5328	5003	100,060

**2.4** Table I shows that the mid-point housing need for Oxford City is 28,000 homes from 2011-2031. Some of the consultation responses we received to our earlier issues consultation questioned whether Oxford's mid-point SHMA figure was the right one to be considering. Views were expressed that the SHMA's findings should be challenged; that the SHMA methodology was flawed, that Cherwell Local Plan already plans for a higher amount of population change than the 'natural increase'; that the mid-point of the need identified was not appropriate because Government policy seeks to 'boost significantly' the supply of housing; and, that Cherwell might also be asked to accommodate unmet need from London.

**2.5** We have noted these comments, but are mindful that the Oxfordshire SHMA was commissioned jointly by the Oxfordshire Councils. It was prepared in accordance with government guidance and was appropriately

challenged by the Oxfordshire councils during production. It has / is being used by each authority in completing / progressing their local plans. The mid-point figure has been used by the Oxfordshire Growth Board as an appropriate, objective understanding of the level of need arising from Oxford.

**2.6** We are also conscious that the adopted Cherwell Local Plan 2011-2031 (para. B.95) commits the Council to considering unmet need arising from the Oxfordshire Housing Market Area and particularly Oxford. Unmet need arising from other Housing Market Areas is not within the scope of this Partial Review of the Local Plan. However, the Council will keep under review whether the 2014 SHMA represents an appropriate basis for helping to meet Oxford's objectively assessed as the Partial Review of the Local Plan progresses.

**What is the level of Oxford's unmet housing need?**

**2.7** A report considered by the Oxfordshire Growth Board in November 2014 noted that there was “*general agreement that there is limited capacity within the city to accommodate this number of dwellings and therefore there will be a significant potential shortfall which will need to be provided in neighbouring districts*”. The report and minutes for the meeting of the Growth Board are available alongside this consultation paper.

**2.8** However, Oxford has a responsibility to meet its housing need as fully as it can so that neighbouring districts can be sure that they are not planning to meet Oxford's housing need unnecessarily, to ensure efficient use of land is made, and to minimise the loss of natural resources. This is particularly important in the interest of meeting national planning policy and with regard to working cooperatively with the

other Oxfordshire councils. A key area of work for the Oxfordshire Growth Board has therefore been focused on the housing potential or capacity of Oxford City.

**2.9** Oxford's December 2014 Strategic Housing Land Availability Assessment (SHLAA) detailed the City Council's view on its potential sources of housing supply which informed the work of the Oxfordshire Growth Board. It includes two Green Belt sites that, subject to further assessment, could be suitable for release. Oxford's summarises its housing supply in the SHLAA as follows:

**Table 2 Oxford City Housing Supply (Source: Oxford City SHLAA 2014 Summary Table)**

Housing Supply 2011/12 to 2030/31	Dwellings
Total potential housing from identified sites (including residential, student and C2)	6,422
Windfall dwellings 2015/16 to 2031/31	2,880
Completions 2011/12 to 2013/14	648
Housing	511
Student accommodation (equivalent dwellings)	104
C2 residential care home (equivalent dwellings)	33
Small site commitments extant at 31st March 2014	262
Housing	252
Student accommodation (equivalent dwellings)	10
C2 care homes	0
<b>Total supply</b>	<b>10,212</b>

**2.10** Different views were subsequently expressed from across the Oxfordshire authorities on the City's housing potential. Consultants (Cundall) appointed by the Vale of White Horse, South Oxfordshire and Cherwell Councils considered that there was additional housing potential within Oxford.



Their report, *Unlocking Oxford's Development Potential* (November 2014), is available alongside this consultation paper.

**2.11** That report prompted further debate between the Oxfordshire authorities, with each council having its own perspective. In order to help reach an agreed understanding independent consultants were appointed by the Oxfordshire Growth Board to act as a 'critical friend' to assist the process of deliberation and to scrutinise the position of each council.

**2.12** On 19 November 2015 the Oxfordshire Growth Board agreed a total working figure for Oxford's unmet need of 15,000 homes - that is the level of need that cannot presently be met by Oxford City Council.

**2.13** The report presented to the Growth Board (and available with this consultation paper) stated:

*“4. The first key project within the Programme was to agree the figure for unmet need in Oxford City. This was done by asking the critical friend to critique the Oxford SHLAA [Strategic Housing Land Availability Assessment], the Cundall report [an alternative assessment of housing capacity] commissioned by South, Vale and Cherwell [Councils], the Oxford response to this and any other relevant information.*

*5. Following consideration of the report all authorities agreed a working assumption of 15,000 homes for Oxford City's unmet need. All authorities agree to work towards this in good faith, based on the previously agreed process which includes the review of the Oxford City's Local Plan.*

*6. The Board should note that the working assumption of 15,000 is a working figure to be used by the Programme as a benchmark for assessing the spatial options for growth and is not an agreed figure for the true amount of unmet need.”*

**2.14** The consultants' report <sup>(7)</sup> was formally considered by the Growth Board in considering the district apportionment on 26 September 2016. Their report, and the report presented to the Growth Board, are available alongside this consultation paper.

**2.15** Further refinement of the current urban housing potential of Oxford will take place as the City Council progresses its new Local Plan. This will be tested through a public examination as occurs for all Local Plans. Should the Oxfordshire Growth Board's understanding and agreement of Oxford's housing potential and the level of unmet need change over time, the implications would need to be examined jointly between the Oxfordshire Councils.

### **How has the unmet need been apportioned?**

**2.16** In November 2014 the Oxfordshire Growth Board agreed a programme of work for addressing the unmet need arising from the Oxfordshire Strategic Housing Market Assessment (SHMA) which would help the Local Planning Authorities meet the Duty to Cooperate whilst protecting the 'sovereignty' of individual councils over their Local Plans.

**2.17** This culminated in a decision of the Growth Board on 26 September 2016 to apportion Oxford's unmet housing need to the individual district Council as follows <sup>(8)</sup>:

7 Updated Advice Note on Oxford's Development Capacity, Fortismere Associates (August 2015 & updated December 2015)

8 South Oxfordshire District Council did not agree to the apportionment

**Table 3 Oxfordshire Growth Board Apportionment of Oxford's Unmet Housing Needs**

District	Apportionment - No.of Homes (Net)
Cherwell	4400
Oxford	550
South Oxfordshire	4950
Vale of White Horse	2200
West Oxfordshire	2750
<b>Total</b>	<b>14850</b>

**2.18** The apportionment was informed by a number of joint projects which are described below. The projects were managed through a 'Post-SHMA' Project

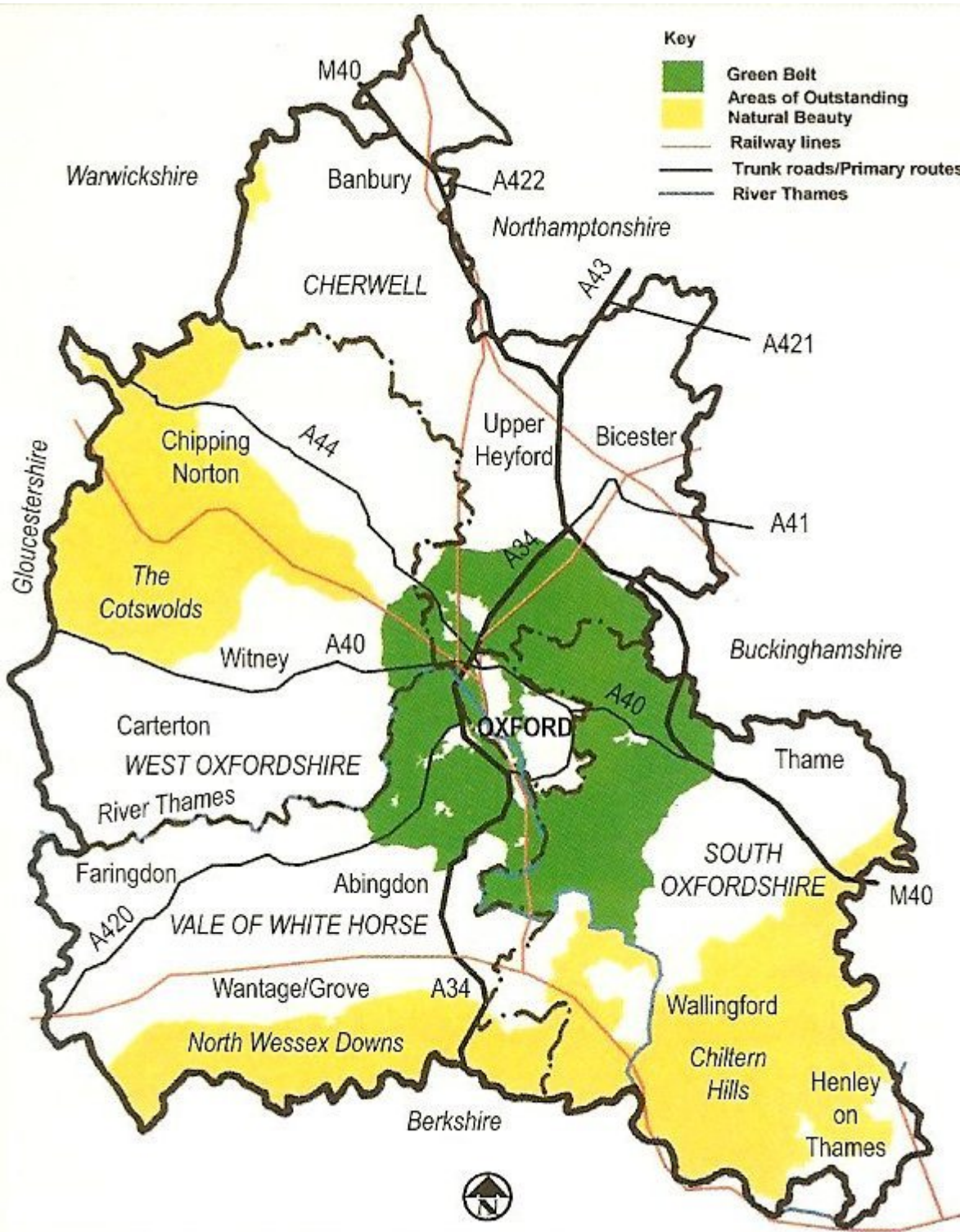
Team of council officers which reported to the Oxfordshire Growth Board via an 'Executive Officer Group' and which was supported by the Growth Board's Programme Manager.

**Oxford Green Belt Study**

**2.19** The Green Belt is a designated area of land that surrounds Oxford City. It is a planning policy designation and not an environmental constraint as such. It is different from green fields which refer to undeveloped countryside beyond our towns and villages, and from 'greenfield land' which refers to all land that has not previously been developed or has returned to nature. The current extent of the Oxford Green Belt is shown in Figure 1.



Figure 1 Oxford Green Belt - for illustrative purposes only



**2.20** The National Planning Policy Framework (NPPF) states that *'the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence'*. It emphasises that Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of a Local Plan.

**2.21** Consultants were commissioned by the Oxfordshire Growth Board to assess how the land within the Oxford Green Belt performs against the five purposes of Green Belts, as set out in NPPF:

1. to check the unrestricted sprawl of large built-up areas;
2. to prevent neighbouring towns merging into one another;
3. to assist in safeguarding the countryside from encroachment;
4. to preserve the setting and special character of historic towns; and
5. to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

**2.22** The Oxford Green Belt Study prepared for the Oxfordshire Growth Board is available alongside this consultation paper. It divides the Green Belt into parcels for assessment purposes: broad areas of Green Belt and smaller parcels adjacent to settlements inset within the Green Belt (including Oxford). The broad areas and land parcels were assessed as to whether their contribution to each of the Green Belt purposes was high/medium/low or no contribution. The study emphasises that where a piece of land performs less well against the Green Belt purposes, this does not in itself justify release of the land from the Green Belt.

**2.23** The consultants were asked not to advise on the suitability or potential of land in the Oxford Green Belt for development. However, the findings of the study were considered by the Oxfordshire Growth Board on 26 September 2016 as a strand of the work that informed the apportionment decision.

**2.24** In commissioning the study, it was clear that should individual councils conclude that there were 'exceptional circumstances' for making alterations to the existing Green Belt boundaries, these changes, including any allocations of land for development, would be taken forward through the respective Local Plan-making process.

### **Oxford Spatial Options Assessment**

**2.25** Consultants were commissioned by the Oxfordshire Growth Board to carry out a Spatial Options Assessment for meeting Oxford's unmet housing need up to 2031. The overall aim was to provide a criteria-based sustainability analysis of the spatial options which could be used as guidance and evidence in determining how the unmet need could best be distributed across the county. Thirty-six options identified by the six Oxfordshire Councils were assessed.

**2.26** The sustainability of each option was assessed but the final report does not make specific recommendations about which options should or should not be taken forward or be considered for allocation through Local Plans. A framework of social, economic and environmental criteria was applied. Each of the 36 spatial options were assessed in terms of the likely effects on sustainability but also having regard to landscape sensitivity and whether or not the assessed areas were situated within the Green Belt. Site visits were undertaken to inform the sustainability and landscape

sensitivity assessments. The sustainability criteria applied included those aimed at assessing the spatial relevance of options to Oxford. The spatial options were also assessed for their deliverability and viability. Although similar in principle and purpose to a statutory Sustainability Appraisal (SA), the assessment does not constitute a formal appraisal as would be prepared for a Local Plan.

**2.27** The assessment is available to view alongside this consultation paper.

### High Level Transport Assessment of Spatial Options

**2.28** A high level assessment of the transport implications of potential development at the 36 assessed spatial options was commissioned. Each spatial option was assessed against a set of eight transport related measures or metrics:

1. Existing public transport mode share for people living close to each spatial option
2. Proximity to current sustainable transport that serves central Oxford and other key employment sites
3. Access to jobs access in the Oxford urban area by walking and public transport
4. Access to jobs in the Oxford urban area by road
5. Traffic conditions on key nearby routes
6. Proximity to proposed future transport investments
7. Proximity to future transport investment needed for other strategic development
8. Road safety incidents near to the spatial options.

**2.29** This work was also used to help inform the viability component of the Oxford Spatial Options Assessment. Further work was undertaken to consider possible housing

growth site clusters that might form growth 'packages' and around which accompanying transport infrastructure proposals could be developed and tested to facilitate future sustainable growth in line with the aims and objectives of the County Council's Local Transport Plan.

**2.30** The assessment is available to view alongside this consultation paper.

### Education Assessment of Spatial Options

**2.31** The County Council produced a report setting out the findings from a high level assessment of the implications for the provision of primary and secondary school places of the development of the 36 potential spatial options. The report considered existing and projected school capacity, including new schools already planned to support growth allocated in existing and emerging local plans. It examined the location of the spatial options in relation to existing and already planned new capacity, issues impacting on planning and delivery of new schools provision and the assumptions used in assessing the education implications of the spatial options and proposed provision. It records an assessment of the education implications of the spatial options but individually and cumulatively.

**2.32** The report is available to view alongside this consultation paper.

### Final Apportionment

**2.33** The above projects were considered collectively by officers from all six Oxfordshire councils (the 'Post-SHMA' Project Team and the Executive Officer Group) and endorsed to form recommendations to the Oxfordshire Growth Board for the apportionment of Oxford's unmet housing need. A report was



presented to the Growth Board on 26 September 2016 which describes the processes and the projects that the Oxfordshire authorities have co-operated on and jointly supervised.

**2.34** The 'Post-SHMA' Project Team generally had generally met on a fortnightly from January 2015 over the course of the work programme supported by additional working groups and 'check and challenge' workshops where required. The Executive Officer Group had typically met about every six weeks and updates and key stages of the work programme had been reported to formal meetings of the Growth Board.

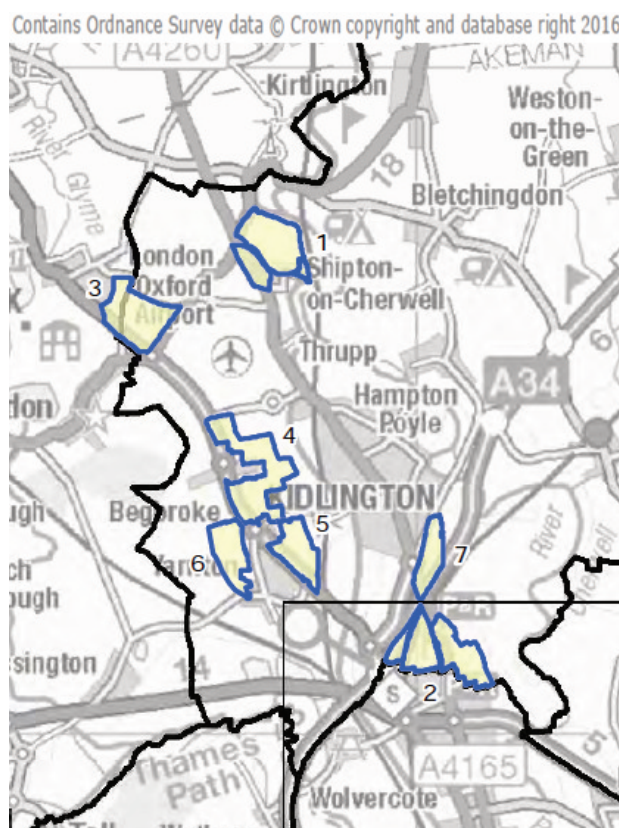
**2.35** The report and the resolution of the Oxfordshire Growth Board meeting of 26 September 2016, resulting in the apportionment set out in Table 1 above, are available alongside this consultation.

**2.36** The options considered by the Growth Board for Cherwell are listed in Table 4 and shown in Figure 2.

**Table 4 Spatial Options Considered by the Oxfordshire Growth Board**

Spatial Option		Land Area (hectares)
1	Shipton-on-Cherwell Quarry	87 ha
2	Land North of Oxford	89 ha
3	Land at Woodstock	71 ha
4	Land at Begbroke	92 ha
5	East of Yarnton	43 ha
6	West of Yarnton	43 ha
7	South East of Kidlington	34 ha

**Figure 2 Oxford Growth Board Spatial Options**



**2.37** The apportionment of 4,400 homes to Cherwell was based on a conclusion that strategic development could potentially be accommodated in the following three areas:

- immediately to the north of Oxford (to the South of the A34) - 2,200 homes
- in the vicinity of Begbroke (to the west of Kidlington and north of Yarnton) - 1,650 homes
- to the south-east of Kidlington (north of the A34) - 550 homes

**2.38** The report to the Oxfordshire Growth Board notes that the spatial options that underpin the apportionment should only be viewed as input to the apportionment process rather than an output; that subsequent Local Plan work in each district may bring other sites forward; and, that it is for each of the district councils through their

Local Plans to allocate sites sufficient to meet their share of Oxford's unmet need. It also notes that the housing figures for each spatial option only represent estimates of what might be achievable and that the capacity of sites may change through local assessment.

**Draft Memorandum of Co-operation**

**2.39** The apportionment, agreed to by five of the six Oxfordshire councils (and set out in Table 3 above) is being confirmed in a Memorandum of Co-operation which, at the time of writing, is in the process of being signed by the Leaders of those five authorities. The draft Memorandum was presented to the Growth Board on 26 September 2016.

**2.40** The Memorandum states:

*"This apportionment is based upon a common assumed start date of 2021 for the commencement of development after the adoption of the respective Local Plan review or Local Plan update/refresh. This assumption does not preclude earlier delivery, but does recognise the complexity of the issues being considered and has sought to factor in reasonable lead times to enable options to come forward and to be fully considered through the Local Plan process."*

*The Programme does not identify, propose, recommend or seek to identify, propose or recommend any site or sites for additional housing within any district. Each LPA [Local Planning Authority] will remain responsible for the allocation of housing sites within its own district and through its own Local Plan process."*

*"The five authorities that form signatories to this Memorandum agree that the figures...represent the agreed apportionment, by district of the agreed*

*level of unmet housing need for Oxford, in order to meet the overall objectively assessed need for additional housing within the Oxfordshire Housing Market Area to 2031."*

**2.41** All six Oxfordshire Councils continue to work co-operately, including on the matters described at para. 1.29 of this Options Paper.

**Feedback on the Housing Apportionment**

**2.42** The Partial Review of the Local Plan cannot change or review the Oxfordshire Growth Board's decision to apportion 4,400 homes to Cherwell. Considerable work has been undertaken jointly by the Oxfordshire Councils to test Oxford's development capacity and to apply an evidenced based approach to apportioning the unmet need. However, we have a Local Plan responsibility to test whether this represents a sustainable and deliverable requirement to take forward.

**2.43** In our earlier Issues Paper, prior to the decision of the Oxfordshire Growth Board, we included a working assumption of about 3,500 homes in the interest of generating discussion and in order to provide you with an estimation of what a contribution to meeting Oxford's unmet housing needs might mean for Cherwell.

**2.44** The comments we received included concerns that such a apportionment would too high because it would not commit Oxford City Council to finding more opportunities for growth; because Oxford may be able to review its housing/planning policies to encourage additional development and to increase its recent rate of housing delivery. The need to make use of previously developed (or brownfield) land was referred to as was the need to ensure that Cherwell's own development strategy is delivered.

Other comments questioned whether even more development in Cherwell could be delivered given the scale of growth already planned. Issues of traffic congestion and infrastructure capacity were raised. Others considered that Cherwell had further housing potential because it was considered that district was one of the least constrained districts due to its strong relationship with Oxford.

### **An appropriate requirement?**

**2.45** We would now welcome your views on whether the 4,400 homes as decided upon by the Oxfordshire Growth Board is an appropriate requirement for Cherwell in the interest of accommodating housing for Oxford. We will still need to test whether we can sustainably accommodate the requirement before a final housing Local Plan figure can be confirmed. A potential plan requirement of 4,400 homes is examined in our Initial Sustainability Appraisal alongside options for 'significantly less' and 'significantly more'. The Initial Sustainability Appraisal also considers the 'likely evolution' of the area if a Local Plan Partial Review was not implemented.

#### **Question 1**

##### **Cherwell's Contribution to Oxford's Housing Needs**

Is 4,400 homes the appropriate housing requirement for Cherwell in seeking to meet Oxford's unmet housing need?

## 3 The Oxford Context

### Planning and Development in Oxford City

**3.1** We explained the issues facing Oxford that we are seeking to address in our earlier Issues Paper. We highlight, update and expand upon some of the key matters below, reflecting on the consultation feedback we have received so far, to provide context for the identification and testing of development options.

**3.2** Oxford is a world-renowned historic city. As the only city in Oxfordshire it is the economic centre of the county. Its economy is based on higher education, health services, car manufacturing, high-tech and medical scientific research. It has internationally important universities, a regional shopping centre and receives 9.3 million tourists every year (Oxford Core Strategy, 2011).

**3.3** Oxford has a distinctive physical form and an historic built environment. Much of its residential population is concentrated to the east of the city centre. Its main employment centres are focused on the City Centre, Cowley and Headington (see Figure 5). The historic city parks and nature conservation areas (including a European Union protected Special Area of Conservation (SAC) and several Sites of Special Scientific Interest (SSSIs)) create pockets and corridors of green space within the city boundary.

**3.4** The Oxford Green Belt has a tight inner boundary around the built-up area of the city which extends outwards for about five to six miles in every direction and into each of Oxford's neighbouring districts. Although it contains or surrounds other smaller settlements, the Green Belt provides a generally open setting to the urban area of Oxford and has prevented coalescence with

neighbouring towns and villages. It has also presented a major constraint on the city's expansion together with the floodplain and sensitive ecological and historical areas.

**3.5** In our earlier Issues Paper we described Oxford's planning strategy set out in its existing Core Strategy (the name previously given to Local Plans) and its other key planning policy documents. We identified Oxford's strategic locations for growth within the city and its characteristics which constrain its ability to accommodate new housing and economic development within its administrative boundaries.

**3.6** We highlighted the Core Strategy's 'issues and challenges' for planning in Oxford including:

- Its development pressures
- The huge demand for market housing
- The pressing need for affordable housing
- The need to support its key employment sectors
- Its development constraints, the scarcity of and competition for land.

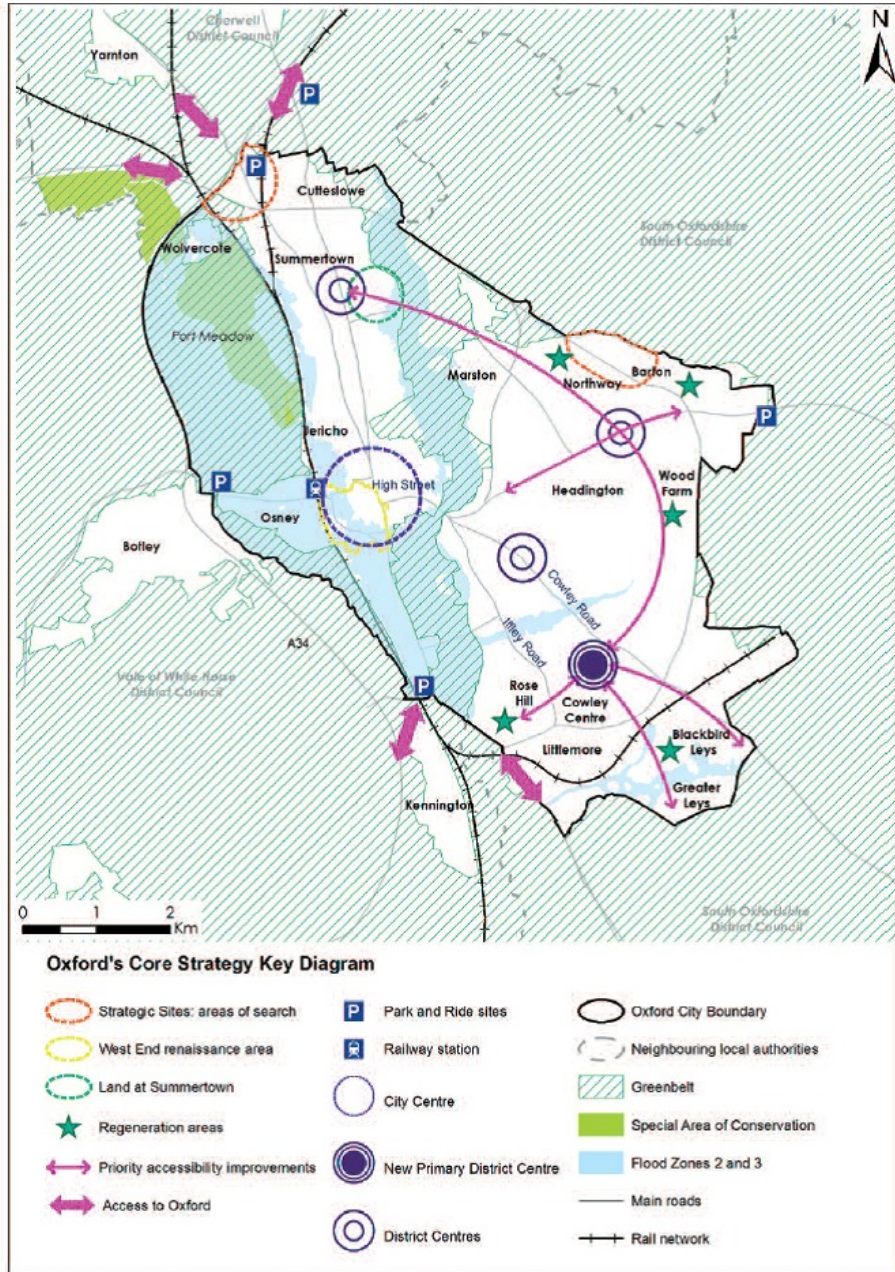
**3.7** Its key objectives include ensuring a balanced housing supply:

#### Oxford Core Strategy 2026

*“Oxford has a major housing shortage, and a key priority will be to provide more affordable and family homes. We want to establish mixed communities to help create a sense of place and build local identities. Much of the new housing will be on infill sites throughout the city, but strategic sites at Barton and in the West End will contribute significantly. Good housing will improve our social, environmental and economic well-being, and through good design it will reduce our carbon footprint”.*



Figure 3 Oxford City Council Core Strategy Key Diagram, 2011





**3.8** Three key planks of Oxford's existing spatial strategy are:

1. Ensuring that new developments are in accessible locations so as to minimise overall travel demand;
2. To maximise the reuse of previously developed land and make full and efficient use of all land;
3. Ensuring an appropriate balance of housing and employment growth in the context of other competing land uses.

**3.9** The development site at Oxford that has the most direct relationship with Cherwell is known as the Northern Gateway, located next to the Peartree interchange. It will provide 90,000sqm employment development linked to the 'knowledge economy', with 500 dwellings, local scale retail, and a hotel (as stated in the Northern Gateway Area Action Plan, adopted in July 2015). The urban extension at Barton is also at the northern edge of Oxford. Oxford's key sites are shown on Figure 3:

**3.10** Since we published our earlier Issues Paper, Oxford has published a 'First Steps' consultation booklet for work on a new Local Plan. It states:

### **Oxford's New Local Plan - First Steps**

*"Oxford currently has 55,000 households and 160,000 people live in the City. One of the biggest issues in Oxford is the lack of housing and the unaffordability of housing, to rent or to buy. Oxford is experiencing a housing crisis. Factors such as increasing land values and reducing land availability have led to a shortage of homes, and housing that is so expensive that it prices many people out of the market. We need enough housing, of the right type, in the right locations, that is affordable and suitable for different sectors of the community and meets varied needs."*

**3.11** Oxford City Council will go through a very similar process to Cherwell in producing its Local Plan. It will also go through a public examination in due course.

### **Oxfordshire Strategic Housing Market Assessment 2014 (SHMA)**

**3.12** In our Issues Paper we also set out key findings from the Oxfordshire SHMA on housing market characteristics and issues relating to Oxford. These included:

- Housing market values are higher in Oxford compared to the rest of the Oxfordshire housing market area
- The strongest demand pressures in Oxfordshire are at Oxford
- Almost half of households in Oxford rent - a very significant level reflecting in part the size of the student rental market and the number of young working households
- The housing mix in Oxford differs markedly from other areas: it is focused towards higher density development and typically smaller homes

- From 2001-2011, Oxford's population grew by 13%, compared to 8% in Cherwell and Oxfordshire
- Overcrowding is at 6.2% in Oxford compared to the national average of 4.8%. This reflects a younger population structure, multi-occupancy lettings, smaller properties and higher housing costs
- In terms of market housing, the estimated dwelling requirement is for 10.7% 1 bed's, 24.9% for 2 bed's, 38.9% for 3 bed's and 25.5% for 4+ bed's. In terms of affordable housing the respective figures are 29%, 32.7%, 32.2% and 6.1%.
- Detached housing in Oxford makes up a low proportion of stock (9%)
- Oxford's population is notably more ethnically diverse relative to the rest of Oxfordshire and the South-East
- Oxford has the highest percentage of households in unsuitable housing in Oxfordshire (4.6%)
- The net need for affordable housing in Oxford is significantly higher than in the rest of the County
- Only 19.2% of Oxford's population is aged 55 and over (27% or above in the other districts)
- There is a significantly lower level of projected need for specialist housing for older people in Oxford than in Cherwell.

### Oxford Housing Strategy 2015-2018

**3.13** Oxford's Housing Strategy takes account of the SHMA and contains the following priorities:

1. Increase the supply of and improve access to affordable housing
2. Meet the housing needs of vulnerable groups

3. Support the growth of a balanced housing market
4. Support sustainable communities.

**3.14** Key objectives are set out for each priority which include, '*Bring forward key strategic sites to support City Deal and meet housing need*'. Its action plan includes working with Registered Providers of affordable housing and others to bring forward development schemes to address shortfalls in housing delivery identified in the Oxfordshire SHMA.

**3.15** The Housing Strategy refers to owner occupation levels dropping over the last 10 years and an 'explosion' in the private rented sector which now represents 28% of Oxford's total housing market. It highlights the difficulty of affordable access to housing within Oxford and of achieving balanced housing markets.

**3.16** The strategy refers to Oxford's existing planning policy requiring 50% of all new housing to be delivered as 'affordable homes', 20% of which as 'intermediate' tenure (i.e such as shared ownership). However, it also highlights that traditional shared ownership may be unaffordable for a large number of the households unable to compete in the housing market and there needs to be careful examination of the alternative housing models which would be appropriate, such as rent to buy or community based housing, and whether measures to provide options for key workers could be supported.

### Oxford Transport Strategy

**3.17** The County Council as Highway Authority has a responsibility for producing a Local Transport Plan (LTP) for Oxfordshire within which are a number of Area Strategies. We summarised LTP4's policies

and proposals in our earlier issues paper. LTP4 was subsequently updated in July 2016 (9).

**3.18** One of the main aims of the Local Transport Plan remains to reduce pressure on the road network by encouraging the location of housing close to jobs where people can more easily walk or cycle to work and in places where people will be able to use high quality public transport to get to work.

**3.19** In addition to developing route strategies for the A40 and A34 which affect both Cherwell and Oxford, the Local Transport Plan includes an 'Oxford Transport Strategy' (OTS) which identifies the current and future challenges for transport in the city and sets out a strategy based on a combination of infrastructure projects and supporting measures to enable economic and housing growth. The strategy includes a focus on north Oxford, including Cutteslowe and Wolvercote, and major corridors into Oxford from the area north of the outer ring road. The Oxford Transport Strategy (July 2016) is available alongside this consultation.

**3.20** Having regard to the SHMA and job growth within and outside Oxford, the County Council estimates that there could be 26,000 additional journeys within the city boundary by 2031 – a 25% increase from 2011. It also suggests that, without improvements to the transport network and changes of travel behaviour, this could result in approximately 13,000 more commuter car trips each day.

**3.21** The County Council's vision and objectives for Oxford as Highway Authority are set out below:

### **The Highway Authority's Vision for Oxford**

*By 2035 Oxford will have a progressive transport network, providing reliable and sustainable methods of movement, enabling growth and comprehensively linking all communities. This network will support:*

- *a thriving knowledge-based economy, by enabling businesses to draw on a wide pool of talented people, innovate and collectively grow through strong connections and interactions and trade within global markets;*
- *an enviable quality of life for Oxford's people, by providing safe, inclusive, healthy and convenient travel choices providing access for all to employment, services, retail and leisure opportunities; and*
- *Oxford as a city which best promotes its outstanding heritage through an attractive and vibrant public realm which offers a highly attractive environment to live and work and a visitor experience of global renown.*

### **The Highway Authority's Objectives for Oxford**

- *Support the growth of Oxford's economy by providing access to appropriately skilled employees and key markets*
- *Ensure business sectors are well connected to each other and are provided with effective and reliable access to strategic networks*

9 <https://www.oxfordshire.gov.uk/cms/public-site/connecting-oxfordshire>

- Provide effective travel choices for all movements into and within the city To support the transition to a low carbon future
- Promote modes of travel and behaviours which minimise traffic and congestion
- Focus development in locations which minimise the need to travel and encourage trips by sustainable transport choices
- Provide a fully accessible transport network which meets the needs of all users
- Provide an accessible city centre which offers a world class visitor experience
- Tackle the causes of transport-related noise and poor air quality within the city by encouraging and enabling cycling, walking and door-to-door travel.

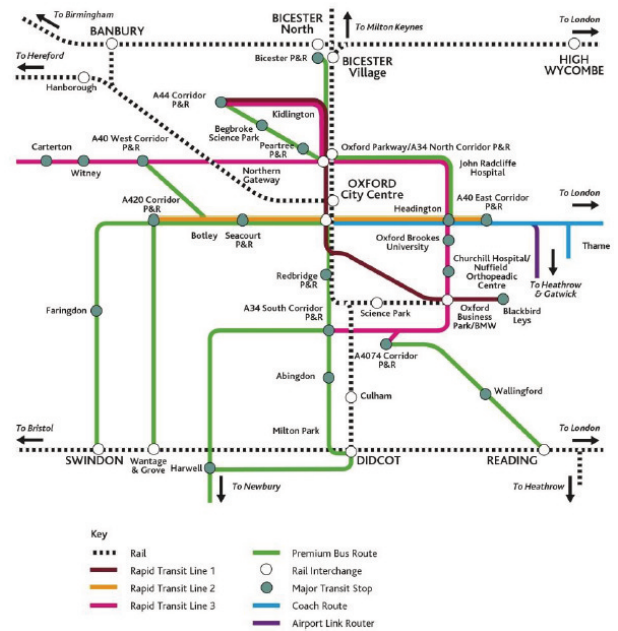
**3.22** The Oxford Transport Strategy has three components: mass transit, walking and cycling, and managing traffic and travel demand. Mass transit in Oxford is planned to consist of rail, Rapid Transit (RT) and buses and coaches.

**3.23** The County Council wishes to develop a new Rapid Transit network providing '...fast, high-capacity, zero emission transport on the city's busiest transport corridors, offering a tram-equivalent (or in future potentially tram) level of service and passenger experience..'

**3.24** Three RT lines have been identified for the city, linking a potential network of new outer Park & Ride sites including on the A44 corridor near London-Oxford Airport at Kidlington. The County Council's strategy is to move Park and Ride facilities further away from Oxford to improve operation of the A34 and other roads intersects. The OTS states that future housing and

employment growth within Oxfordshire is set to further exacerbate congestion on the A34, the outer ring-road and other corridors that feed into the city, unless traffic can be captured before it reaches them.

**Figure 4 Extract from Oxford Transport Strategy**



**3.25** The new Park and Ride sites are expected to be particularly important in providing attractive points for drivers to transfer from their cars to mass transit services across the city: either making use of direct services or being able to seamlessly transfer between services at key interchanges across the network.

**3.26** The County Council states that in order to build upon the success of Park & Ride, attract new users and cater for the new demand generated by growth, the new sites will provide almost double the existing capacity. This increased capacity is considered to be essential as more of Oxford's visitors and workforce originate from outside the city.



**3.27** Facilities at the Park & Ride sites are expected by the County Council to fulfil the criteria required at high quality interchange hubs with significant provision for those wishing to cycle for part of the journey.

**3.28** The County Council has undertaken a study to understand the Park and Ride options available to help meet the challenges in housing and jobs growth in Oxfordshire to 2031 and beyond. The study assessed options for a new outer ring of Park & Ride sites and outlines a preferred package of infrastructure requirements for the new sites, and potential phasing of when they may come forward.

**3.29** The future need at existing city-edge Park & Ride sites was considered as part of the study, including whether these should be closed or reduced in size. The Oxford Transport Plan highlights the study's conclusion that although there will be insufficient demand (based on weekday demand modelling) for inner P&R sites to operate in their current form together with the proposed outer sites, further work is needed to assess additional weekend and non-commuting travel demands in future, and to consider alternative uses at existing P&R sites that allow them to be retained as transport interchanges.

### Feedback on Oxford Issues

**3.30** In our earlier issues paper, we asked for your views on Oxford's key issues that we needed to consider. The suggestions we received included:

- Oxford's established vision and development strategy
- Its employment needs and how they relate to Cherwell
- The transport connections with Oxford which can be utilised
- Infrastructure provision

- The Green Belt and the need to demonstrate exceptional circumstances for development within it
- Constraints such as flood risk
- Housing need
- Social and historic connections
- A need to retain large green spaces particularly the Kidlington gap
- The relationship of new housing to the city
- The relationship between homes and jobs
- The affordability of housing
- The difficulty of recruitment by Oxford's employers
- The impact of traffic congestion
- Maintaining the historic environment

**3.31** On housing Issues, we were told:

- The scale of unmet housing need had to be justified
- Housing need should be met close to where it arises
- The shortage of housing in Oxford is constraining its economic potential and recruitment
- Larger scale development sites should be planned
- Oxford's specific housing requirements (i.e. mix, tenure) are different from the needs of Cherwell
- More affordable and sheltered housing should be built and starter homes should be planned for

**3.32** With regard to transport and connectivity to Oxford we were told:

- Capacity improvements are needed to strategic roads
- There is a need for improved accessibility within Oxford
- There is a risk that new development will exacerbate existing problems

- There is a need to utilise trains and trams and to improve bus and train capacity
- High quality rapid transit is supported
- Safe cycle routes are needed
- Improvements to public transport are needed
- There is support for new Park and Rides but not the loss of existing ones
- The prospects of delivering improved transport improve closer in to Oxford
- There are transport opportunities arising from existing strategic development areas
- Good accessibility is important to employers
- New sustainable transport infrastructure can impact negatively on existing communities
- There is a need to locate housing close to sustainable transport infrastructure
- The possibilities of commuter hubs should be explored
- Development locations should be remote from Oxford to avoid exacerbating Oxford's traffic problems

**3.33** On Oxford's economy, we were told:

- The Oxford economy is of county, national and international significance
- The diversity of employment types in Oxford should be clearly recognised including manual based work
- A thriving local economy does not need to be synonymous with more people, more traffic and more housing
- Housing and economic issues are closely linked
- The housing needs are based on aspirational projections of Oxford's housing employment growth
- Concentrating development along the Oxfordshire knowledge spine will help to secure economic growth aspirations

- If Oxford is restricted in its ability to expand its boundaries then eventually it will cease to be an attractive investment opportunity and economic growth will be constrained
- The Council should use the association and relationship with the city of Oxford to help grow Cherwell's economy
- Proximity to Oxford is important as the main economic centre of the County
- Locating new housing close to Oxford will reduce travel distances and limit negative impacts on economic efficiencies and output/productivity
- Locating significant new housing close to Oxford is vital to support Oxford's long term economic well-being and competitiveness. It is also vital to provide housing for key workers etc to sustain the world class clinical and research activities
- The economic relationship with Oxford extends out to Banbury in the north of Cherwell

**3.34** We sought views on whether the Partial Review of the Local Plan should include a district wide focus or whether it would be appropriate to define a narrower geographical scope and focus based centred on Oxford. We also asked for comments on whether additional employment generating development was required in meeting Oxford's housing needs.

**3.35** Many comments were received encouraging us to prepare a strategy that is focused on a sustainable and / or geographic / functional / economic / connected relationship with Oxford. Comments were received about the need for accessibility to Oxford, good transport links, the availability of Oxford's services and facilities. Others felt that we needed to avoid the Oxford Green Belt, have regard to the potential traffic impacts in determining suitable locations. Some considered that sustainable

settlements further away from Oxford should be considered or emphasised that Oxfordshire had a single housing market area. The ability to provide supporting infrastructure and mitigate the impacts on existing infrastructure was raised, notwithstanding the final locational decisions.

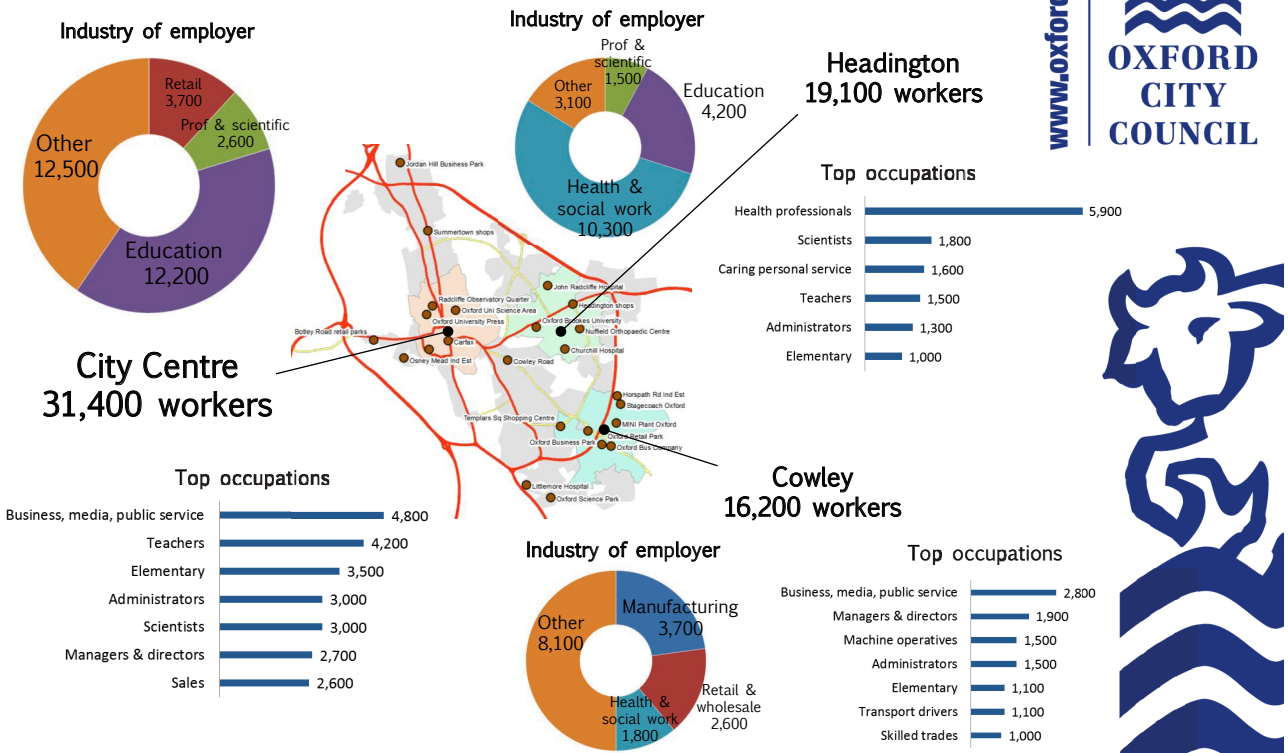
**3.36** We received comments in both in favour and against providing additional employment development for Oxford, and other views promoting additional employment generating development to meet Cherwell's needs (referring to sectors such as logistics and manufacturing.

**3.37** Oxford City Council has advised that while it shares that county-wide ambition to accelerate economic growth, and there continues to be demand for research and development space within or close to the city, over-provision of employment uses would create significant further pressure on the housing stock and therefore require an even greater level of housing growth. The City Council has advised therefore that it is likely to support provision of further employment that is either ancillary to the housing being planned for, to support the principles of sustainable mixed-use development, or responds to a specific need arising from one of Oxford's key sectors.

Figure 5 Oxford's Employment Areas (reproduced with permission of Oxford City Council)

## Where do people work in Oxford?

At the 2011 Census around 100,000 workers had their main job in Oxford, 46,000 of whom commuted from outside the city. Two thirds of these 100,000 workers were employed in one of three locations – the city centre, Headington or Cowley. This chart shows the types of industry and top occupations in each.



Map © Crown Copyright and database right 2014. Ordnance Survey 100019348 | Data: 2011 Census, Office for National Statistics, using 'workplace zones' Mark Fransham | Social Research Officer | 01865 252797 | mfransham@oxford.gov.uk | www.oxford.gov.uk/oxfordstats | Twitter:@OxCityStats | Sep 2014

**3.38** This and other feedback has helped us develop our thinking and in the identification of options. We presently consider that to provide housing for Oxford, the Partial Review of the Local Plan will require a strategy based on a sustainable, connected relationship with Oxford; one which contributes in meeting Oxford's specific needs and not just the more general requirements of the housing market area. We have therefore factored this into our Initial Sustainability Appraisal work and say more about it later in this consultation paper.

**3.39** Further information about Oxford is contained within the previous Issues Paper and our Initial Sustainability Appraisal which is available alongside this consultation paper.

## **Question 2**

### **Spatial Relationship to Oxford**

Do you agree that we need to specifically meet Oxford's needs in planning for the additional housing development?



## 4 The Cherwell Context

### Planning and Development in Cherwell

**4.1** Through our adopted Local Plan 2011-2031, we have a recently completed development strategy to sustainably meet Cherwell's needs. We need to plan to accommodate housing for Oxford in such a way that, as far as possible, it complements our existing strategy and achieves sustainable development.

**4.2** Informed by a Sustainability Appraisal and other evidence, we need to assess the social, environmental and economic effects of options for accommodating additional in order to determine the most appropriate development sites. The main characteristics of the district and the issues it faces are summarised in our earlier Issues Paper. The Initial Sustainability Appraisal we are publishing to support this consultation describes a 'baseline' position. We highlight some key matters below to provide context for developing options for a vision, objectives and strategic development sites.

**4.3** Cherwell is predominantly a rural district. It has two main towns, Banbury in the north and Bicester in the south, and a third urban centre at Kidlington - a large village in the south of the District. The district has over 90 villages and hamlets. Each of the three urban areas, and the rural settlements, have their own unique character. Protecting and respecting the identity of individual settlements is an important aim of our Local Plan's policies on the built environment.

**4.4** The M40 motorway passes through Cherwell close to Banbury and Bicester. There are direct rail links from Banbury and Bicester to London, Birmingham and Oxford. A new Oxford Parkway railway

station has been constructed in Cherwell between Kidlington and the northern edge of Oxford.

**4.5** Cherwell shares boundaries with Oxford City, South Oxfordshire, Vale of White Horse, West Oxfordshire, Aylesbury Vale, South Northamptonshire and Stratford upon Avon districts. The relationship with Oxford City to the south is of particular importance for the Local Plan Part I Partial Review with its purpose of meeting a proportion of Oxford City's unmet housing needs. Figure 7 illustrates the Cherwell / Oxford border.

**4.6** The district as a whole has a clear geographic, social, economic and historic relationship with Oxford. Cherwell borders the northern built-up edge of Oxford and includes the land immediately north of Cutteslowe and Upper Wolvercote to the south of the A34. An area of land south of the A40, Pixie and Yarnton Meads (a Site of Special Scientific Interest) which comprises part of the Oxford Meadows Special Area of Conservation alongside the River Thames, also lies within Cherwell (see Figure 8). Kidlington, Yarnton and the Peartree roundabout on the A34 are all situated within Cherwell. Further east, in the Cherwell valley, north and east of Cutteslowe Park in Oxford and close to the city's northern by-pass, there is an area of land within Cherwell.

Figure 6 The Cherwell Context

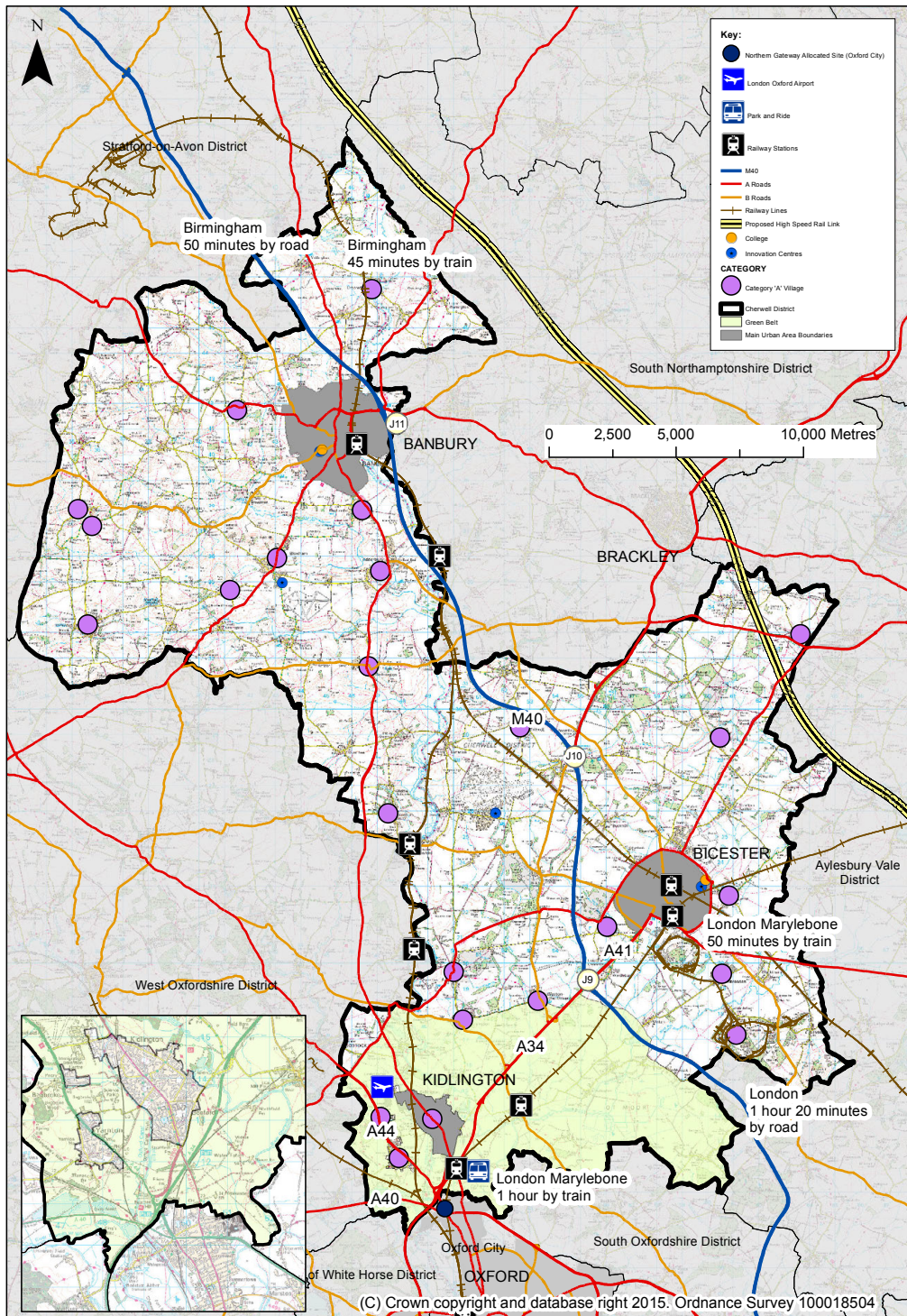




Figure 7 Cherwell District and Oxford City

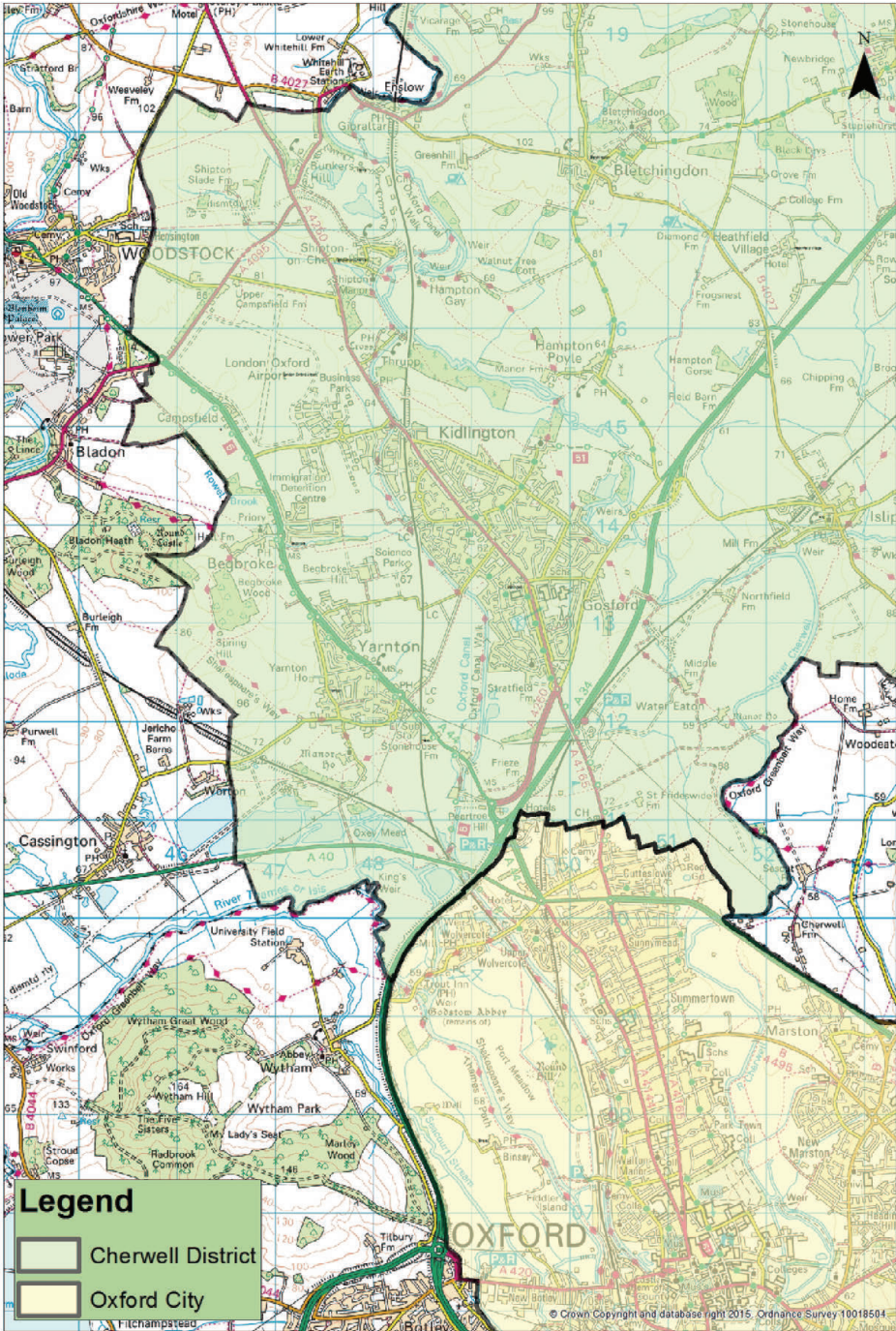




Figure 8 Oxford Meadows Special Area of Conservation



## The Cherwell Local Plan 2011-2031 (Part I)

**4.7** As we previously explained in our earlier issues paper, the Cherwell Local Plan 2011-2031 sets out how the District will grow and change up to 2031 in order to meet the needs of Cherwell District. It contains policies on developing the local economy, on building sustainable communities and ensuring sustainable development. It includes strategic development sites at Banbury and Bicester for housing, employment and open space and further development at the approved new settlement at Former RAF Upper Heyford. The Local Plan was the subject of a Sustainability Appraisal.

**4.8** The Local Plan Part I identifies where strategic development will take place in the District. The Local Plan seeks to boost significantly the supply of housing and meet the Objectively Assessed Need (OAN) for Cherwell identified in the 2014 Oxfordshire Strategic Housing Market Assessment (SHMA) - 1,140 dwellings per annum or a total of 22,800 from 2011-2031. The Local Plan provides for 22,840 homes over the Plan period. It also identifies sites to deliver 200 hectares (gross) of employment land for approximately 20,500 jobs.

**4.9** The additional 4,400 homes apportioned to Cherwell by the Oxfordshire Growth Board would be additional to these existing commitments and must also be delivered by 2031.

**4.10** In the adopted Local Plan, strategic development in the Green Belt was not required to meet Cherwell's housing needs. However, as the Green Belt, by definition, immediately adjoins Oxford, the development of land within the Green Belt has to be considered as a possibility in meeting the City's unmet housing need.

**4.11** Approximately 14% of the Cherwell District lies within the Oxford Green Belt. A large number of villages in the District are 'washed over' by the Green Belt and the villages of Kidlington, Yarnton and the eastern side of Begbroke are surrounded by it. There are some villages that lie partly within and partly outside the Green Belt.

**4.12** The Planning Inspector who examined the Cherwell Local Plan in 2014 considered that there needed to be: "...a formal commitment from the Council, together with other relevant Councils, to undertake a joint review of the boundaries of the Oxford Green Belt, once the specific level of help required by the city of Oxford to meet its needs that cannot reasonably be met within its present confines, is fully and accurately defined".

**4.13** The Local Plan seeks to protect the historic environment, secure high quality urban design and make Cherwell an attractive place to live and work. The quality of the built and historic environment contributes to the local distinctiveness of the district.

**4.14** Policy ESD 15 of the adopted Local Plan promotes the importance of high quality design standards to complement the District's historic assets. This includes reinforcing local distinctiveness and respecting local settings, topography and landscape features. All development should be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development should be designed to improve the quality and appearance of an area and the way that it functions. Protecting and improving the built and historic environments will be essential in identifying locations for additional development.



**4.15** The adopted Cherwell Local Plan supports economic growth and the competitiveness of the district. It seeks to reduce the level of out-commuting and to provide a more locally self-sufficient and sustainable economy. It seeks a broad balance between labour supply and jobs. It also emphasises that Cherwell wishes to be as business-friendly as possible in support of job creation and prosperity, taking advantage of its locational characteristics.

**4.16** The adopted Plan seeks to secure dynamic town centres that are the focus for commercial, retail and cultural activity and identifies areas of search for strengthening the district's urban centres (to be examined through Local Plan Part 2, not the Partial Review).

#### Feedback on Cherwell Issues

**4.17** In our previous Issues Paper, we sought views on issues in relation to housing, transport, infrastructure, economy, sustainability and the built and natural environment.

**4.18** The comments we received about Cherwell specifically included:

- the need to ensure that our infrastructure could accommodate the growth (including social and educational)
- the need to address a funding gap for strategic infrastructure
- the suggestion that Oxford City should contribute to funding infrastructure within Cherwell in meeting Oxford's housing needs
- the importance of achieving attractive design and need for exemplar development
- ensuring that Cherwell's Neighbourhood Plans are not adversely affected
- ensuring conservation of the historic environment and heritage assets
- the problems associated with highway capacity including on the A34 and A43
- the need for more public transport investment
- the need to avoid additional commuting patterns and to minimise the number of road journeys
- the importance of improving provision for cyclists and pedestrians
- concern about about 'rat-running' through town and villages
- the relationship to the Oxford-Cambridge Expressway which is under consideration by the Government
- the need to consider opportunities for enhanced rail infrastructure
- the need to avoid coalescence between settlements and the loss of village identity
- the importance of considering flood risk and existing water stress
- the importance of providing necessary drainage, water supply and water treatment and recycling infrastructure
- the need to plan in a timely manner for electricity infrastructure
- the need for additional burial grounds
- ensuring that mobile phone coverage is provided
- ensuring that health care provision is provided
- ensuring that local and community policing can be provided
- ensuring that waste management can be adequately achieved
- the need to consider the impact of the additional housing on the provision of open space, sports and recreation facilities
- the need for a 'regional' scale sport/recreation facility
- the need to consider the potential role of employment hubs and the Oxfordshire 'Knowledge Spine'
- ensuring that tourism is promoted

- the need to consider the effect on air pollution
- the need to protect the Oxford Meadows Special Area of Conservation
- ensuring that the countryside is protected for its amenity and biodiversity value
- the need to protect and enhance biodiversity more generally and avoid wildlife disturbance
- the need to designate and protect green spaces
- ensuring that cumulative ecological impacts are considered
- the need to plan for green infrastructure and enhance Conservation Target Areas
- the need to promote recreational use of the countryside including improving footpaths.
- the importance of considering the Green Belt as a major component of the district's natural capital
- acknowledgement that the Green Belt is not sacrosanct and that there are development opportunities within it.

**4.19** We have reviewed all the comments we received in preparing this options paper and will continue to do so as we prepare the Partial Review of the Local Plan.

### **Question 3**

#### **Cherwell Issues**

Are there any new issues that we need to consider as we continue to assess development options?



## 5 Developing our Vision and Objectives

### A draft vision for meeting Oxford's unmet housing needs in Cherwell

**5.1** Since the adoption of the Cherwell Local Plan 2011-2031 (Part 1) in July 2015, we have worked closely and cooperatively with Oxford City Council and the other Oxfordshire Councils in determining the level of contribution that each Local Planning Authority might make in helping to meet Oxford's unmet housing needs. In doing so, we have acquired a greater familiarisation with the specific needs of Oxford and the problems it faces in terms of providing affordable access to the housing market to meet needs and support its employment sectors.

**5.2** In our earlier issues paper we stated that to accommodate extra growth for Oxford's needs, we needed to expand our Local Plan's vision and strategy. We need to create a focused vision and sub-strategy which underpins the Partial Review of the Local Plan without adversely affecting the adopted Cherwell strategy. We previously emphasised that the focused vision and sub-strategy needed to be distinctive to the local area, realistic and achievable. It needed to relate to other vision statements made by other bodies and organisations and be informed by a process of sustainability appraisal.

**5.3** We have consulted on issues, invited submissions, reviewed the consultation responses we received and produced initial evidence. We have also spoken to those representing local communities. We have undertaken an Initial Sustainability Appraisal. We have further evidence to produce and further consultation to undertake on this Options Paper and with specific bodies as we develop the Partial Review.

### Feedback on Principles and Goals

**5.4** In our Issues Paper we specifically asked about principles and goals that the additional growth should be aiming to achieve and what the focused vision for meeting Oxford's unmet need should contain.

**5.5** The feedback we received included:

- Meet need as close to possible where it arises
- Provide access to suitable and affordable housing for those who cannot access it in Oxford
- Provide key worker housing
- Make best use of infrastructure and consider the impact on Cherwell's infrastructure
- Facilitate the provision of new infrastructure
- Consider community objectives such as the quality of life
- Plan growth on the basis of social and economic links, connectivity and integration with Oxford
- Reflect existing strategies including the Local Transport Plan
- Achieve enhancement to Oxfordshire's economy, its key sectors and help retain a skilled labour force
- Ensure sustainable, affordable and convenient access to Oxford's employment opportunities
- Avoid the development of commuter / dormitory towns
- Focus on existing investment locations
- Focus on transport links to Oxford, particularly public transport associated corridors
- Improve opportunities for sustainable transport
- Minimise car use and avoid traffic congestion

- Limit the impact of the additional growth on Cherwell / protect its environments
- Improve or maintain the quality and vitality of Cherwell's places
- Consider the impact of the additional growth of existing communities
- Preserve the relationships between villages
- Achieving high quality / exemplar developments
- Conserve and enhance biodiversity and the historic environment
- Limit growth in rural areas / avoid sprawl
- Avoid areas of higher environmental value.

**5.6** Oxford City Council considers that an appropriate focused vision could be as follows :

*"To provide new balanced communities that form part of Oxford, of exemplar design; provide for a range of household types and incomes reflecting Oxford's diverse needs; and support the City's world-class economy and universities by ensuring people have convenient, affordable and sustainable travel opportunities to their Oxford places of work and study."*

### **Draft Vision for Meeting Oxford's Housing Needs**

**5.7** From the scoping of issues and evidence produced so far, we agree with much of Oxford's suggestion. However, we suggest some refinement: first, in recognition that locational options will be within Cherwell District, require further consideration and any exceptional case for the release of land next to Oxford in the Green Belt needs examination; second, that the precise development capacity of sites, and therefore the number and location of sites, has yet to be determined; third that there should be added emphasis on

supporting the city's local employment base; and fourth, that access to the city's services and facilities and its recreation opportunities is important to establishing communities that have a social as well as an economic relationship to Oxford.

### **Draft Vision for Meeting Oxford's Unmet Housing Needs in Cherwell**

To provide new balanced communities that are well connected to Oxford, are of exemplar design and are supported by necessary infrastructure; that provide for a range of household types and incomes reflecting Oxford's diverse needs; that support the city's world-class economy and universities, that support its local employment base; and ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation and to its services and facilities.

### **Question 4**

#### **Draft Vision for Meeting Oxford's Unmet Housing Needs in Cherwell**

Do you support the draft vision? Are changes required?

### **Our draft objectives for meeting Oxford's housing needs**

**5.8** Within our Cherwell Local Plan 2011-2031 (Part 1) we have fifteen Strategic Objectives for delivering the Vision and Strategy for meeting Cherwell's needs. The Plan was recently adopted by the Council in 2015 and is at a relatively early stage of



implementation. These objectives remain appropriate and have been taken into account in identifying four additional, draft Strategic Objectives for meeting Oxford's needs. In preparing these we have reviewed existing strategies, evidence and issues and the feedback we have reviewed so far. We consider that the four draft objectives would complement those already contained within the adopted Local Plan but would welcome your views.

### **Draft Strategic Objective SO16**

To work with Oxford City Council and Oxfordshire County Council in delivering Cherwell's contribution to meeting Oxford's unmet housing needs by 2031

### **Question 5**

#### **Draft Strategic Objective SO16**

Do you support draft Strategic Objective SO16? Are changes required?

### **Draft Strategic Objective SO17**

To provide Cherwell's contribution to meeting Oxford's unmet housing needs so that it supports the projected economic growth which underpins the agreed Oxfordshire Strategic Housing Market Assessment 2014 and the local economies of Oxford and Cherwell

### **Question 6**

#### **Draft Strategic Objective SO17**

Do you support draft Strategic Objective SO17?

### **Draft Strategic Objective SO18**

To provide housing for Oxford so that it substantively provides affordable access to the housing market for new entrants, key workers and those requiring access to Oxford's key employment areas, and well designed development that responds to both needs and the local context

### **Question 7**

#### **Draft Strategic Objective SO18**

Do you support draft Strategic Objective SO18?

**Draft Strategic Objective  
SO19**

To provide Cherwell's contribution to meeting Oxford's unmet housing needs in such a way that it complements the County Council's Local Transport Plan, including where applicable, its Oxford Transport Strategy and so that it facilitates demonstrable and deliverable improvements to the availability of sustainable transport for access to Oxford.

**Question 8**

**Draft Strategic Objective SO19**

Do you support draft Strategic Objective SO19?

## 6 Identifying Options for Meeting Oxford's Housing Needs

### Identifying Reasonable Options

**6.1** To deliver a vision and meet a set of objectives for providing additional housing for Oxford, we need to identify and test reasonable options or alternatives for development locations in the interest of achieving a sustainable approach. We explain below how we have established 'Areas of Search' to examine the most sustainable broad locations for further growth and how we have identified potential strategic development sites within each of those Areas.

### Considering the Oxfordshire Growth Board's spatial options

**6.2** The Oxfordshire Growth Board's decision to apportion an additional 4,400 homes to Cherwell cannot pre-determine the testing of spatial options through a statutory Local Plan Process. However, it is important that the options considered by the Growth Board to inform the apportionment are also considered through our Local Plan Partial Review process.

**6.3** We set out options considered by the Growth Board in Section 2. They were: 1) Shipton-on-Cherwell Quarry; 2) Land North of Oxford; 3) Land at Woodstock; 4) Land at Begbroke; 5) East of Yarnton; 6) West of Yarnton; 7) South East of Kidlington.

**6.4** Documents explaining the Growth Board's consideration of these Spatial Options, outlined in Section 2 of this Options Paper, are available as part of this consultation. The identification of these options pre-dated our 'call for sites' that we made for our Local Plan processes in January

2016 (for the Partial Review of Local Plan Part 1, for our Local Plan Part 2 (non-strategic sites) and for a new Housing and Employment Land Availability Assessment (HELAA) which is presently being produced.

**6.5** We have therefore ensured that the options considered by the Growth Board are included within the range of options for the Local Plan Partial Review. We explain at paragraph 6.18 below which Partial Review options relate to which Growth Board option. However, the precise boundaries of each may not correlate as the Partial Review options are largely based on land ownerships and the more recent site promotions. Furthermore, Option 3 (Land at Woodstock) considered by the Growth Board included some land within West Oxfordshire district which is the subject of a current application for planning permission.

### Identifying Areas of Search

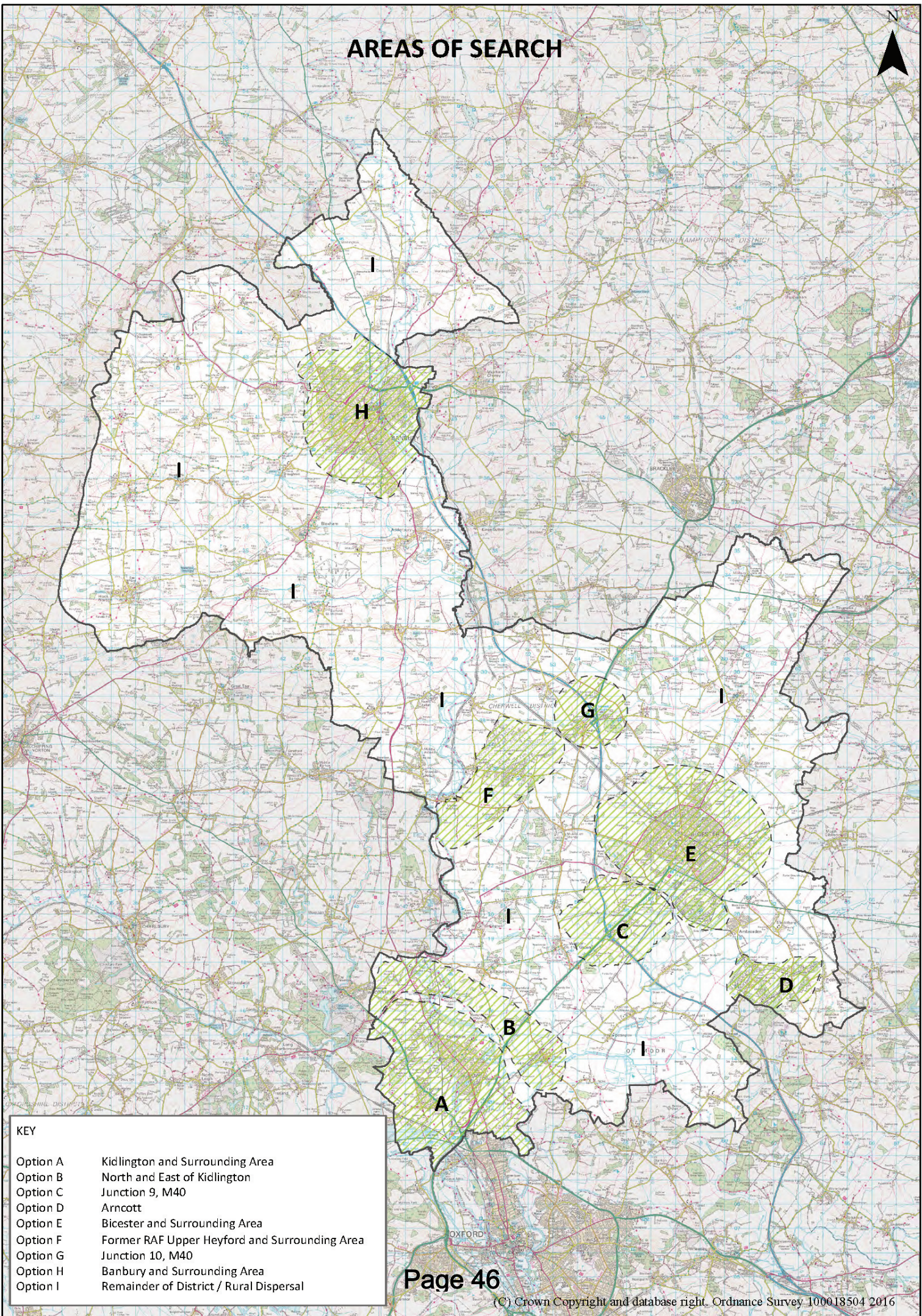
**6.6** As explained in our introduction, we have identified 'Areas of Search' across the whole of our district in order to help identify the most sustainable broad locations for accommodating housing for Oxford. Table 5 and Figure 9 below list and illustrate the Areas of Search we are considering:

**Table 5 Areas of Search**

Option Ref.	Area of Search
Option A	Kidlington and Surrounding Area
Option B	North and East of Kidlington
Option C	Junction 9, M40
Option D	Arncott
Option E	Bicester and Surrounding Area
Option F	Former RAF Upper Heyford and Surrounding Area
Option G	Junction 10, M40
Option H	Banbury and Surrounding Area
Option I	Remainder of District / Rural Dispersal



# AREAS OF SEARCH



## KEY

- Option A Kidlington and Surrounding Area
- Option B North and East of Kidlington
- Option C Junction 9, M40
- Option D Arncott
- Option E Bicester and Surrounding Area
- Option F Former RAF Upper Heyford and Surrounding Area
- Option G Junction 10, M40
- Option H Banbury and Surrounding Area
- Option I Remainder of District / Rural Dispersal



**6.7** The Areas of Search have been identified having regard to the location of urban areas, the potential opportunities to develop on previously developed land, site submissions that we have received and 'focal points' or nodes that might be developable.

**6.8** Banbury (Option H), Bicester (Option E) and Former RAF Upper Heyford (within Option F) are growth locations in the adopted Local Plan Part I. There is developer interest in land near our motorway junctions (Options C and G) due to their strategic significance on the regional and national highway network. The area immediately north of Oxford and in the vicinity of Kidlington, Yarnton and Begbroke has an immediate relationship with Oxford (Option A). There are also key transport corridors (road and rail) with development options in an area extending beyond this (Option B). Option D comprises an area of the district (Arncott) with large areas of previously developed (brownfield) land (Option D) and we have rural areas where limited development is currently provided for through the adopted Local Plan (Option I). Our starting point is therefore the whole district which falls wholly within the Oxfordshire Housing Market Area but we need to determine which broad locations are the most sustainable.

**6.9** We would like your views on whether you consider these Areas of Search to have been reasonably defined. We will keep their appropriateness under review as we progress the Partial Review of the Local Plan.

## Question 9

### Identifying Areas of Search

Do you have any comments on the Areas of Search we have defined?

### Identifying Potential Strategic Development Sites

**6.10** In response to our 'call for sites' in January 2016, we received many submissions in relation to the Partial Review of the Local Plan, the separate Local Plan Part 2<sup>(10)</sup> and the preparation of a new land availability assessment. In many cases, the same submissions were made for different Local Plan documents. In some cases sites were submitted for one policy document but are equally eligible to be considered for another. We have examined all of those submissions.

### Site Size Threshold

**6.11** In our earlier Issues Paper, we highlighted that the adopted Cherwell Local Plan 2011-2031 applies a threshold for allocated strategic sites of 100 dwellings or more. We advised that once site submissions had been received we would consider what the appropriate threshold might be for the potential allocation of sites for the Partial Review process having regard to all relevant considerations. We have considered issues and comments raised so far. Key factors are:

- The Partial Review is a strategic process to meet the needs of Oxford
- We are not seeking to meet local needs already dealt with by the adopted Local Plan Part I

<sup>10</sup> <http://www.cherwell.gov.uk/index.cfm?articleid=10941>



- We need to ensure that necessary infrastructure is provided to support the growth we need to plan for. Sites need to be of a sufficient size to help secure such infrastructure either on-site or through appropriate developer contributions
- We need to make the Partial Review process a manageable one, particularly having regard to our prescribed requirement to complete a Plan by 20 July 2017. Considering smaller, non-strategic sites would require the assessment of many more areas of land
- Considering sites of a strategic scale enables us to consider more holistically how places develop
- A threshold of 100 dwellings would be consistent with Local Plan Part 1
- We have a minimum density requirement in our adopted Local Plan of 30 dwellings per hectare
- We need to ensure that opportunities for higher density development are not lost in the interest of making efficient use of land and minimising the loss of natural resources.

**6.12** Having regard to these factors we presently consider that the Partial Review should not allocate sites for less than 100 homes. For the purpose of site identification, we have applied a site size threshold of two hectares which would allow for a notional density of 50 dwellings per hectare. This does not necessarily mean that this density would be applied to, or would be appropriate for, final policies.

## Question 10

### Site Size Threshold

Do you agree with our minimum site size threshold of two hectares for the purpose of site identification? Do you agree that we should not be seeking to allocate sites for less than 100 homes?

### Potential Strategic Development Sites by Area of Search

**6.13** The potential strategic development sites we have identified are listed below in Tables 6 to 14 by Area of Search. Location and boundary maps for each site are provided at Appendix I. Where a site has been the subject of a submission we have provided the representation number.

**6.14** The representations we received to our earlier Partial Review Issues Paper are available alongside this Options Paper. The representations submitted to our Local Plan Part 2 Issues Paper are available separately on-line <sup>(11)</sup>. Although we are seeking to help Oxford in meeting its housing need, the sites listed may may be promoted for other employment or commercial development. We are examining these sites as they might be suitable for mixed use residential development. In a few cases, we have received update site boundary information from site promoters that may have changed since the original submission. The up-to-date boundaries are reflected on the maps at Appendix I.

11 <http://www.cherwell.gov.uk/index.cfm?articleid=10941>

**Table 6 Area of Search Option A: Kidlington and Surrounding Area - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
14	Land North of the Moors	Kidlington	21.68	Issues Consultation	Bloombridge LLP	Residential	PR-A-019 / LP2-A-056
20	Begbroke Science Park	Begbroke	174.62	Issues Consultation	JPPC	Residential	PR-A-074 / LP2-A-071
23	Land at junction of Langford Lane/A44	Begbroke	14.71	Issues Consultation	Blenheim Estates	Residential and employment	PR-A-009
24	Begbroke Lane, North East Field	Begbroke	19.40	Issues Consultation	Blenheim Estates	Residential	PR-A-009
27	Land North of the Moors and East of Banbury Road	Kidlington	36.02	Issues Consultation	Strutt & Parker	Residential	PR-A-004
32	Land adjoining 26 & 33 Webbs Way	Kidlington	3.45	Issues Consultation	West Waddy AAP	Residential	PR-A-080
34	South of Sandy Lane	Begbroke	9.60	Issues Consultation	Kemp & Kemp	Residential	PR-A-140
38	North Oxford Triangle	Kidlington	89.48	Issues Consultation	Savills	Mixed use	PR-A-067
39	Frieze Farm, Woodstock Road	Kidlington	29.95	Issues Consultation	Turnberry Planning Ltd	Mixed use	PR-A-062
41	Land at Drinkwater	Kidlington	30.35	Issues Consultation	Simply Land (Oxford) Ltd	Residential and leisure	PR-A-014
48	Land south of Solid State Logic Headquarters	Begbroke	2.47	Issues Consultation	M Gilbert & VSL & Partners	Residential	PR-A-051
49	Land at Stratfield Farm, Oxford Road	Kidlington	10.46	Issues Consultation	Kemp & Kemp	Residential	PR-A-137 / LP2-A-191
50	Land North of Oxford	Kidlington	150.77	Issues Consultation	Oxford City Council	Residential	PR-A-057

## Identifying Options for Meeting Oxford's Housing Needs

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
51	Land West of A44/Rutten Lane, North of Cassington Road, surrounding Begbroke Wood	Yarnton	188.84	Issues Consultation	Gerald Eve LLP	Residential	PR-A-061
74	Land at no.40 and to the rear of 30-40 Woodstock Road East	Begbroke	4.39	Issues Consultation	JPPC	Residential	PR-A-111 / LP2-A-129
75	Land adjacent to The Old School House, Church Lane	Yarnton	2.83	Issues Consultation	Carter Jonas	Residential	LP2-A-120
91	Land South of Station Field Industrial Park	Kidlington	2.39	Issues Consultation	West Waddy AAP	Employment	PR-A-080 / LP2-A-081
92	Knightsbridge Farm	Yarnton	5.71	Issues Consultation	Kemp & Kemp	Residential	PR-A-129 / LP2-A-146
118	London-Oxford Airport	Kidlington	204.93	Issues Consultation	GVA	Mixed use	PR-A-053 / LP2-A-106
122	Land to South of A34, adjacent to Woodstock Road, Wolvercote	Kidlington	6.21	Issues Consultation	Gerald Eve LLP	Residential and employment	PR-A-061 / LP2-A-057
123	Land to South of A34, North of Linkside Avenue, Wolvercote	Kidlington	4.1	Issues Consultation	Gerald Eve LLP	Residential and employment	PR-A-061 / LP2-A-057
124	Land to West of A44, North of A40, Wolvercote	Kidlington	11.56	Issues Consultation	Gerald Eve LLP	Residential and employment	PR-A-061 / LP2-A-057
125	Land at Gosford Farm, Gosford	Kidlington	20.69	Issues Consultation	Carter Jonas	Residential	LP2-A-145
126	Seedlake Piggeries	Yarnton	11.87	Issues Consultation	Carter Jonas	Residential	LP2-A-145
167	Land adjacent to Oxford Parkway. Banbury Road	Kidlington	7.69	Issues Consultation	Carter Jonas	Residential	LP2-A-145

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
168	Loop Farm, Wolvercote	Kidlington	3.31	Issues Consultation	R Serjeant	Residential	LP2-A-165
177	Loop Farm(2), Wolvercote	Kidlington	5.52	Issues Consultation	R Serjeant	Residential	LP2-A-165
178	Land east of Kidlington and west of A34	Kidlington	27.76	Issues Consultation	Savills	Residential	PR-A-131
194	Land off Langford Lane	Kidlington	8.49	Issues Consultation	JPPC	Employment	PR-A-041 / LP2-A-036
195	Kidlington Depot, Langford Lane	Kidlington	3.39	Issues Consultation	Savills	Employment	LP2-A-053

**Table 7 Area of Search Option B: North and East of Kidlington - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
19	Shipton on Cherwell Quarry	Shipton on Cherwell	108.59	Issues Consultation	Molyneux Planning	Residential (mixed use)	PR-A-106 / LP2-A-008
21	Land off Mill Lane/Kidlington Road	Islip	4.51	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-096 / LP2-A-153
22	Land north west of London-Oxford Airport, nr. Woodstock	Woodstock	48.72	Issues Consultation	Blenheim Estates	Residential, employment and retail	PR-A-009
25	Land east of Marlborough School, Woodstock	Woodstock	6.00	Issues Consultation	Blenheim Estates	Residential	PR-A-009
9	Land at Shipton on Cherwell	Shipton on Cherwell	2.23	Issues Consultation	Molyneux Planning	Infrastructure	PR-A-104 / LP2-A-009

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
30	Oil Storage Depot, Bletchingdon Road	Islip	13.30	Issues Consultation	Kemp & Kemp	Residential	PR-A-109
5	Land off Bletchingdon Road	Islip	5.46	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-096 / LP2-A-153
181	Land off Mill Street/Mill Lane	Islip	2.18	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-096 / LP2-A-153

**Table 8 Area of Search Option C: Junction 9, M40 - Potential Strategic Development Sites**

Sire Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
10	Land East of Wendlebury	Wendlebury	255.56	Issues Consultation	Bonnar Allan Ltd	Residential and leisure	PR-A-083
11	Land North and South of A34 / west of M40 Junction 9	Weston on the Green	199.25	Issues Consultation	Barton Willmore	Residential (mixed use)	PR-A-088
12	Land at Little Chesterton	Chesterton	27.58	Issues Consultation	P3 Eco Ltd (P3)	Residential	PR-A-133
97	Church Field, Wendlebury Road	Wendlebury	9.32	Issues Consultation	C Middleditch	Residential	PR-A-112 / LP2-A-133
139	Land at Lodge Farm	Chesterton	40.11	Issues Consultation	Savills	Residential and employment	PR-A-127 / LP2-A-171
196	Extension to Bicester Gateway	Bicester	2.59	Issues Consultation	Bloombridge LLP	Employment	LP2-A-056



**Table 9 Area of Search Option D: Arncott - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
62	Land at Arncott Hill, off Patrick Haugh Road and Buchanan Road	Arncott	5.44	Issues Consultation	Brown & Co	Residential	LP2-A-116
149	Land at Murcott Road	Arncott	4.29	Issues Consultation	Kemp & Kemp	Residential	LP2-A-190

**Table 10 Area of Search Option E: Bicester and Surrounding Area - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
3	Land Adjoining Graven Hill	Bicester / Ambrosden	62.13	Site Submission (HELAA)	QUOD	Residential	N/A
7	Land at Wretchwick Farm, Ploughley Road	Ambrosden	3.45	Site Submission (HELAA)	Brown & Co	Residential	N/A
33	South Lodge, Fringford Road	Caversfield	6.97	Issues Consultation	Larkstoke Properties Ltd	Residential	PR-A-136
37	Land to West of Himley Village, Middleton Stoney Road	Bicester	11.11	Issues Consultation	P3 Eco Ltd (P3)	Residential	PR-A-134
77	Bicester Garden Centre	Bicester	10.56	Issues Consultation	Gregory Grey Associates	Employment (retail)	LP2-A-017
105	Land north of Rau Court	Caversfield	3.00	Issues Consultation	Kemp & Kemp	Residential	PR-A-139 / LP2-A-015
140	Skimmingdish Lane	Bicester	2.77	Issues Consultation	Cerda Planning	Residential	PR-A-089 / LP2-A-088
141	Land East of Charbridge Lane, South of Railway	Bicester	5.32	Issues Consultation	O Burton-Taylor	Residential	LP2-A-055

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
142	Land North of Railway, East of Charbridge Lane	Bicester	3.01	Issues Consultation	O Burton-Taylor	Employment and retail	LP2-A-055
144	Bicester Sports Association Site, Oxford Road	Bicester	4.08	Issues Consultation	Barton Willmore	Retail and Town Centre Uses	LP2-A-079
147	Land at Grange Farm	Launton	5.85	Issues Consultation	Pegasus Group	Residential	PR-A-071 / LP2-A-067
148	Land at Blackthorn Road	Launton	5.36	Issues Consultation	Kemp & Kemp	Residential	LP2-A-189
150	The Plain, Land East of B4100	Bicester	10.39	Issues Consultation	Adalta Real	Residential	PR-A-138 / LP2-A-131
190	Dymock Farm	Caversfield	33.80	Issues Consultation	Savills	Flexible	PR-A-126 / LP2-A-170
197	North West Bicester	Bicester	19.19	Issues Consultation	Barton Willmore	Residential (mixed use)	PR-A-097 / LP2-A-096

**Table 11 Area of Search Option F: Former RAF Upper Heyford and Surrounding Area - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
16	Land west of Chilgrove Drive and North of Camp Road	Upper Heyford	17.30	Issues Consultation	Framptons	Residential	PR-A-132

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
36	Letchmere Farm, Camp Road	Upper Heyford	5.88	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-148
47	Land South of Upper Heyford Airfield	Upper Heyford	123.71	Issues Consultation	Savills	Residential	PR-A-022
52	Land South East of Lower Heyford	Lower Heyford	287.60	Issues Consultation	Bonnar Allan Ltd	Mixed use	PR-A-143
188	Heyford Leys Campsite, Camp Road	Upper Heyford	3.26	Issues Consultation	GVA	Residential	PR-A-141 / LP2-A-167
191	Land adjoining and west of Chilgrove Drive and adjoining and north of Camp Road	Upper Heyford	5.78	Issues Consultation	Framptons	Employment	LP2-A-179

**Table 12 Area of Search Option G: Junction 10, M40 - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
26	Land at southern edge of village	Ardley	5.49	Issues Consultation	JM Osborne & Co	Residential	PR-A-107 / LP2-A-119
56	Land at Junction 10 M40	Ardley	66.79	Issues Consultation	QUOD	Employment	PR-A-027
67	Land adjoining playing field	Ardley	4.57	Issues Consultation	JM Osborne & Co	Residential	PR-A-107 / LP2-A-119

**Table 13 Area of Search Option H: Banbury and Surrounding Area - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
15	Land at Crouch Farm	Banbury	3.07	Issues Consultation	Savills	Residential	PR-A-128 / LP2-A-172
17	Site east of the M40 Overthorpe	Banbury	17.77	Issues Consultation	Fisher German	Employment	PR-A-117 / LP2-A-166
28	Land West of Southam Road	Banbury	11.63	Issues Consultation	Rapleys	Residential	PR-A-006
43	Land to the North of Broughton Road	Banbury	7.35	Issues Consultation	Laws & Fiennes	Residential	PR-A-124
45	Land adjoining Dover Avenue and Thornbury Drive	Banbury	14.01	Issues Consultation	Savills	Residential	PR-A-122
54	Land off Warwick Road	Banbury	22.24	Issues Consultation	Turley	Residential	PR-A-086
58	Bretch Farm, Broughton Road	Banbury	10.37	Issues Consultation	PW Woodfield & AW Chard	Residential	PR-A-102 / LP2-A-107
130	Land South of Broughton Road	Banbury	10.56	Issues Consultation	Gleeson Developments	Residential	LP2-A-012
146	Milestone Farm, Broughton Road	Banbury	7.50	Issues Consultation	C Howse	Residential	LP2-A-169
186	Land south of Wards Crescent	Bodicote	2.26	Issues Consultation	RPS	Residential	PR-A-105 / LP2-A-147
187	Dukes Meadow Drive	Banbury	19.74	Issues Consultation	Framptons	Residential	PR-A-145 / LP2-A-180
198	Land at Southam Road	Banbury	10.27	Issues Consultation	Barton Willmore	Residential	PR-A-070

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. No.
199	Land at Wykham Park Farm, North of Wykham Lane	Banbury	32.49	Issues Consultation	David Lock Associates	Residential	PR-A-064

**Table 14 Area of Search Option I: Remainder of District / Rural Dispersal - Potential Strategic Development Sites**

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
1	Land off Station Road	Cropredy	3.31	Initial Scoping for Local Plan Part 2	Bidwells	Residential	N/A
8	Land North East of Ambrosden	Ambrosden	17.12	Pre-application (public consultation)	David Lock Associates	Residential and leisure	N/A
9	Land to the rear of The Old Quarry House, Fenway	Steeple Aston	6.51	Site Submission (HELAA)	Delta Planning	Residential	N/A
18	Land West of Banbury Road	Adderbury	4.44	Issues Consultation	Advance Land & Planning Ltd	Residential	PR-A-130 / LP2-A-183
31	Durrants Gravel	Finmere	3.26	Issues Consultation	H Treadwell	Residential	PR-A-119
35	Land North and South of Milton Road	Bloxham	15.62	Issues Consultation	Nathaniel Lichfield & Partners	Residential	PR-A-052
46	Land West of Hook Norton Road	Sibford Ferris	9.05	Issues Consultation	Fisher German	Residential	PR-A-125
53	Land at Oxfordshire Inn	Heathfield	12.75	Issues Consultation	GVA	Residential	PR-A-141
57	Land at Station Road	Hook Norton	2.23	Issues Consultation	M Gilbert	Residential	LP2-A-084



Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
63	Land at Kiln Farm	Blackthorn	6.23	Issues Consultation	Brown & Co	Residential	LP2-A-114
66	Land at Folly Farm	Sibford Ferris	22.00	Issues Consultation	Brown & co	Residential	LP2-A-113
73	Land near Northampton Road	Weston on the Green	2.13	Issues Consultation	L Godwin	Residential	LP2-A-130
80	Land adjacent to Paradise Lane	Milcombe	2.40	Issues Consultation	Savills	Residential	LP2-A-149
82	Field known as Baby Ben, adjoining Northampton Road	Weston on the Green	2.18	Issues Consultation	Court Consulting	Residential	PR-A-116 / LP2-A-152
83	Land adjoining Caerleon, Northampton Road	Weston on the Green	2.70	Issues Consultation	Court Consulting	Residential	PR-A-116 / LP2-A-152
87	Land off Banbury Road, Twyford	Adderbury	2.94	Issues Consultation	Brown & Co	Residential	LP2-A-157
88	Land off Milton Road	Adderbury	3.54	Issues Consultation	Framptons	Residential	LP2-A-066
94	Land to the North of Clifton Road	Deddington	3.32	Issues Consultation	J A Calcutt	Residential	LP2-A-023
95	Land to the west of Banbury Road	Deddington	7.37	Issues Consultation	J A Calcutt	Residential	LP2-A-023
98	Oxford Road	Deddington	3.33	Issues Consultation	C Middleditch	Residential	PR-A-114 / LP2-A-135
99	Quarry Farm, Rattlecombe Road	Shenington	2.45	Issues Consultation	C Middleditch	Residential	LP2-A-136
109	Land at The Bourne	Hook Norton	4.89	Issues Consultation	Turley Associates	Residential	LP2-A-098

## Identifying Options for Meeting Oxford's Housing Needs

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
I 10	Land East of South Newington Road	Bloxham	8.10	Issues Consultation	Define Planning & Design Ltd	Residential	PR-A-090 / LP2-A-089
I 11	Land East of A4260 Banbury Road, near Fire Station	Deddington	2.06	Issues Consultation	S Fuller	Residential	LP2-A-138
I 12	Land North of Earls Lane (portion of 'Gas House')	Deddington	3.13	Issues Consultation	S Fuller	Residential	LP2-A-138
I 13	Western end of Pond Field, North of Earls Lane	Deddington	2.12	Issues Consultation	S Fuller	Residential	LP2-A-138
I 14	The Paddock, Berry Hill Road	Adderbury	3.97	Issues Consultation	Strutt & Parker	Residential	PR-A-123 / LP2-A-132
I 16	Land at South Adderbury	Adderbury	6.74	Issues Consultation	Brown & Co	Residential	PR-A-072 / LP2-A-144
I 17	Land at Berry Hill Road	Adderbury	13.96	Issues Consultation	Brown & Co	Residential	PR-A-072 / LP2-A-144
I 19	Land at Fern Hill Farm	Milcombe	3.70	Issues Consultation	Brown & Co	Residential	LP2-A-139
I 28	Church Leys Field, Blackthorn Road	Ambrosden	5.35	Issues Consultation	Archstone Projects Ltd	Residential	LP2-A-159
I 29	Land at Ell's Lane	Bloxham	2.61	Issues Consultation	Cala Homes	Residential	LP2-A-162
I 34	Land East of Banbury Business Park, Aynho Road	Adderbury	3.47	Issues Consultation	JLL	Residential and employment	PR-A-047 / LP2-A-041
I 36	Land at Heatherstone Lodge	Finmere	3.27	Issues Consultation	AAH Planning	Residential	LP2-A-160
I 37	Land to the North of Stratford Road, Site 3	Wroxton	2.43	Issues Consultation	Phillips Planning Services Ltd	Residential	PR-A-121 / LP2-A-164

## Identifying Options for Meeting Oxford's Housing Needs

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
138	Land to the North of Stratford Road, Site 4	Wroxton	5.20	Issues Consultation	Phillips Planning Services Ltd	Residential	PR-A-121 / LP2-A-164
145	Land to the Rear of Kelberg Trailers	Weston on the Green	11.44	Issues Consultation	R A Sutton	Employment	LP2-A-168
153	Land West of Hempton	Deddington	2.24	Issues Consultation	Hunter Page Planning	Residential	LP2-A-121
157	Upper Noke	Noke	3.61	Issues Consultation	K Pelton	Residential	LP2-A-104
158	Oak View	Milcombe	8.79	Issues Consultation	M Hands	Residential	PR-A-108 / LP2-A-124
159	Land North East of Tadmarton Road	Bloxham	8.30	Issues Consultation	B Facon	Residential	LP2-A-125
160	Land off Bloxham Grove Road	Bloxham	5.58	Issues Consultation	Fisher German	Residential	LP2-A-192
161	Land adjoining Middle Aston Lane	Middle Aston	2.67	Issues Consultation	Fisher German	Employment	LP2-A-174
162	Land off B4100	Adderbury	2.88	Issues Consultation	Fisher German	Residential	LP2-A-175
163	Land off Bloxham Road	Milcombe	6.03	Issues Consultation	Fisher German	Residential	LP2-A-176
164	Land East of Sands Lane	South Newington	2.31	Issues Consultation	Fisher German	Residential	LP2-A-177
166	Land north of Fenway	Steeple Aston	3.32	Issues Consultation	Fisher German	Residential	LP2-A-174
171	Land south of Fenway	Steeple Aston	2.37	Issues Consultation	Fisher German	Residential	LP2-A-174
172	Gravel Farm	Finmere	5.07	Issues Consultation	R Serjeant	Residential	LP2-A-165
176	Land east of Sibford Road	Hook Norton	2.68	Issues Consultation	Gladman Developments	Residential	LP2-A-045

Site Ref.	Site	Settlement	Site Area	How Identified	Promoter	Promoted Use	Rep. ID
183	Land off Lince Lane	Kirtlington	3.58	Issues Consultation	Gladman Developments	Residential	LP2-A-045
184	Land west of Banbury Road	Adderbury	6.70	Issues Consultation	Gladman Developments	Residential	LP2-A-045
189	Land off South View	Great Bourton	4.82	Issues Consultation	Brown & Co	Residential	LP2-A-142
192	Hatch End Industrial Estate	Middle Aston	2.30	Issues Consultation	Fisher German	Residential	LP2-A-173
200	Land opposite Staplehurst Farm, Church Road	Weston on the Green	8.68	Issues Consultation	Court Consulting	Residential	PR-A-116 / LP2-A-181
201	Land at junction of Bloxham Road and New Road	Milcombe	5.63	Site Submission (HELAA)	Savills	Residential	N/A

**Which Strategic Site Options Relate to the Spatial Options Considered by the Oxfordshire Growth Board?**

**6.15** We have explained that the Growth Board's consideration of spatial options was to inform a apportionment of Oxford's unmet housing needs to the district councils, not to suggest the allocation of sites or pre-determine a statutory Local plan process. We also explained that the those options may not have the same site areas as those that we are now considering. Table 15 identifies the site references for the sites we are considering that most closely relate to the spatial options considered by the Growth Board.

**Table 15 Relationship of Sites to Oxfordshire Growth Board Spatial Options**

Oxford Growth Board Reference No.	Oxfordshire Growth Board Spatial Option	Related Partial Review Site No.
1	Shipton-on-Cherwell Quarry	19
2	Land North of Oxford	38,50,122
3	Land at Woodstock	22
4	Land at Begbroke	20, 23, 24, 74
5	East of Yarnton	20, 126
6	West of Yarnton	51
7	South East of Kidlington	178



**Your views on the identified sites**

**6.16** We have four questions about the potential site we have identified:

**Question 11**

**Identified Potential Strategic  
Development Sites**

Do you have any comments on the sites we have identified? Please provide the site reference number when providing your views.

**Question 12**

**Site Promotions**

Do any site promoters / developers / landowners wish to provide updated or supporting information about your sites?

**Question 13**

**Other Potential Strategic  
Development Sites**

Are there any potential sites that we have not identified?

**Question 14**

**Representations and Submissions**

Do you have any comments on the representations and submissions we have received so far. Do you disagree with any we have received? Please provide the representation number where applicable.

## 7 Considering Options for Meeting Oxford's Housing Needs

### Assessing the Areas of Search

7.1 We have undertaken initial assessments of the Areas of Search we have identified. Each Area of Search has some key strategic opportunities and constraints that reflect current circumstances which we summarise in Table 16.

**Table 16 Areas of Search - Key Strategic Opportunities and Constraints**

Area of Search		Key Strategic Opportunities	Key Strategic Constraints
Option A	Kidlington and Surrounding Area	Partly an urban area Immediate relationship to Oxford Accessibility to Oxford's infrastructure Road/rail/public transport corridors Immediate economic relationship to Oxford Economic growth location related to Oxford Within Oxfordshire Housing Market Area	Within Green Belt Capacity of transport network Relationship to existing villages Impact on countryside Partly within Special Area of Conservation (European protected wildlife site)
Option B	North and East of Kidlington	Proximity to Oxford Road and rail corridors Includes significant previously developed land	Mostly within Green Belt Relationship to existing villages Impact on countryside Proximity to Special Area of Conservation (European protected wildlife site)

	Area of Search	Key Strategic Opportunities	Key Strategic Constraints
		Within Oxfordshire Housing Market Area	Proximity to Blenheim Palace World Heritage Site
Option C	Junction 9, M40	Strategic highway access  Within Oxfordshire Housing Market Area	Impact on growth delivery at Bicester  Relationship to existing villages  Lack of immediate relationship with Oxford  Impact on countryside
Option D	Arncott	Includes significant previously developed land  Within Oxfordshire Housing Market Area	Impact on growth delivery at Bicester  Rural road network  Relationship to existing villages  Lack of immediate relationship with Oxford  Impact on countryside
Option E	Bicester and Surrounding Area	Existing urban area  Committed growth location  Eco-development location  Garden Town  Healthy New Town  Rail connection to Oxford  Within Oxfordshire Housing Market Area	Growth capacity by 2031  Market deliverability by 2031  Relationship to existing villages  Lack of immediate relationship with Oxford  Impact on countryside
Option F	Former RAF Upper Heyford and Surrounding Area	Committed growth location (in part)  Within Oxfordshire Housing Market Area	Rural road network  Relationship to existing villages  Landscape

Area of Search		Key Strategic Opportunities	Key Strategic Constraints
			<p>Lack of immediate relationship to Oxford</p> <p>Impact on countryside</p> <p>Proximity to Rousham Park</p> <p>Relationship to RAF Upper Heyford Conservation Area</p>
Option G	Junction 10, M40	<p>Strategic highway access</p> <p>Proximity to Ardley Energy from Waste plant</p> <p>Within Oxfordshire Housing Market Area</p>	<p>Impact on growth delivery at Banbury and Bicester</p> <p>Relationship to existing villages</p> <p>Lack of immediate relationship with Oxford</p> <p>Impact on countryside</p>
Option H	Banbury and Surrounding Area	<p>Existing urban area</p> <p>Committed growth location</p> <p>Rail connection to Oxford</p> <p>Within Oxfordshire Housing Market Area</p>	<p>Growth capacity by 2031</p> <p>Market deliverability by 2031</p> <p>Relationship to existing villages</p> <p>Lack of immediate relationship to Oxford</p> <p>Impact on countryside</p>
Option I	Remainder of District / Rural Dispersal	Within Oxfordshire Housing Market Area	<p>Availability of Infrastructure</p> <p>Rural road network</p> <p>Rural character</p> <p>Relationship to existing villages</p> <p>Mostly lack of immediate relationship to Oxford</p> <p>Impact on countryside</p>



**7.2** Each Area of Search in this Options Paper has been the subject of an early stage of sustainability testing through two pieces of evidence which have informed this Options Paper:

1. An Interim Transport Assessment - a piece of work produced for the Partial Review of the Local Plan by consultants who had previously produced the High Level Transport Assessment of Spatial Options for the Oxfordshire Growth Board
2. An Initial Sustainability Appraisal - produced by the consultants who worked on our adopted Local Plan and who also produced the sustainability assessment of spatial options for the Oxfordshire Growth Board.

### **Interim Transport Assessment - Approach**

**7.3** An Interim Transport Assessment has been prepared as the first stages of an Assessment that will continue throughout the Plan preparation process. The report of the assessment is available in support of this consultation. It explains the overall assessment process that is being undertaken to meet national policy requirements, to ensure cooperative working with the Highways Authorities and to ensure a robust, evidence based approach to the Partial Review:

- Reviewing areas of search and spatial options to understand the extent to which different patterns and scales of development can facilitate sustainable transport access to Oxford's employment markets - reflecting that the growth seeks to accommodate Oxford's unmet housing need over the plan period to 2031

- Identifying spatial options where residential development may undermine, or place additional pressure upon, existing transport proposals enshrined in the Infrastructure Delivery Plan for Cherwell <sup>(12)</sup>
- Highlighting areas of search and spatial options where there is greatest opportunity to promote and prioritise alternative modes of travel to private car use, and/or reduce the need to travel, when accessing employment and key services
- Understanding and quantifying potential impacts on current transport networks, and existing/forecast conditions, of allocating Cherwell's share of Oxford's unmet housing need across different spatial options
- Identifying a proportionate range of transport infrastructure improvements that are considered necessary, or essential, to support development at a range of spatial options
- Testing the cumulative impacts of existing (including as allocated in the adopted Local Plan) and proposed development on local and strategic transport networks.

**7.4** The report makes clear that these transport considerations will be explored and considered iteratively as the Partial Review of the Local Plan proceeds through the stages of initial evidence base, options testing, and preparation of the final document, and that local transport issues are being considered in partnership with Oxfordshire County Council and Highways England.

**7.5** At this stage, the published report does two things:

<sup>12</sup> available at <http://www.cherwell.gov.uk/index.cfm?articleid=9043>

1. Assesses the broad areas of search in Cherwell within which Oxford's unmet need could be potentially accommodated, identifying issues and opportunities with each area
2. Scoping specific spatial options identified within the most sustainable areas of search (as concluded by the Initial Sustainability Appraisal) that could potentially accommodate Cherwell's share of Oxford's unmet housing need.

**7.6** The conclusion of part 1 above has informed our Initial Sustainability Appraisal of the Areas of Search. The conclusions of that appraisal were used to identify, based on evidence so far, the most sustainable Areas of Search. Within those Areas of Search we currently consider to be the most sustainable, we have undertaken an initial transport assessment of the potential strategic development sites.

**7.7** The Interim Transport Assessment:

- Provides a baseline of current transport conditions in the local area, identifying key drivers for travel demand and their impacts on transport networks
- Considers projected future growth and associated transport proposals
- Summarises the forecast impacts of growth on local transport networks
- Reviews the baseline evidence to set out key transport considerations for accommodating additional housing growth to 2031
- Outlines the methodology and findings from the first stage of transport assessment for the Areas of Search (which were fed into the Initial Sustainability Appraisal)
- Describes the methodology and findings from the second stage of transport assessment of spatial options / strategic

development areas (also informing the Initial Sustainability Appraisal)

- Sets out potential next steps in respect of more detailed transport assessment work - necessary to inform site specifics and plan infrastructure provision.

**7.8** The Areas of Search were assessed through a 'RAG' (Red, Amber Green) analysis using eight metrics or measurements:

1. Commuter travel within each area of search - the mode of travel
2. Proximity to current sustainable transport services and infrastructure that serve Oxford
3. Access to Oxford jobs by walking and public transport
4. Access to Oxford jobs by road
5. Traffic conditions on key nearby routes
6. Proximity to proposed local transport improvements
7. Proximity to future transport investments that complement other strategic development
8. Proximity to a railway station.

**7.9** The detailed criteria applied for each is explained in the report. The findings for the Areas of Search were fed into the Initial Sustainability Appraisal of the Areas of Search. That Appraisal's findings on the most sustainable Areas of Search (at this stage) were used to help decide which spatial options / strategic development sites should be the subject of testing through the Initial Transport Assessment. Should further evidence result in significant changes to either the Areas of Search or the transport 'baseline' position, then the assessment of the Areas of Search would need to be reviewed.

**7.10** Those strategic development options were also assessed through a 'RAG' (Red, Amber, Green) analysis using a similar set of

metrics or measurements to those used for the Areas of Search. Ten metrics were applied:

1. Commuter travel from within each site option - the mode of travel
2. Proximity to current sustainable transport services and infrastructure that serve Oxford
3. Proximity to current sustainable transport services and infrastructure that serve Cherwell
4. Access to Oxford jobs by walking and public transport
5. Access to Oxford jobs by road
6. Traffic conditions on key nearby routes
7. Proximity to planned local transport investments
8. Proximity to future transport investments that complement other strategic development
9. Road safety incidents near to site
10. Proximity to Cherwell and Oxford Air Quality Management Areas.

**7.11** The detailed criteria applied are explained in the report. The conclusions of the Initial Transport Assessment for the strategic development sites were used in examining the sites through the Initial Sustainability Appraisal. Should further evidence result in significant changes to the Area of Search findings, the strategic development sites or the transport 'baseline' position, then the assessment of the sites would need to be reviewed.

### **Initial Sustainability Appraisal - Approach**

**7.12** It is mandatory for Local Plans to be subject to Sustainability Appraisal (SA) (incorporating Strategic Environmental Assessment). The main stages of the SA process are:

Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope

Stage B: Developing and refining options and assessing effects

Stage C: Preparing the Sustainability Appraisal Report

Stage D: Consulting on the Local Plan Part I Partial Review and the SA report

Stage E: Monitoring the significant effects of implementing the Local Plan Part I Review.

**7.13** The process is iterative with the early stages of plan preparation informing the SA and early SA work informing plan preparation.

**7.14** We consulted on an initial 'scoping report' in January 2016 alongside our issues paper, meeting the statutory requirement to consult Natural England, the Environment Agency and Historic England. The comments received, as part of representations to the Issues Paper (and available alongside this Options Paper), have been taken into account. The SA lists the comments received and how they have been dealt with.

**7.15** The Initial Sustainability Appraisal report includes a revised scoping of the social, economic and environmental baseline for the plan area as well as the policy context and key sustainability issues. It includes a review of policies, plans and programmes of relevance to the Partial Review of Local Plan. Relevant information which relates to planning in Oxfordshire and Oxford City has been considered in addition to that for Cherwell.

**7.16** A 'Sustainability Appraisal framework' has been developed, comprising a list of SA objectives (with sub-objectives / criteria) against which areas of search and site options have been appraised. These SA objectives

reflect the long-term aspirations of the District with regard to social, economic and environmental considerations.

**7.17** Throughout the SA process the performance of options for the Partial Review of the Local Plan (and later in the process policies and site allocations) are assessed against these SA objectives and sub-questions. The SA scoping will continue to be updated as necessary at each stage of the SA process in order to ensure that the current environmental, economic and social situation in Cherwell and the most up-to-date evidence is taken into account.

**7.18** The SA process needs to help develop and refining our options and assess effects. 'Reasonable alternatives' to the options must be considered. Alternatives that are not reasonable do not need to be appraised.

**7.19** In determining which options are progressed, the SA findings are considered alongside other factors such as conformity with national policy, consultation feedback and deliverability issues.

**7.20** The SA for the Cherwell Local Plan Part I Partial Review therefore focuses on the the number of homes we are being asked to accommodate and locational options for accommodating those homes. The SA takes into account how options for delivering additional housing development within Cherwell perform in sustainability terms, including with respect to their relationship with Oxford City.

**7.21** Although individual locations within Cherwell have been assessed on their own merits, for example in relation to environmental assets and constraints, such as biodiversity, landscape character and sensitivity, flood risk, soils quality and the historic environment, they have also been

appraised as to how sustainably they help meet Oxford's unmet housing need, considering factors such as:

- Need for affordable housing
- Commuting patterns and travel to work areas
- Transport infrastructure, traffic congestion (and related air quality and carbon emissions issues), and options to travel through use of sustainable transport options, such as rail
- Accessibility not only to Oxford itself, but also to the main employment areas, science and business parks that are located on the fringes of the city

**7.22** The SA also considers how well the locational options for delivering housing relate to the existing and planned communities, jobs, services and facilities within Cherwell itself. This is because not all residents of the new housing will work within Oxford or its business and science parks, and it is likely that many everyday needs, such as recreation and sport, shopping, and schools will be accessed locally.

**7.23** The adopted Cherwell District Council Local Plan Part I was subject to SA throughout its preparation. That SA work is being drawn on as appropriate throughout the SA/SEA of the Local Plan Part I Partial Review.

### **Interim Transport Assessment - Key Findings for Areas of Search**

**7.24** The detailed findings for the initial assessment (Red, Amber, Green analysis) of the Areas of Search are set out in the report.

**7.25** The Assessment revealed that Option A (Kidlington and Surrounding Area) and Option B (North and East of Kidlington) stand out as the areas of search with the



most 'green' scores, particularly in respect of existing proximity to sustainable transport services and public transport accessibility.

**7.26** Option E (Bicester and Surrounding Area) and H (Banbury) are predominantly rated 'amber' and are situated in locations where planned future transport investments are related to other strategic housing and employment developments.

**7.27** Option C (Junction 9, M40) and Option F (Former RAF Upper Heyford) contain fewer 'green;' and more 'red' scores, and score less positively in respect of existing sustainable transport connectivity and the current sustainability of commuter travel behaviours.

**7.28** Option D (Arncott), Option G (Junction 10, M40) and Option I (Remainder of District / Rural Dispersal) score least positively overall and do not benefit from existing or planned sustainable transport infrastructure in the local area.

### Question 15

#### Interim Transport Assessment - Key Findings for Areas of Search

Do you have any comments on the Assessment and its findings?

### Areas of Search - Selection of Options

**7.29** The findings of the Interim Transport Assessment were considered by Council officers in determining which Areas of Search should proceed as reasonable options for Sustainability Appraisal. It was considered that because the 2014 Oxfordshire Strategic Housing Market Assessment (SHMA) concluded that that Oxfordshire has a county-wide housing market area, at this

early stage of plan preparation all of the Areas of Search must be considered as being 'reasonable' options. It was also considered that while the transport assessment was an important input to the SA process, it was not a reason in itself to determine that any Areas of Search were unreasonable to consider.

**7.30** It was also concluded that although exceptional circumstances would ultimately need to be demonstrated to release any land from Green Belt (to comply with national policy), options in the Green Belt (close to Oxford) must be considered to be reasonable.

**7.31** In 2014, the Council was required to respond to the higher housing need for Cherwell as identified in the Oxfordshire SHMA. The SA Addendum for the Local Plan reported:

*"The Council considers that the increase in new housing is achievable without significant changes to the strategy, vision or objectives of the submitted Local Plan, and that there are reasonable prospects of delivery over the plan period. As a result, alternatives that do not accord with the spatial strategy in the submitted Local Plan are not considered by the Council to be reasonable alternatives. The strategic release of Green Belt land was therefore considered not to be a reasonable alternative, although the Local Plan is likely to require review once the established process for considering the full strategic planning implications of the 2014 SHMA, including for any unmet needs in Oxford City, has been fully considered jointly by all the Oxfordshire Councils. Similarly, strategic development outside the Green Belt that does not accord with the spatial strategy set out in the submission Local Plan was not considered to be a reasonable alternative."*

**7.32** That joint, county-wide process has now been completed by the Oxfordshire Growth Board, and as the purpose of the Partial Review of the Local Plan is to help meet Oxford's housing needs, and the City Council's administrative area is surrounded by Green Belt, the consideration of Green Belt options (Areas of Search Options A and B) in these circumstances must be considered as being reasonable.

### Question 16

#### Areas of Search - Selection of Options

Do you agree with all of the Areas of Search being considered reasonable?

#### Initial Sustainability Appraisal - Key Findings for Areas of Search

**7.33** The findings of the appraisal are explained in the Initial Sustainability Appraisal report. It is important that the detail of the appraisal is considered.

**7.34** The SA included consideration of the effects on Oxford where directly relevant. Three objectives were applied in relation meeting Oxford's needs:

- Objective 1 - To ensure that everyone has the opportunity to live in a decent, sustainably constructed and affordable home
- Objective 16 - To ensure high and stable levels of employment so everyone can benefit from the economic growth of the district and Oxford
- Objective 17 - To sustain and develop economic growth and innovation, an educated/ skilled workforce and support

the long term competitiveness of the district and Oxford.

**7.35** A further three were applied that have particular spatial relevance to Oxford:

- Objective 3 - To reduce poverty and social exclusion
- Objective 6 - To improve accessibility to all services and facilities
- Objective 10 - To reduce air pollution (including greenhouse gas emissions) and road congestion.

**7.36** Option B (North and East of Kidlington), Option A (Kidlington and Surrounding Area), and Option E (Bicester and Surrounding Area) record the highest number of significant positive (++) effects against the objectives.

**7.37** Option H (Banbury and Surrounding Area), Option D (Arncott), Option G (Junction 10, M40), and Option I (Remainder of District / Rural Dispersal) include significant negative effects (--) for some objectives.

**7.38** The SA then included consideration on the effects on Cherwell by applying fourteen objectives.

**7.39** Three SA objectives were of particular spatial relevance to Oxford:

- Objective 3 To reduce poverty and social exclusion
- Objective 6 To improve accessibility to all services and facilities
- Objective 10 To reduce air pollution (including greenhouse gas emissions) and road congestion.

**7.40** Eleven objectives were considered where the effects only relate to Cherwell:

- Objective 2 To improve the health and well-being of the population & reduce inequalities in health
- Objective 4 To reduce crime and disorder and the fear of crime
- Objective 5 To create and sustain vibrant communities
- Objective 7 To conserve and enhance and create resources for biodiversity
- Objective 8 To protect and enhance landscape character and quality and make accessible for enjoyment, the countryside
- Objective 9 To protect, enhance and make accessible for enjoyment, the historic environment
- Objective 11 To maintain and improve the water quality of rivers and to achieve sustainable water resources management
- Objective 12 To reduce the risk of flooding and resulting detriment to public well-being, the economy and the environment
- Objective 13. To improve efficiency in land use through the re-use of previously developed land and existing buildings and encouraging urban renaissance
- Objective 14 To reduce the global, social and environmental impact of consumption of resource by using sustainably produced and local products
- Objective 15 To reduce waste generation and disposal, and achieve the sustainable management of waste.

**7.41** Option B (North and East of Kidlington), Option H (Banbury and Surrounding Area), Option A (Kidlington and Surrounding Area), Option E (Bicester and Surrounding Area), Option F (Former RAF Upper Heyford and Surrounding Area), Option C (Junction 9, M40) all recorded at

least some significant positive effects (++). Option B recorded the highest number of significant positive effects.

**7.42** All Options record some significant negative effects (--).

**7.43** The Initial Sustainability Appraisal of the Areas of Search does not indicate where development might or might not be suitable within those areas.

### Question 17

#### Initial Sustainability Appraisal - Key Findings for Areas of Search

Do you have any comments on the Initial Sustainability Appraisal and its findings for Areas of Search?

#### Strategic Development Sites - Initial Selection of Options for Testing

**7.44** Having regard to both the findings of the Initial Sustainability Appraisal and the Initial Transport Assessment it was considered that at this stage strategic development sites within Areas of Search A and B should proceed to site assessment.

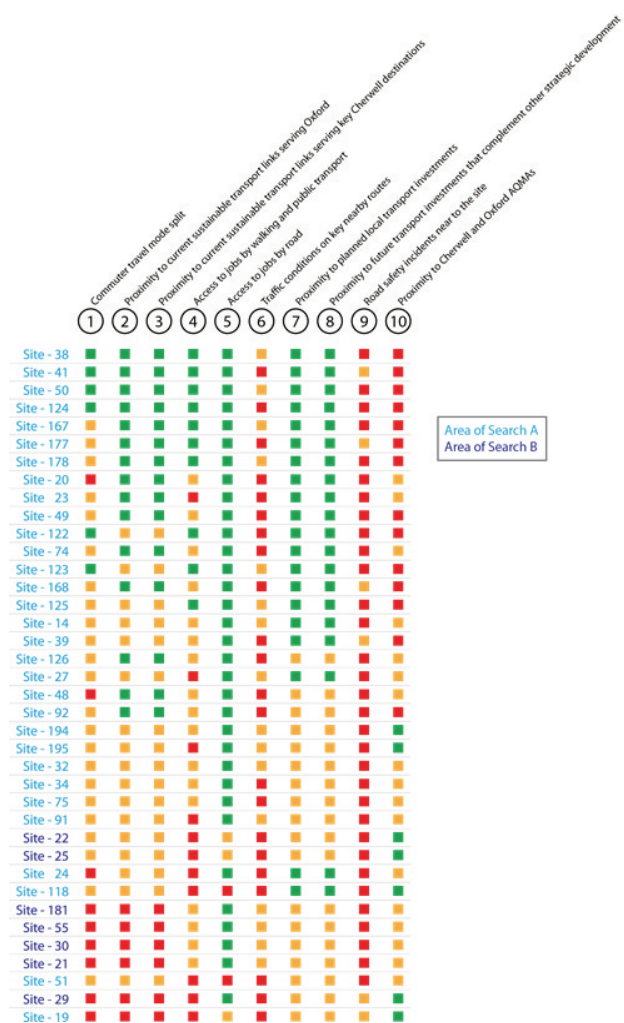
**7.45** This conclusion is reinforced by our draft vision (informed by issues identified, evidence prepared and consultation undertaken so far) which includes, "*To provide new balanced communities that are well connected to Oxford...*", and "*... ensure that people have convenient, affordable and sustainable travel opportunities to the city's places of work, study and recreation and to its services and facilities*" (see Section 5 of this Options Paper).

**7.46** It is also supported by the extent of Oxford's affordable housing need as identified in the Oxfordshire SHMA which makes the identification of 'convenient, affordable and sustainable travel opportunities' particularly important in providing a sustainable approach to accommodating homes for Oxford.

**7.47** The 38 sites with Areas of Search A and B, as listed in Tables 6 and 7 in Section 6, therefore proceeded to more detailed assessment through our transport assessment and sustainability appraisal.

conclusions of the Assessment have been used to help inform the Initial Sustainability Appraisal.

**Figure 10 Initial Transport Assessment - Summary of Site Findings**



**Question 18**

**Strategic Development Sites - Initial Selection of Options for Testing**

Do you agree with the initial selection of site options for testing?

**Interim Transport Assessment - Key Findings for Strategic Development Sites**

**7.48** The 38 sites were the subject of testing using the metrics or measurements described at para. 7.10. Figure 10 below is an extract from the Assessment showing the 'Red, Amber, Green' findings for each site. The Assessment shows positive results of those those sites with good transport connection into Oxford and which are situated close to key transport infrastructure. Land North of Oxford (sites 38 and 50) and Land at Drinkwater (site 41) (to the west of the Peartree interchange) have the most positive results due in the main to their proximity to such infrastructure. Sites 124, 167, 177 and 178 also feature in a band of well performing sites. The detailed



### Question 19

#### Initial Transport Assessment - Key Findings for Strategic Development Sites

Do you have any comments on the Assessment and its findings?

### Question 20

#### Initial Sustainability Appraisal - Key Findings for Strategic Development Sites

Do you have any comments on the SA's initial findings for sites?

#### Initial Sustainability Appraisal - Key Findings for Strategic Development Sites

**7.49** Table 9.1 of the Initial Sustainability Appraisal, published alongside this consultation paper, provides a summary of the effects of residential site options on Oxford. The table illustrates where sites are appraised as having significant negative or significant positive effects.

**7.50** Table 9.2 of the Initial Sustainability Appraisal provides a summary of effects on Cherwell; again illustrating those sites for which significant negative and significant positive effects are found.

**7.51** These tables are based on more detailed appraisals of search strategic site option.

**7.52** We would welcome any comments you have on the SA's findings so far.

#### Further Consideration of Options

**7.53** What we have described above is only our early consideration of options. We not propose broad locations or strategic development sites in this consultation paper. We have presented our initial evidence and emerging thinking on the identification and assessment of options in order to receive feedback. Further and more detailed evidence is required in the continued testing of options and in developing a strategy and plan proposals. Our proposals must ultimately be shown to be sustainable and deliverable.

**7.54** We need to continue to consider national planning policy and guidance<sup>(13)</sup> in completing our evidence base, considering the results of the consultation and engagement we undertake and in preparing proposals. We set out many of the guiding principles in our previous Issues Paper.

**7.55** The continuation our our Sustainability Appraisal process will be central to our plan preparation and we will need to consider whether any proposals that we develop are likely to have any significant effect on the Oxford Meadows Special Area of Conservation (screening under the Habitats Regulations) (see Figure 8). Our forthcoming landscape sensitivity and flood risk work will need to be considered. The

13 <http://planningguidance.communities.gov.uk/>

National Planning Policy Framework (NPPF) requires to conserve and enhance the natural environment (while meeting needs) including protecting and enhancing valued landscapes, minimising impacts on biodiversity and providing net gains in biodiversity. Detailed traffic modelling needs to be undertaken and potential cumulative effects need to be considered.

**7.56** Any proposals for land release within the Green Belt would require close consideration against the requirements of the National Planning Policy Framework (NPPF) which states: "*Local planning authorities with Green Belts in their area should establish Green Belt boundaries in their Local Plans which set the framework for Green Belt and settlement policy. Once established, Green Belt boundaries should only be altered in exceptional circumstances, through the preparation or review of the Local Plan. At that time, authorities should consider the Green Belt boundaries having regard to their intended permanence in the long term, so that they should be capable of enduring beyond the plan period*" (emphasis added). The potential impacts of any land release within the Green Belt will require close scrutiny.

**7.57** The NPPF requires us take account of the different roles and character of different areas, recognise the intrinsic character and beauty of the countryside and supporting thriving rural communities. It seeks the achievement of high quality design, reduced pollution, a response to climate change, the conservation heritage assets and the re-use of previously developed land. It requires us to promote mixed use developments, healthy environments and social and cultural well-being. We will need to develop place shaping principles as we prepare an overall strategy for accommodating Oxford's unmet housing

needs, and as our evidence base expands we may need to revisit options and revise our approach.

**7.58** Once we have later identified proposed development areas, we will need to consider how sustainable mixed use schemes can be developed having regard to the need for on-site infrastructure and facilities, the provision for recreation and open space and the achievement of high quality design that responds to both the housing need identified and the identity, character, setting and appearance of the localities concerned.

**7.59** The consultation responses we received to our earlier Issues Paper in relation to sustainability and the natural environment and to the built and historic environment are informative. We will need to ensure that necessary traffic management measures are provided for; that the relationships between road users and the users of other facilities and spaces are well planned; that green infrastructure linkages are considered (having regard to assets such as conservation target areas and important habitats and species); that the water environment, natural and historic assets and important views are protected. We will need to develop detailed policies that achieve these things and which build-in any on-site or off-site mitigation that may be required.

### **What other evidence will follow?**

**7.60** The evidence and key documents we have taken into account in preparing the Options Paper are listed in Table 17. The evidence list excludes other strategies and data that we are required to consider in preparing the Partial Review and in undertaking our Sustainability Appraisal.

**7.61** Further evidence that we currently expect to complete or produce is listed in Table 18. Some of the studies listed are already being prepared or are in the process of being commissioned. Other evidence may be required as we consider issues, options and undertake further consultation.

**Table 17 Evidence and Key Documents Informing the Options Paper**

Ref, No.	Evidence
PR01	Oxfordshire Growth Board - Statement of Co-operation
PR02	Oxford Growth Board Terms of Reference
PR03	Oxfordshire Economic Forecasting Final Report 2014
PR04a-c	Strategic Housing Market Assessment 2014
PR05	Oxfordshire Growth Board - Report & Minutes 20-Nov-2014
PR06	Oxfordshire LEP Strategic Economic Plan 2014
PR07	South East Midlands LEP Strategic Economic Plan
PR08	Oxford Housing Land Availability Assessment December 2014
PR09	Unlocking Oxford's Development Potential - Cundalls - 2014
PR10	Oxford Housing Strategy 2015-2018
PR11	Oxfordshire Growth Board - Updated Advice Note on Oxford's Development Capacity
PR12	Oxfordshire Growth Board - Report and Minutes 19-Nov-2015
PR13a-b	Oxfordshire Growth Board - Green Belt Study

Ref, No.	Evidence
PR14	Oxfordshire Growth Board - Oxford Spatial Options Assessment
PR15a-i	Oxfordshire Board Growth - High Level Transport Assessment of Spatial Options
PR16a-f	Oxfordshire Growth Board - Education Assessment of Spatial Options
PR17	Oxfordshire LEP - Strategic Economic Plan Refresh August 2016
PR18	Connecting Oxfordshire - LTP vol 8 part i - Oxford Transport Strategy July 2016
PR19	Report & Minutes, CDC Executive 4 January 2016
PR20	Partial Review of Cherwell Local Plan Part I - Issues Paper (January 2016)
PR21	Representations to Partial Review Issues Paper (January - March 2016) (including site submissions)
PR22	Initial Transport Assessment (October 2016)
PR23	Initial Sustainability Appraisal (October 2016)
PR24	Statement of Consultation (October 2016)
PR25a-c	Sustainability Appraisal Scoping Report (January 2016)
PR26	Partial Review Issues Paper - Representations Schedule

**7.62** We have also completed some additional evidence which, although not available to us at the time of preparing this Options Paper, has been completed in time to support our Options consultation

**Table 18 Further Evidence Currently Expected**

Evidence
Landscape Sensitivity and Capacity Assessment
Habitats Regulations Assessment - Stage 1 Screening
Transport Assessment
Housing and Employment Land Availability Assessment
Green Belt Study
Sustainability Appraisal
Strategic Flood Risk Assessment Level 1
Flooding Sequential Test
Water Cycle Study
Plan Viability Study
Cumulative Ecological Impact Study
Strategic Development Sites - Place Shaping Principles & Capacity Analysis

## Question 21

### Evidence Base

Do you have any comments on our evidence base? Are there any other pieces of evidence that we need to consider?





## 8 Delivering Options for Meeting Oxford's Housing Needs

### Infrastructure

**8.1** Infrastructure delivery is critical to underpinning the existing development strategy for Cherwell and we need to ensure that the necessary provision is made to support the additional development for Oxford. We will need to ensure that any cumulative impacts of additional growth are considered and work with key partners including Oxfordshire County Council (Highway and Education Authority) and Oxford City Council.

**8.2** County-wide infrastructure work has been commissioned by the County Council and should be available to inform the later stages of preparation of the Partial Review. We will also need to continue to engage with key bodies such as the utility companies and the Environment Agency.

**8.3** Our proposed document that we consult upon in 2017, will need to be supported by an Infrastructure Delivery Plan (IDP) which sets what, where, when and how new infrastructure would be provided.

**8.4** At present the key challenges are expected to be the provision of secondary school facilities to support the the growth anticipated and ensuring that a sustainable transport measures are secured in time. We will also be exploring the feasibility of whether any new railway stations / halts could be provided.

### Viability

**8.5** In planning for additional development and supporting infrastructure, we need to ensure that what we propose is viable having regard to the costs of development, policy

requirements and the mitigation of impacts. We will need to produce a viability study that takes into account these costs while ensuring that development provides a competitive return to a willing landowner and developer. Ultimately, we need to ensure that the growth we plan for can be delivered.

### Providing for a Five Year Supply of Deliverable Sites

**8.6** We explained in our earlier Issues Paper that, in planning for new housing supply, national planning policy requires us to identify and update annually a supply of specific deliverable sites sufficient to provide five years worth of housing. We also need to include an additional buffer of 5% (moved forward from later in the plan period) to ensure choice and competition in the market for land. This rises to 20% where there has been a record of persistent under delivery of housing.

**8.7** Where Local Planning Authorities cannot maintain a five year supply, its housing policies are considered to be out of date for the purpose of determining planning applications for housing. This can make it more likely that planning permission will be granted in unplanned locations.

**8.8** Maintaining a five year supply depends not just on housing land availability but also market conditions for land and housing and the rates of building by individual developers.

### Feedback on Managing a Five Year Land Supply

**8.9** Producing a plan to meet Oxford's needs effectively provided the district with an additional five year supply requirement. In our previous Issues Paper we consulted on whether the housing supply we identify needed to be effectively 'ring-fenced' for the

purpose of monitoring and managing supply and avoiding harm to the delivery of our existing growth strategy. We also want to ensure that the sites that we ultimately allocate to meet Oxford's needs are the ones that are delivered.

**8.10** Some people considered that 'ring-fencing' a specific supply for Oxford for monitoring purposes was required to avoid harm to the Cherwell strategy (for example, if additional land were required to be released to boost the five year supply it could be contained to a specific area). Some considered that it was necessary to manage land supply and that an Oxford 'fringe' area could be defined. Others felt that there should not be disaggregation of supply by sub-area, that it would be artificial to do so, that national policy did not provide for it, that the housing supply for Cherwell and the supply for Oxford should become a total requirement. Some felt that there would be monitoring difficulties in determining which new homes contributed to which five year supply and that Oxford's influence already extended across the district.

**8.11** Having reviewed these responses we consider that how we spatially or geographically manage a five year supply will depend on our final proposed strategy. We will therefore set out our approach in the our Proposed Submission document which will be available for public comment in 2017.

**When would a requirement to provide an additional five year supply commence?**

**8.12** Subject to testing through our plan-making process, the Oxfordshire Growth Board's apportionment requires us to deliver an additional 4,400 homes by the year 2031. The Growth Board assumes that the year 2021 is a reasonable start date for delivery having regard to the time needed to

complete Local Plan processes and for developers to obtain planning permissions and to plan for implementation.

**8.13** On this basis, 2021 would be the start of the five year land supply requirement. We consider this to be reasonable having regard to the fact that there is no pre-existing housing supply in the pipeline that has been planned to meet Oxford's needs and we need to ensure that housing is delivered in accordance with our final strategy and not on an unplanned, ad hoc basis.

**8.14** A potential housing requirement of 4,400 homes from 2021-2031 would mean an average requirement of 440 per year. This is in addition to the existing Cherwell annual requirement of 1,142 homes per year. The five year supply requirement for Oxford would be 2,310 homes from 2021 to 2026 (440 homes per year plus 5%). The deliverability of the sites we allocate will therefore be important to achieve this.

**8.15** The district is currently seeking to make up a shortfall in housing delivery caused partly by the impact of the economic downturn on the housing market from 2008 to 2014 and partly by the conclusion of the Oxfordshire Strategic Housing Market Assessment in 2014 that more housing was required than had previously been estimated. To make up this shortfall, our annual requirement for the period 2016 and 2021 is presently about 1700 homes per year. To provide time to address that shortfall, and the very high delivery requirement that entails, are further reasons why we consider that a 2021 start date would be reasonable.

## Question 22

### Five Year land Supply Start Date

Is 2021 a justified and appropriate start date for being required to meet Oxford's housing needs and to deliver a five-year supply?

ensure that five year requirements are met before other development phases are approved.

**8.19** However, having regard to the pressing need for more housing for Oxford, we do not suggest that the overall commencement of a strategic development site should be delayed once the Partial Review of the Local Plan has been completed. Our intention is to encourage delivery and ensure supply is maintained. We would welcome views on this suggestion, particularly from the development industry.

### Maintaining a Five Year Supply

**8.16** We are expected to update annually our supply of specific deliverable sites, moving forward supply from later in the plan period where required. The Government also considers that the size of sites is an important factor in identifying whether a housing site is deliverable within the first five years of a plan period, emphasising that plan makers need to consider both the time it will take to commence development on site and build out rates to ensure a robust five-year housing supply.

**8.17** If we plan strategic development site to meet Oxford's housing needs and development does not occur at the rate envisaged, we will be expected to bring forward additional supply from later in the plan period. If we do not carefully manage our housing supply there is a significant risk that unplanned development, in addition to the total we plan for, would receive planning permission to 'plug the gap'.

**8.18** In view of the very high levels of development that will already be expected in Cherwell, the need to meet Oxford's needs in the locations we plan for, and in the interest of having supply that can be brought forward from later in the plan period, we consider that phasing policies for individual strategic development sites may be required to encourage competition across sites and

## Question 23

### Maintaining a Five Year Land Supply

Do you agree that phasing of land release within individual strategic development sites will promote developer competition and assist the maintenance of a five year housing supply to meet Oxford's unmet housing needs? What alternatives would you suggest?

### Monitoring

**8.20** Once we have a completed and adopted Partial Review of the Local Plan, we will need to monitor delivery and ensure that the strategy and policies it contains remain effective. We will need to produce monitoring reports which show how implementation of policies is progressing and how we continue to co-operate with statutory bodies on an on-going basis. Monitoring will be used to determine when future plan reviews are required.

## **Question 24**

### **Monitoring Delivery**

Are there any proposals you would like us to consider to ensure that the final plan is delivered and sustainable development is achieved.

## 9 Next Steps

### Consultation and Engagement

**9.1** The public consultation and engagement on this Options Paper will be supplemented by on-going consultation and co-operation with statutory bodies and key stakeholders.

**9.2** The feedback we receive will be used in the further consideration of issues and options, in completing out evidence base and in preparing a proposed document which we will publish in 2017.

### Completing our Evidence Base

**9.3** In section 7, we outlined the further evidence we need to produce. We will keep under review the draft vision, objectives and options we have identified as each piece of completed evidence emerges.

### Preparing a Proposed Submission Document

**9.4** As we complete our evidence base we will prepare a detailed plan containing our proposed vision, objectives, strategy and policies informed by a completed Sustainability Appraisal. We will invite comments (representations) on that document.

### Submitting the Partial Review of the Local Plan to Government

**9.5** Following the receipt of representations on the Proposed Submission document, we will submit the plan to the Government for public examination. The representations we received on the proposed plan will also be submitted along with our evidence base.

### Examination

**9.6** A Government appointed Inspector will hold the Examination of the plan and organise public hearings. The Inspector will produce a report of the Examination.

### Adoption of the Partial Review of the Local Plan

**9.7** The Council will consider the Inspector's report and any modifications to the plan that are suggested by the Inspector. If the Inspector's recommendation are accepted, the Partial Review would be adopted as part of the statutory Development Plan by the Council.

### Timetable

Stage	Dates
Consultation on Issues Paper (Regulation 18)	January - March 2016
Consultation on Options Paper (Regulation 18)	November 2016 - January 2017
Consultation on Proposed Submission Document (Regulation 19)	May - June 2017
Submission (Regulation 22)	July 2017
Examination (Regulation 24) (estimated)	July 2017 - March 2018
Adoption (Regulation 26) (estimated)	April 2018



**Further Information**

**9.8** For further information about this consultation, please contact the Council's Planning Policy Team:

Planning Policy Team  
Strategic Planning and the Economy  
Cherwell District Council  
Bodicote House  
Bodicote  
Banbury, OX15 4AA

Tel. 01295 227985

## 10 Our Consultation Questions

### Question 1

#### **Cherwell's Contribution to Oxford's Housing Needs**

Is 4,400 homes the appropriate housing requirement for Cherwell in seeking to meet Oxford's unmet housing need?

### Question 2

#### **Spatial Relationship to Oxford**

Do you agree that we need to specifically meet Oxford's needs in planning for the additional housing development?

### Question 3

#### **Cherwell Issues**

Are there any new issues that we need to consider as we continue to assess development options?

### Question 4

#### **Draft Vision for Meeting Oxford's Housing Needs**

Do you support the draft vision? Are changes required?

### Question 5

#### **Draft Strategic Objective SO16**

Do you support draft Strategic Objective SO16? Are changes required?

### Question 6

#### **Draft Strategic Objective SO17**

Do you support draft Strategic Objective SO17?

### Question 7

#### **Draft Strategic Objective SO18**

Do you support draft Strategic Objective SO18?

### Question 8

#### **Draft Strategic Objective SO19**

Do you support draft Strategic Objective SO19?

### Question 9

#### **Identifying Areas of Search**

Do you have any comments on the Areas of Search we have defined?

### **Question 10**

#### **Site Size Threshold**

Do you agree with our minimum site size threshold of two hectares for the purpose of site identification? Do you agree that we should not be seeking to allocate sites for less than 100 homes?

### **Question 14**

#### **Representations and Submissions**

Do you have any comments on the representations and submissions we have received so far. Do you disagree with any we have received? Please provide the representation number where applicable.

### **Question 11**

#### **Identified Potential Strategic Development Sites**

Do you have any comments on the sites we have identified? Please provide the site reference number when providing your views.

### **Question 15**

#### **Interim Transport Assessment - Key Findings for Areas of Search**

Do you have any comments on the Assessment and its findings?

### **Question 12**

#### **Site Promotions**

Do any site promoters / developers / landowners wish to provide updated or supporting information about your sites?

### **Question 16**

#### **Areas of Search - Selection of Options**

Do you agree with all of the Areas of Search being considered reasonable?

### **Question 13**

#### **Other Potential Strategic Development Sites**

Are there any potential sites that we have not identified?

### **Question 17**

#### **Initial Sustainability Appraisal - Key Findings for Areas of Search**

Do you have any comments on the Initial Sustainability Appraisal and its findings for Areas of Search?

### **Question 18**

#### **Strategic Development Sites - Initial Selection of Options for Testing**

Do you agree with the initial selection of site options for testing?

### **Question 22**

#### **Five Year Land Supply Start Date**

Is 2021 a justified and appropriate start date for being required to meet Oxford's housing needs and to deliver a five-year supply?

### **Question 19**

#### **Initial Transport Assessment - Key Findings for Strategic Development Sites**

Do you have any comments on the Assessment and its findings?

### **Question 23**

#### **Maintaining a Five Year Land Supply**

Do you agree that phasing of land release within individual strategic development sites will promote developer competition and assist the maintenance of a five year housing supply to meet Oxford's unmet housing needs? What alternatives would you suggest?

### **Question 20**

#### **Initial Sustainability Appraisal - Key Findings for Strategic Development Sites**

Do you have any comments on the SA's initial findings for sites?

### **Question 24**

#### **Monitoring Delivery**

Are there any proposals you would like us to consider to ensure that the final plan is delivered and sustainable development is achieved.

### **Question 21**

#### **Evidence Base**

Do you have any comments on our evidence base? Are there are other pieces of evidence that we need to consider?

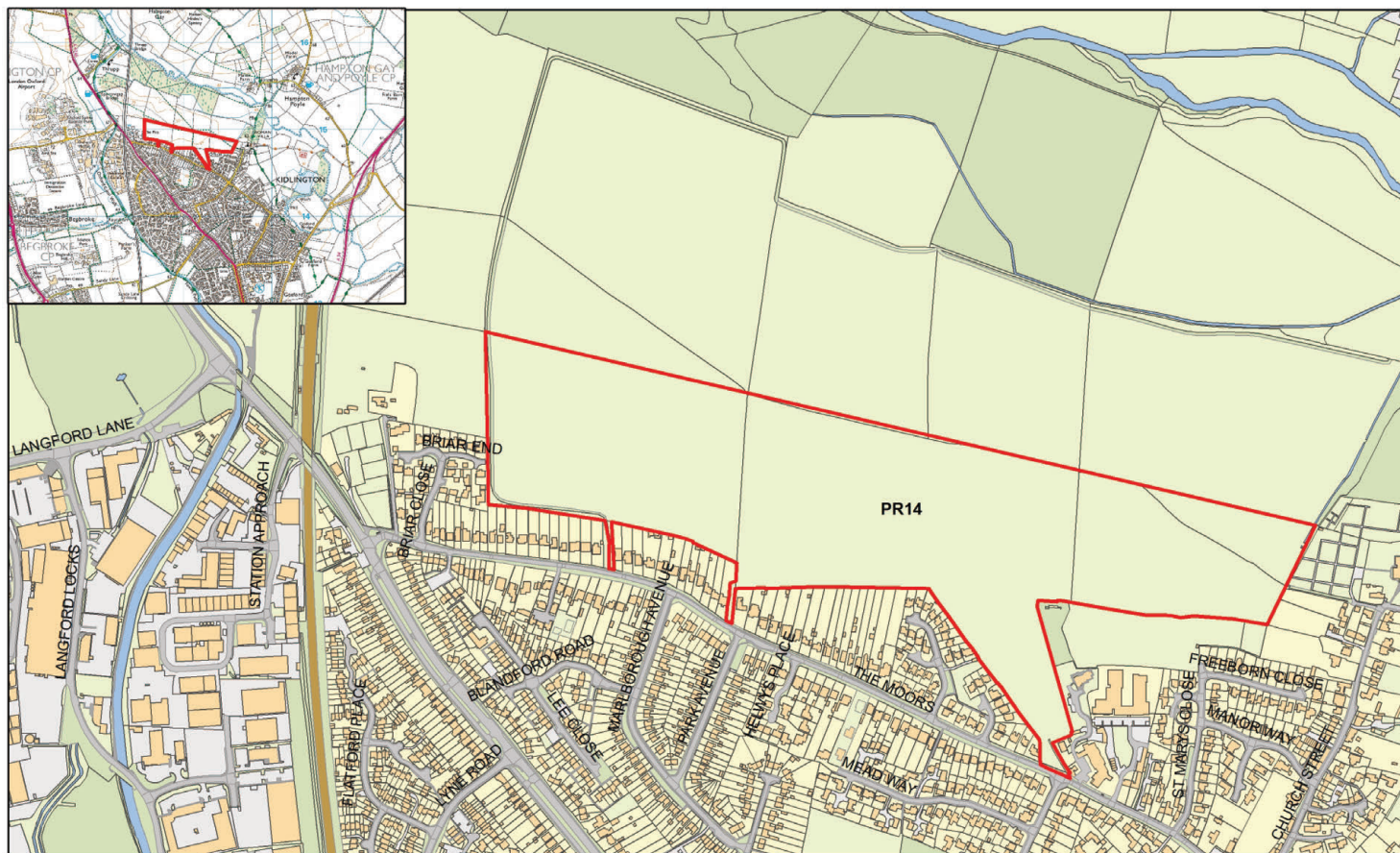




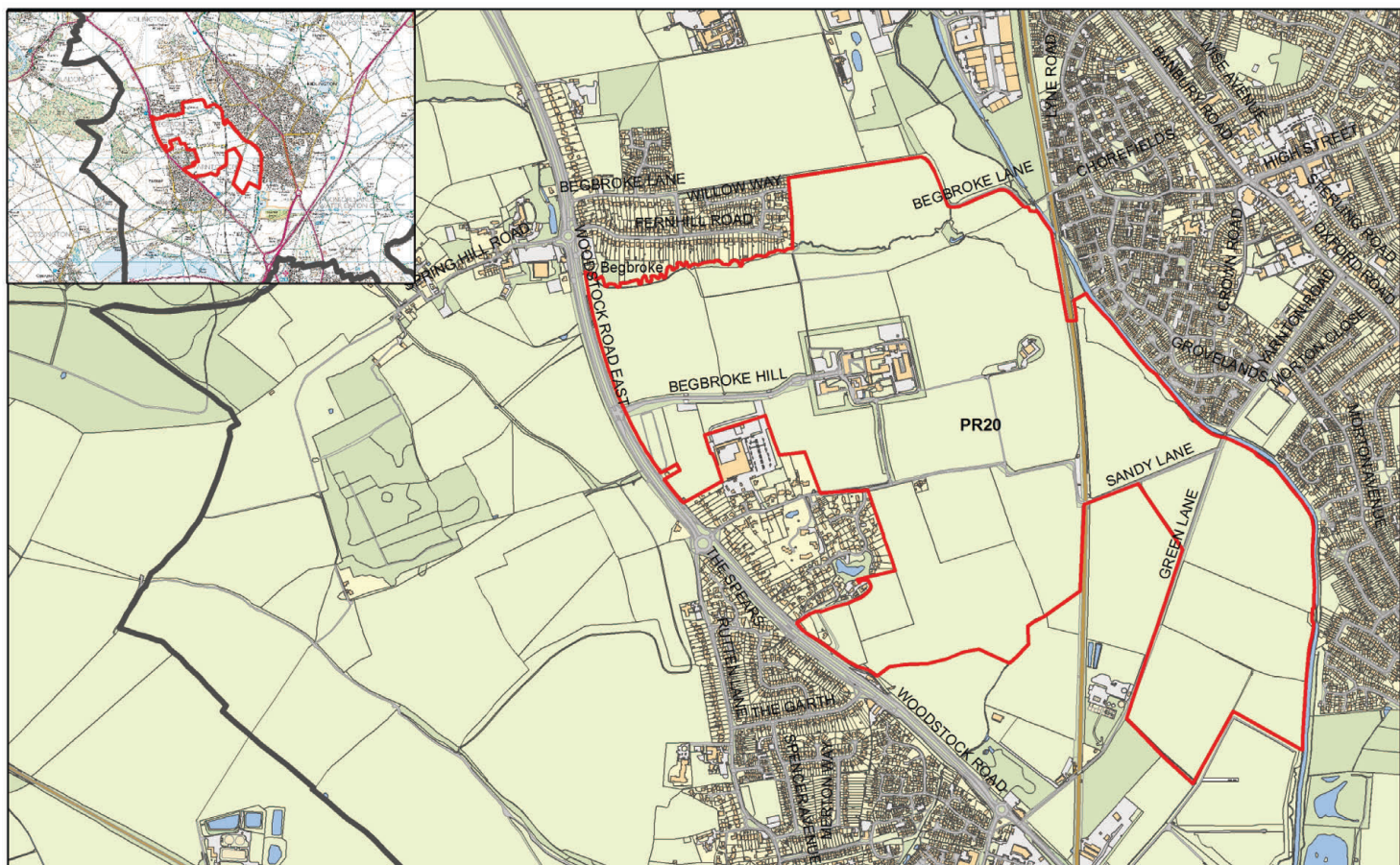
**Appendix I - Location Plans -  
Area A - Kidlington and  
Surrounding Area**



Site PR14 - Kidlington



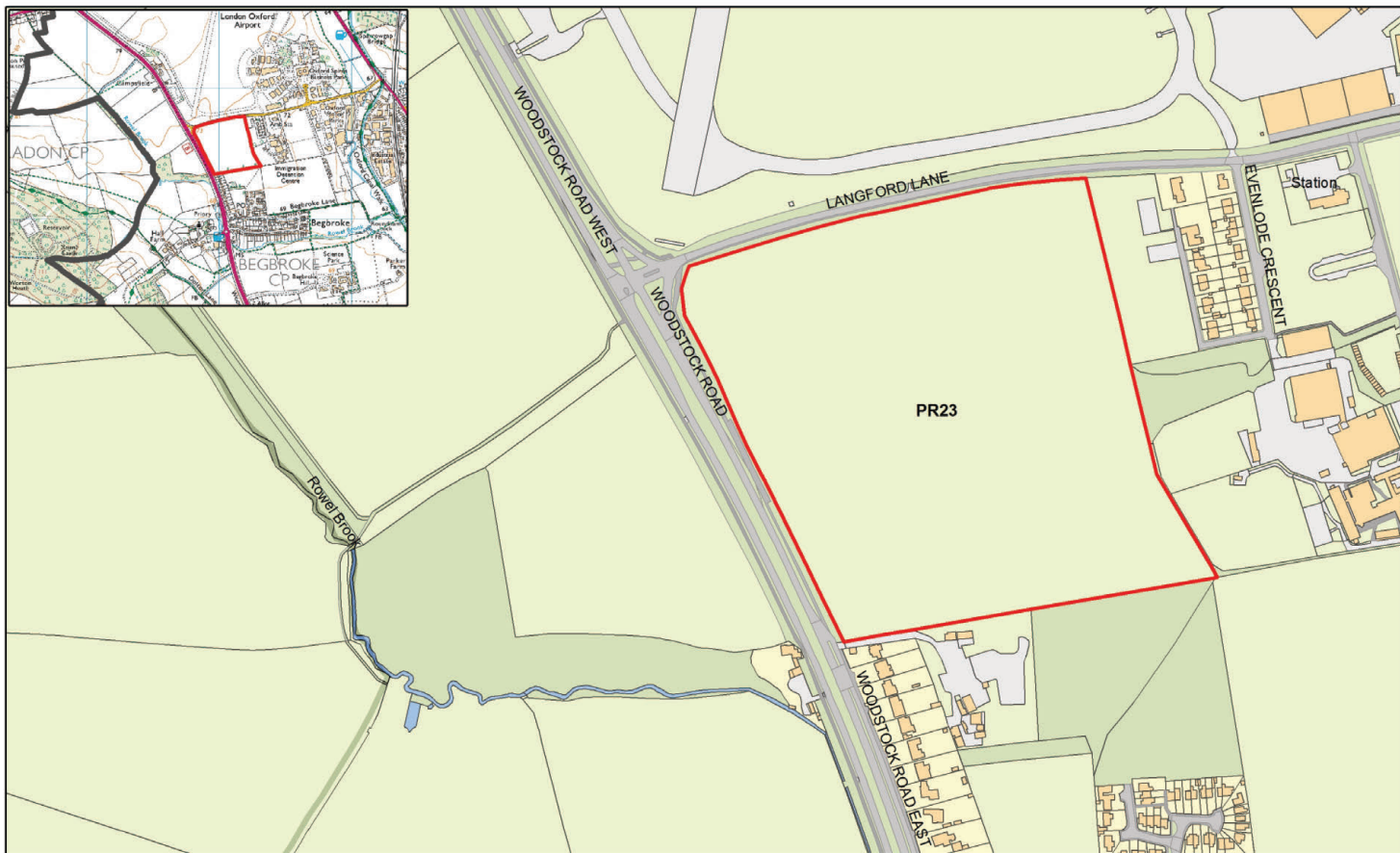
Site PR20 - Begbroke



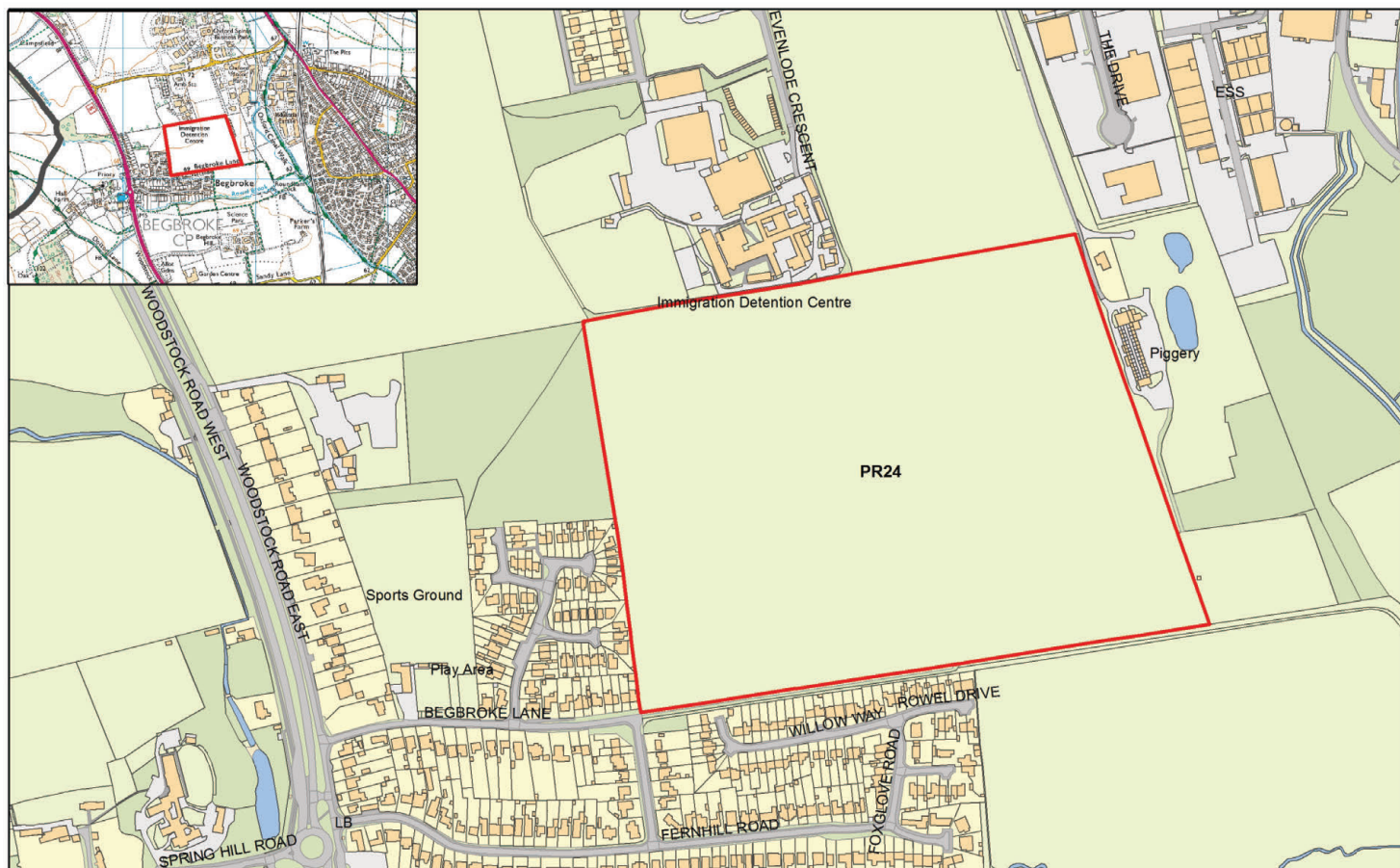




Site PR23 - Begbroke



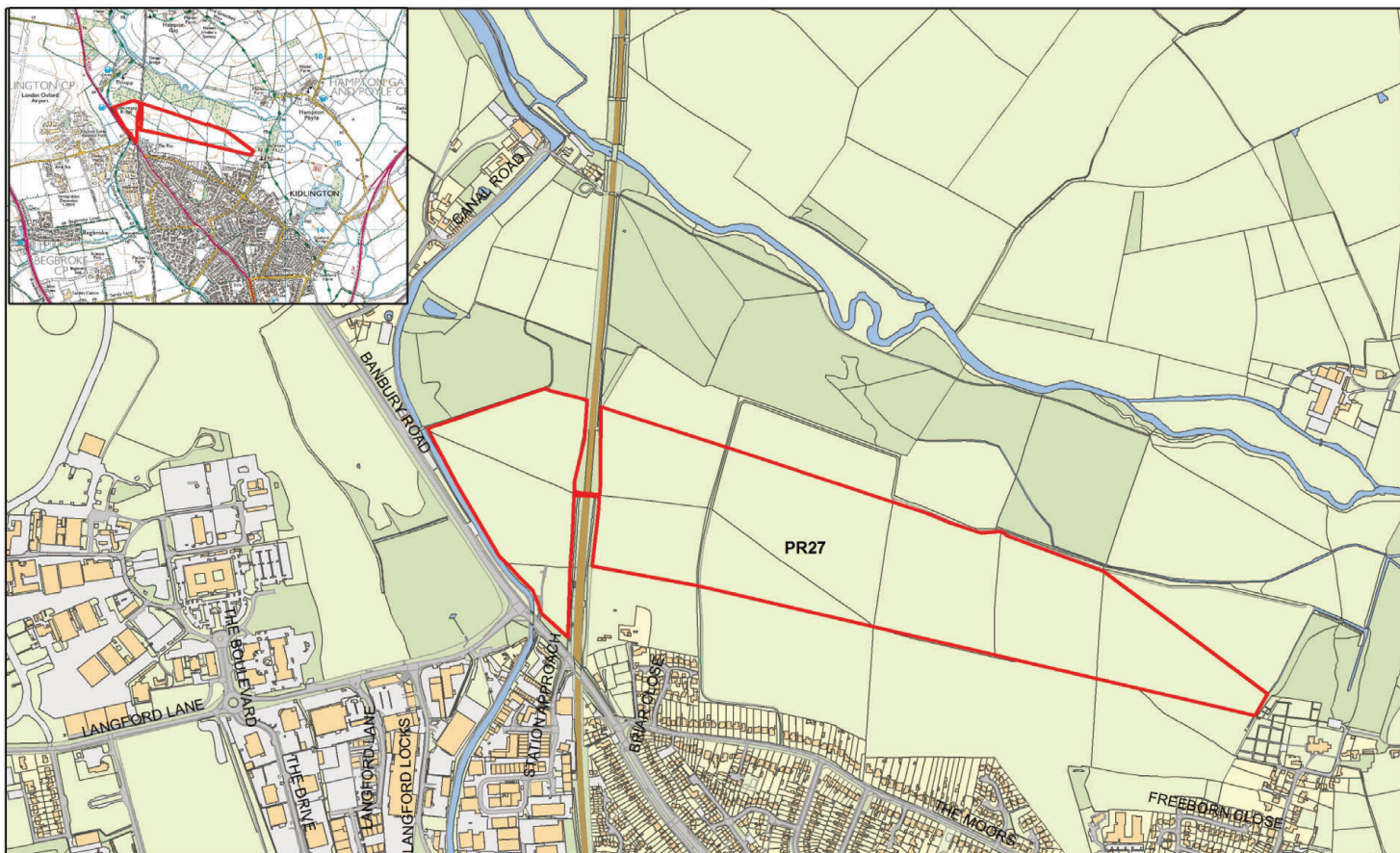
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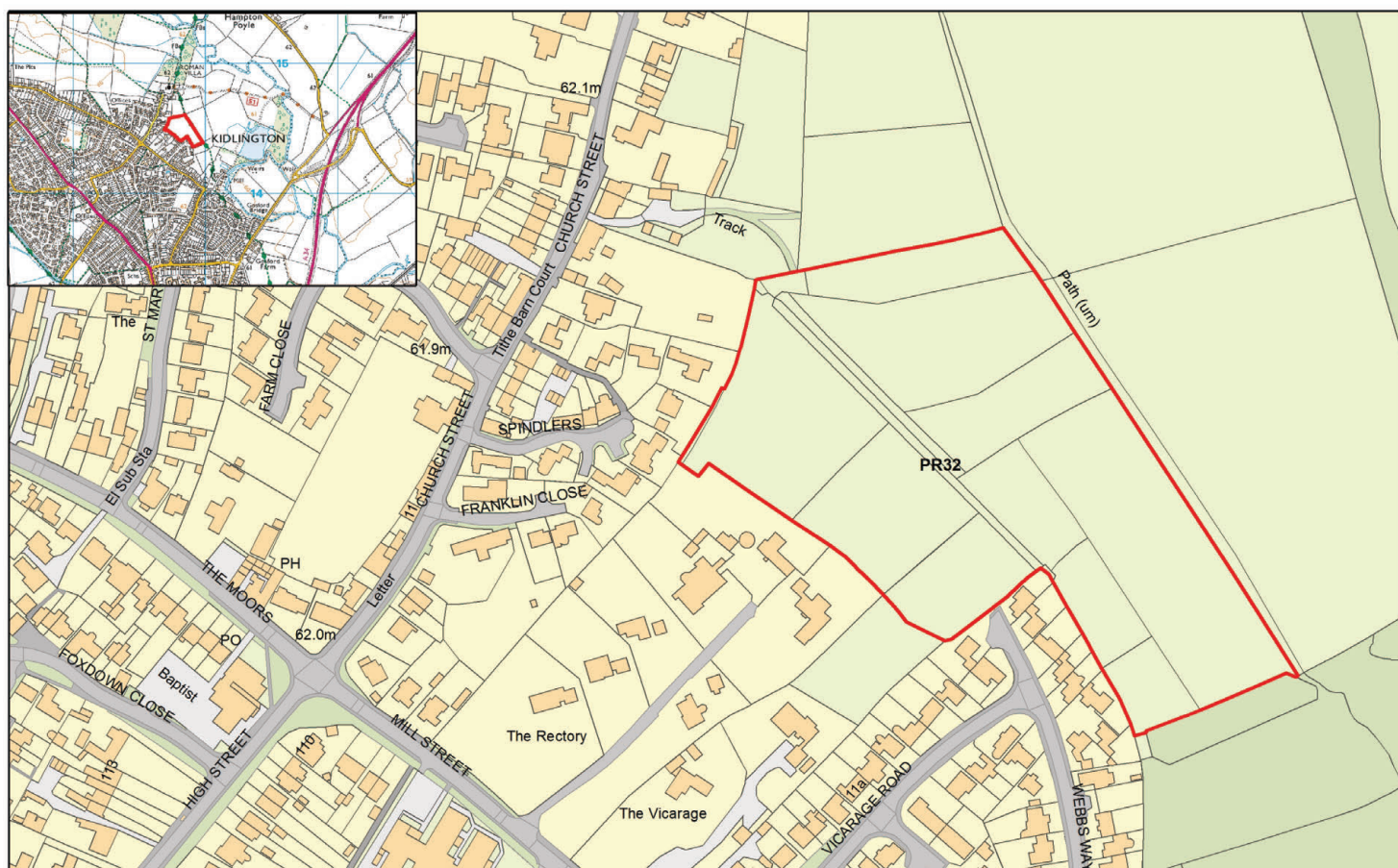




Site PR27 - Kidlington



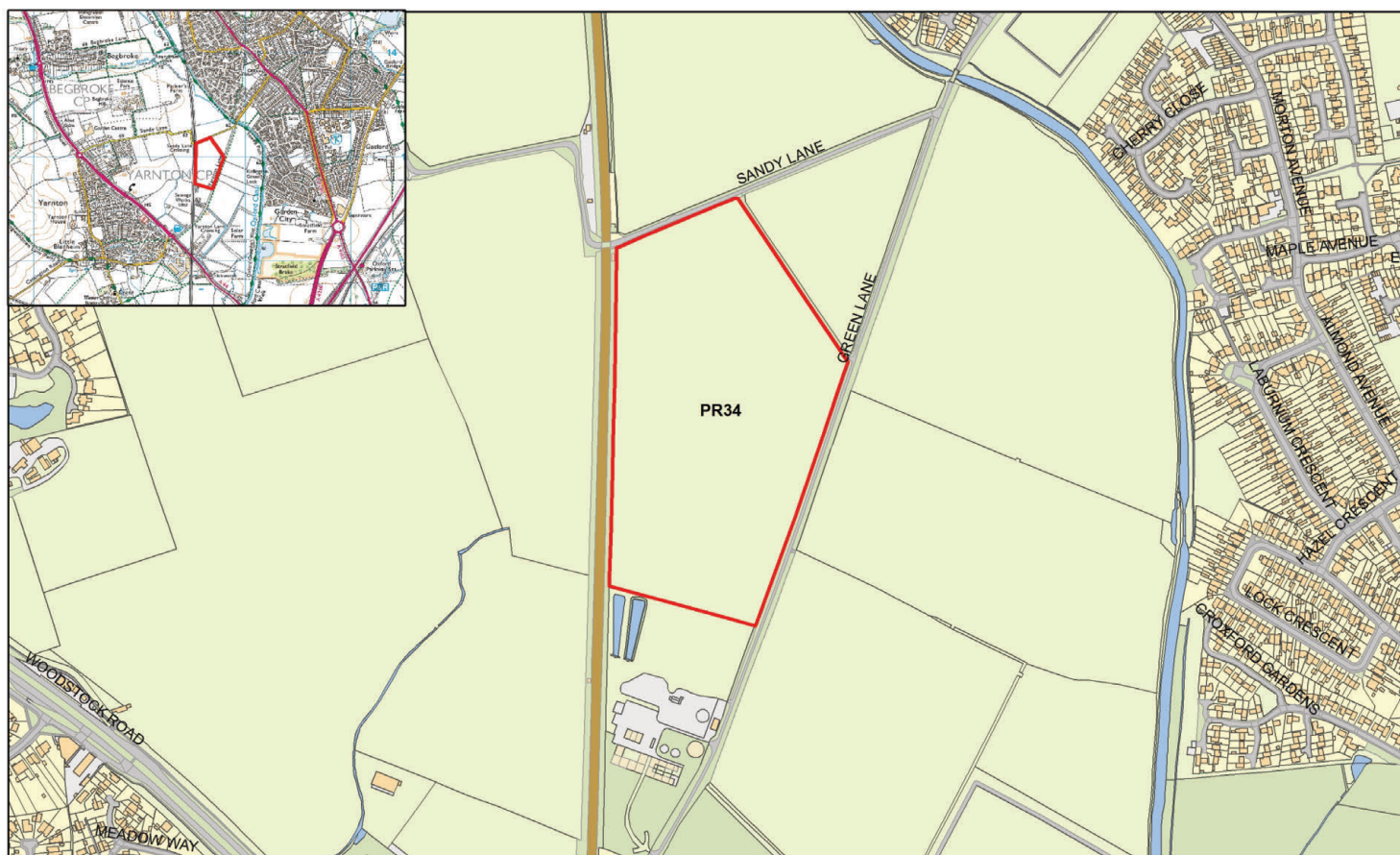
Site PR32 - Kidlington



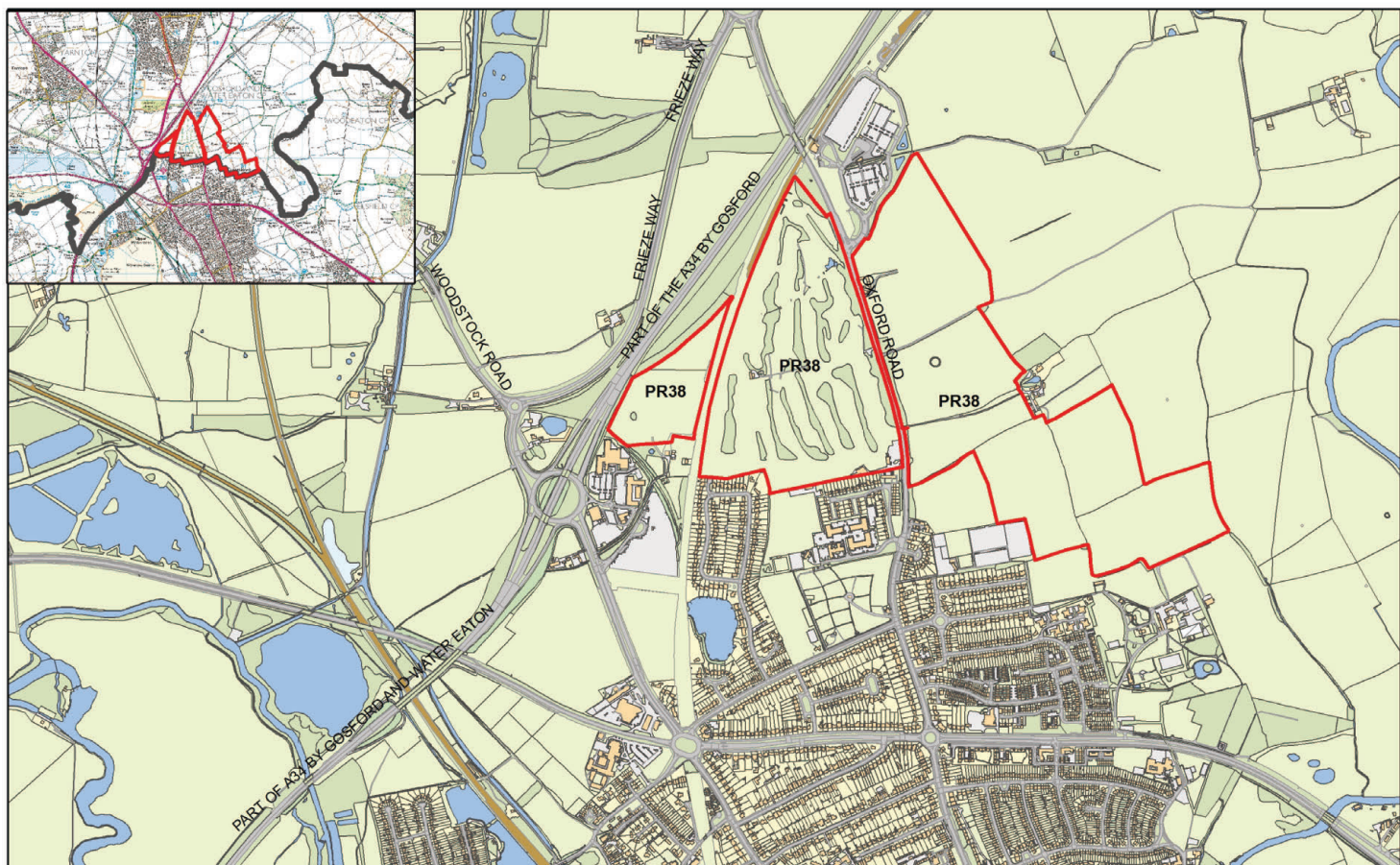




Site PR34 - Begbroke



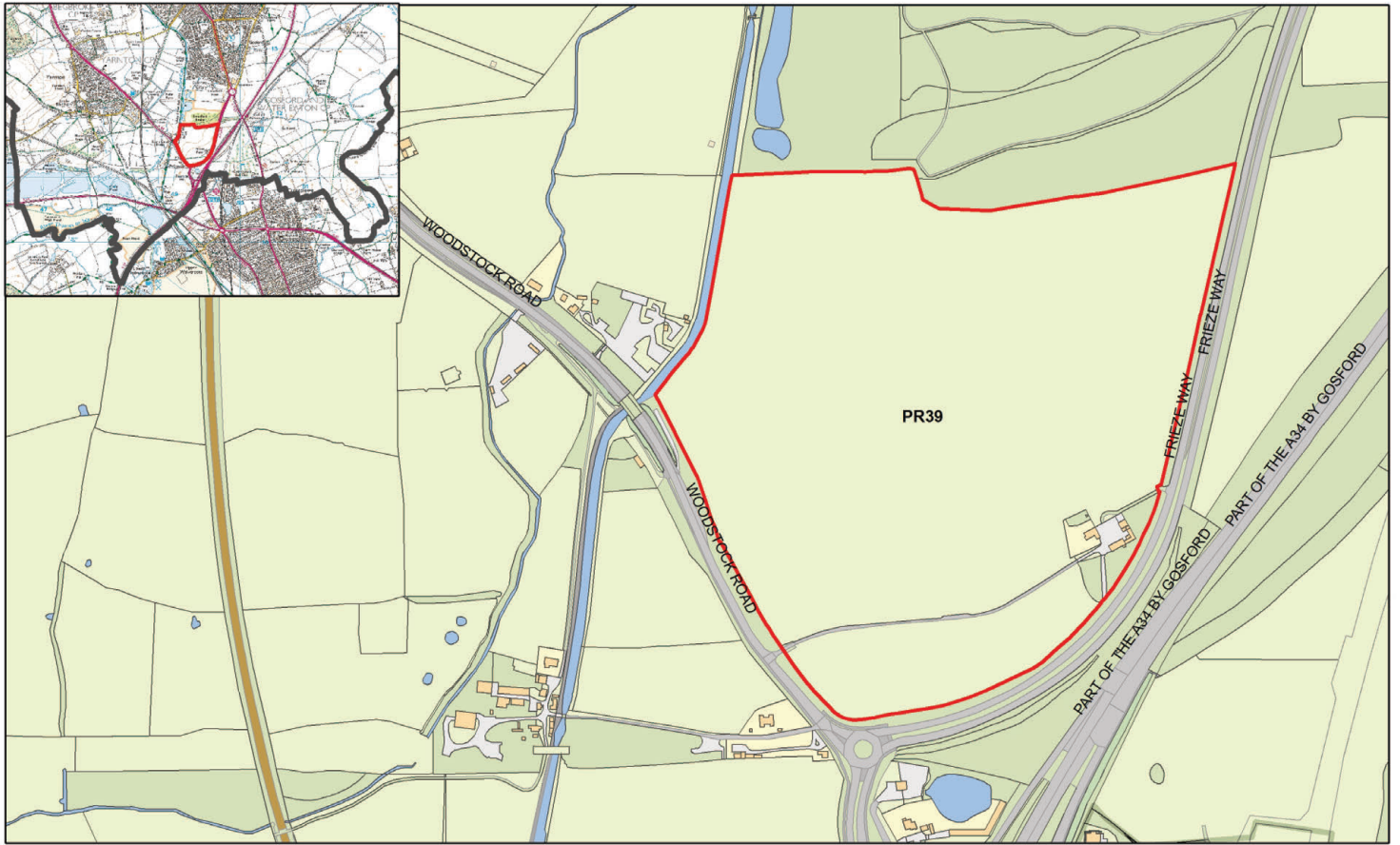
Site PR38 - Kidlington



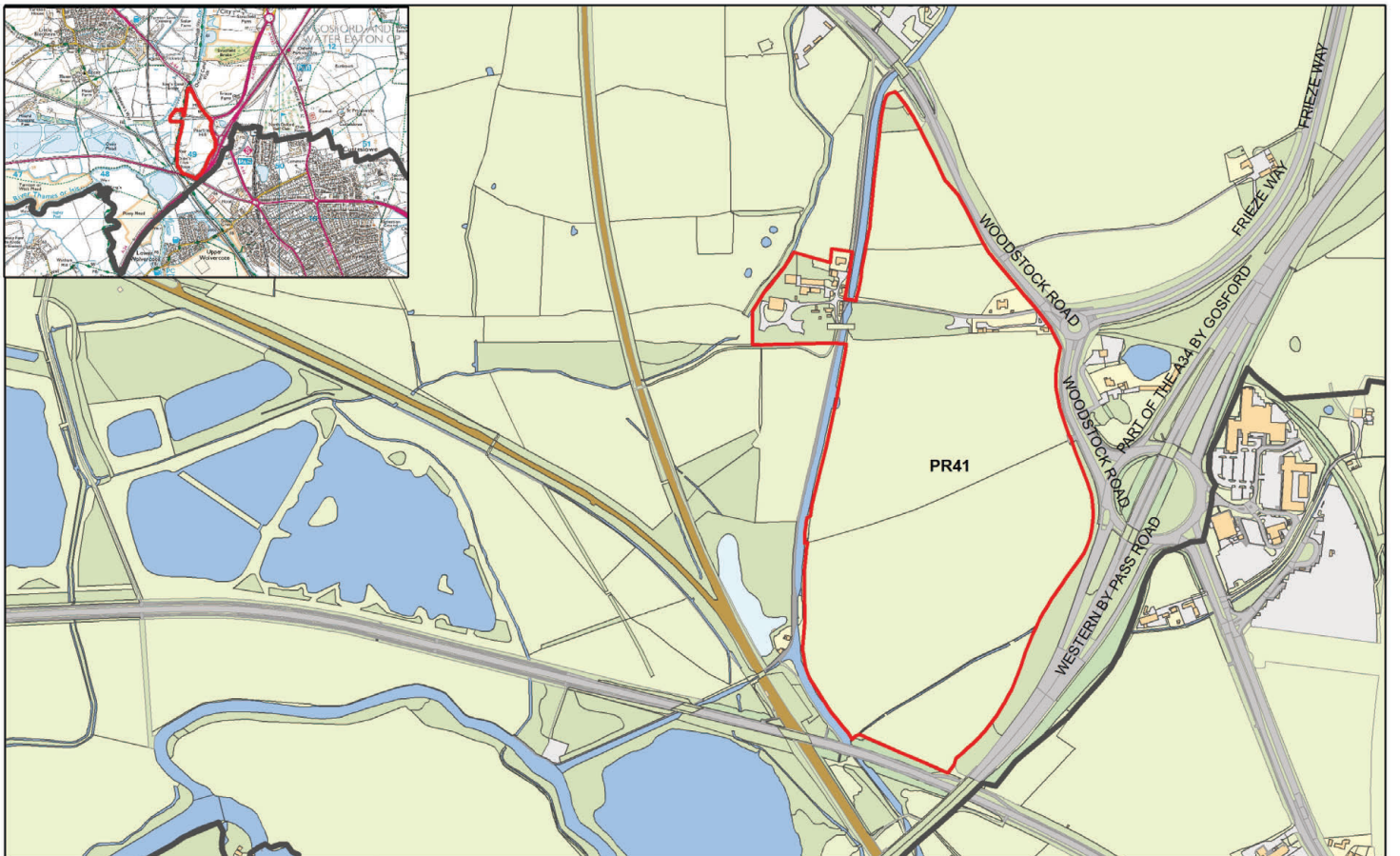




Site PR39 - Kidlington



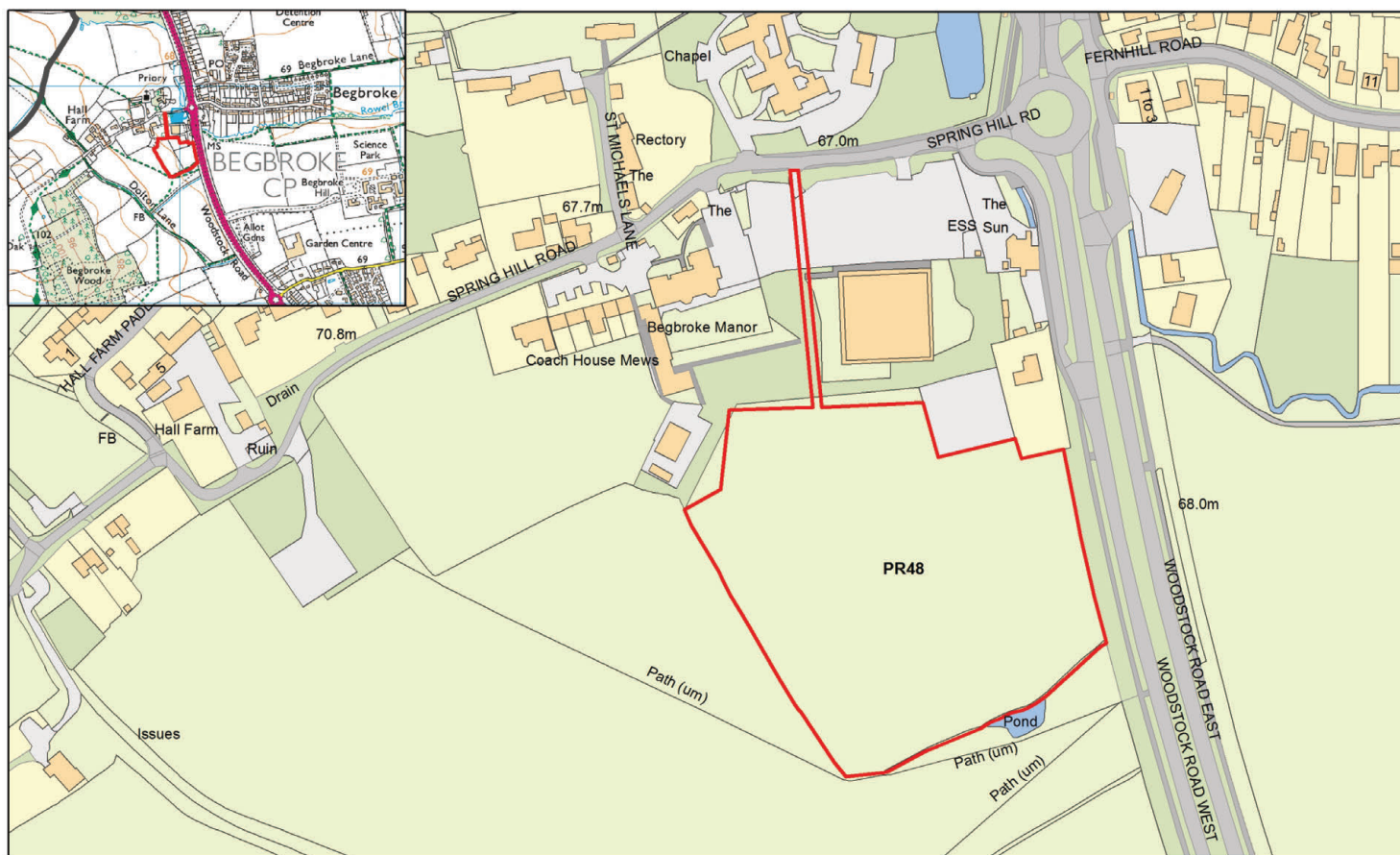
Site PR41 - Kidlington



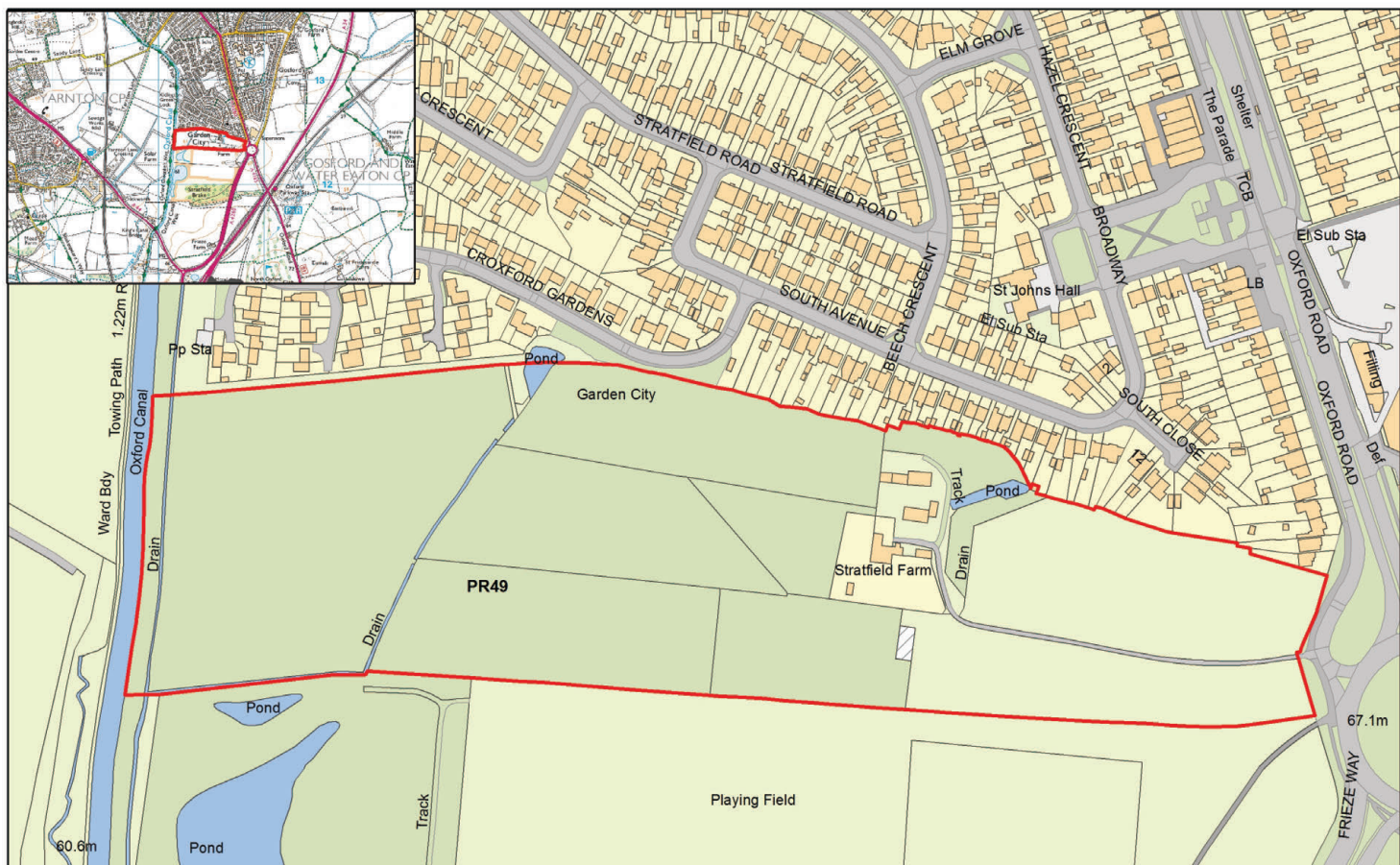




Site PR48 - Begbroke



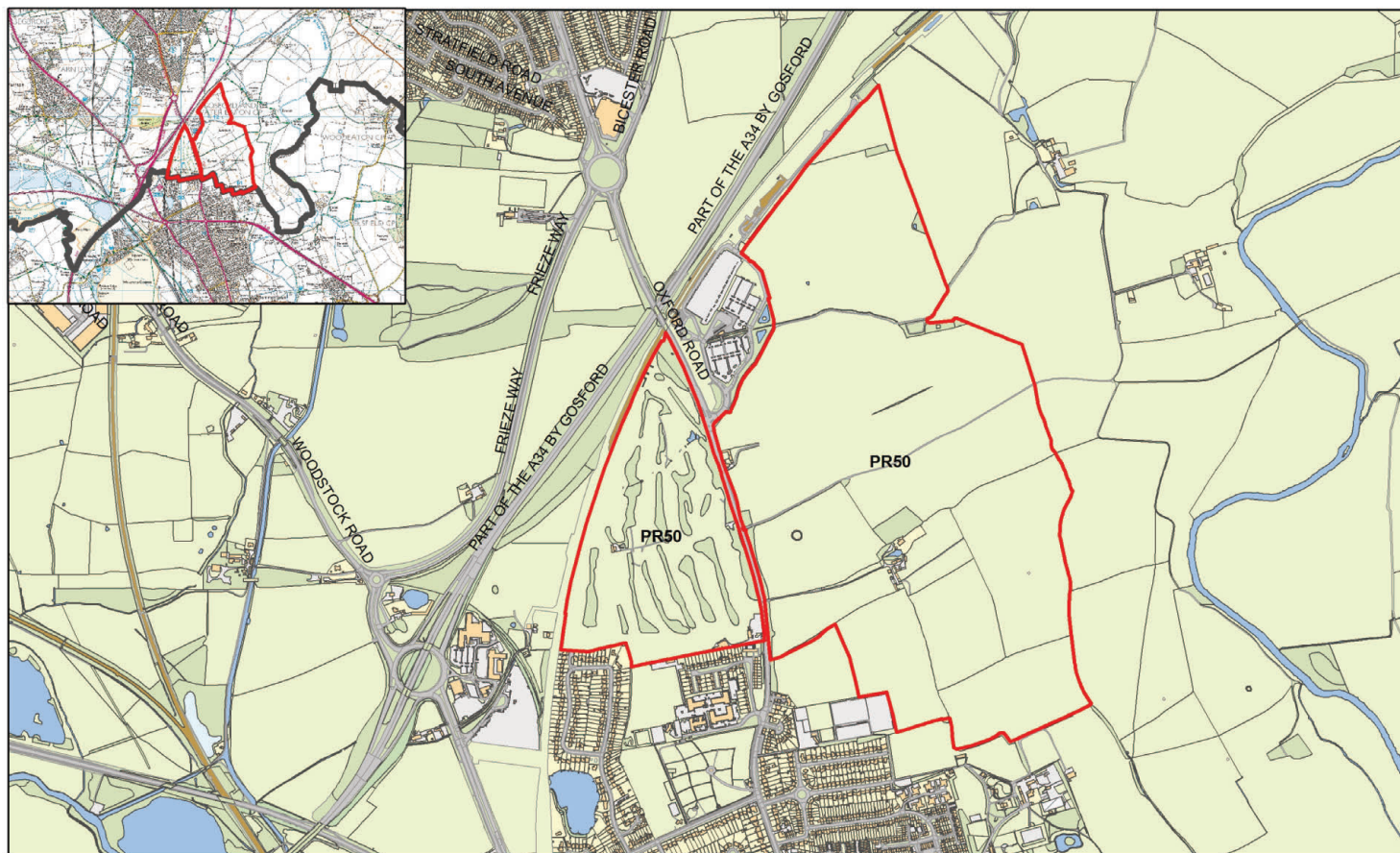
Site PR49 - Kidlington



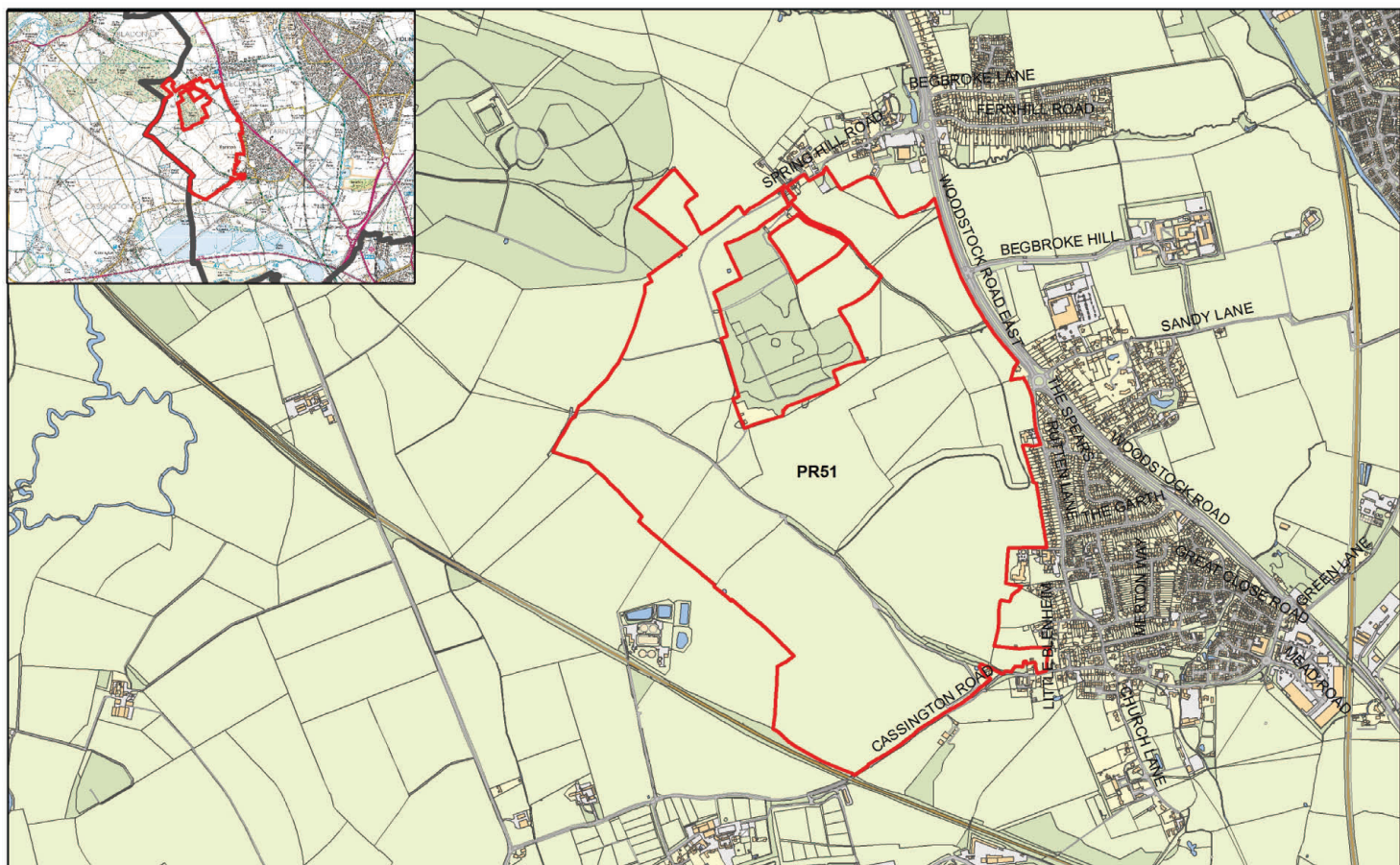




Site PR50 - Kidlington



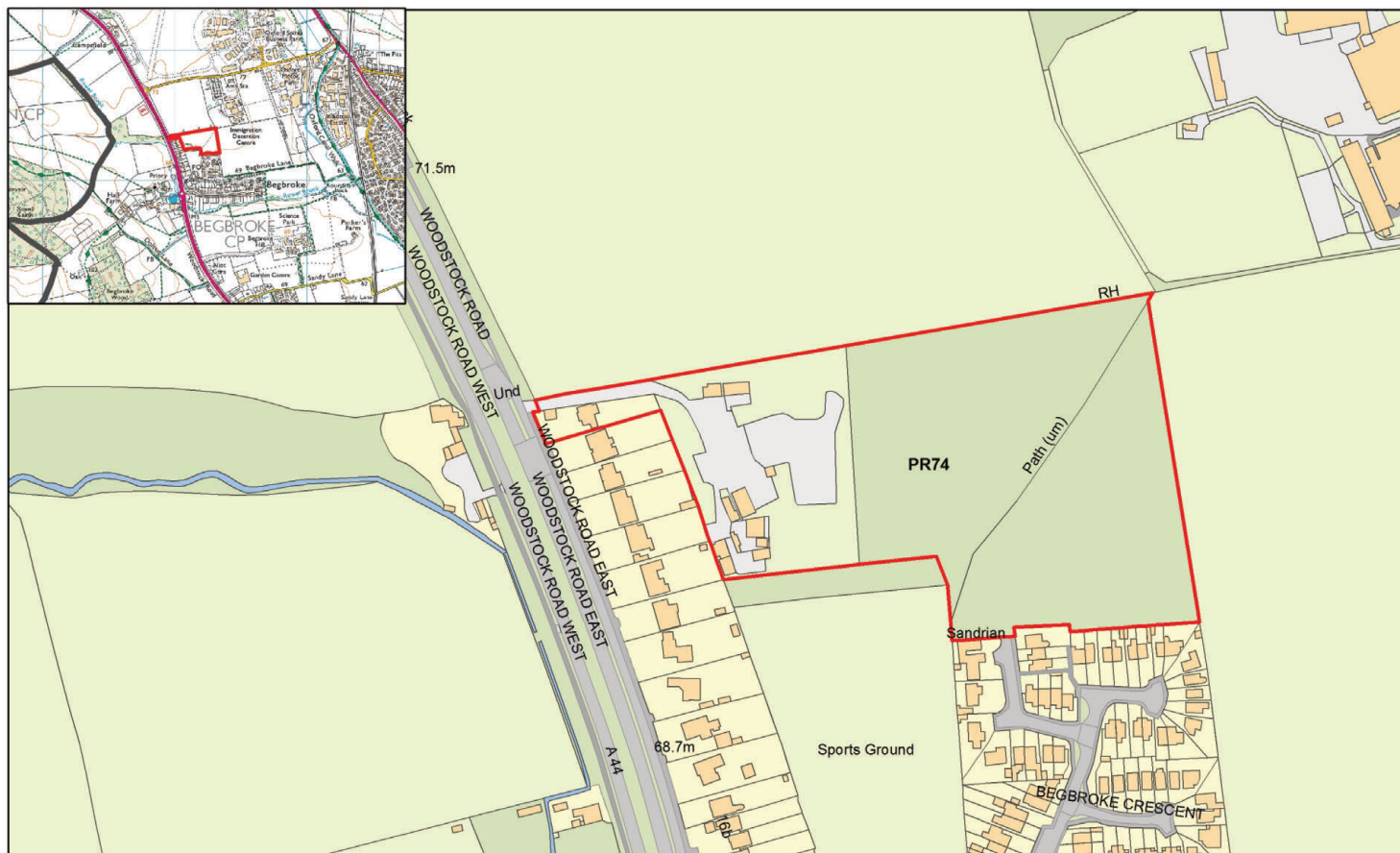
Site PR51 - Yarnton



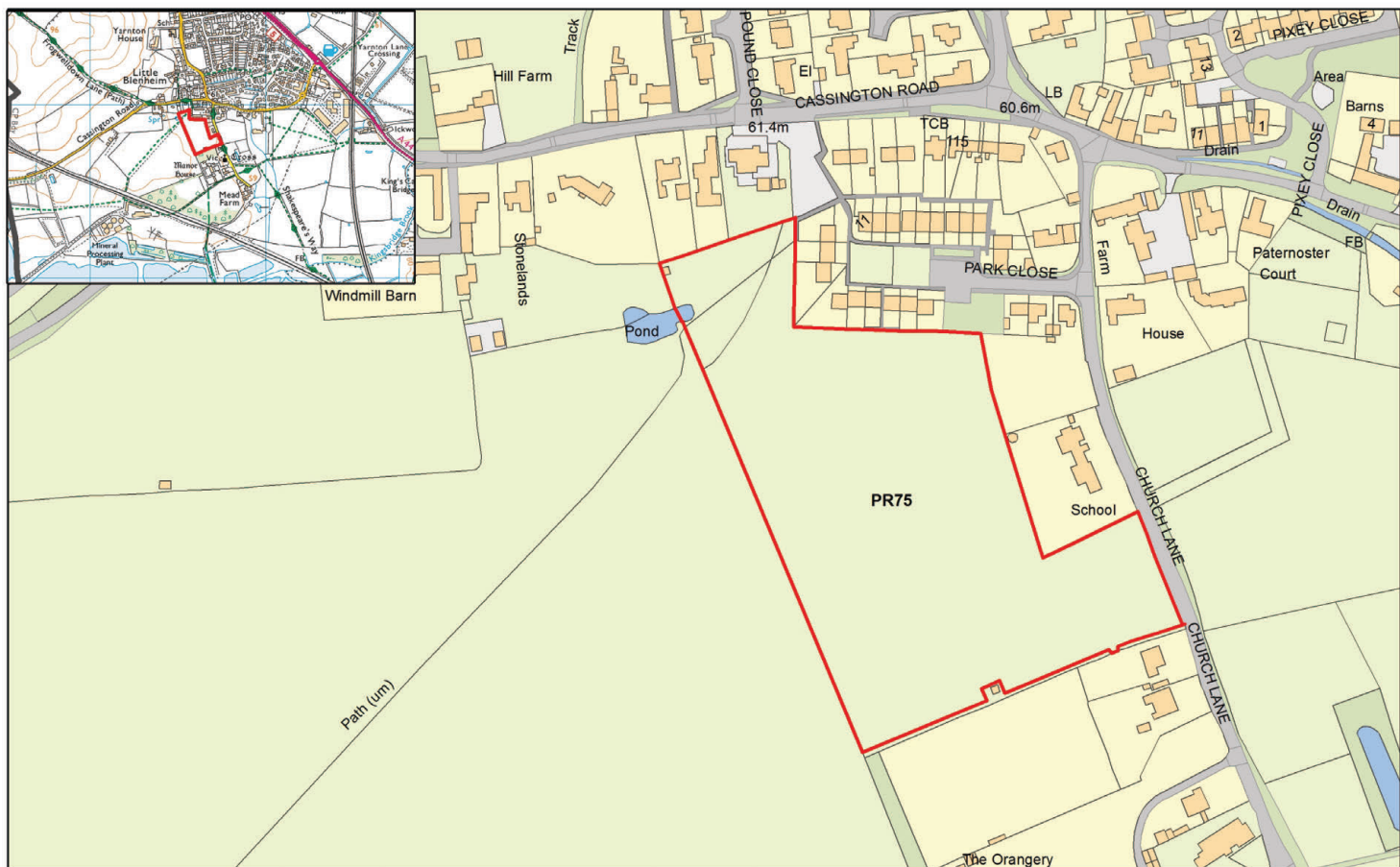




Site PR74 - Begbroke



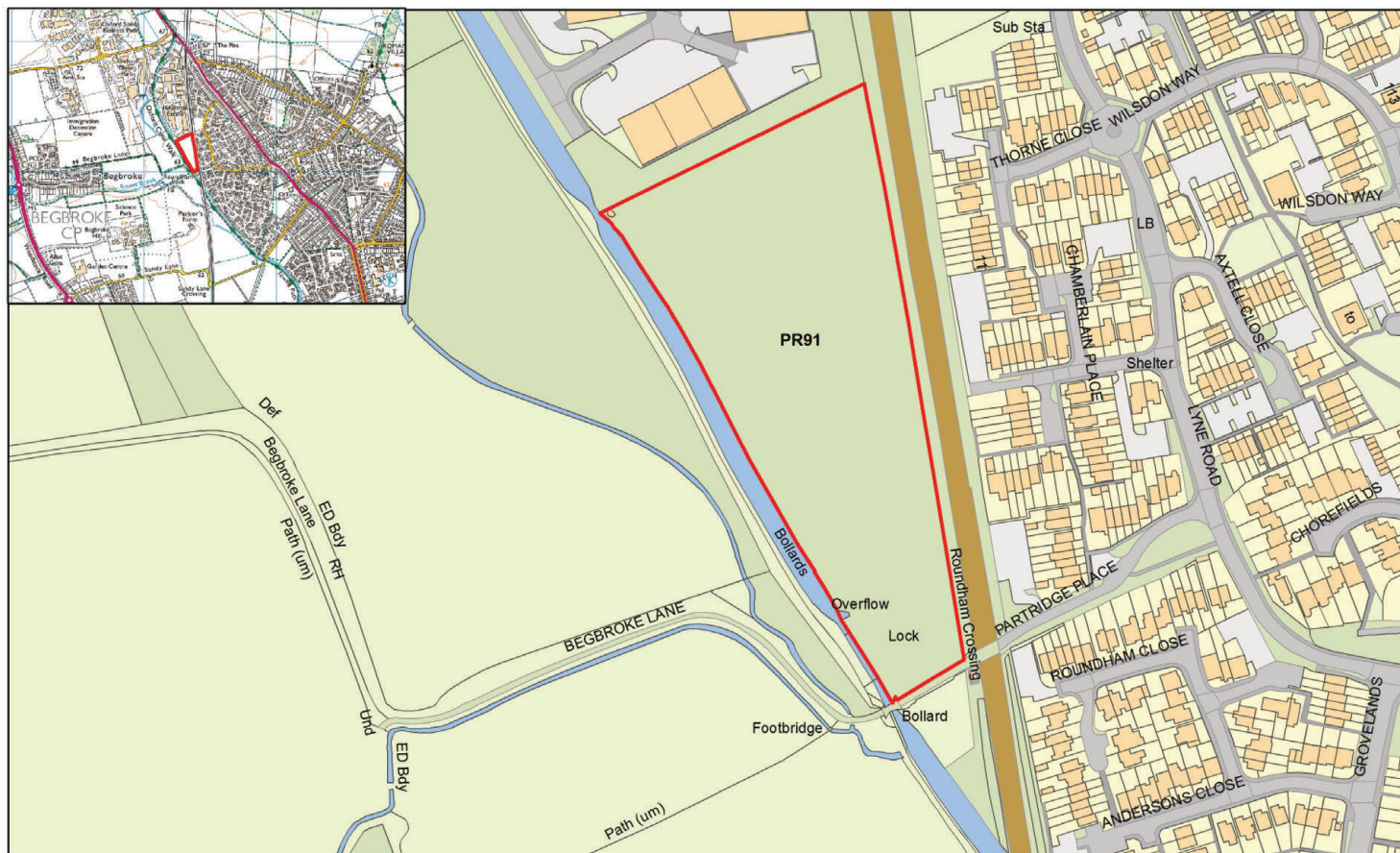
Site PR75 - Yarnton



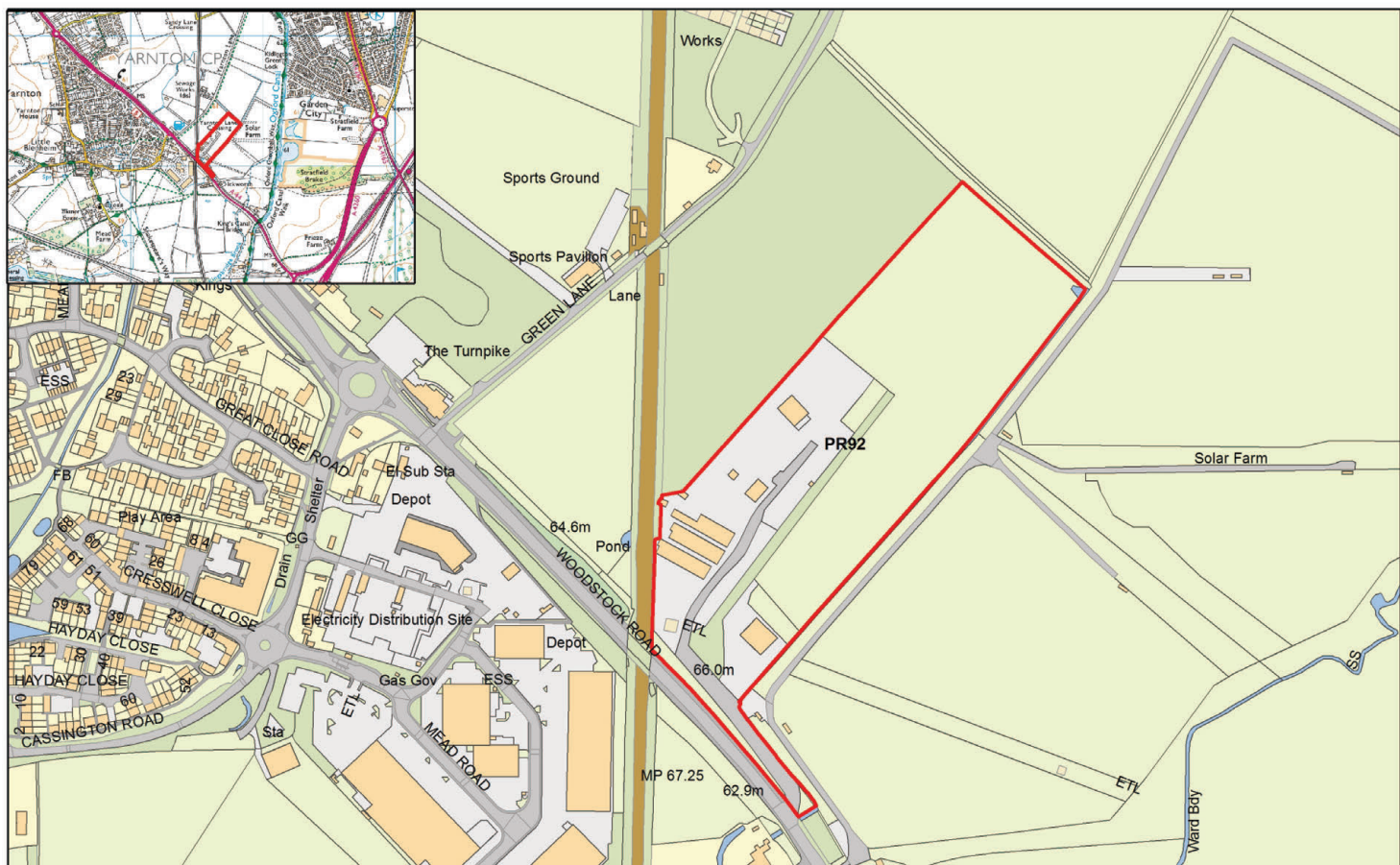




Site PR91 - Kidlington



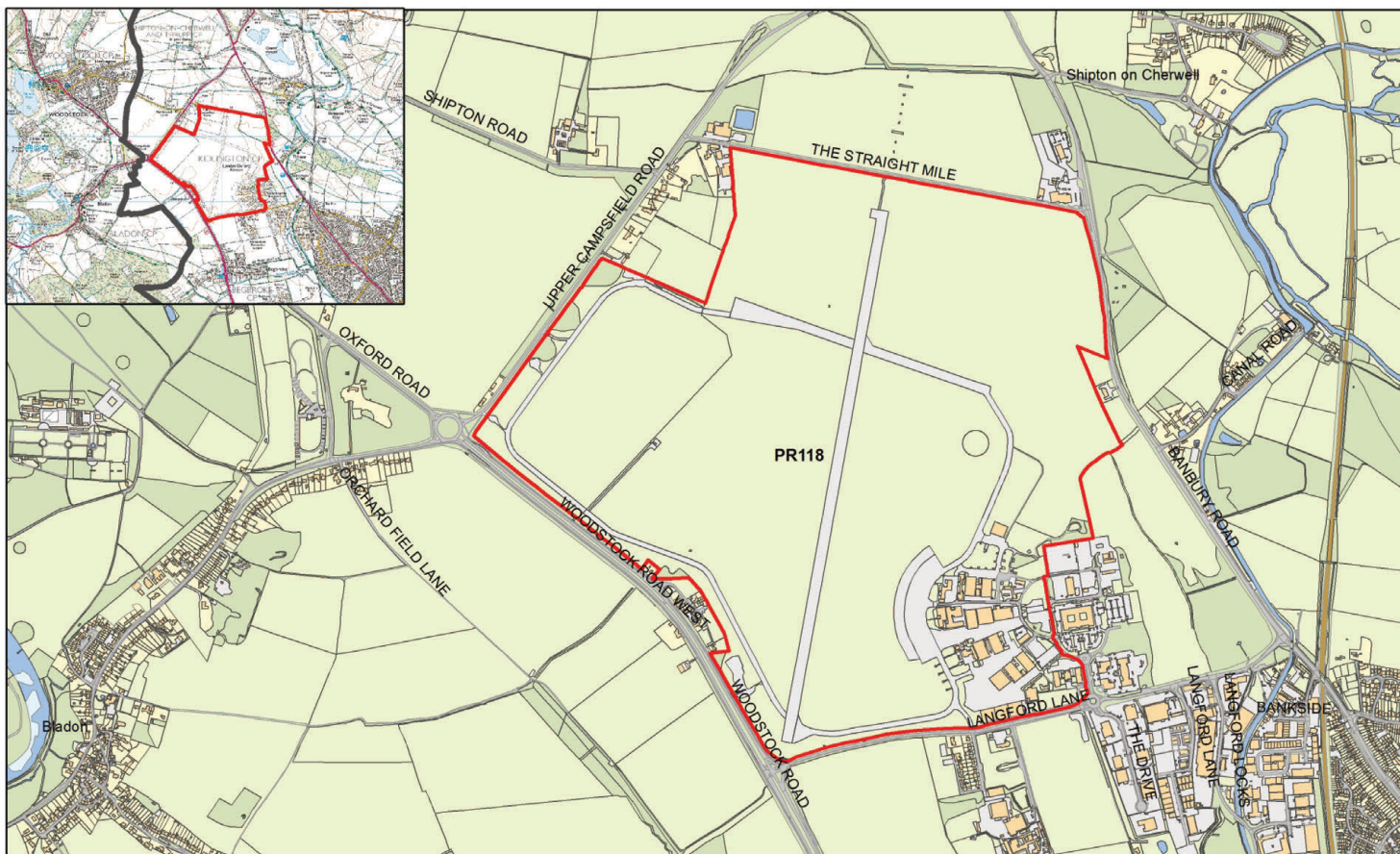
Site PR92 - Yarnton



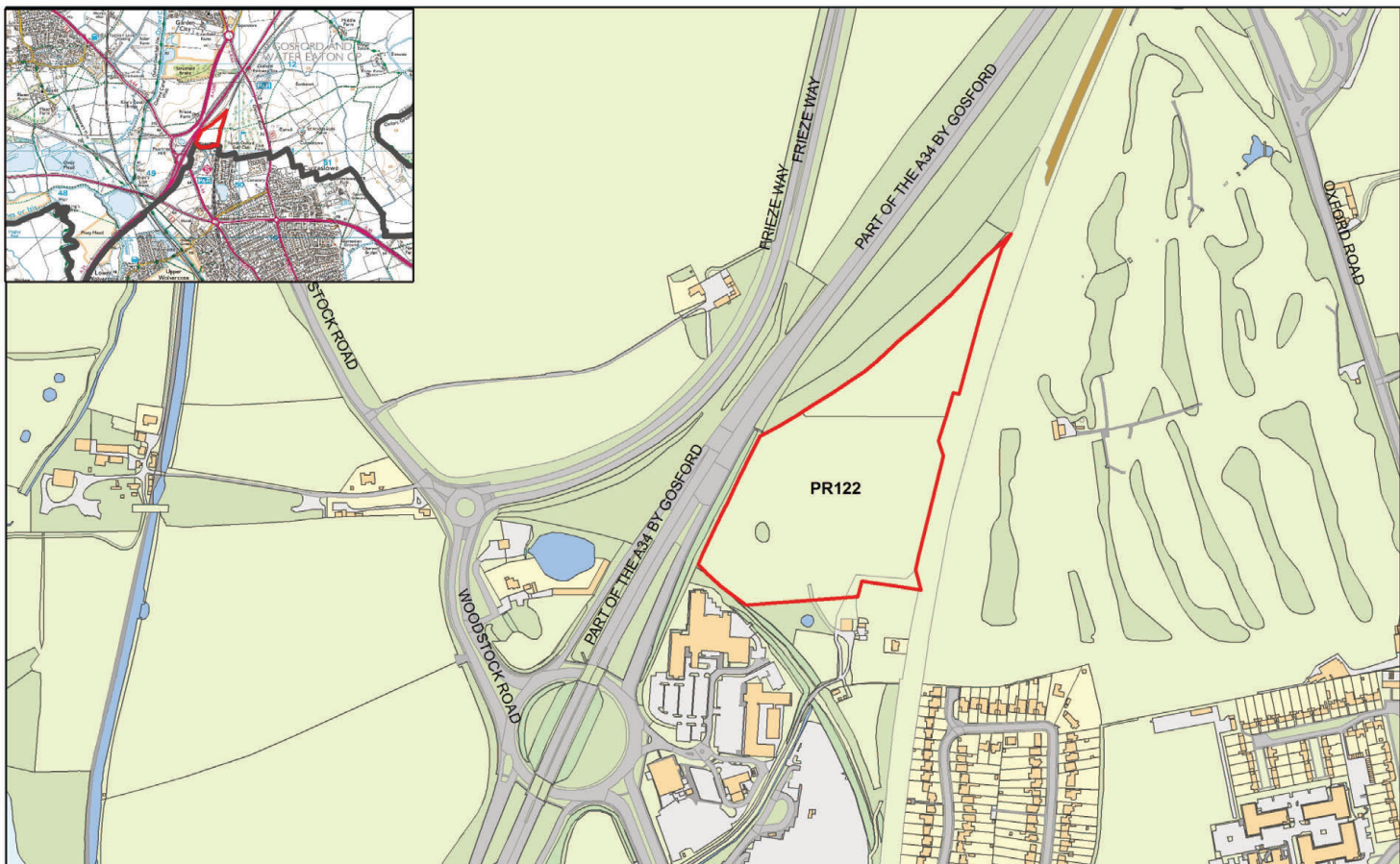




Site PR118 - Kidlington



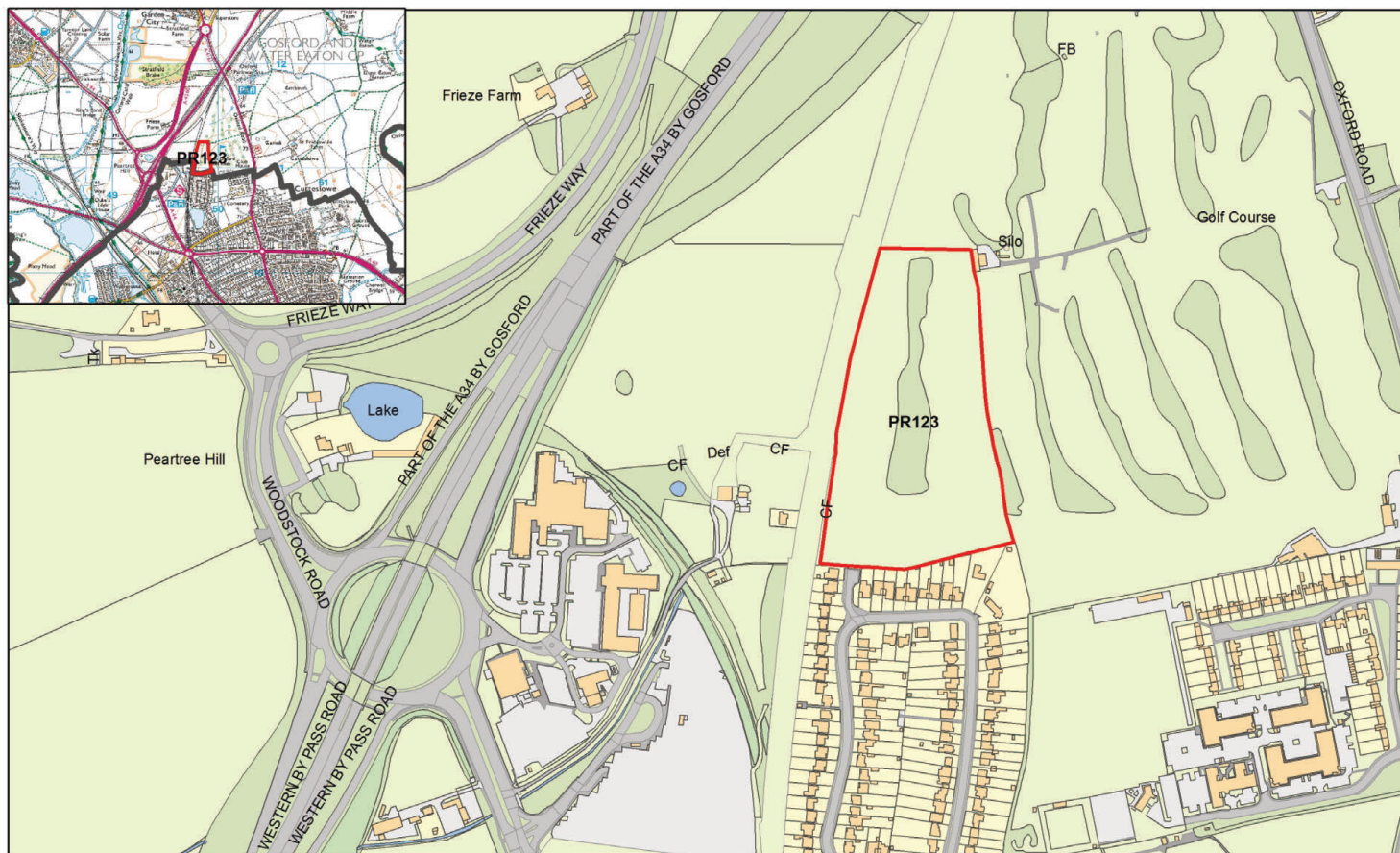
Site PR122 - Kidlington



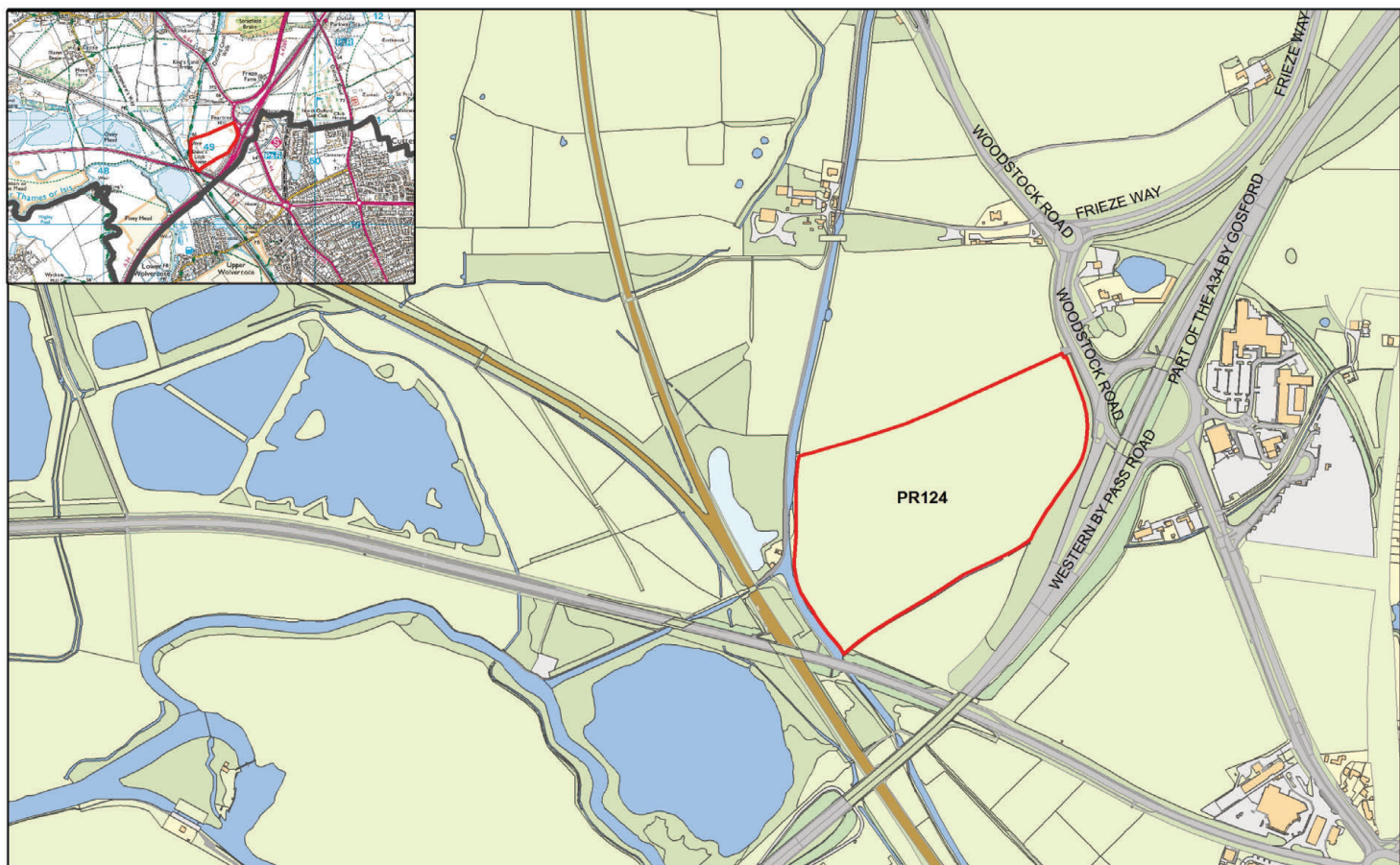




Site PR123 - Kidlington



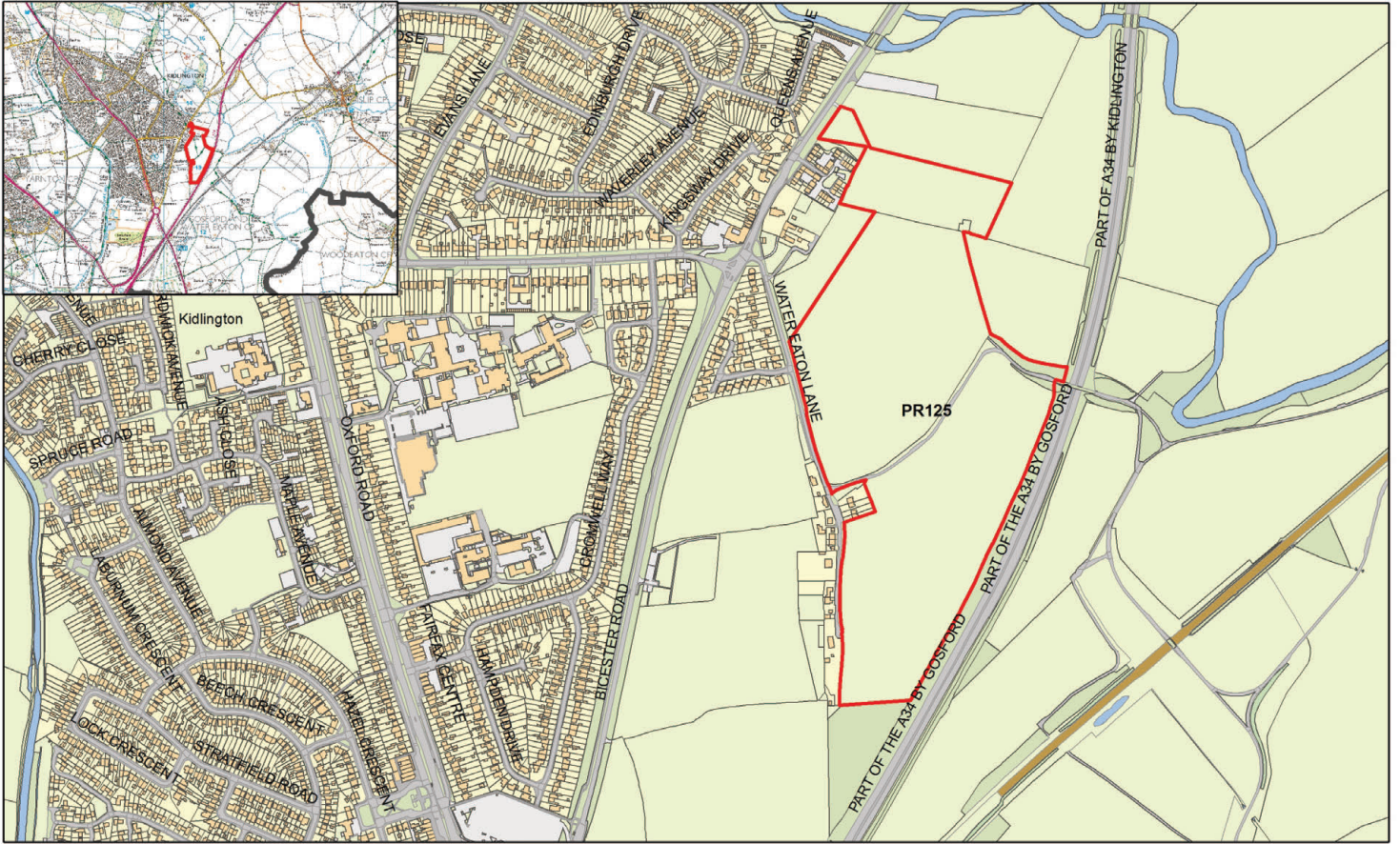
Site PR124 - Kidlington



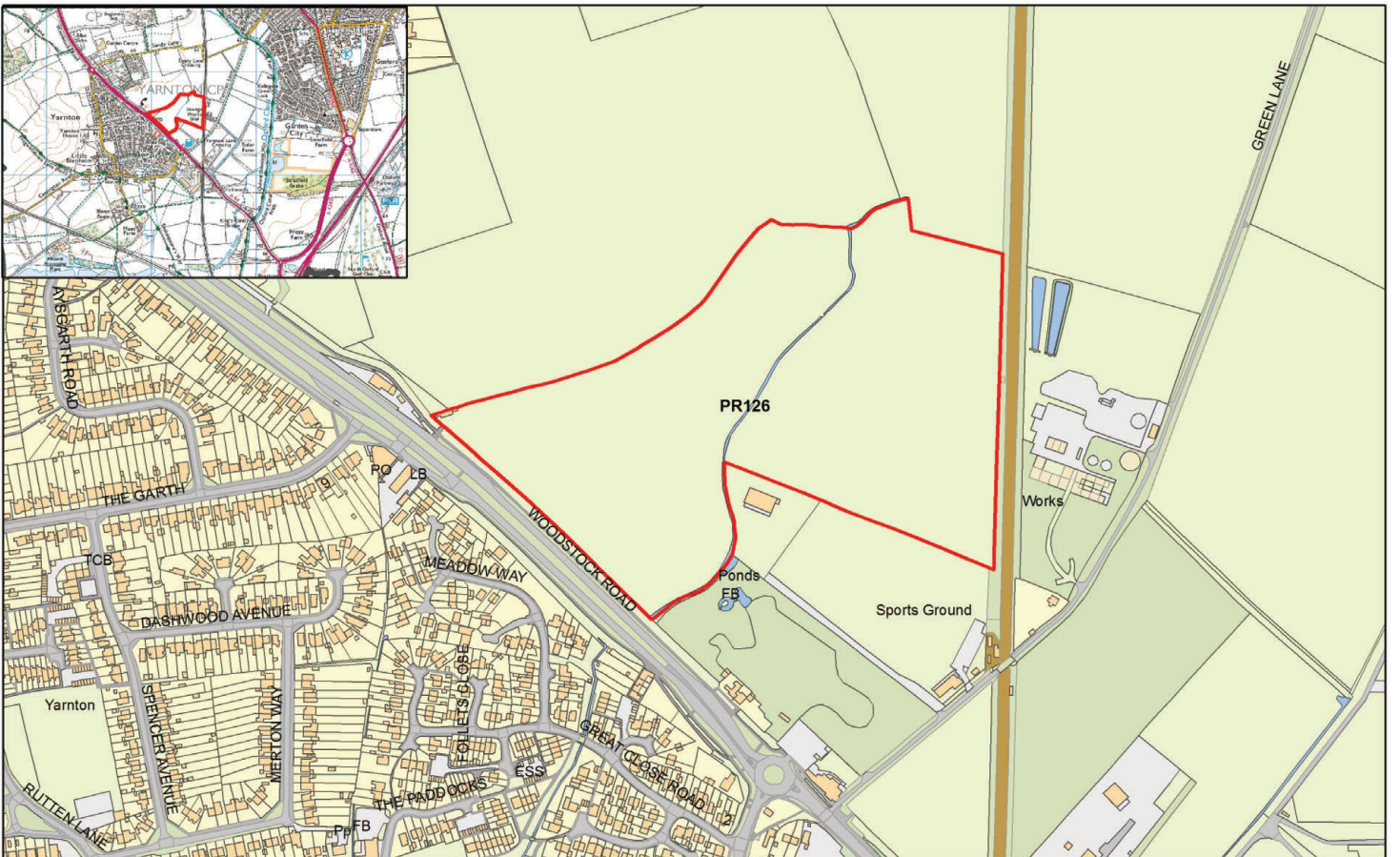




Site PR125 - Kidlington



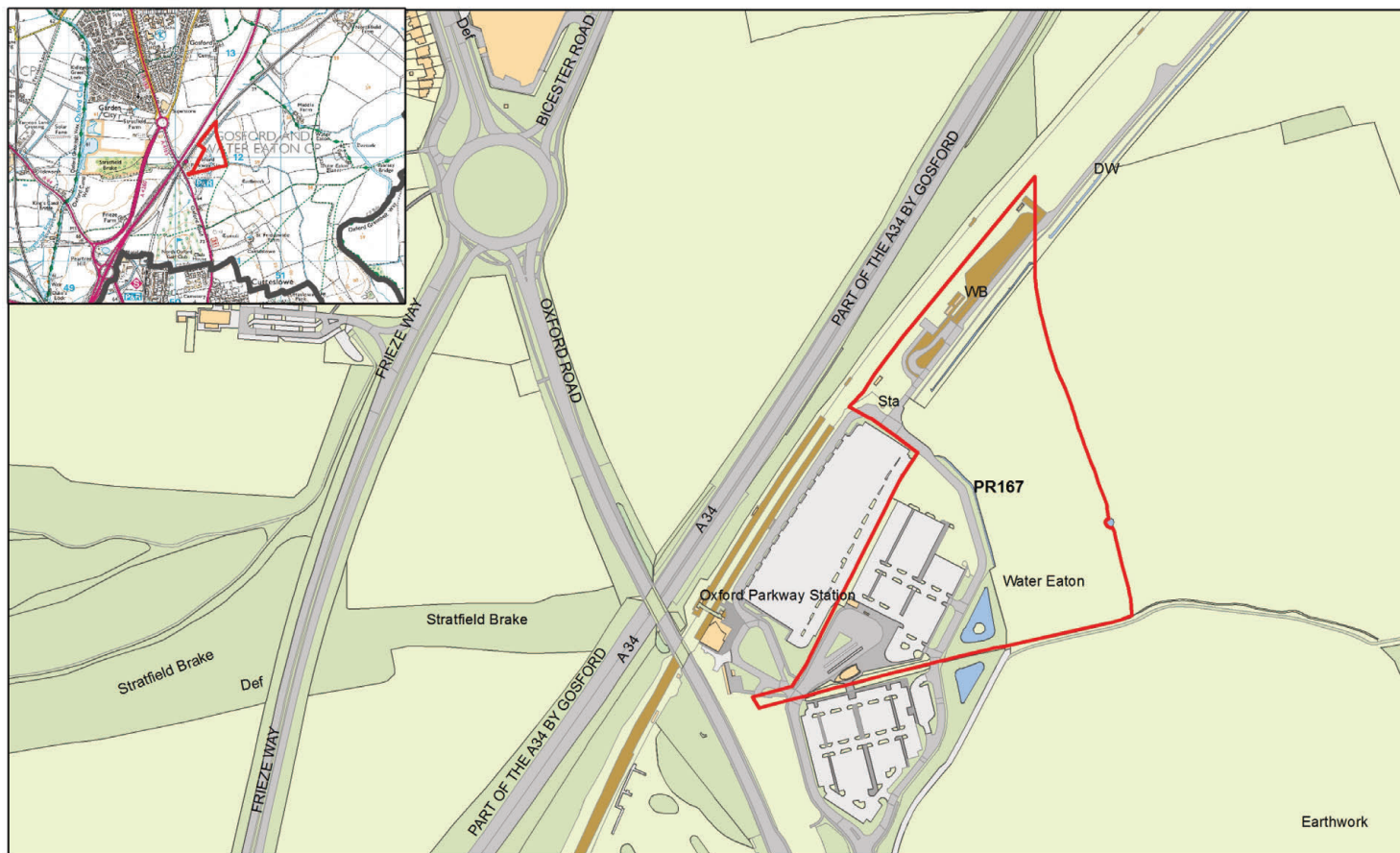
Site PR126 - Yarnton



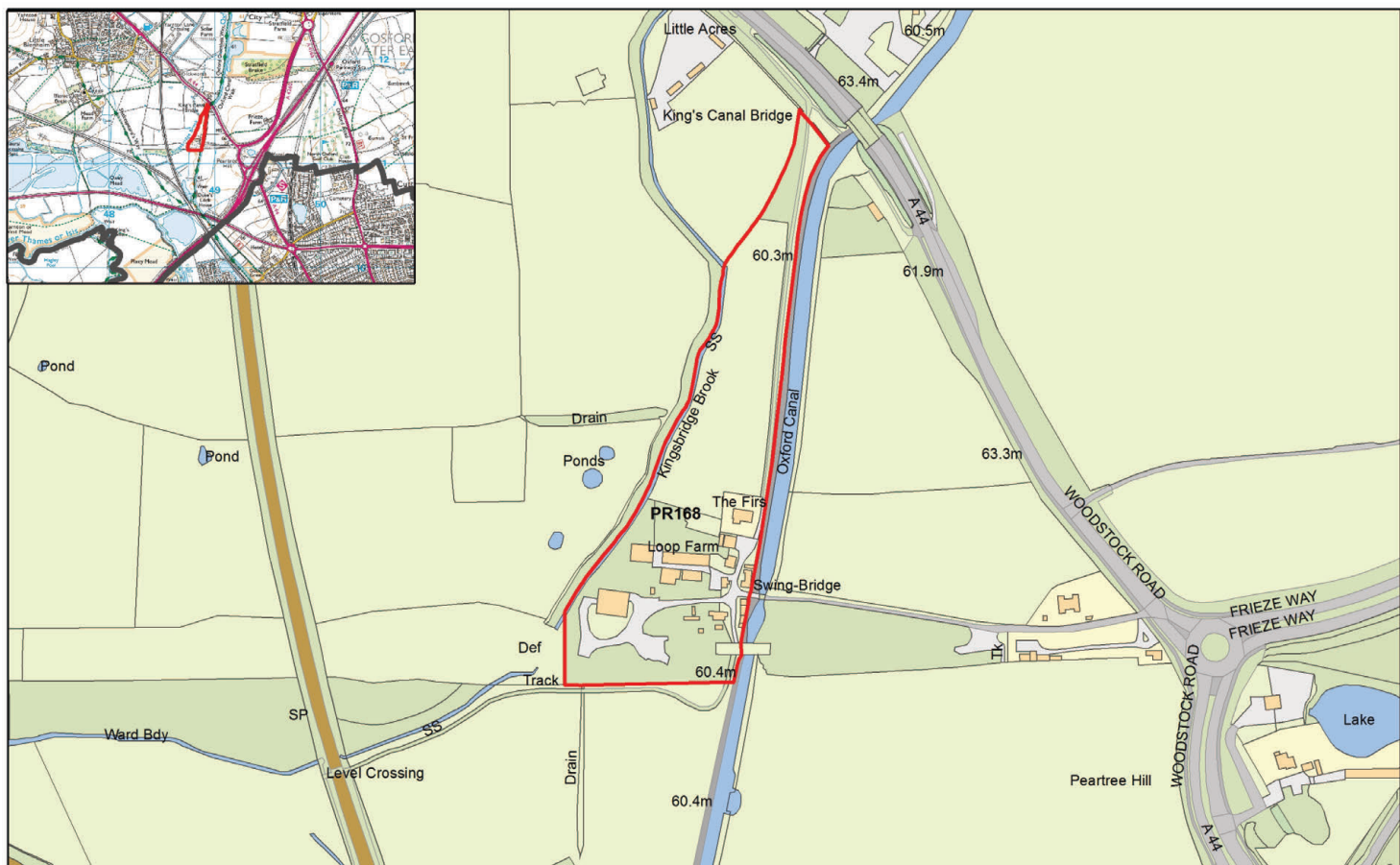




Site PR167 - Kidlington



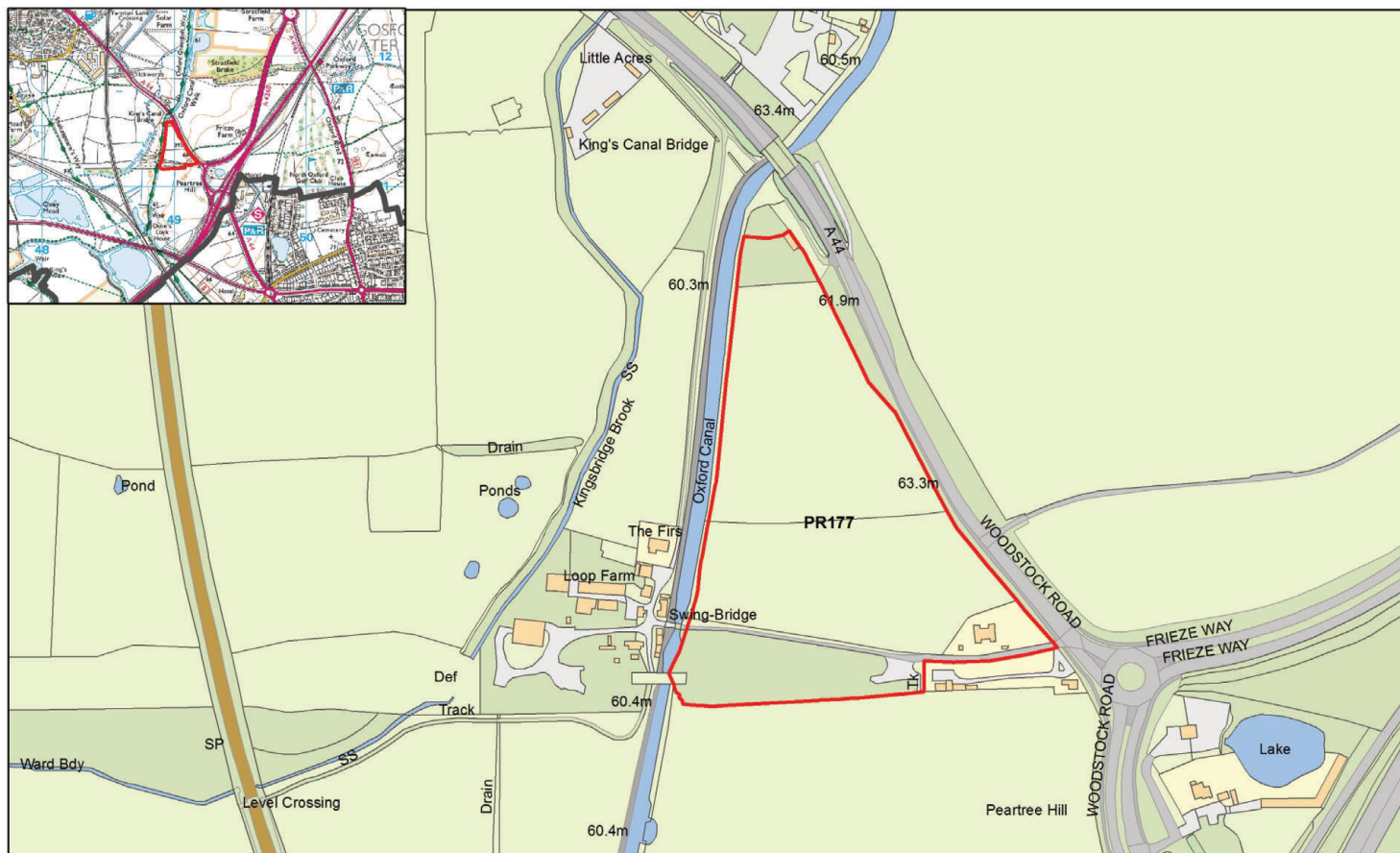
Site PR168 - Kidlington



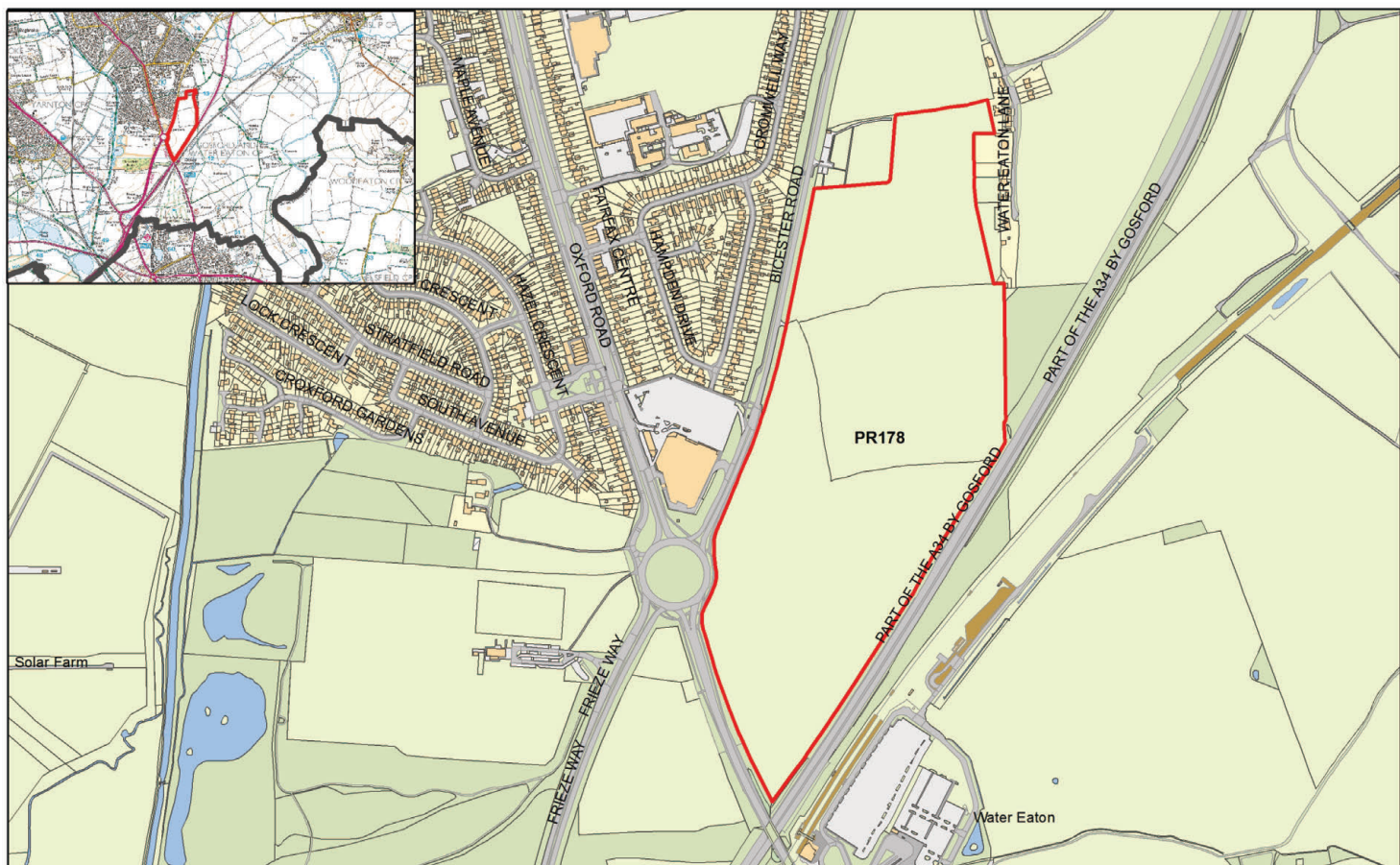




Site PR177 - Kidlington



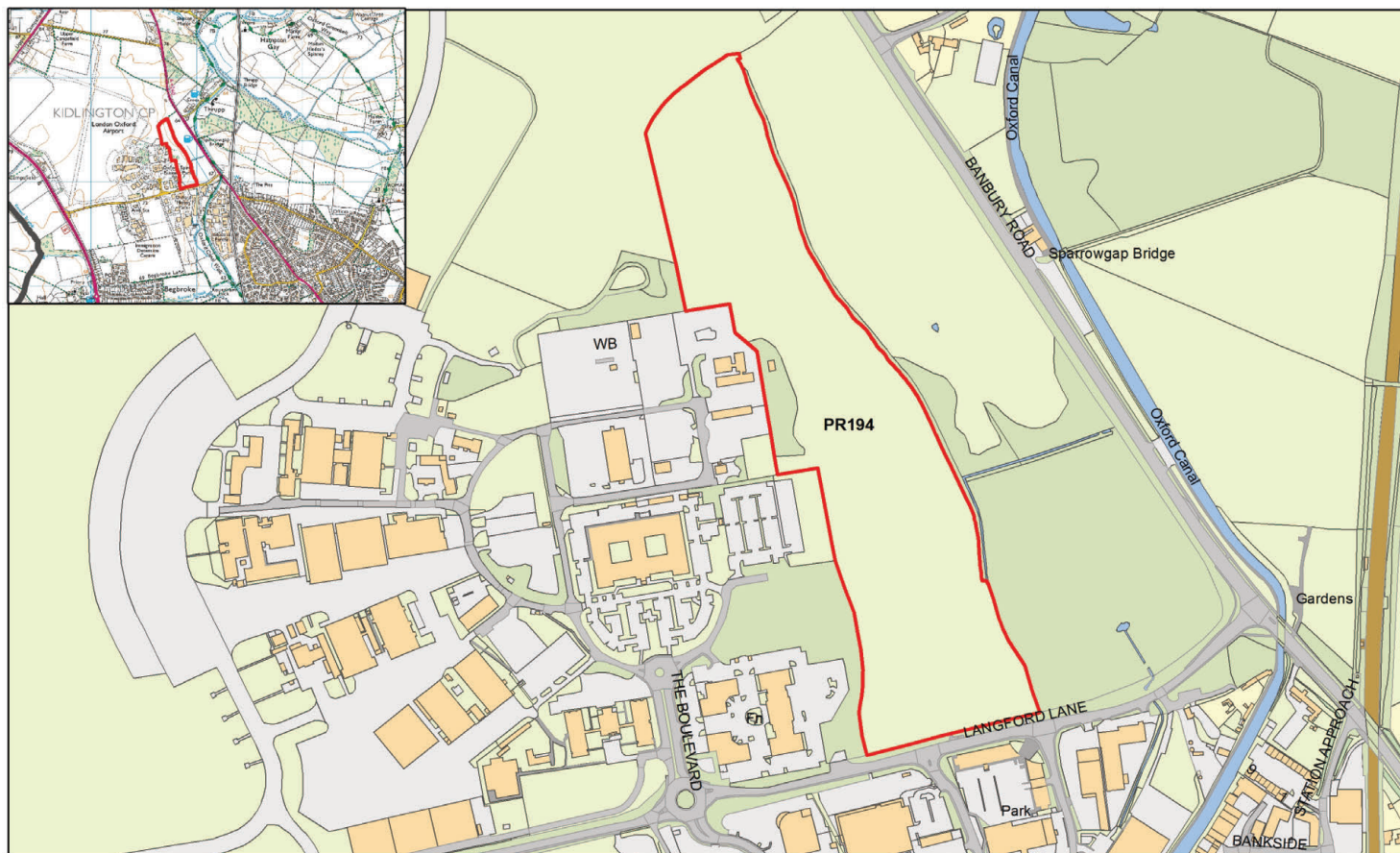
Site PR178 - Kidlington



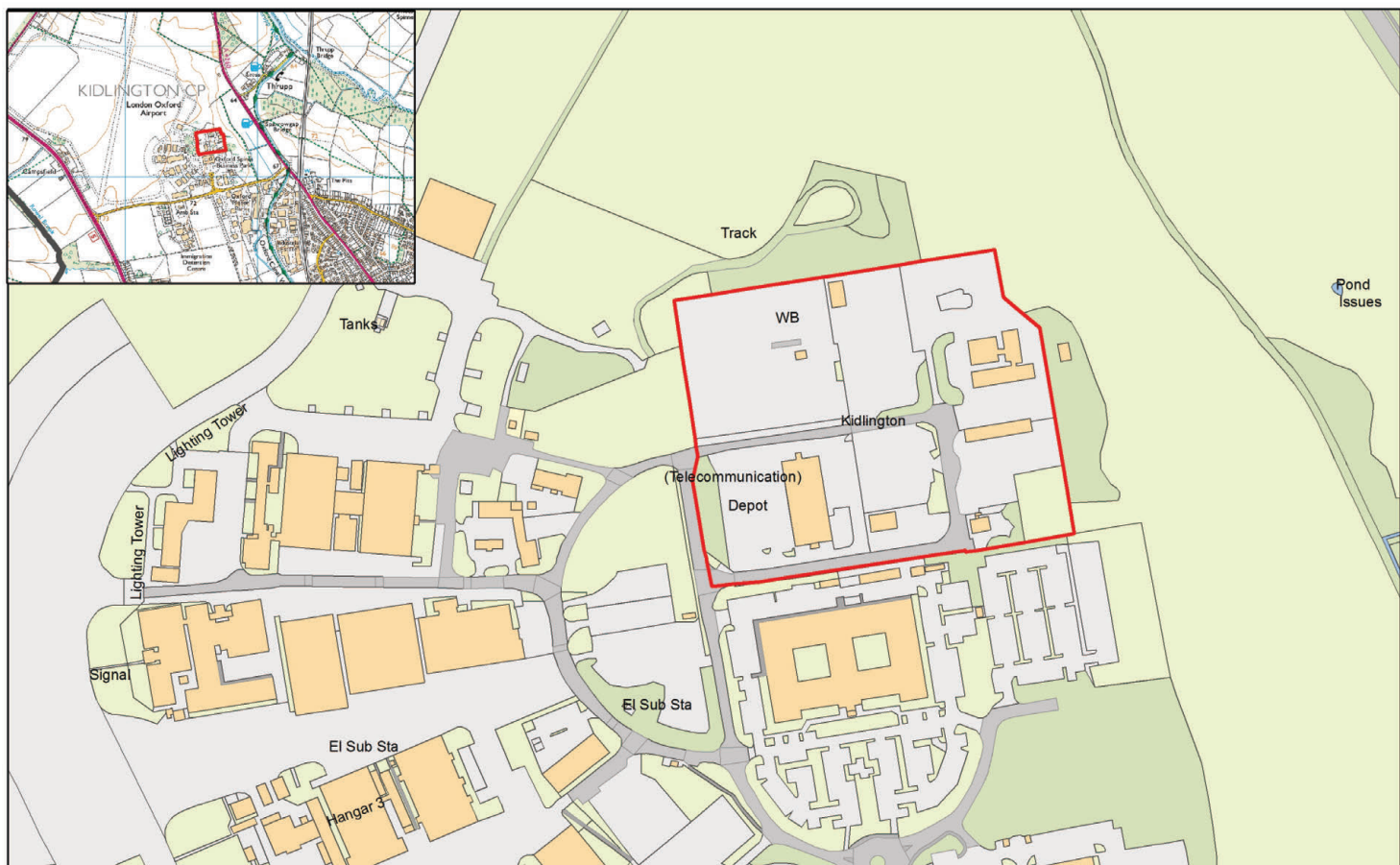




Site PR194 - Kidlington



Site PR195 - Kidlington

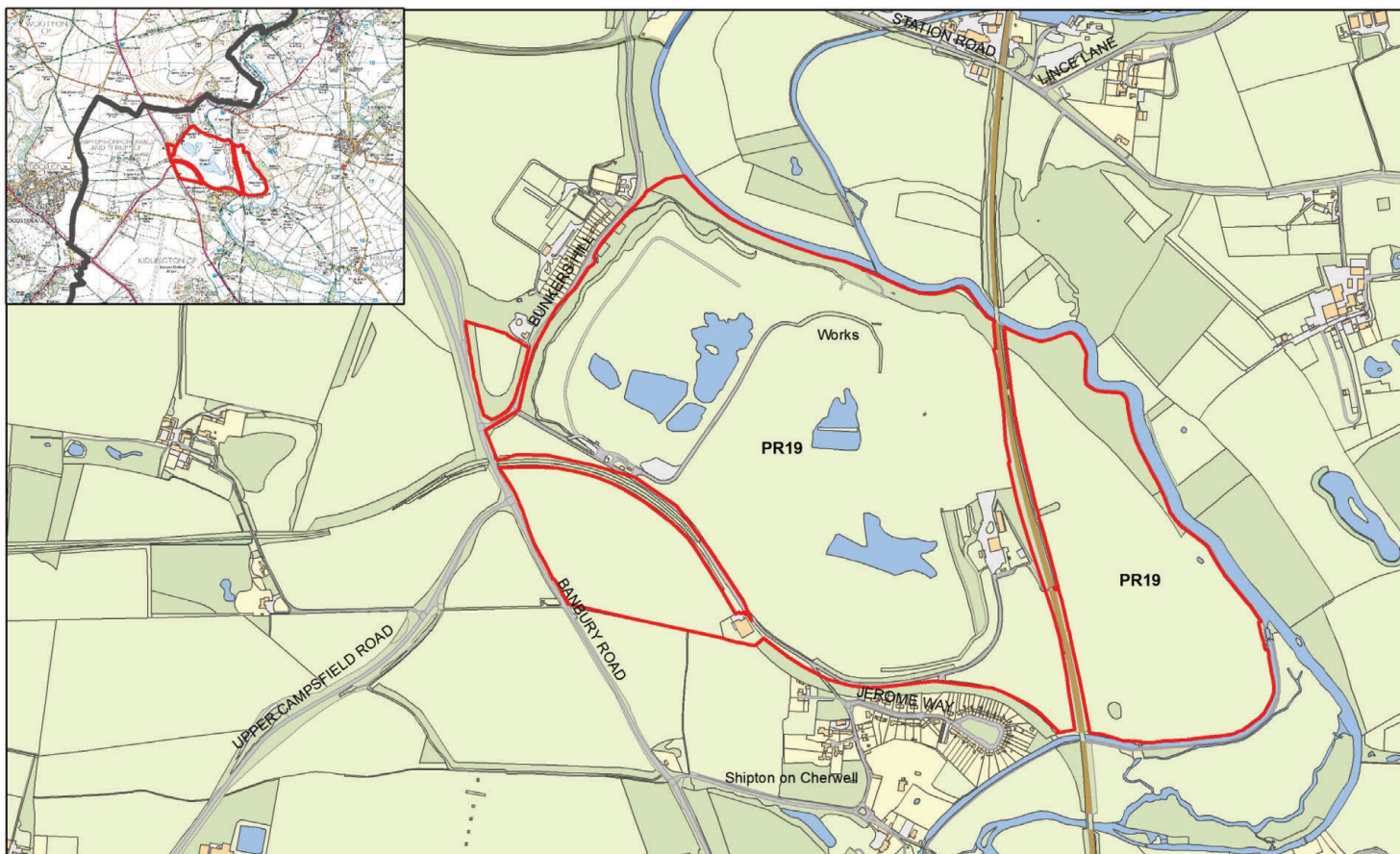


**Appendix I - Location Plans -  
Area B - North and East of  
Kidlington**

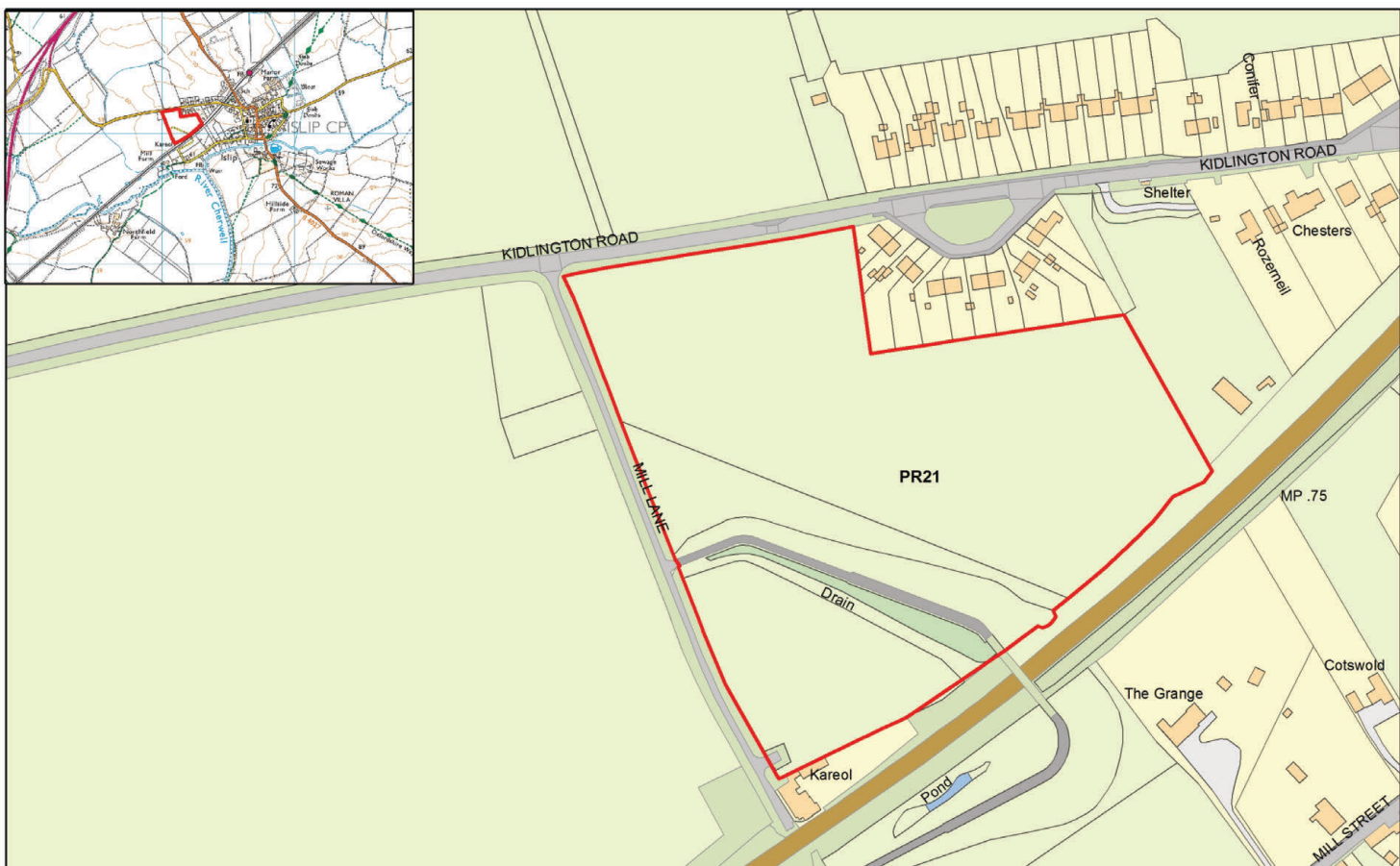




Site PR19 - Shipton on Cherwell



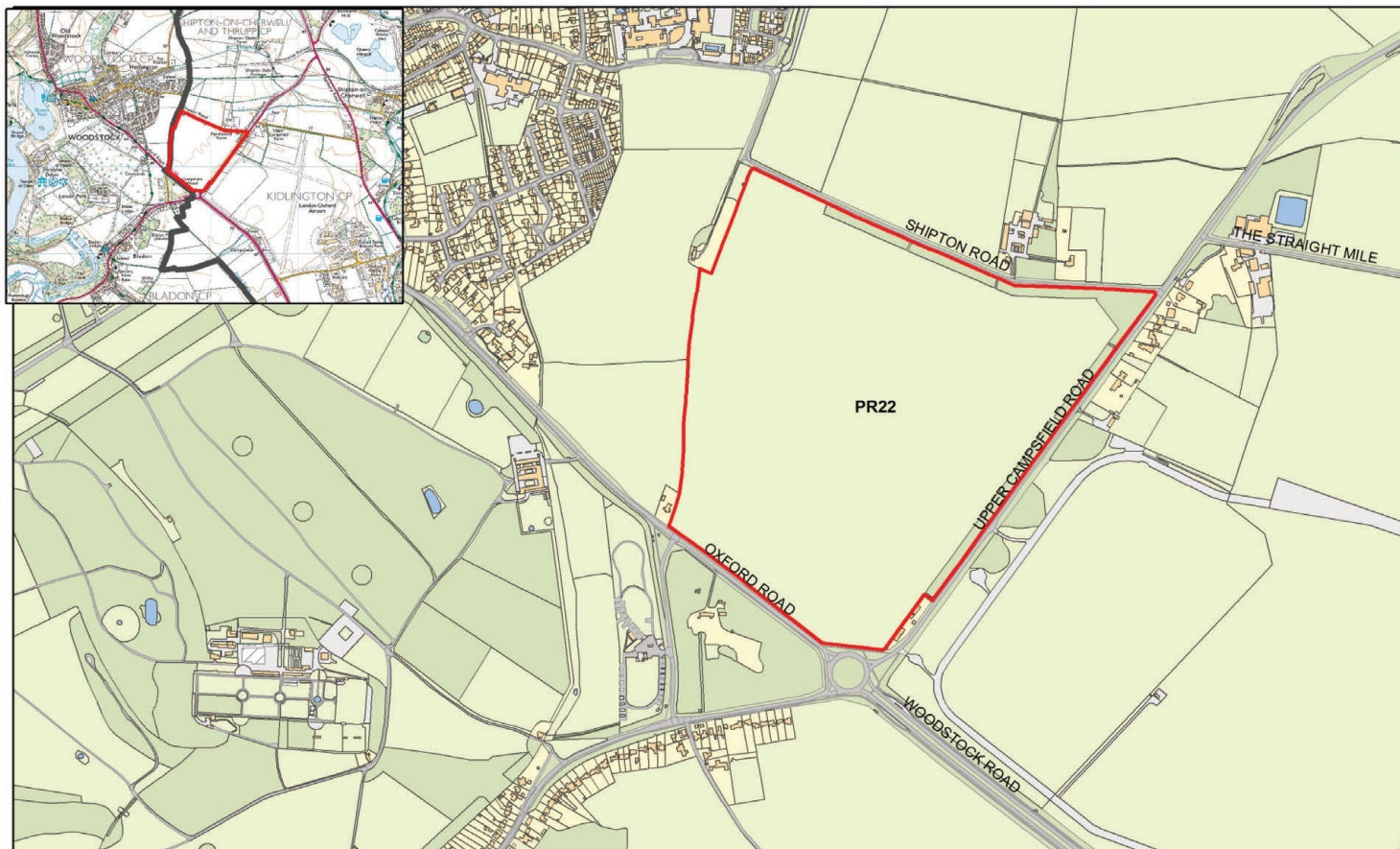
Site PR21 - Islip



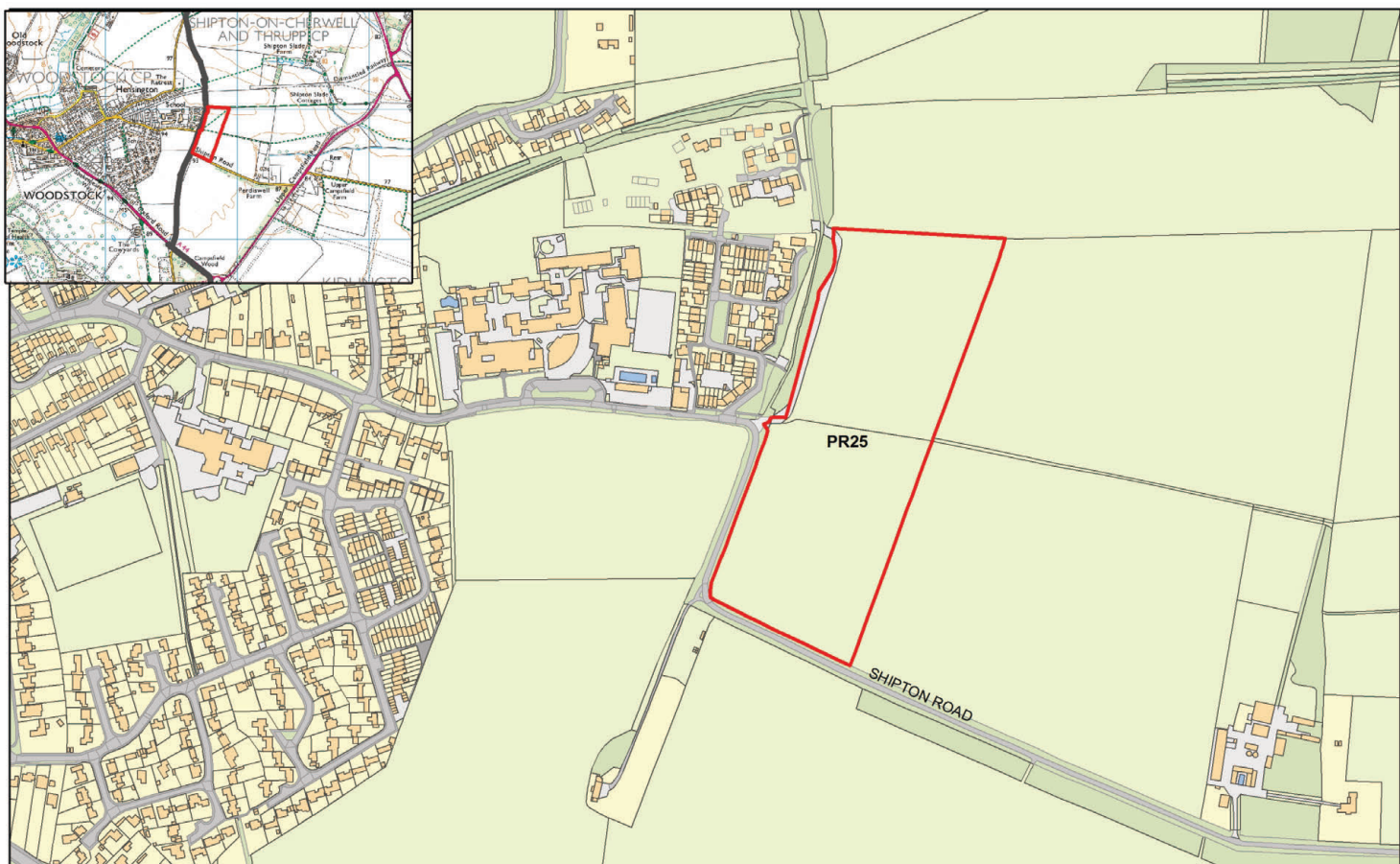




Site PR22 - Woodstock



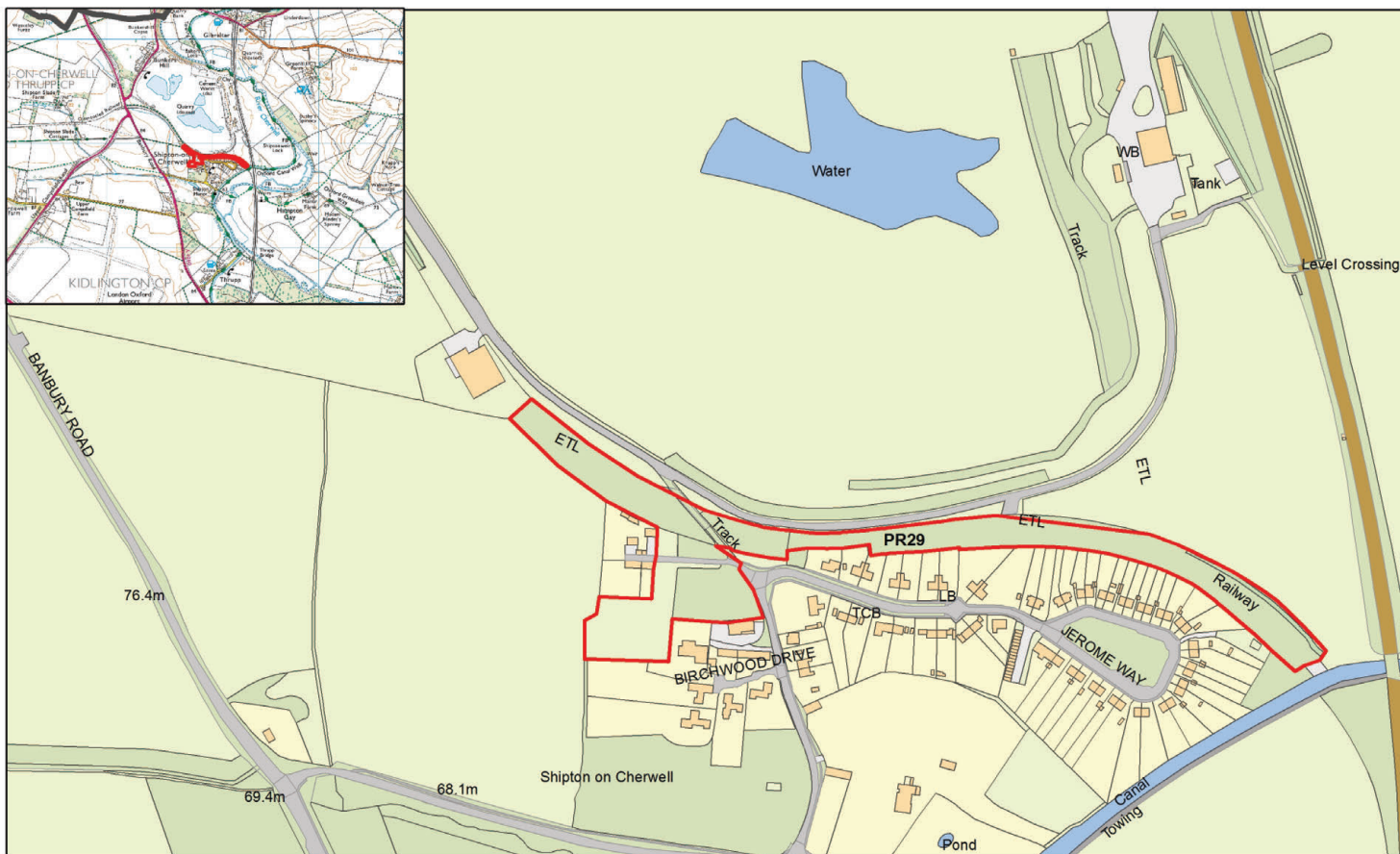
Site PR25 - Woodstock



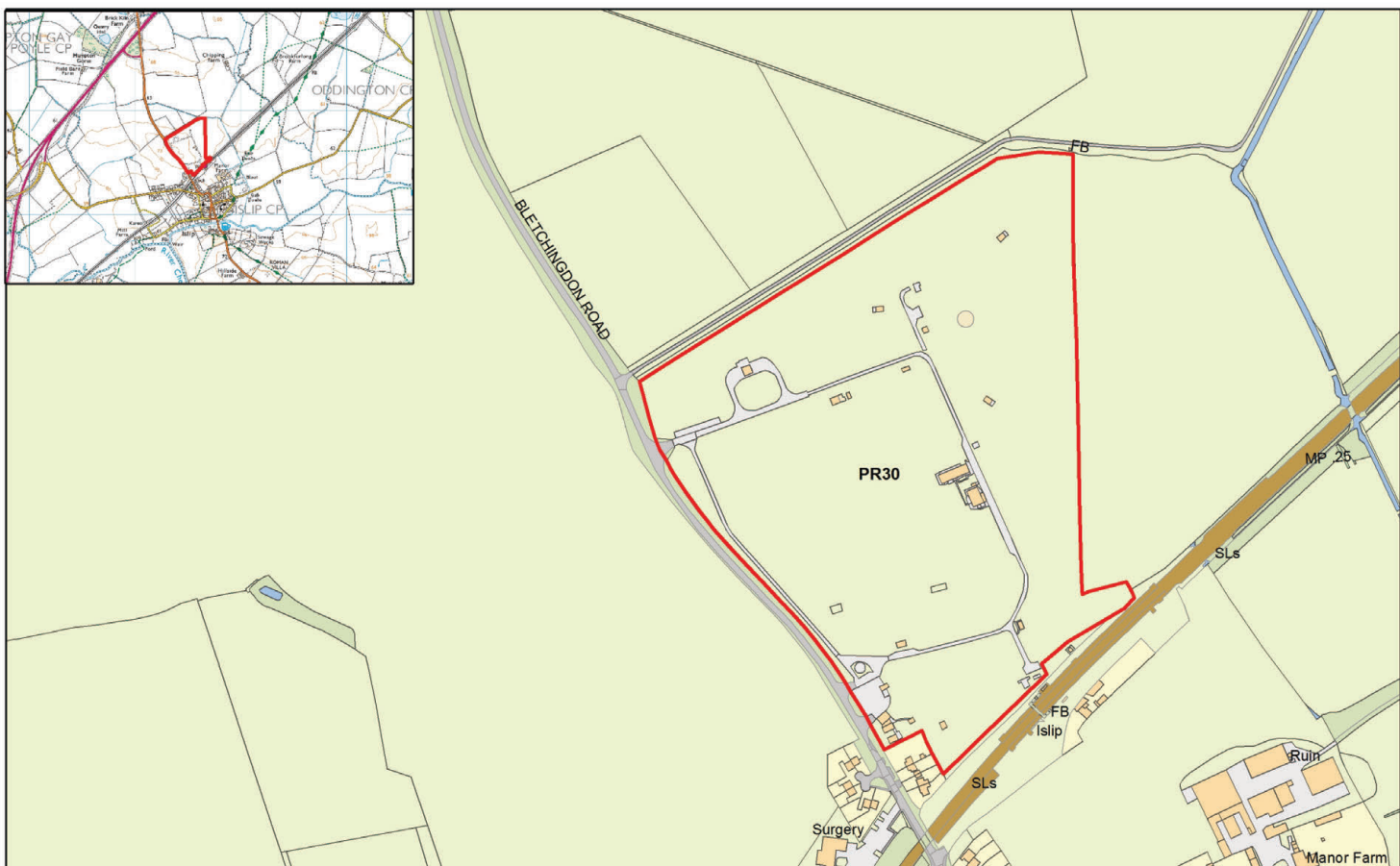




Site PR29 - Shipton on Cherwell

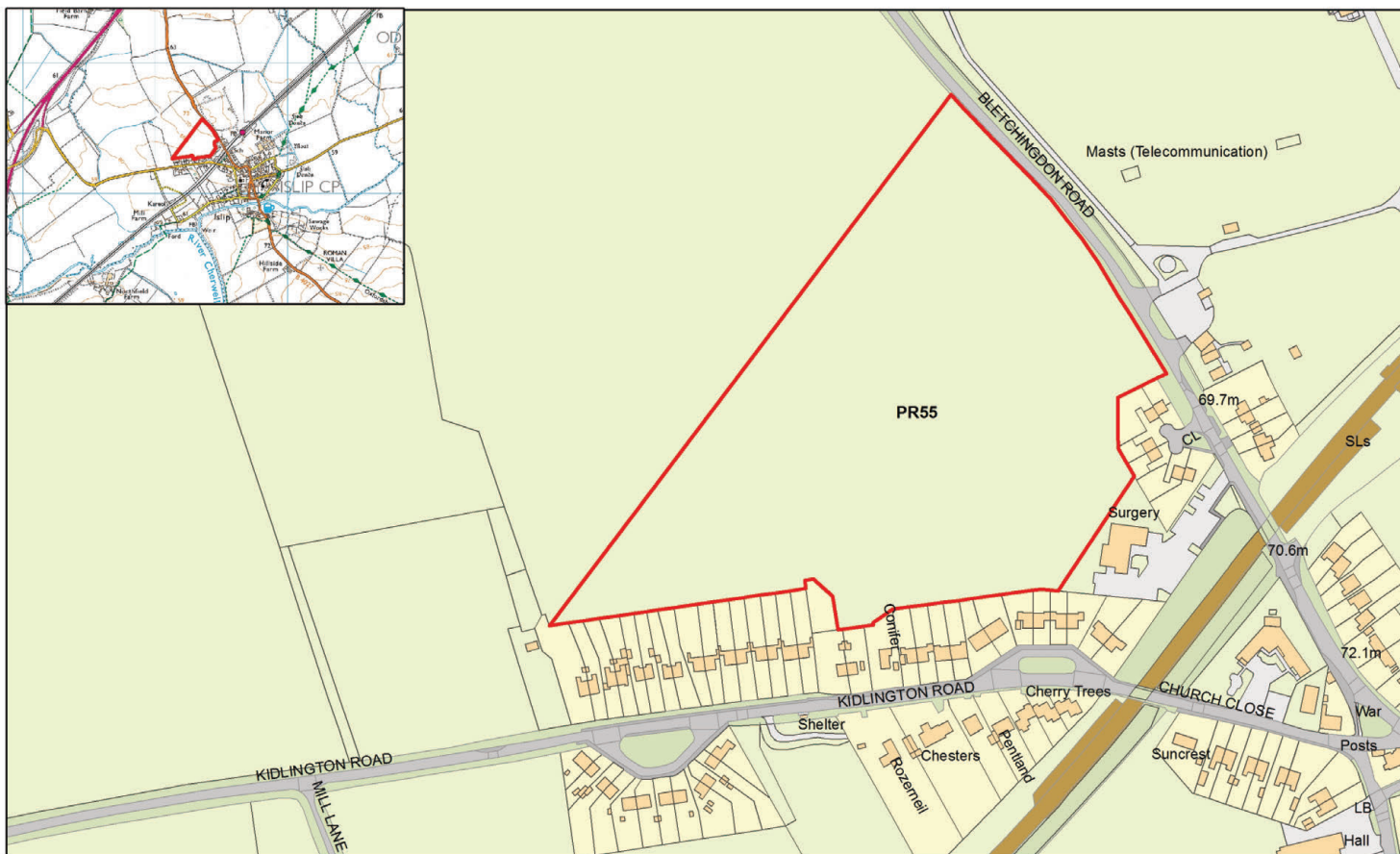


Site PR30 - Islip

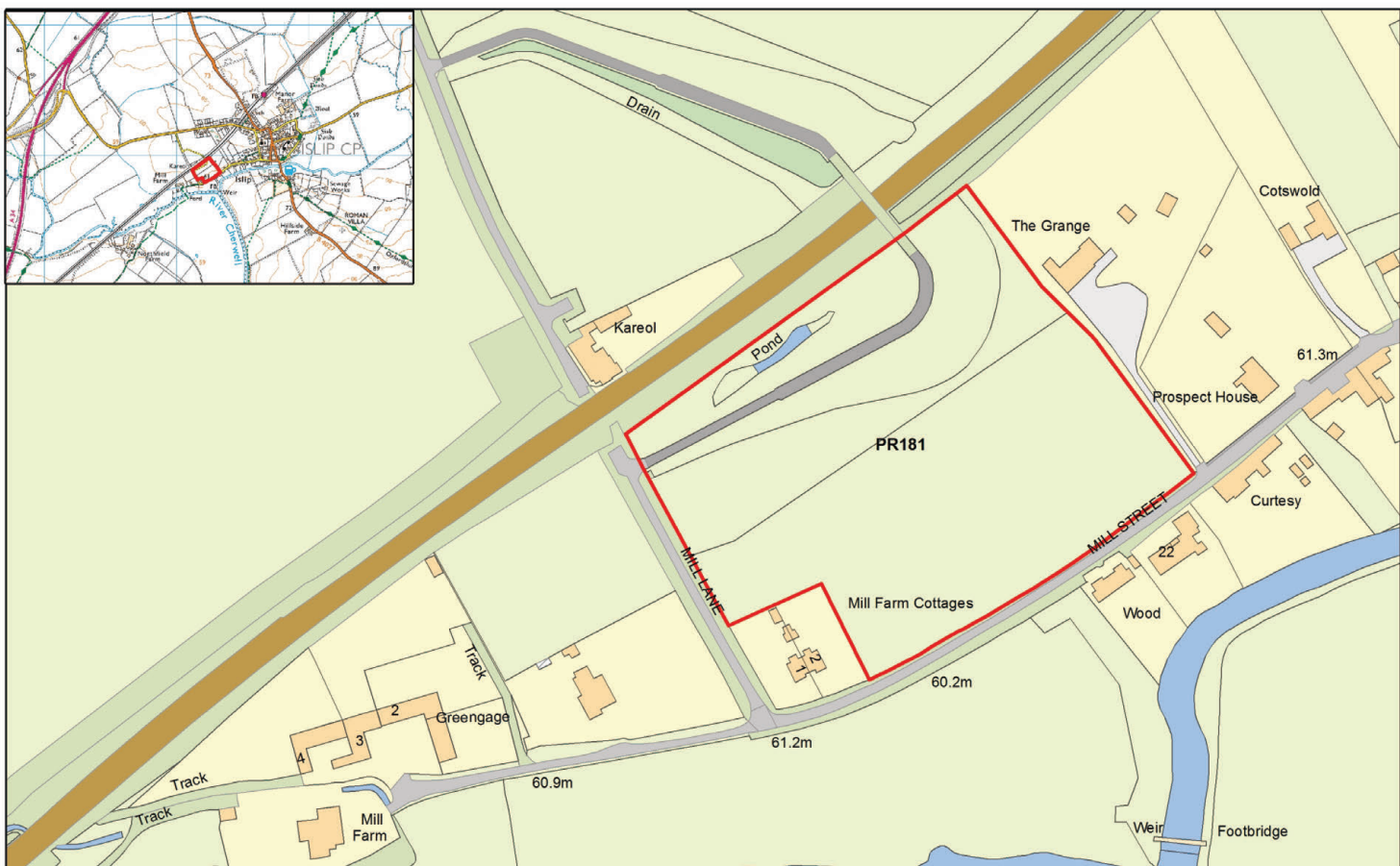




Site PR55 - Islip



Site PR181 - Islip



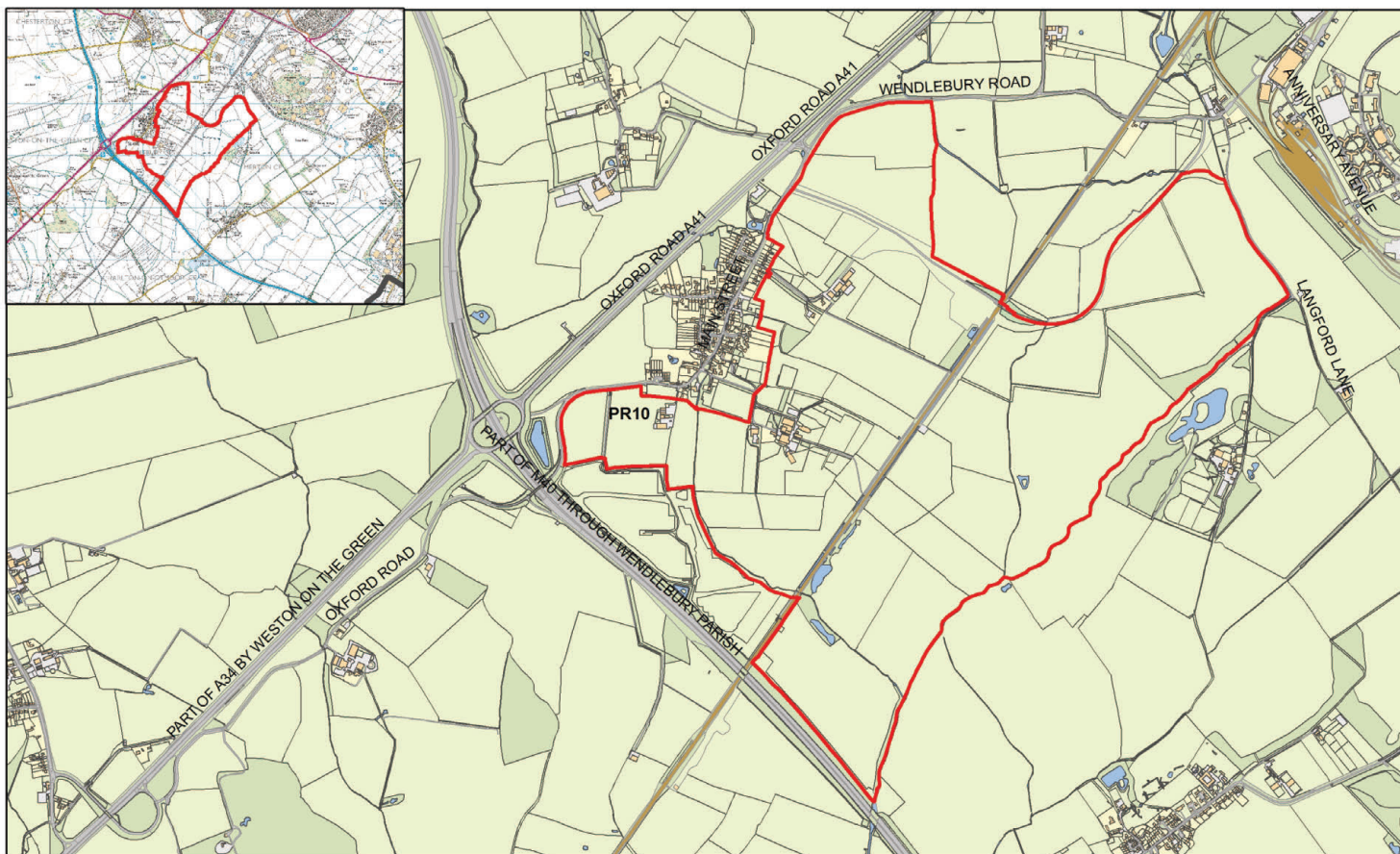




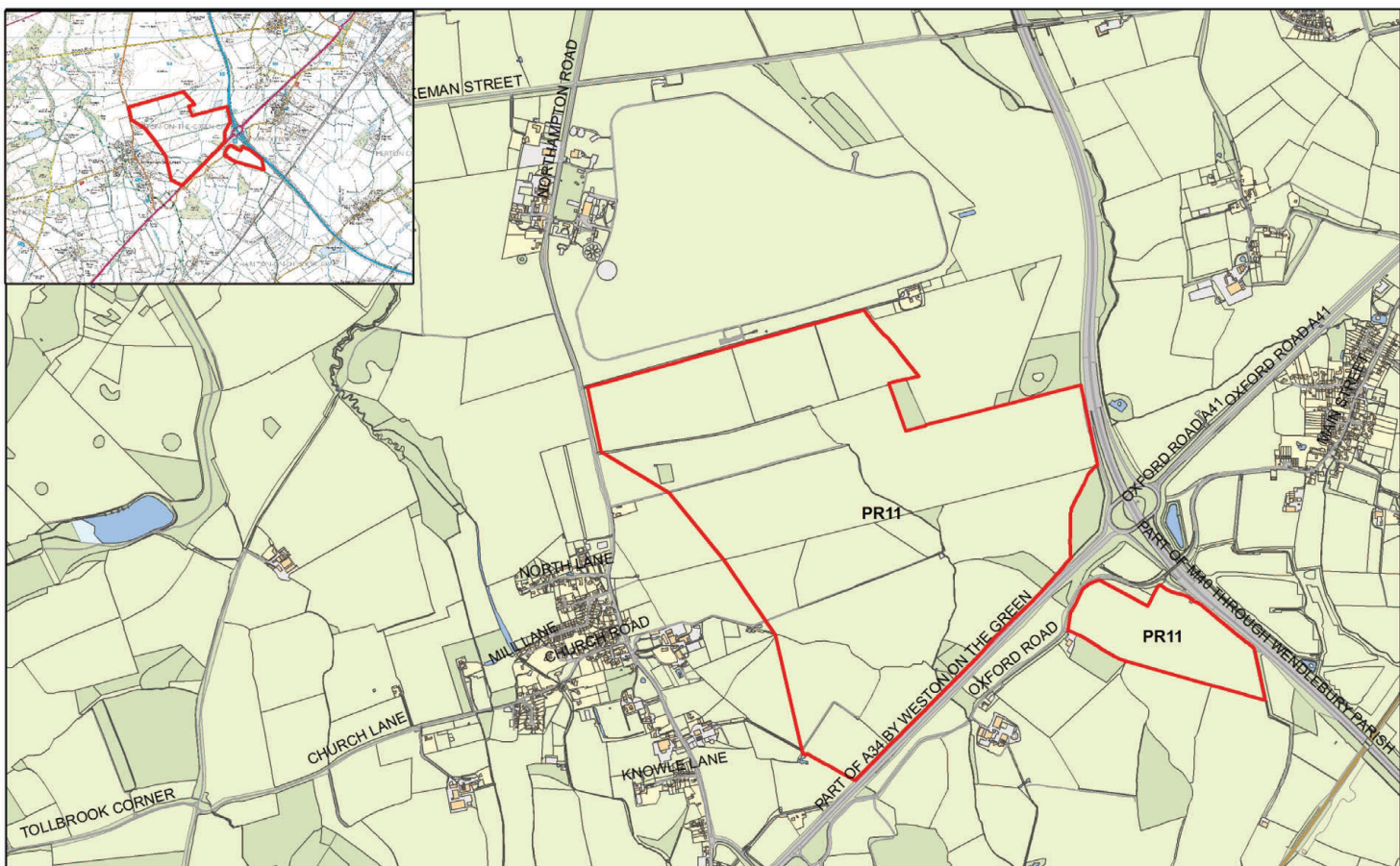
**Appendix I - Location Plans -  
Area C - Junction 9, M40**



Site PR10 - Wendlebury



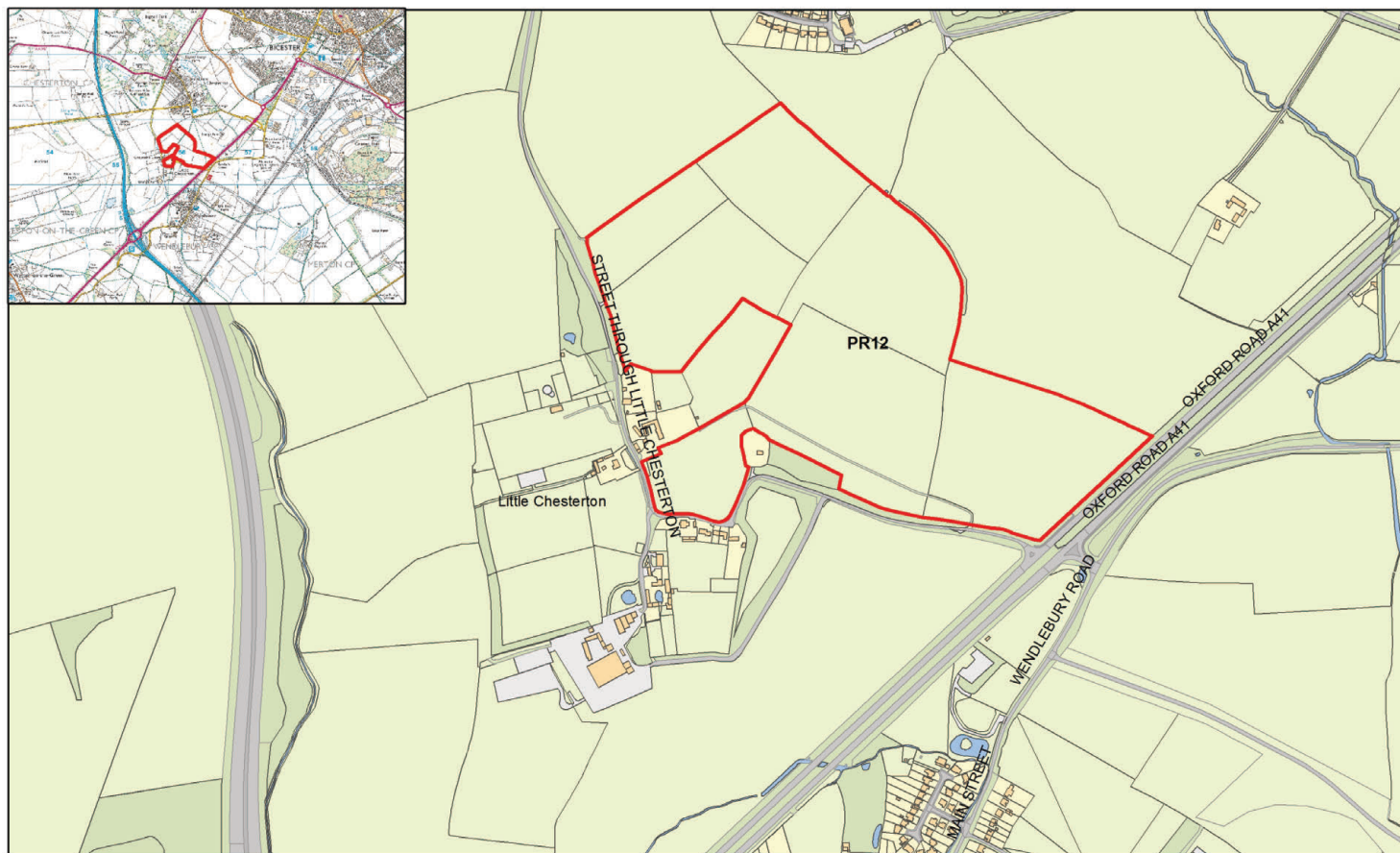
Site PR11 - Weston on the Green



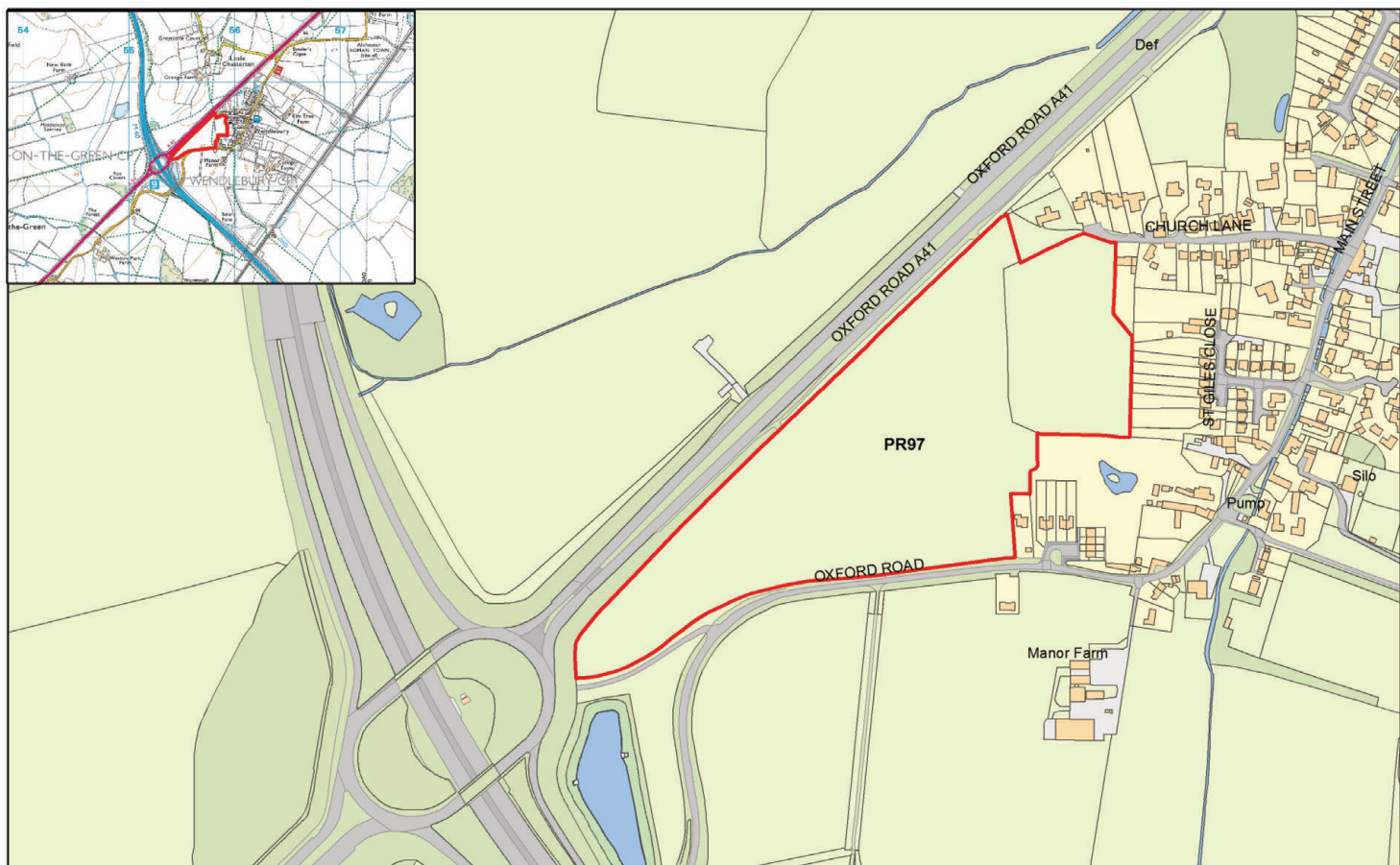




Site PR12 - Chesterton



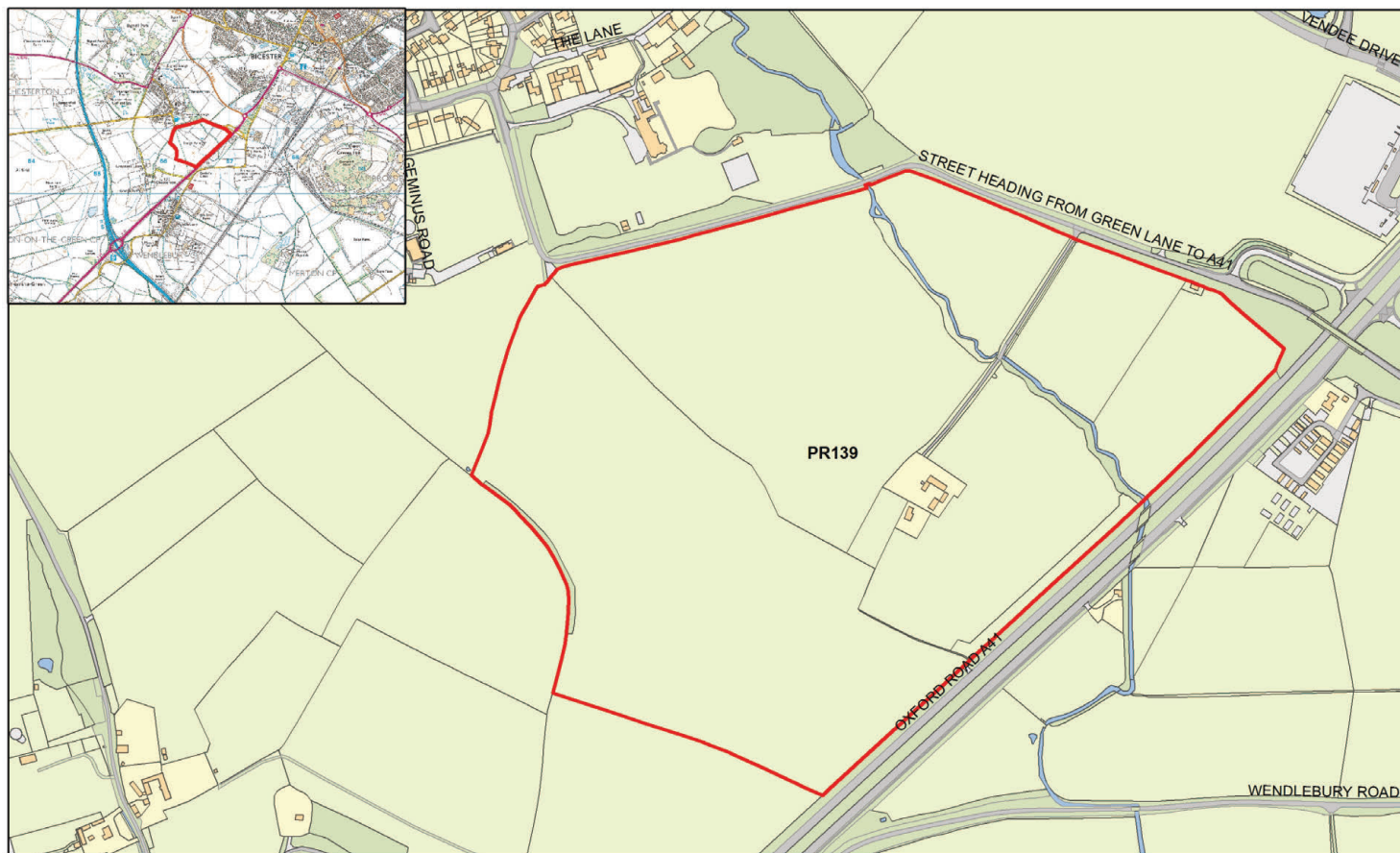
Site PR97 - Wendlebury



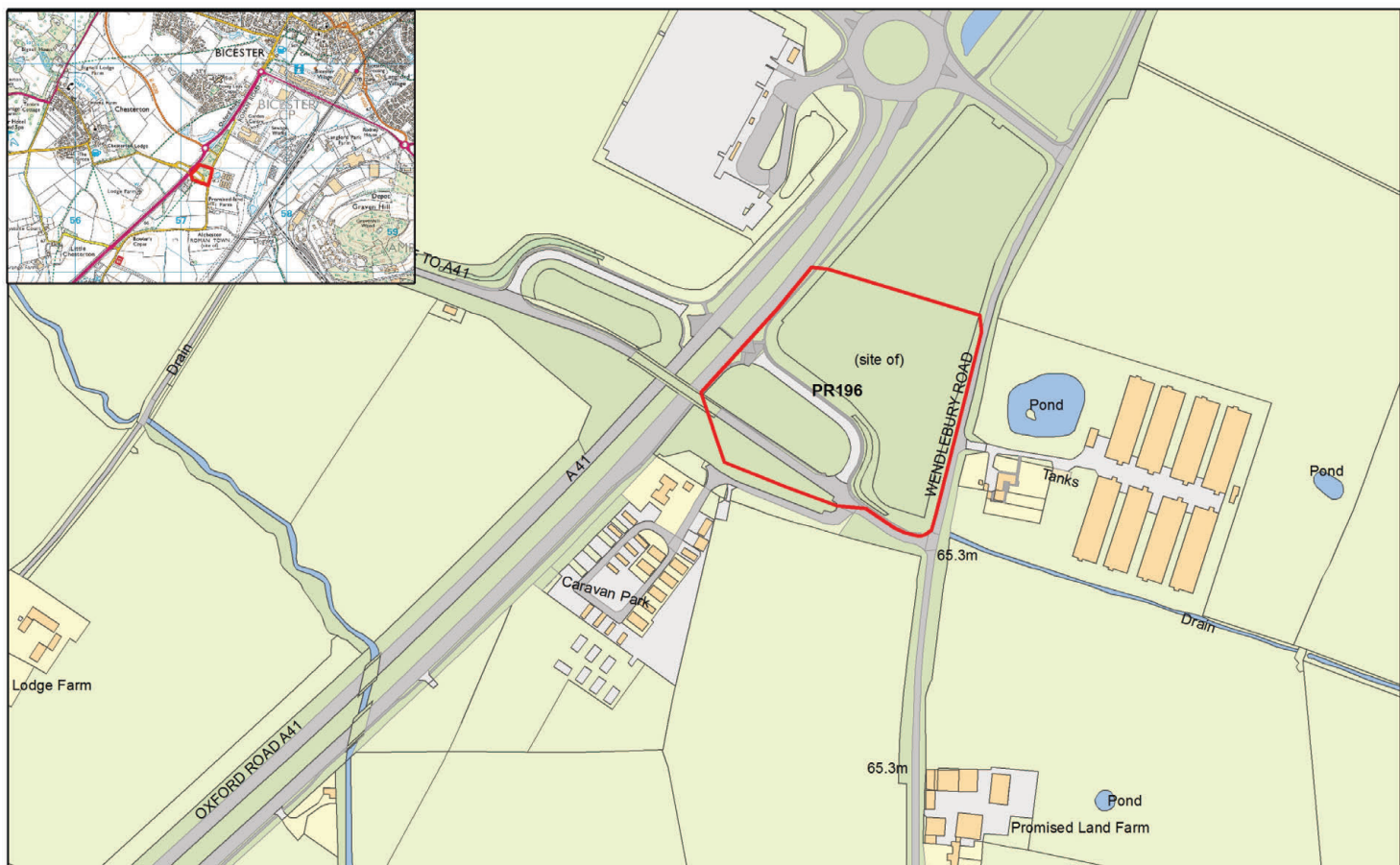




Site PR139 - Chesterton



Site PR196 - Bicester

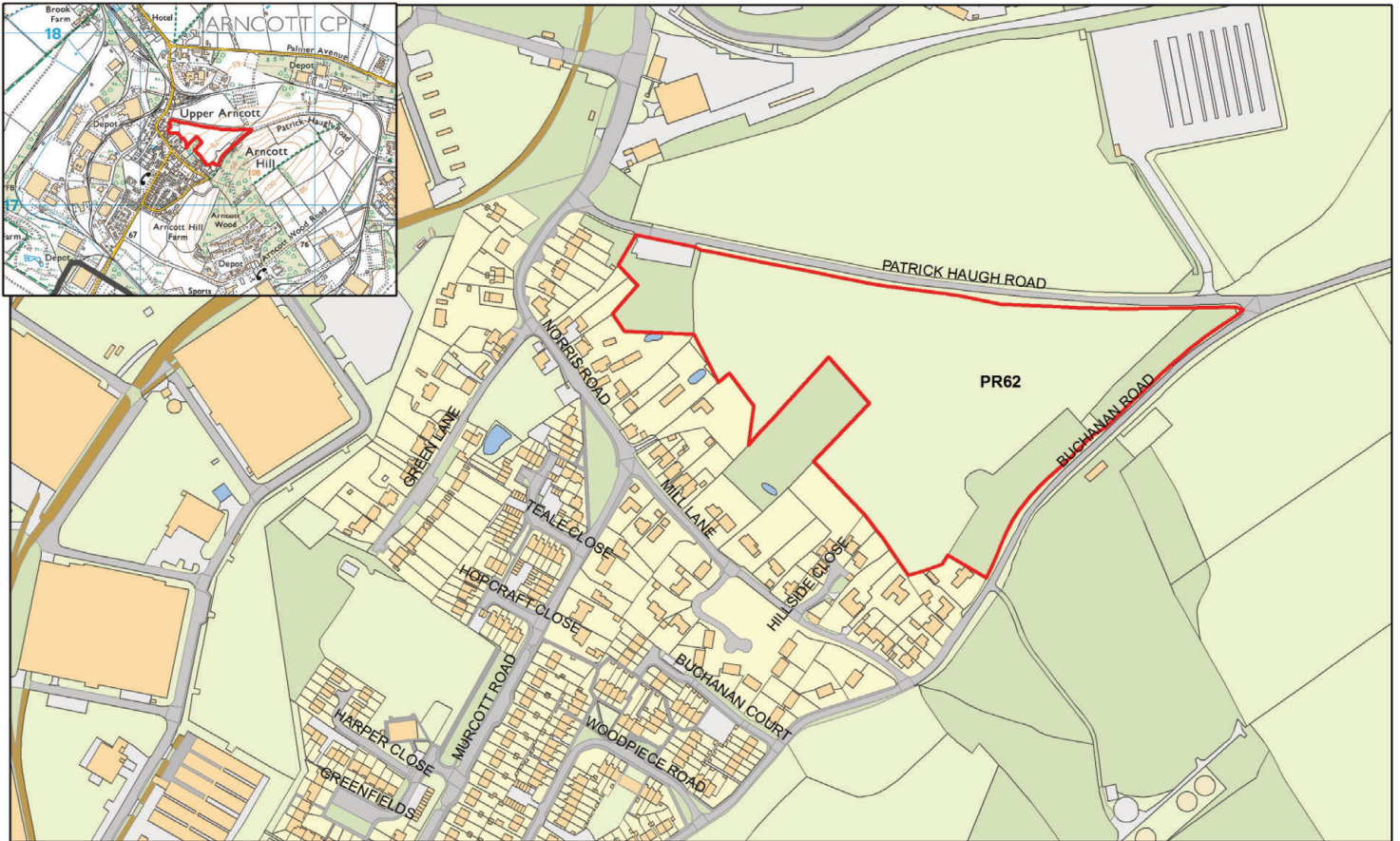


**Appendix I - Location Plans -  
Area D - Arccott**

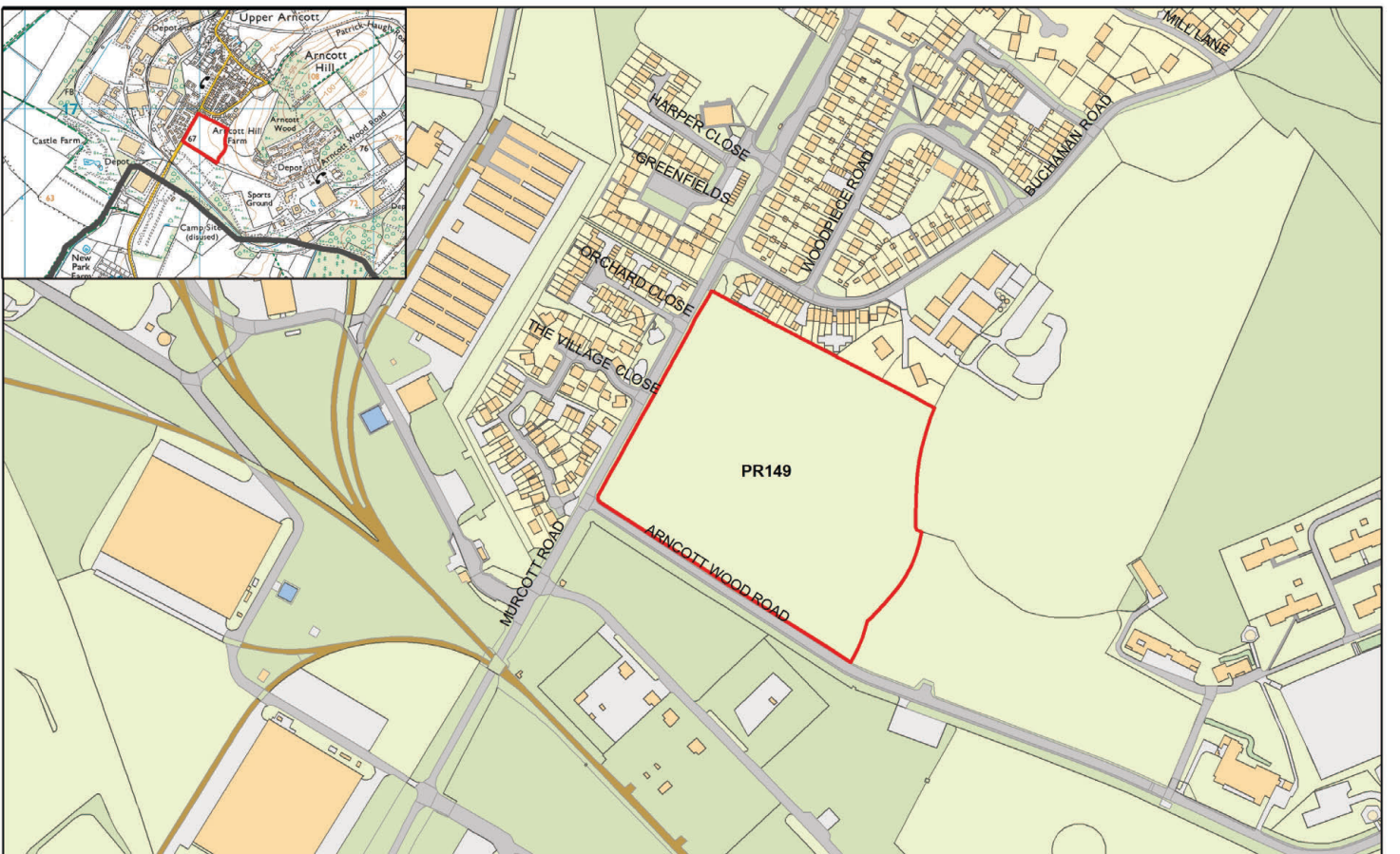




Site PR62 - Arncott



Site PR149 - Arncott

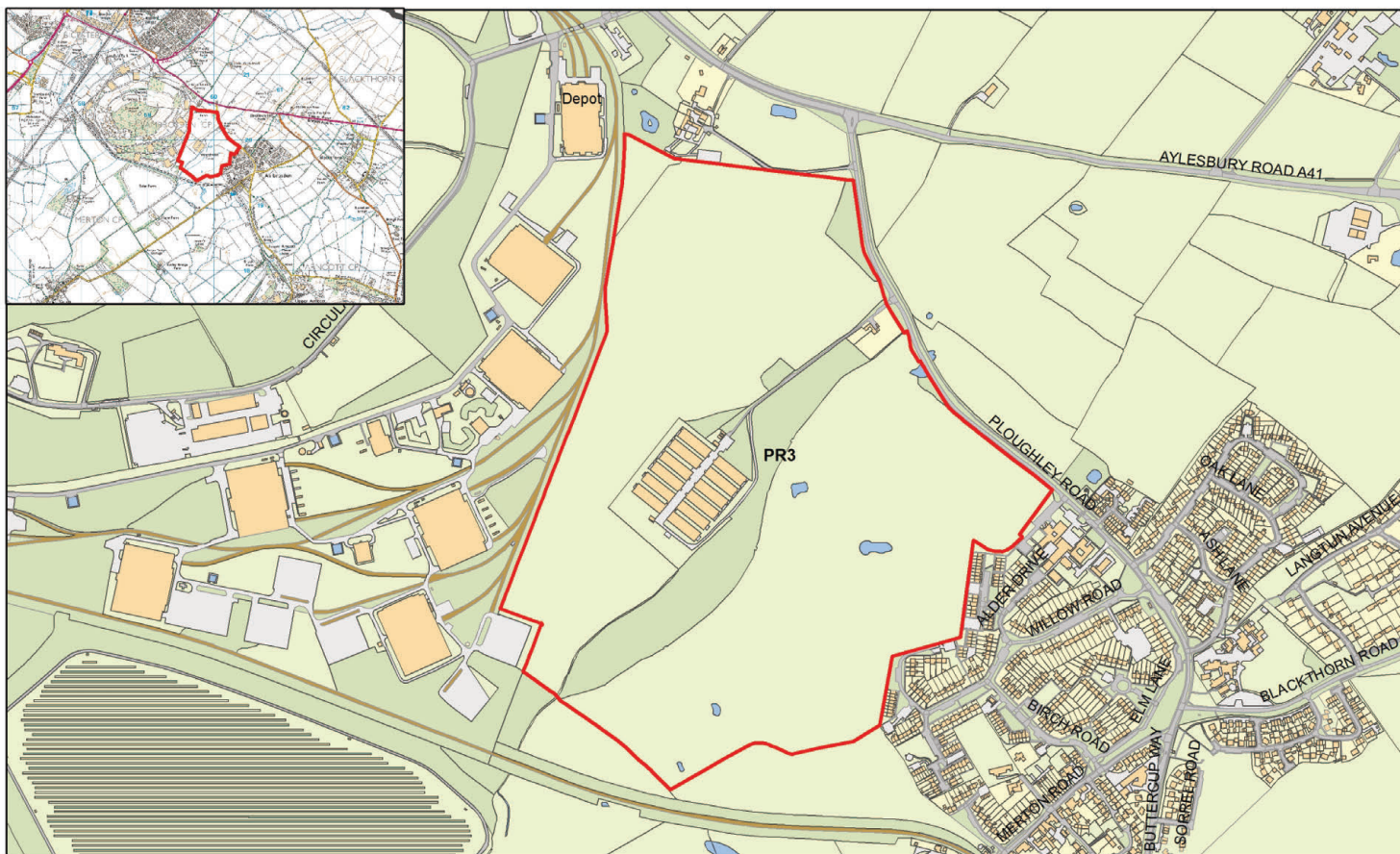


**Appendix I - Location Plans -  
Area E - Bicester and  
Surrounding Area**

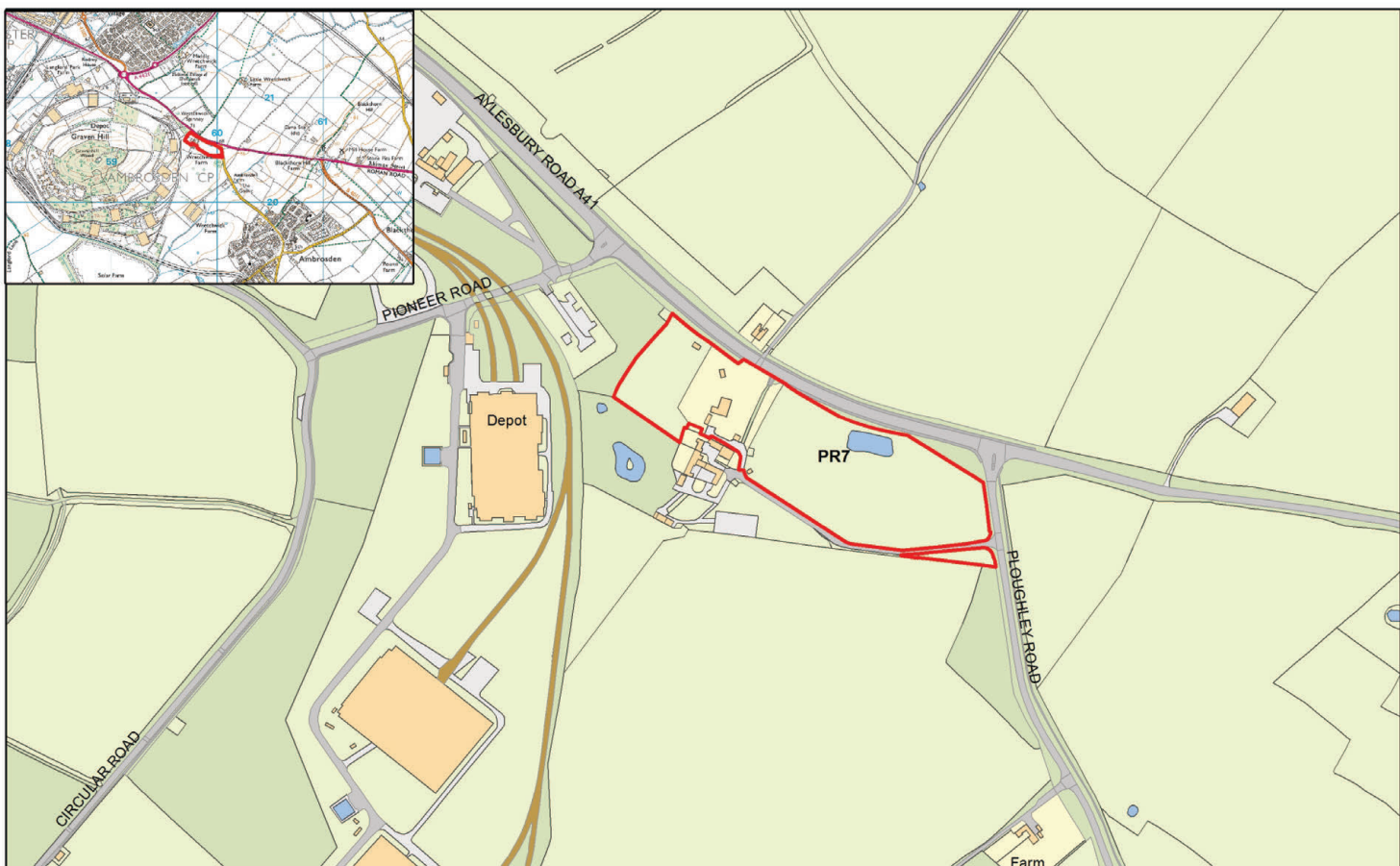




Site PR3 - Bicester/Ambrosden



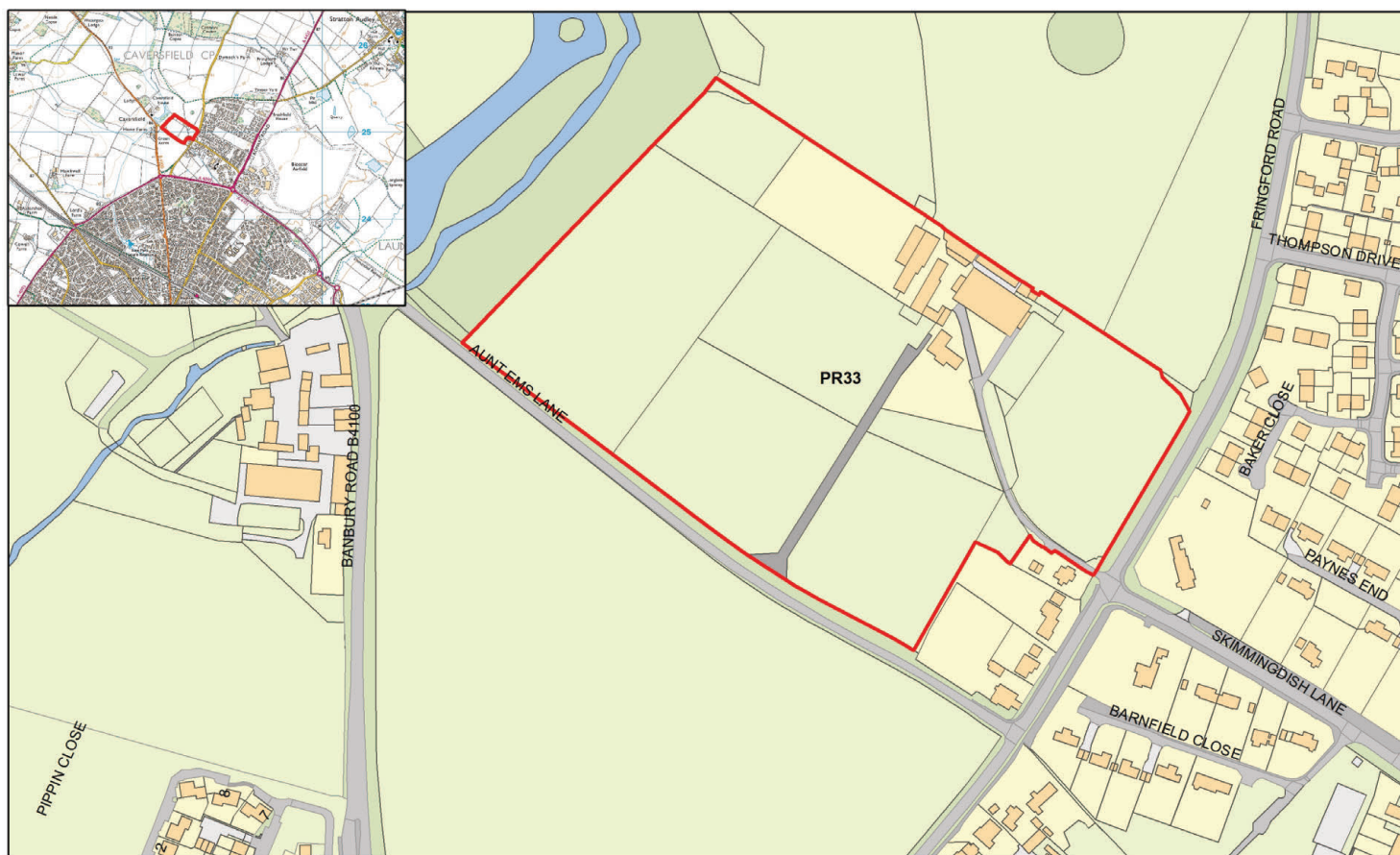
Site PR7 - Ambrosden



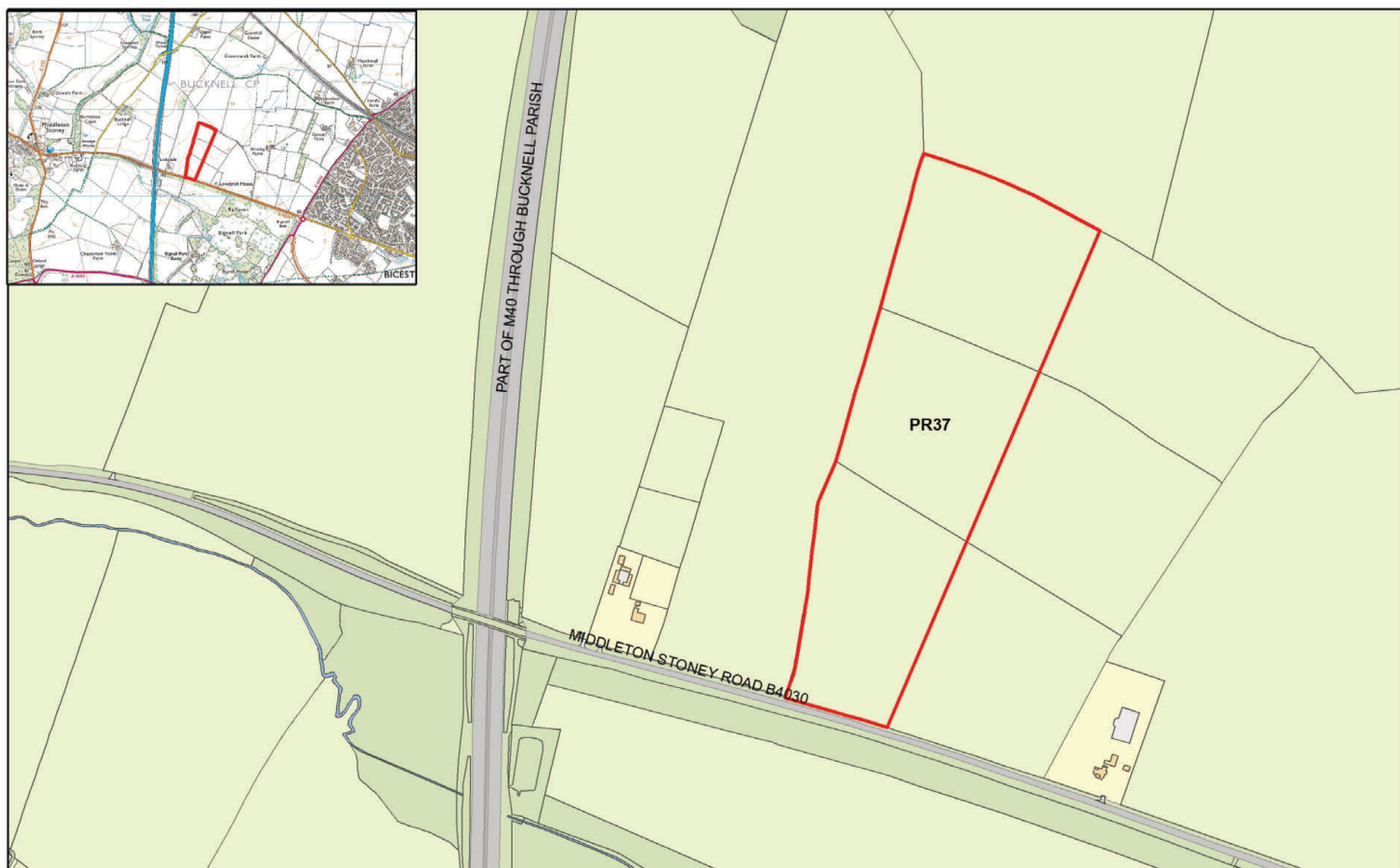




Site PR33 - Caversfield



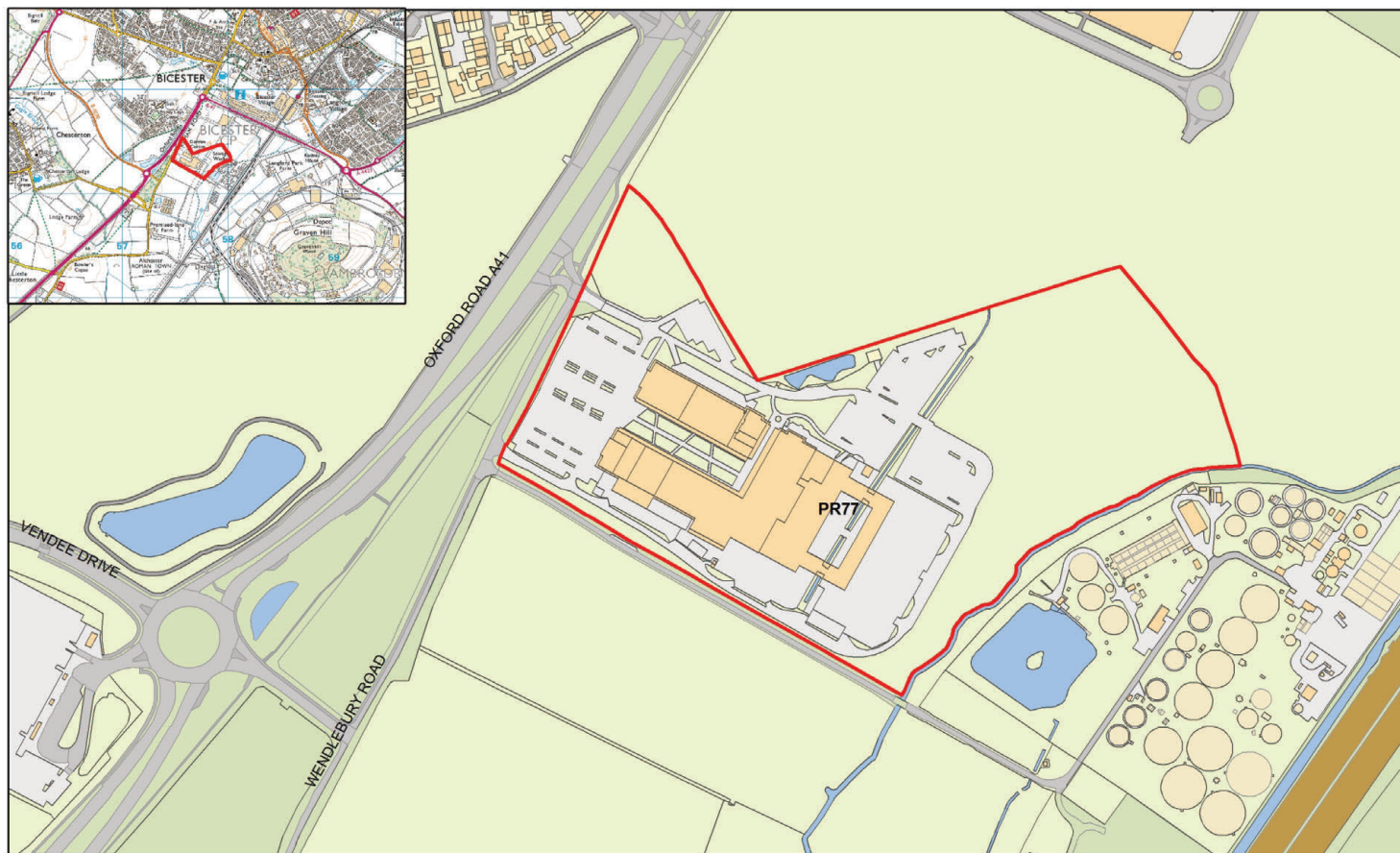
Site PR37 - Bicester



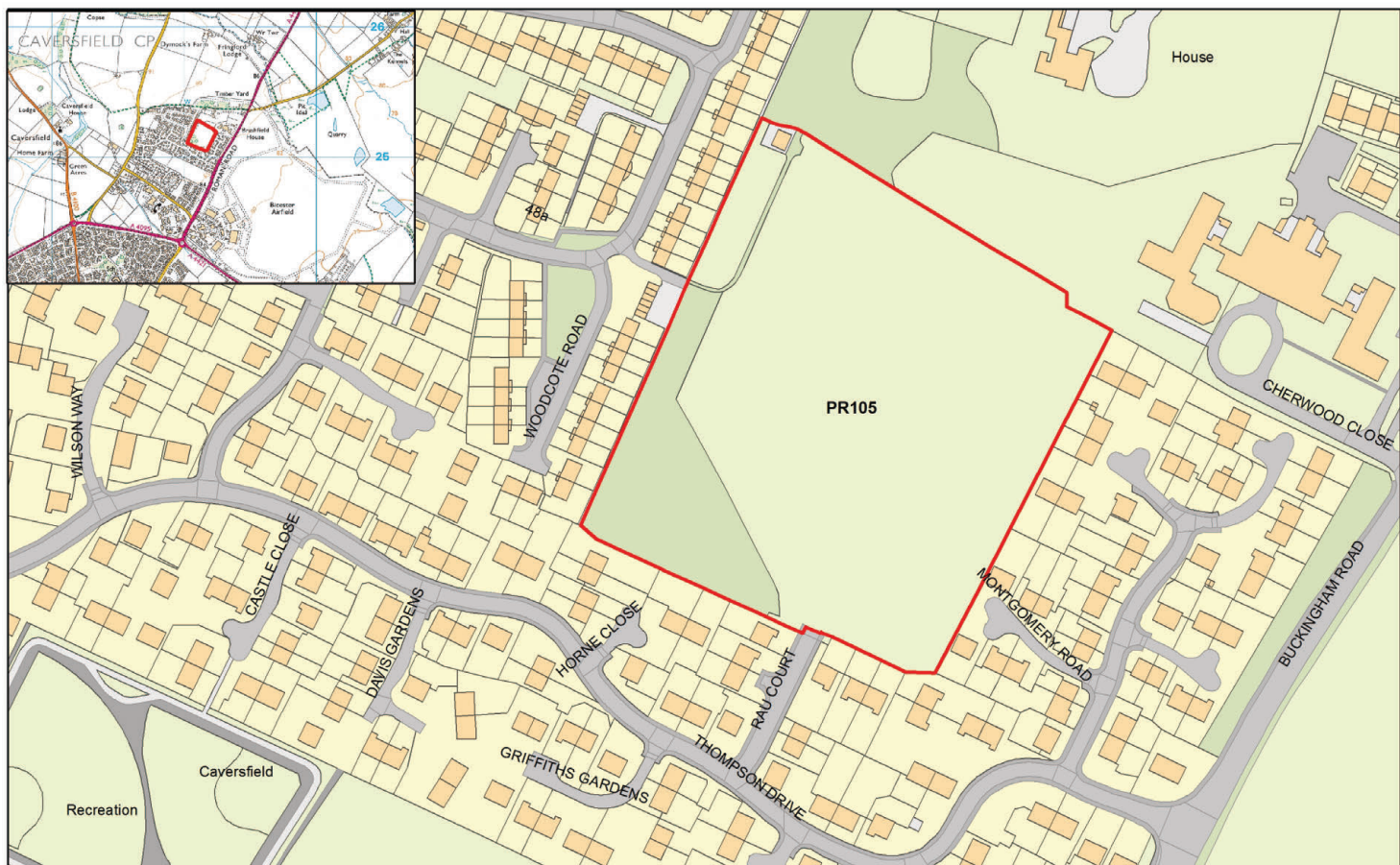




Site PR77 - Bicester



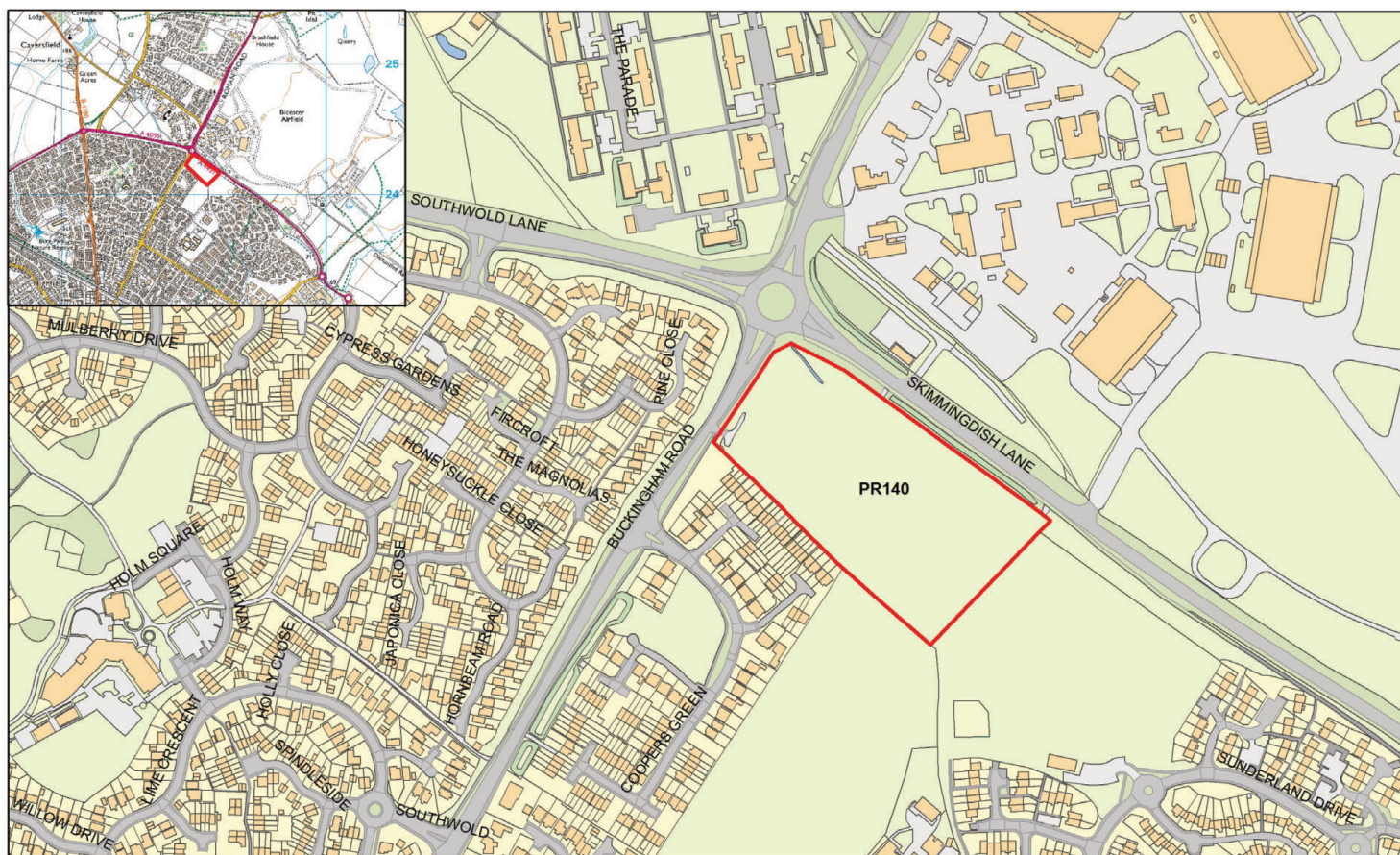
Site PR105 - Caversfield



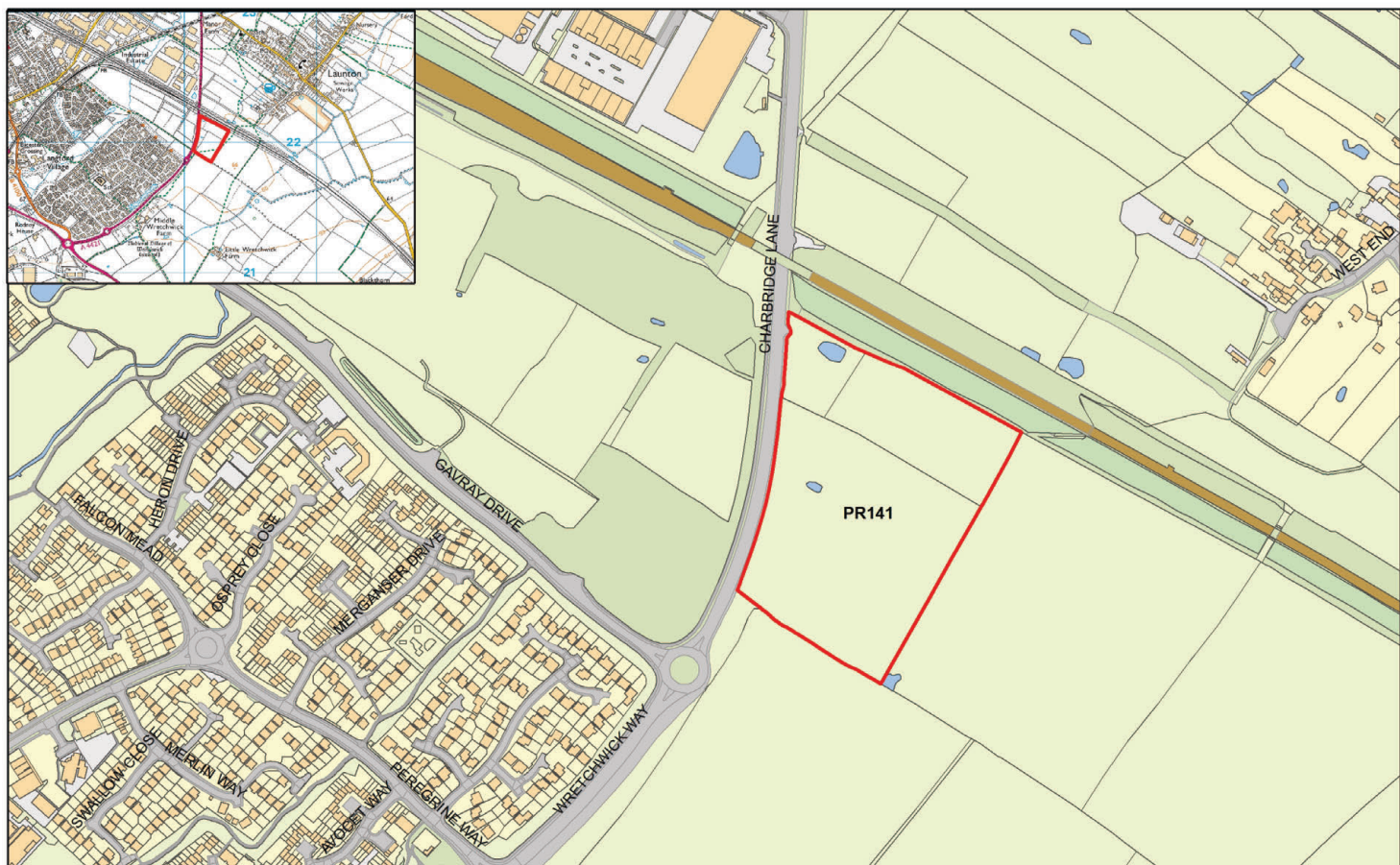




Site PR140 - Bicester



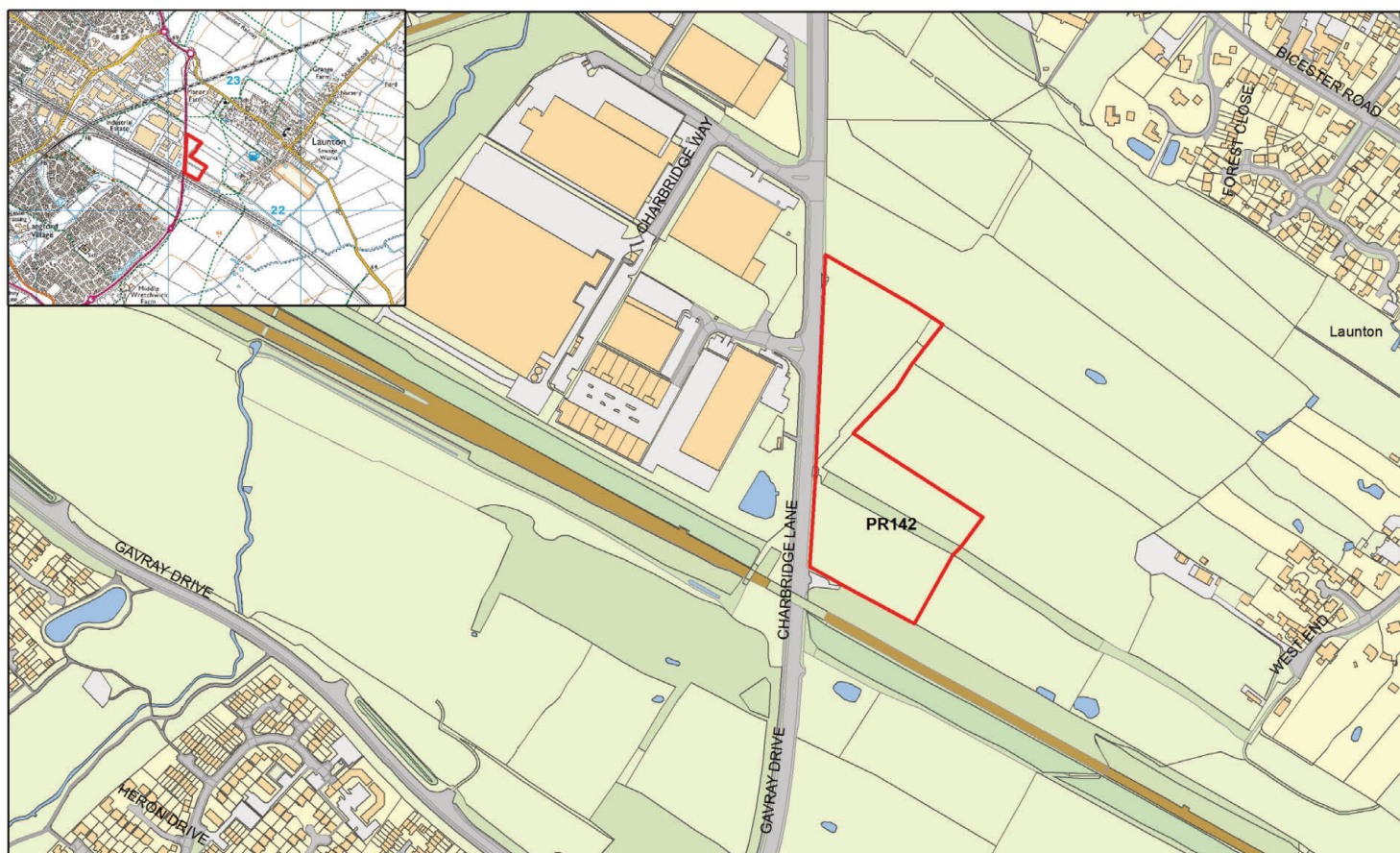
Site PR141 - Bicester



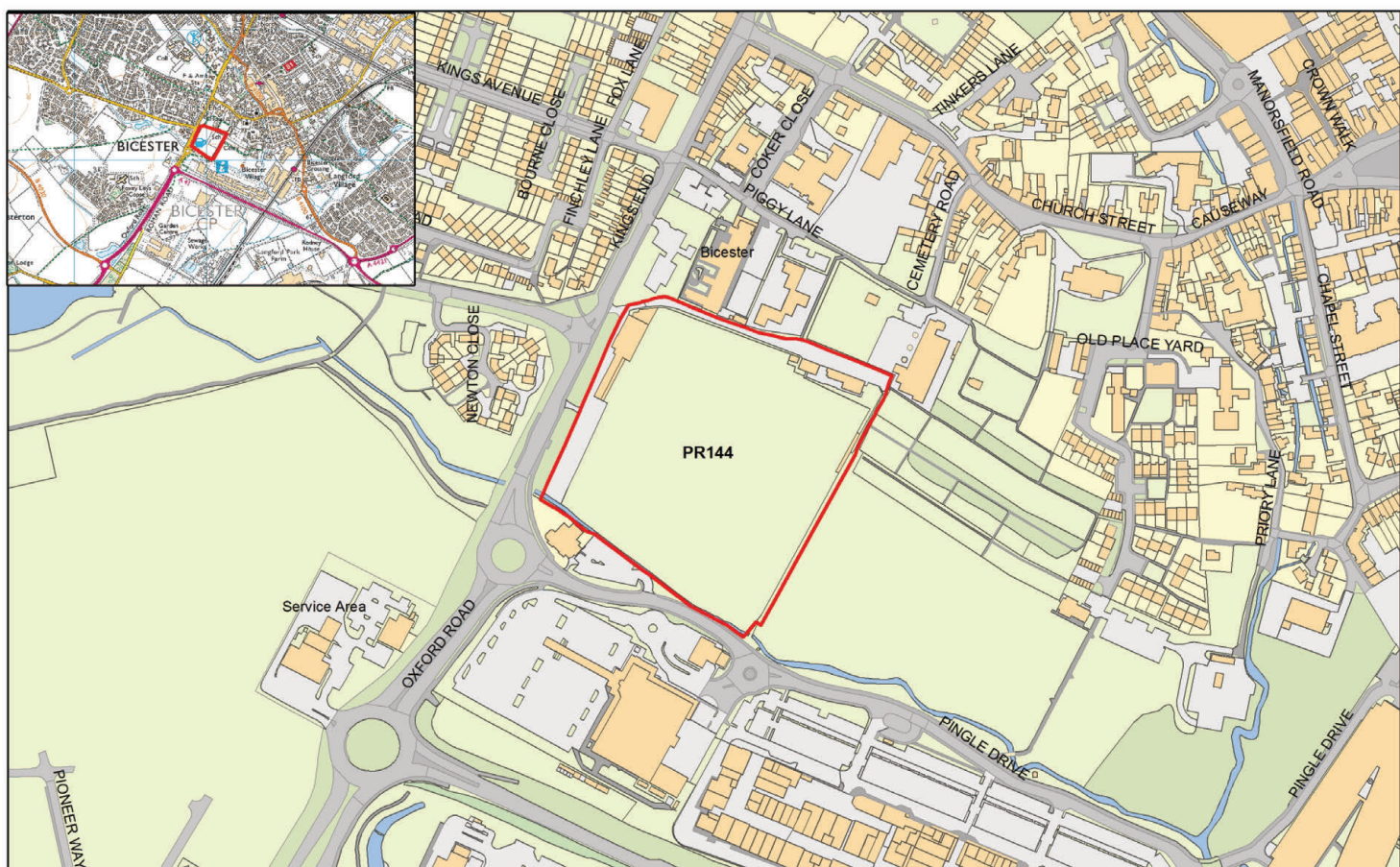




Site PR142 - Bicester



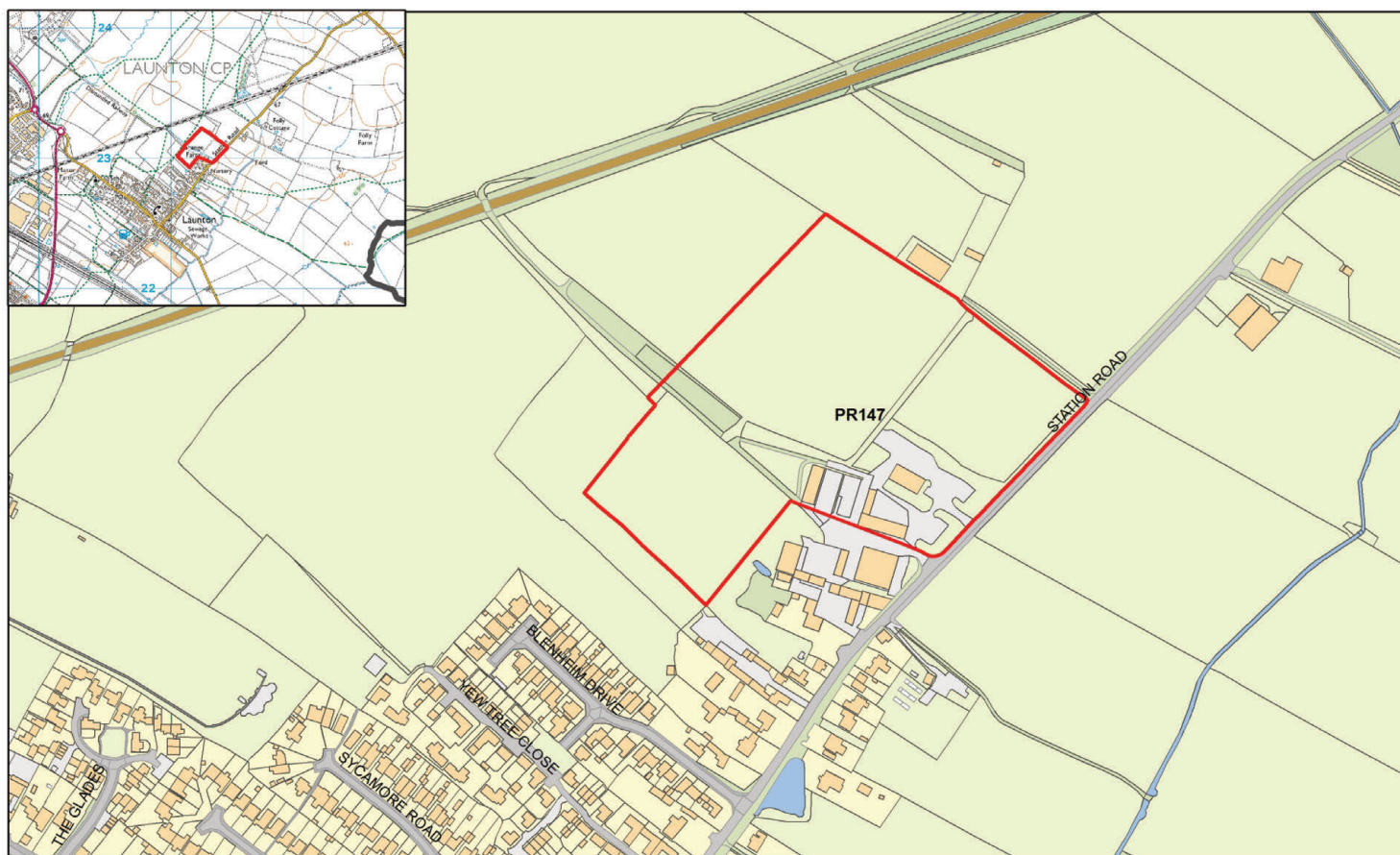
Site PR144 - Bicester



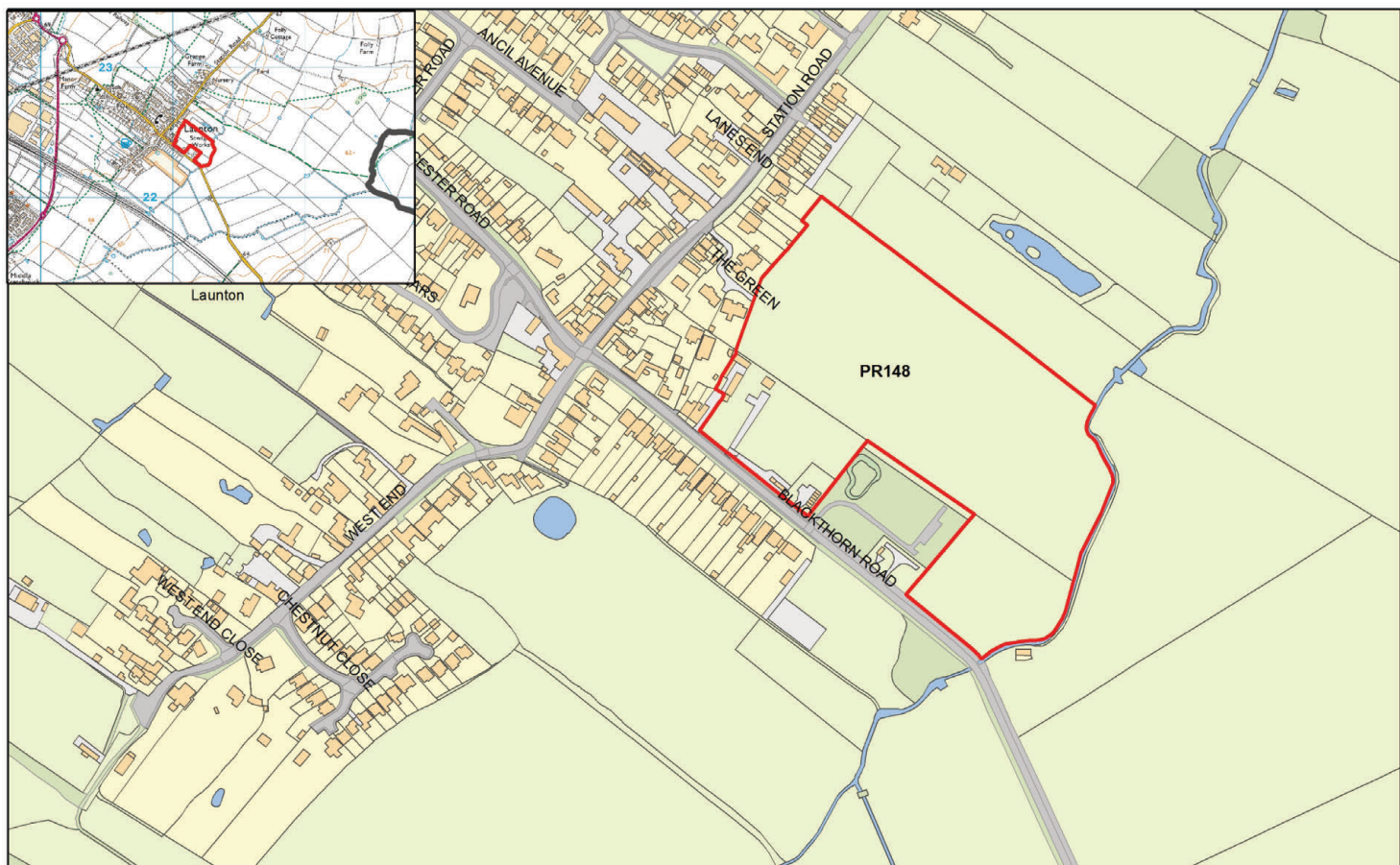




Site PR147 - Launton



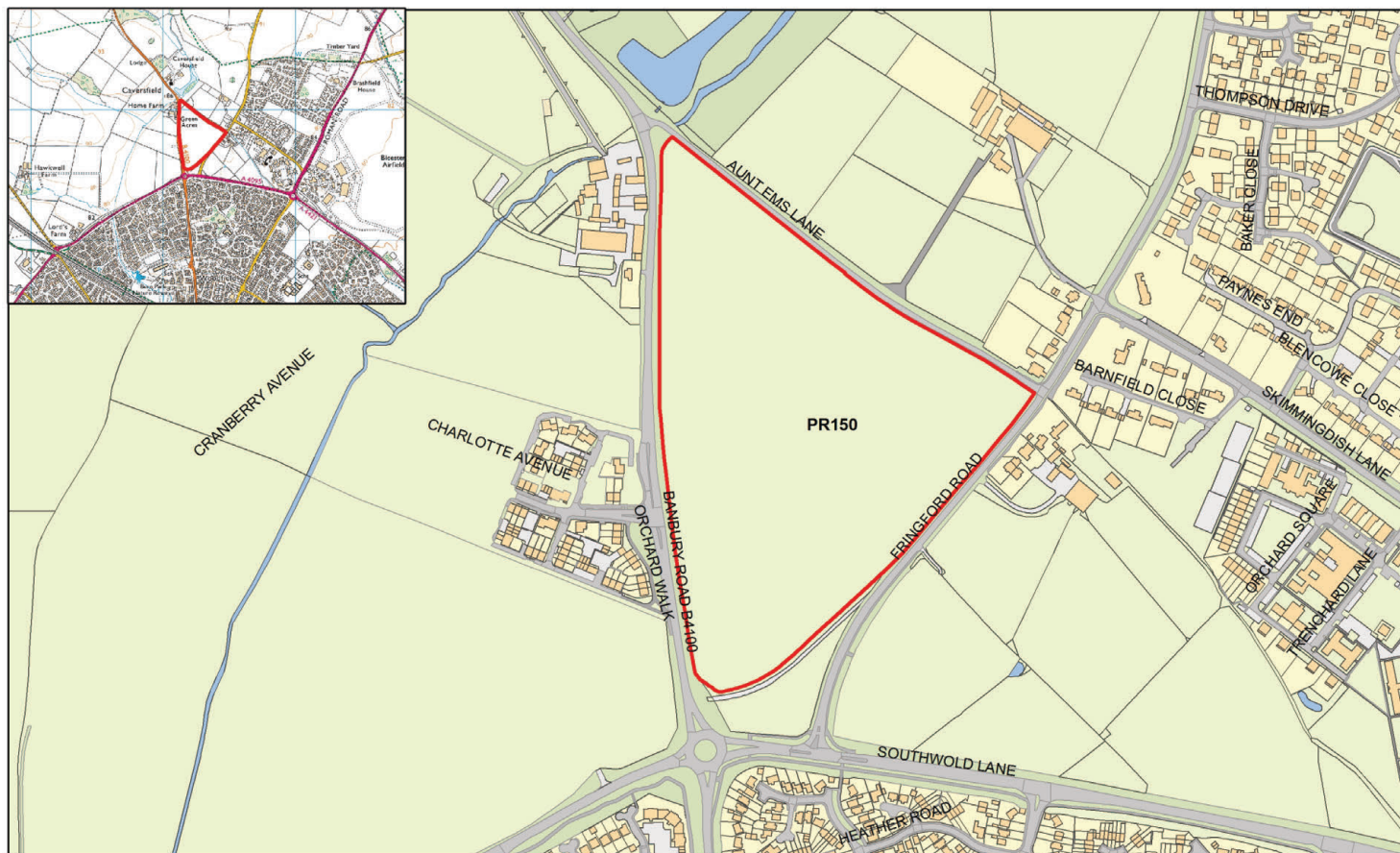
Site PR148 - Launton



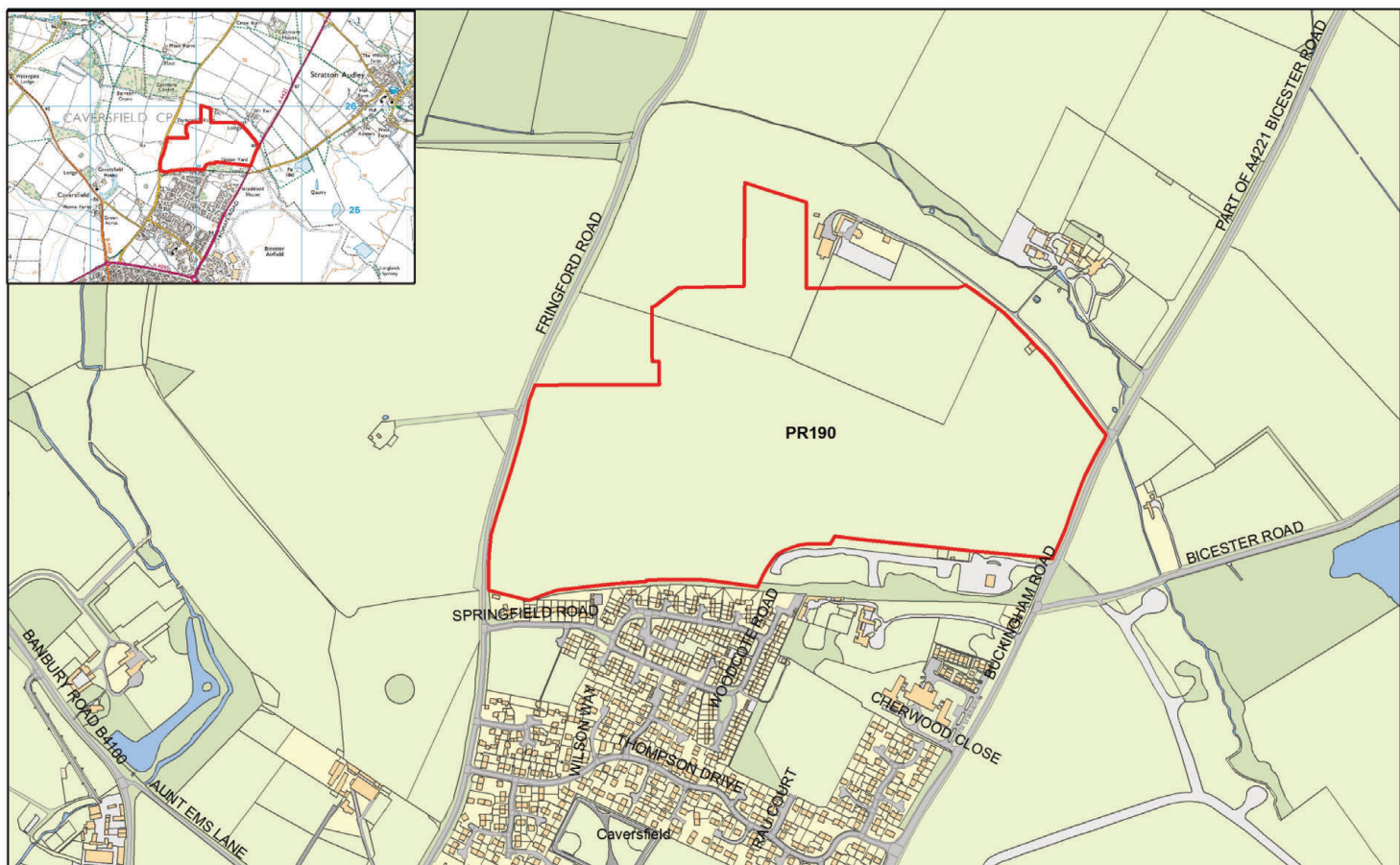




Site PR150 - Bicester



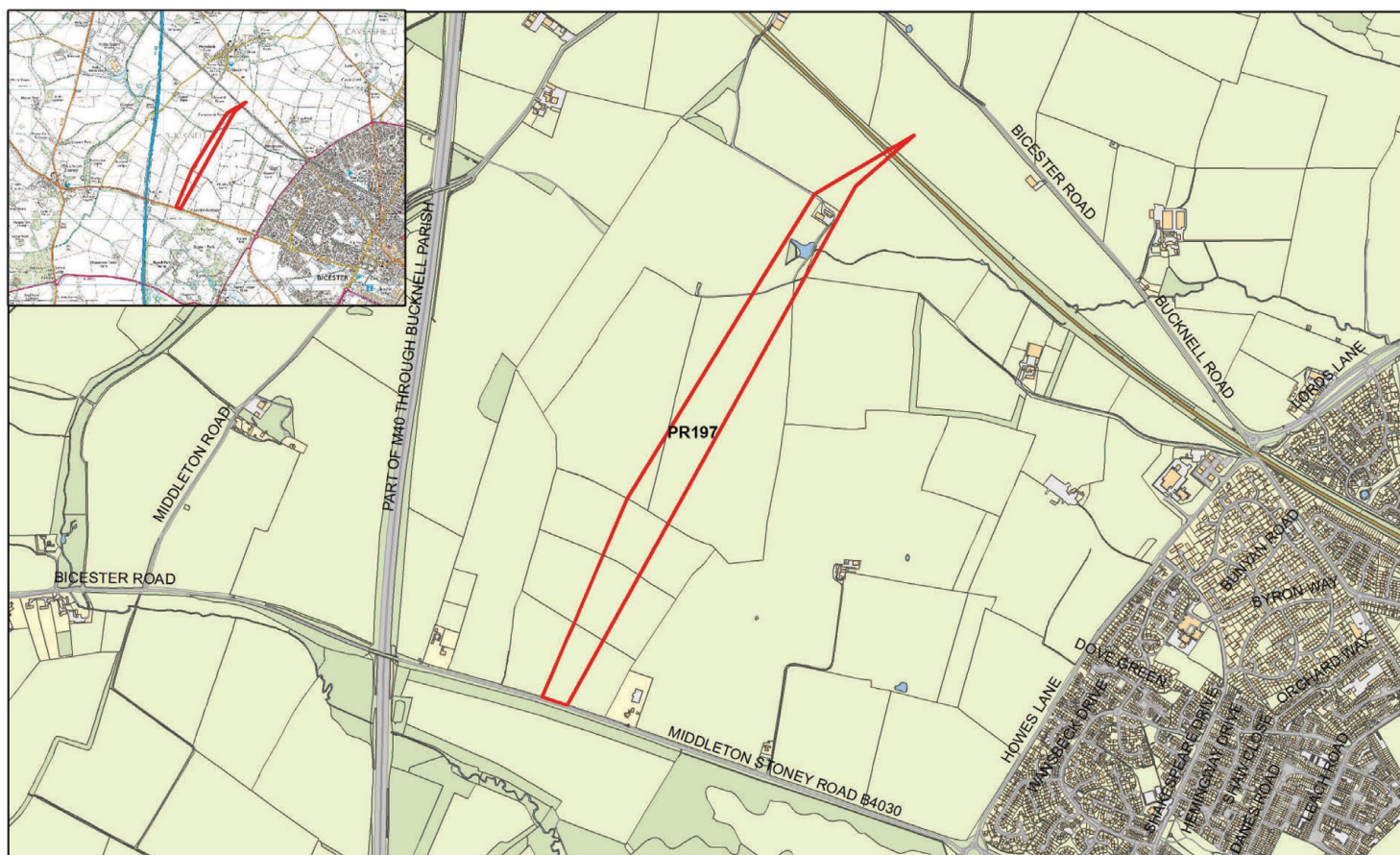
Site PR190 - Caversfield







Site PR197 - Bicester



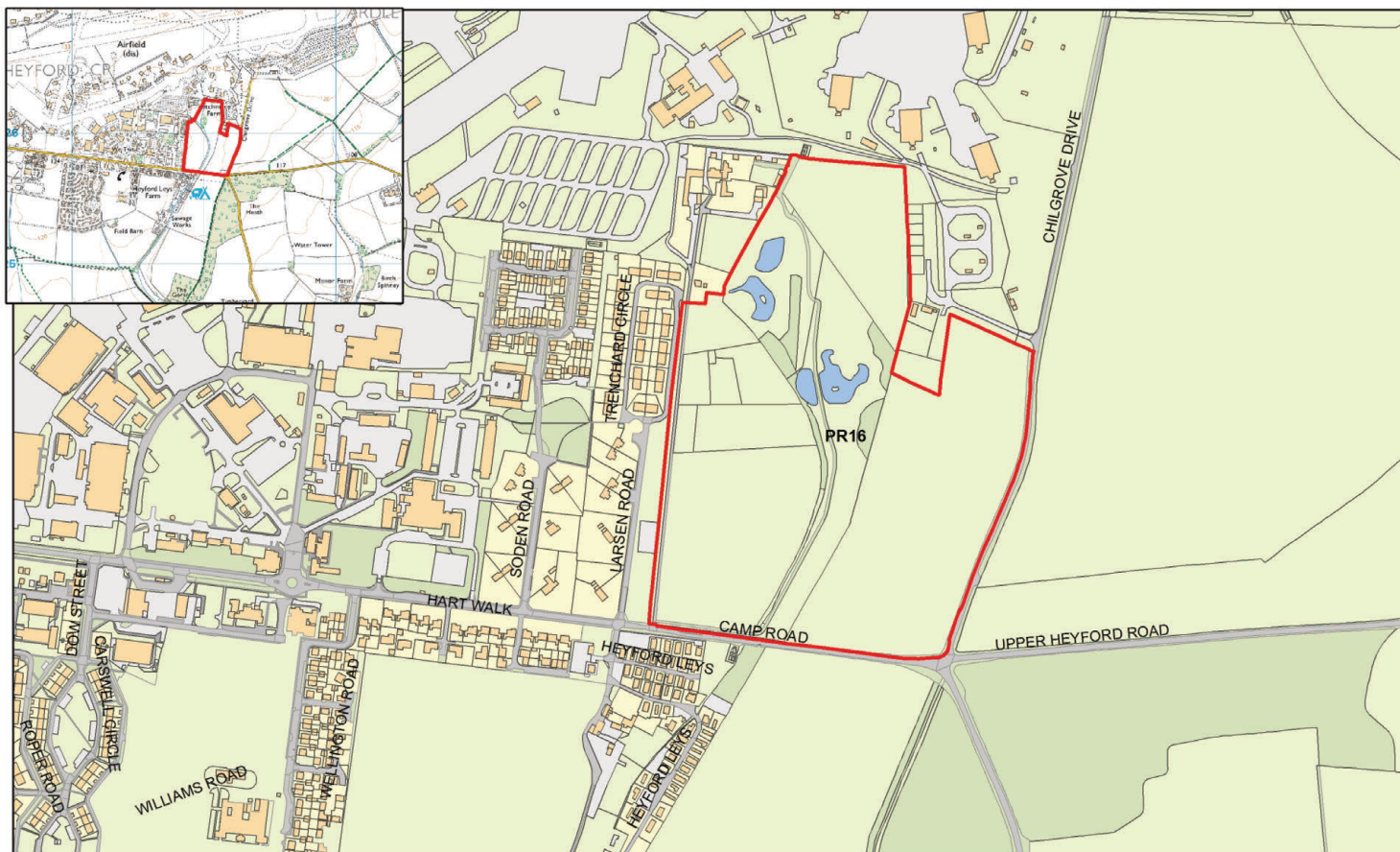


**Appendix I - Location Plans -  
Area F - Former RAF Upper  
Heyford and Surrounding Area**

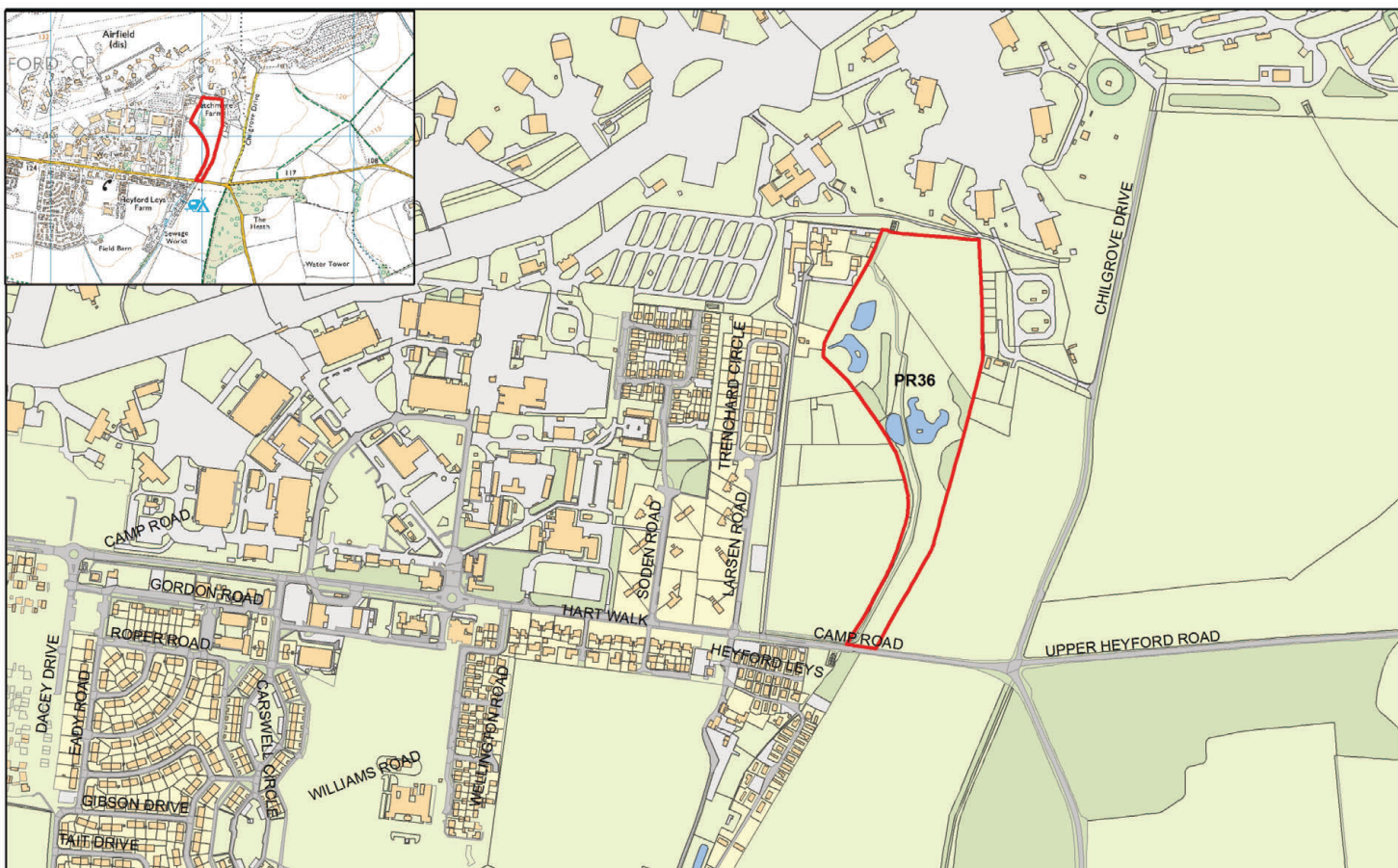




Site PR16 - Upper Heyford



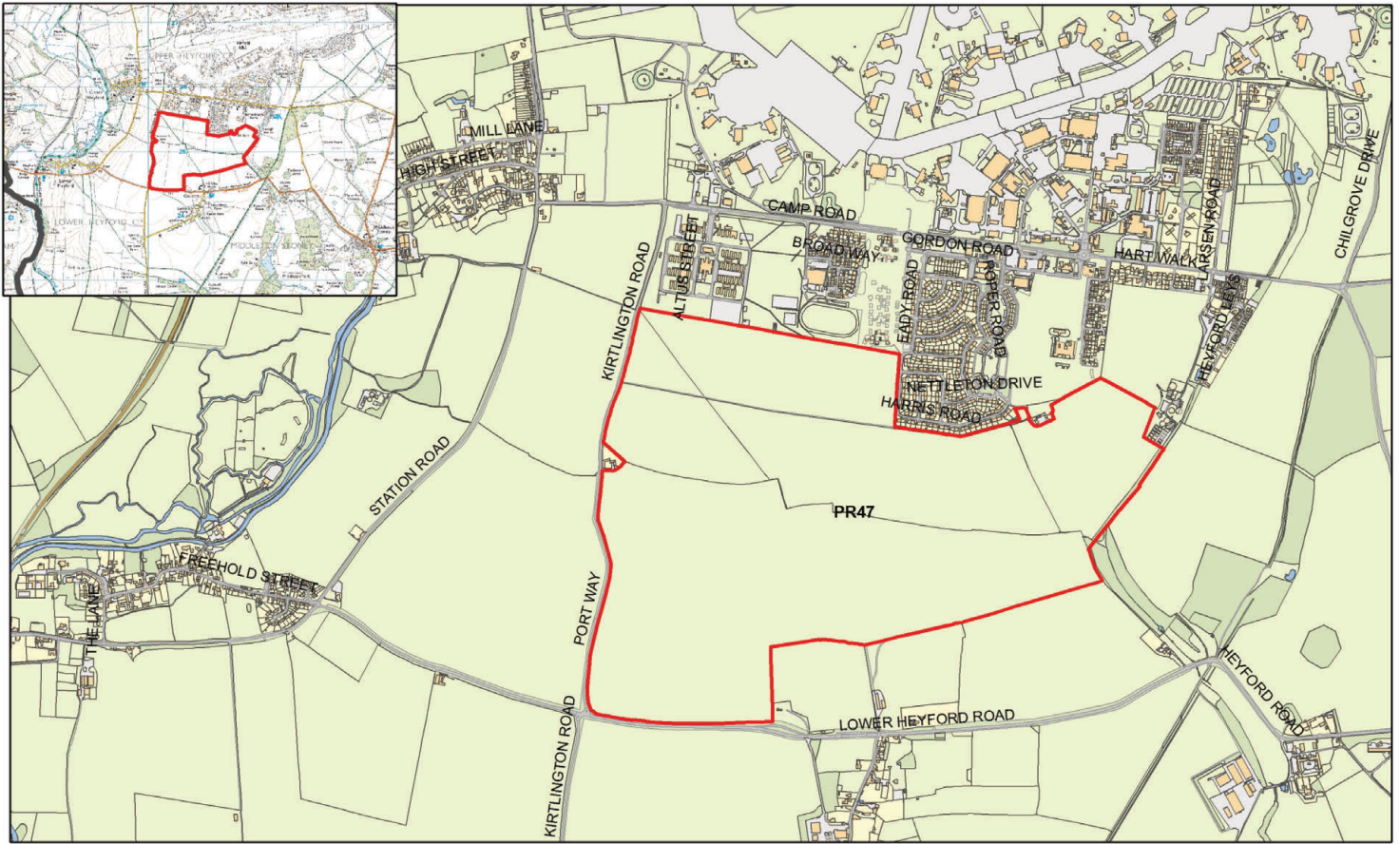
Site PR36 - Upper Heyford



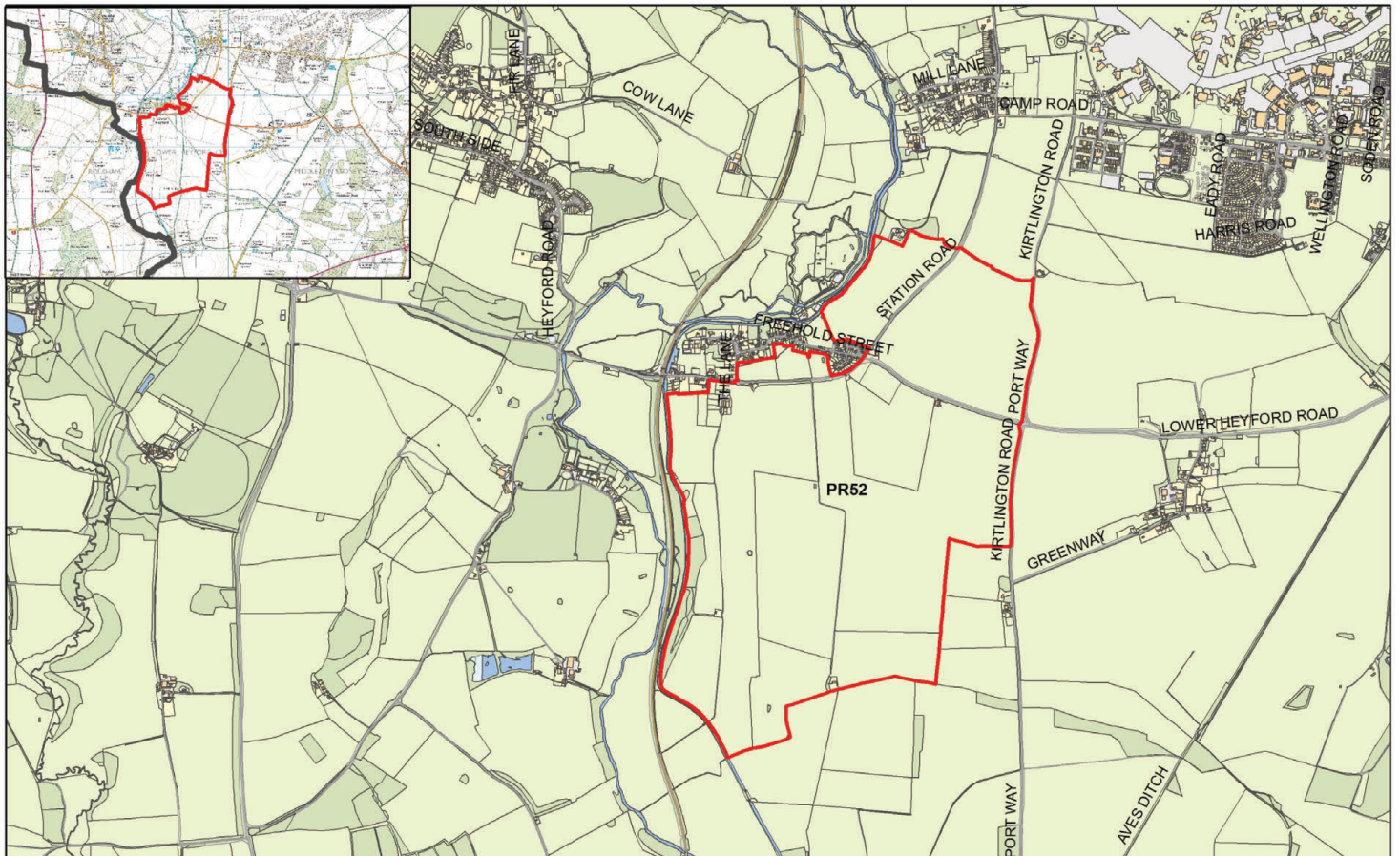




Site PR47 - Upper Heyford



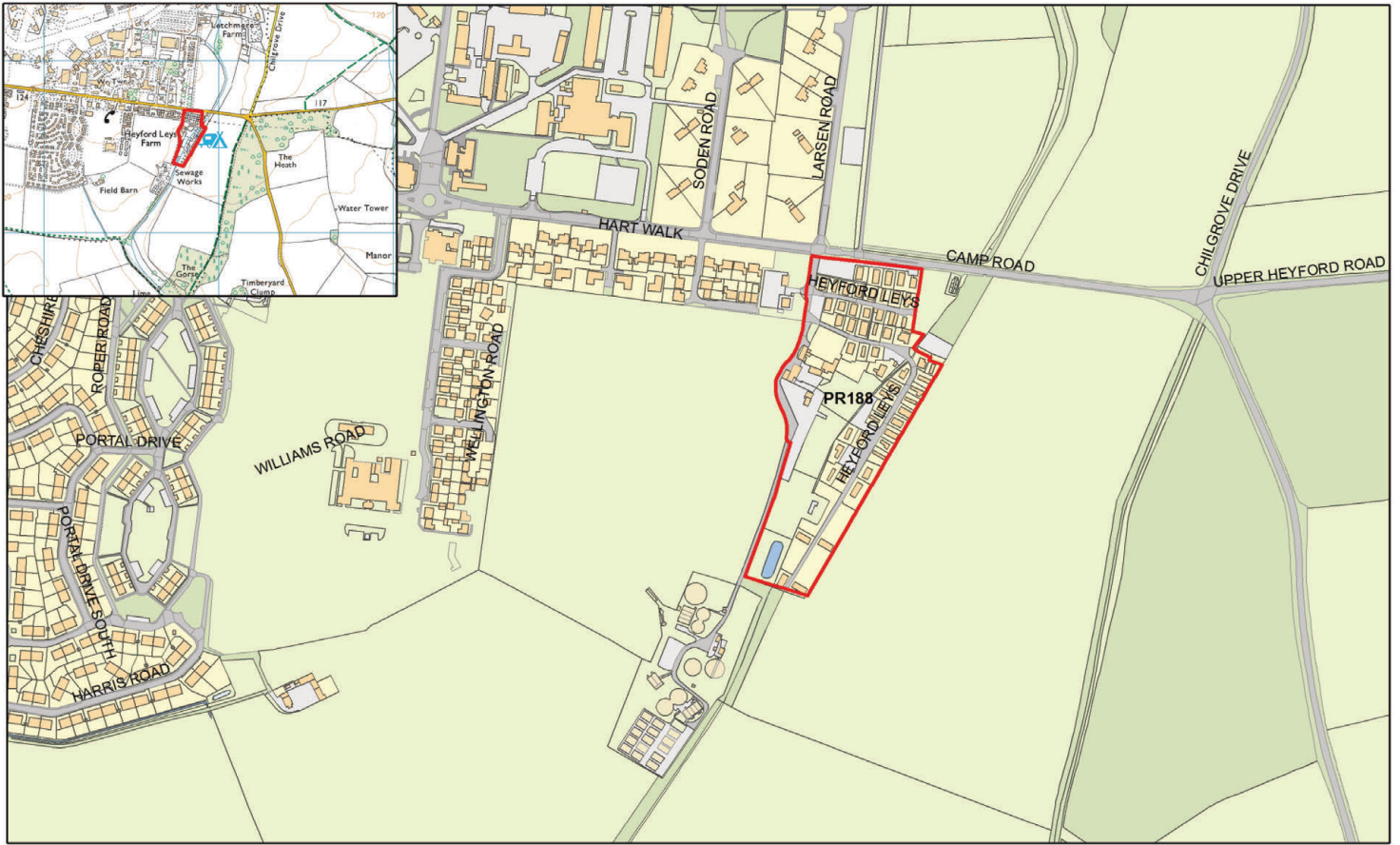
Site PR52 - Lower Heyford



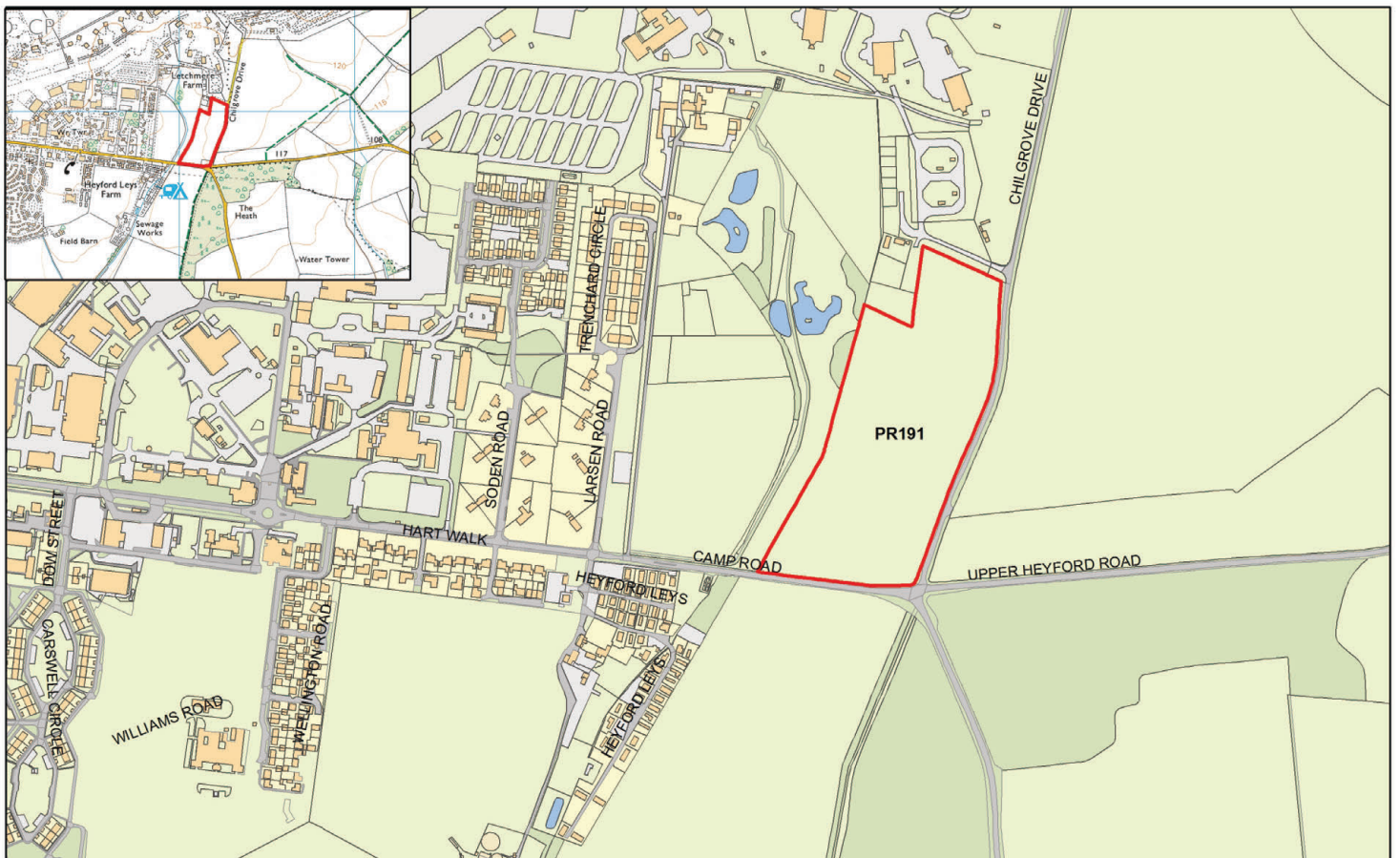




Site PR188 - Upper Heyford



Site PR191 - Upper Heyford

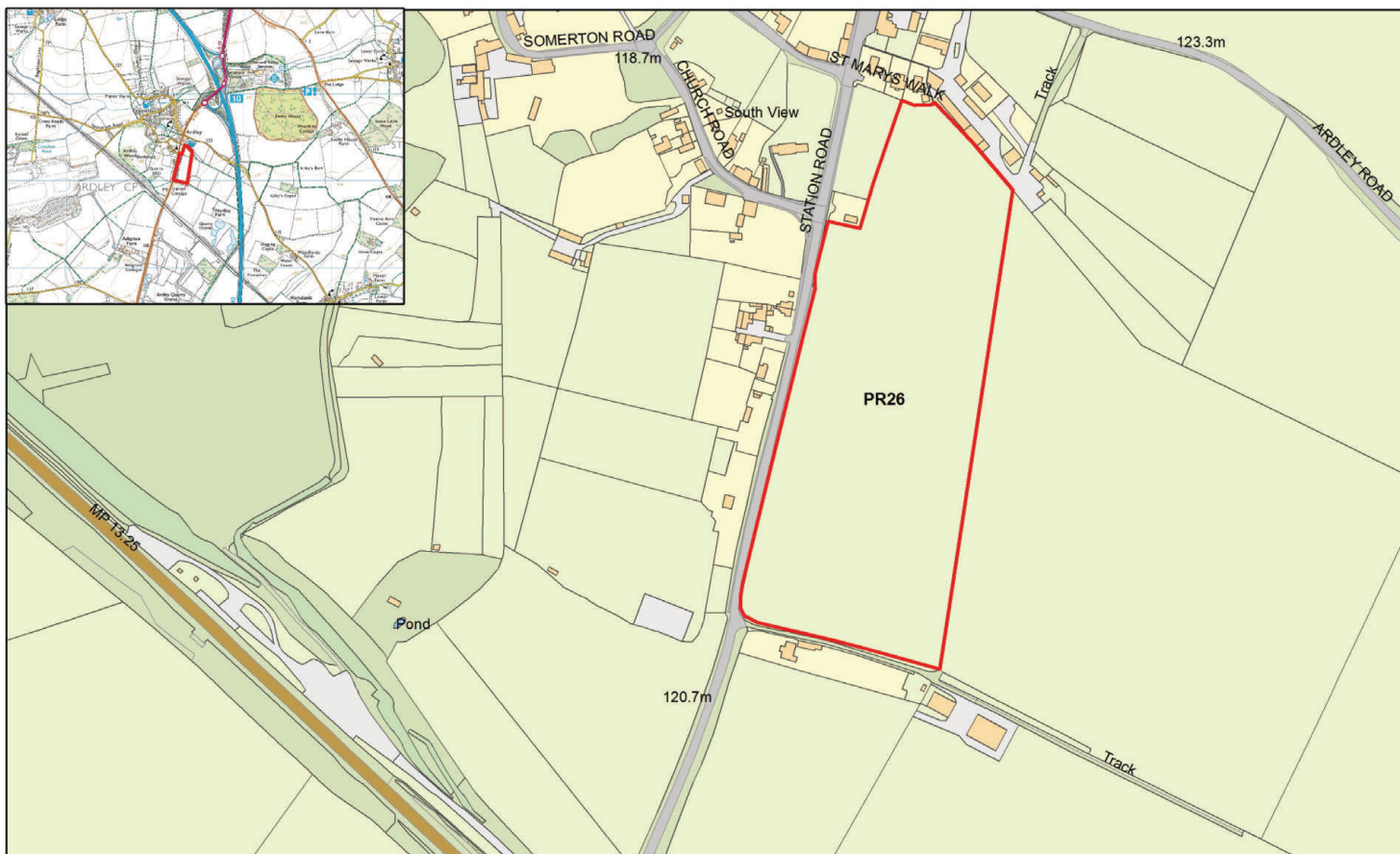




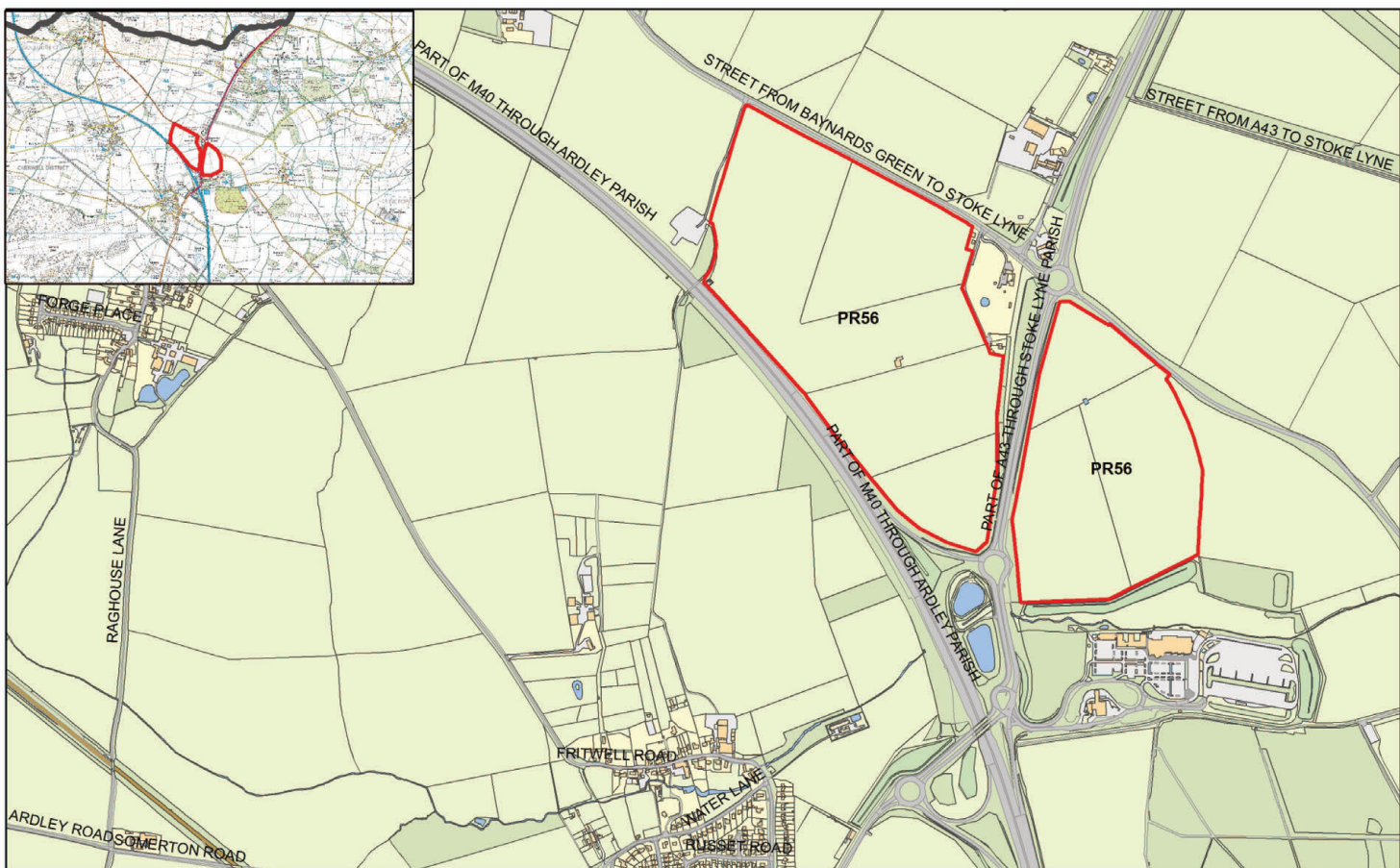
**Appendix I - Location Plans -  
Area G - Junction 10, M40**



Site PR26 - Ardley

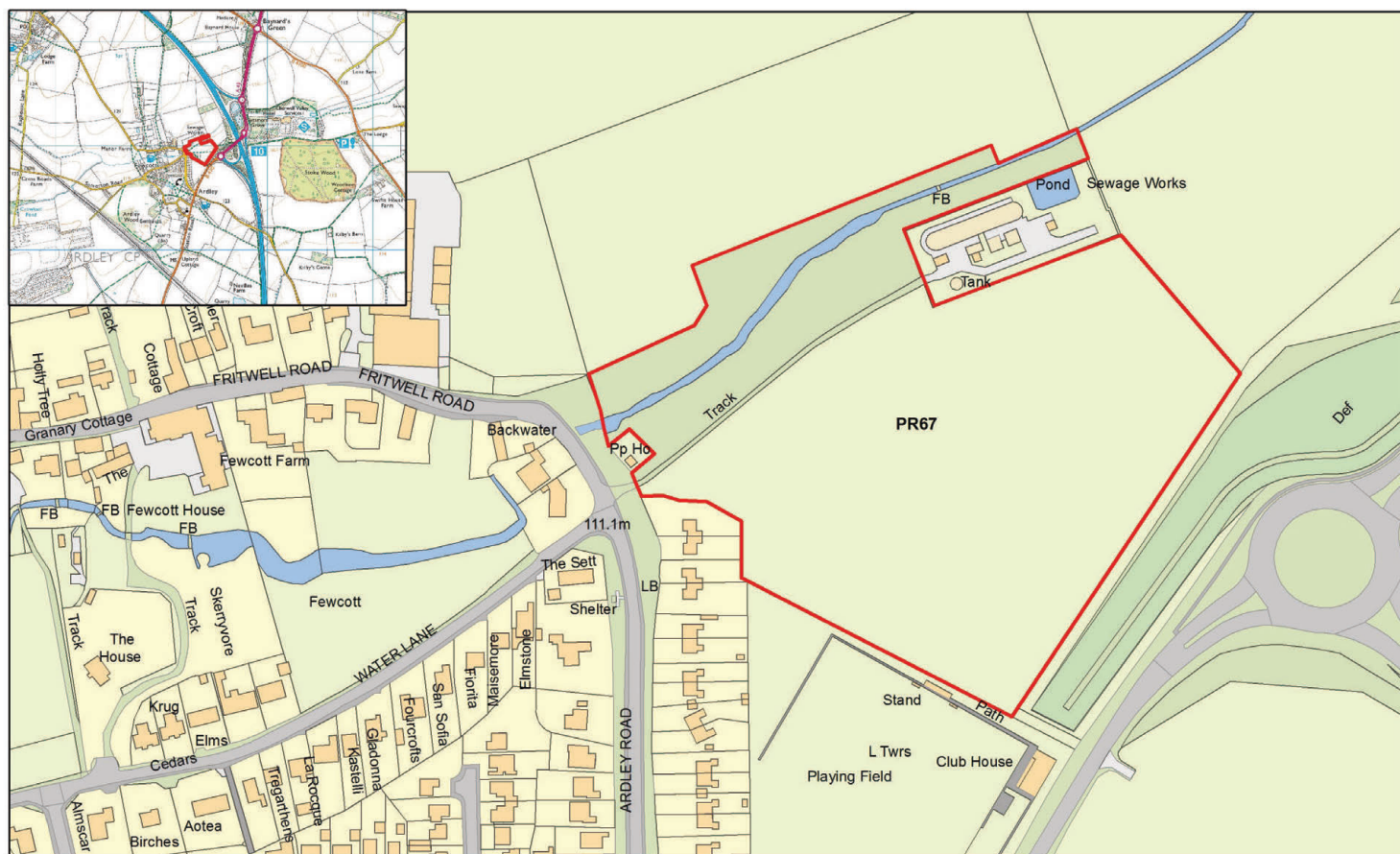


Site PR56 - Ardley





Site PR67 - Ardley



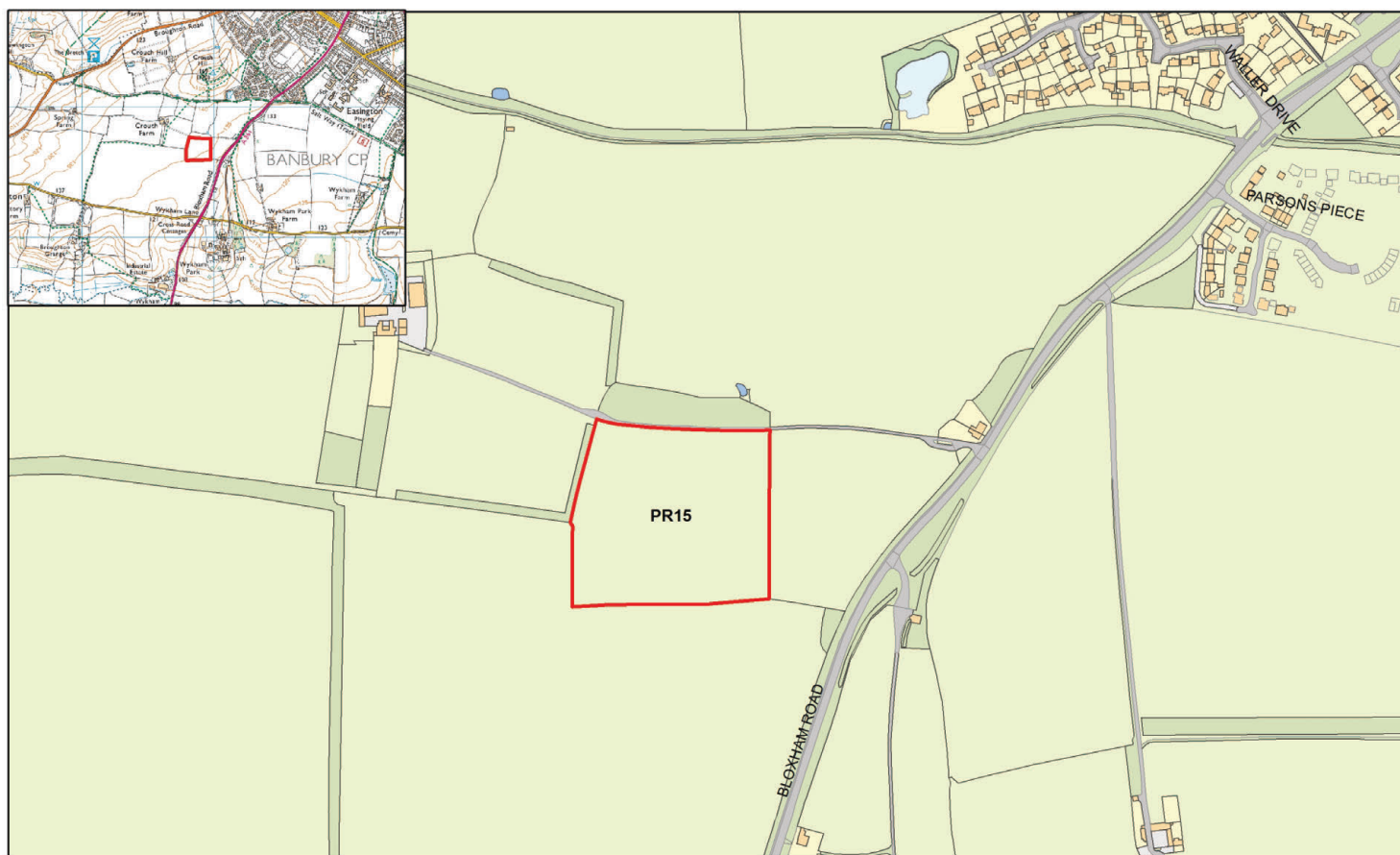




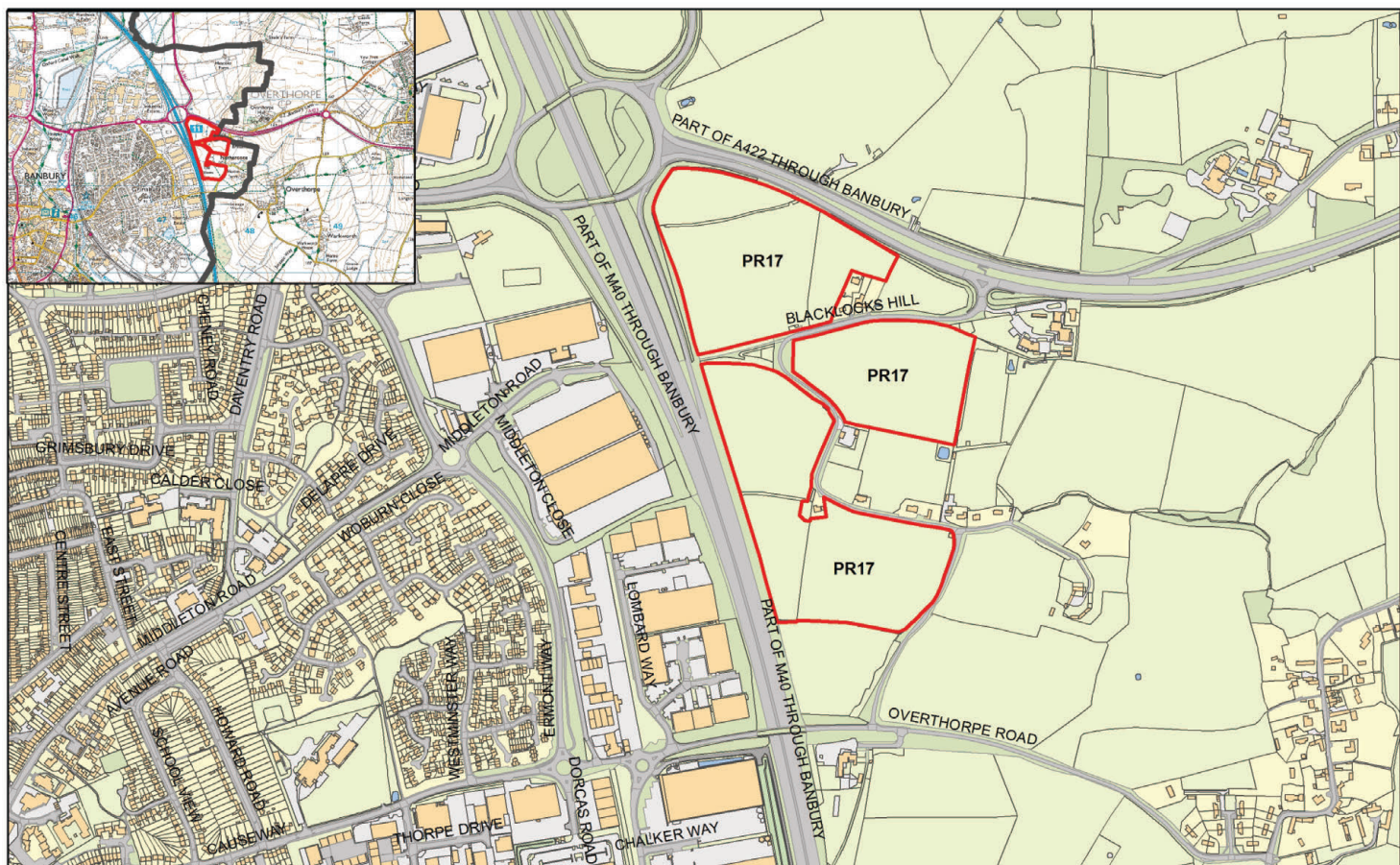
**Appendix I - Location Plans -  
Area H - Banbury and  
Surrounding area**



Site PR15 - Banbury



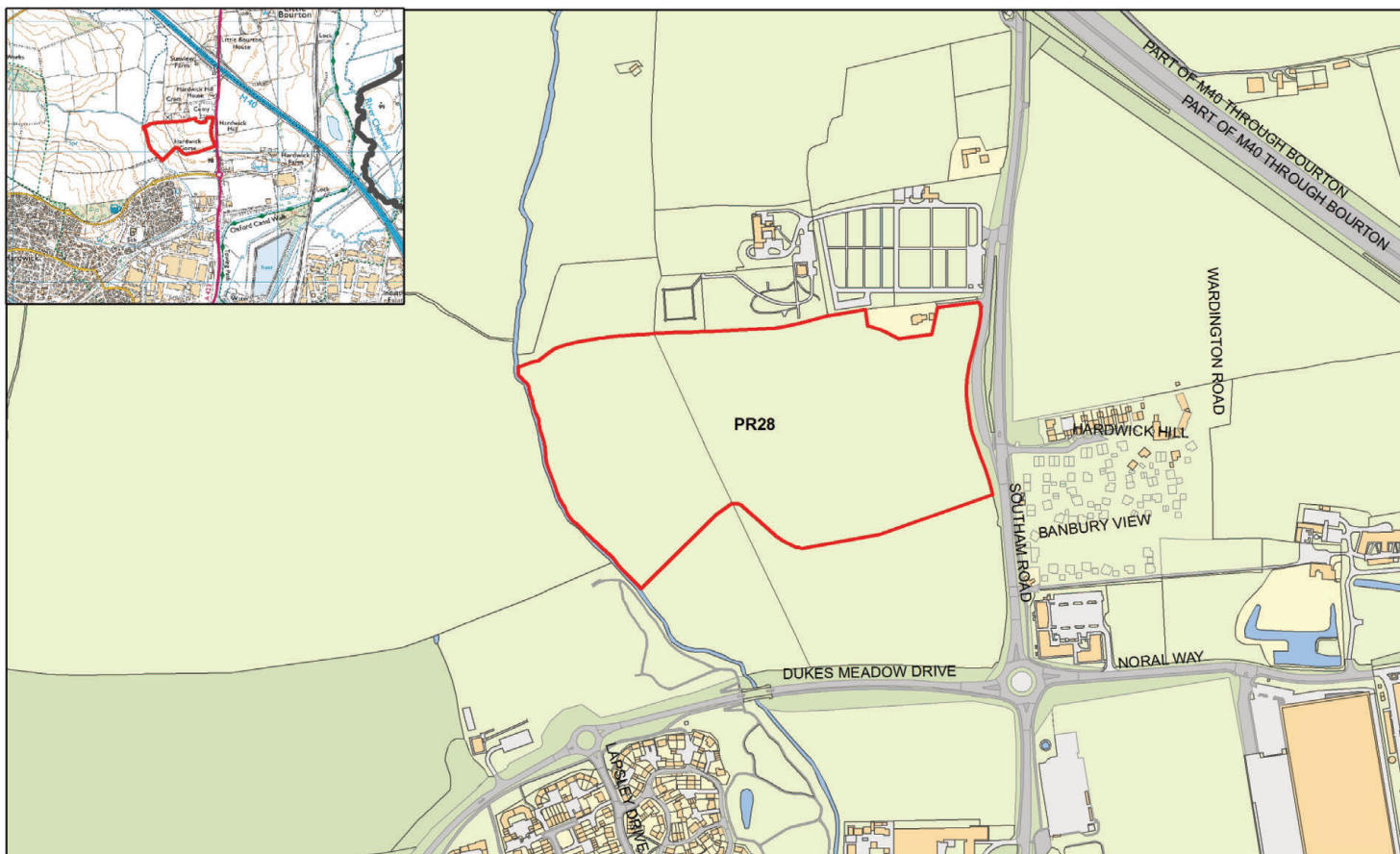
Site PR17 - Banbury



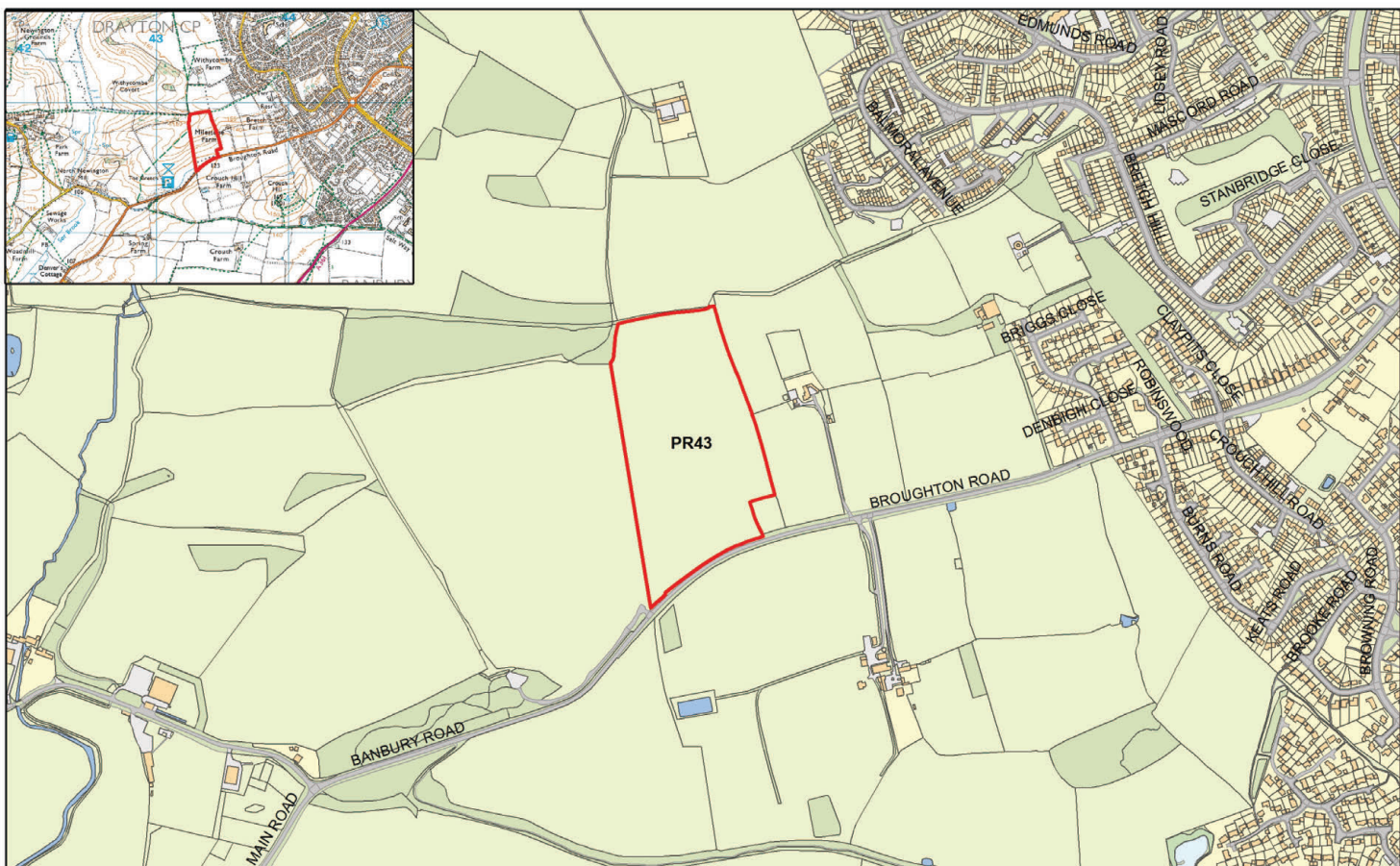




Site PR28 - Banbury



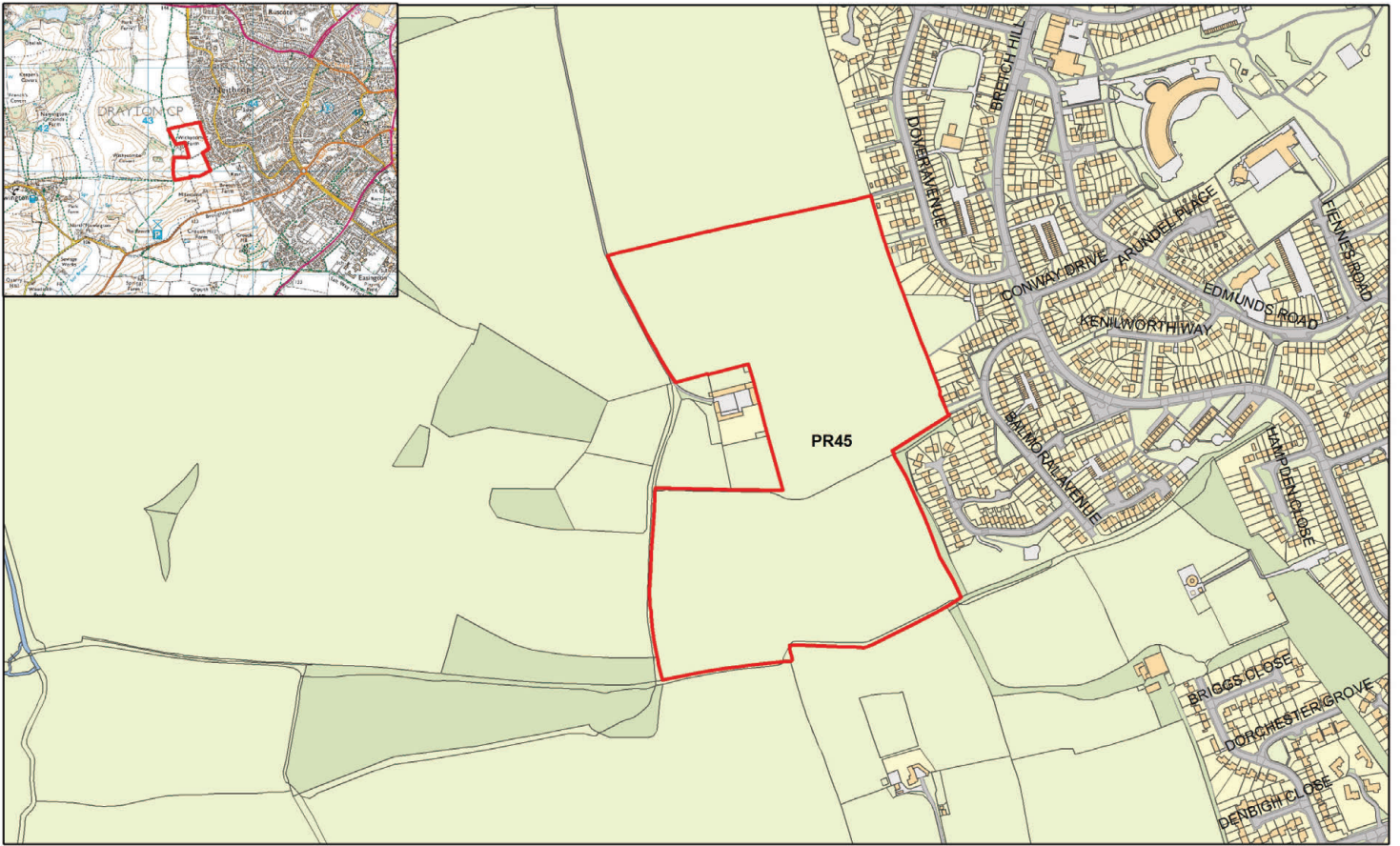
Site PR43 - Banbury



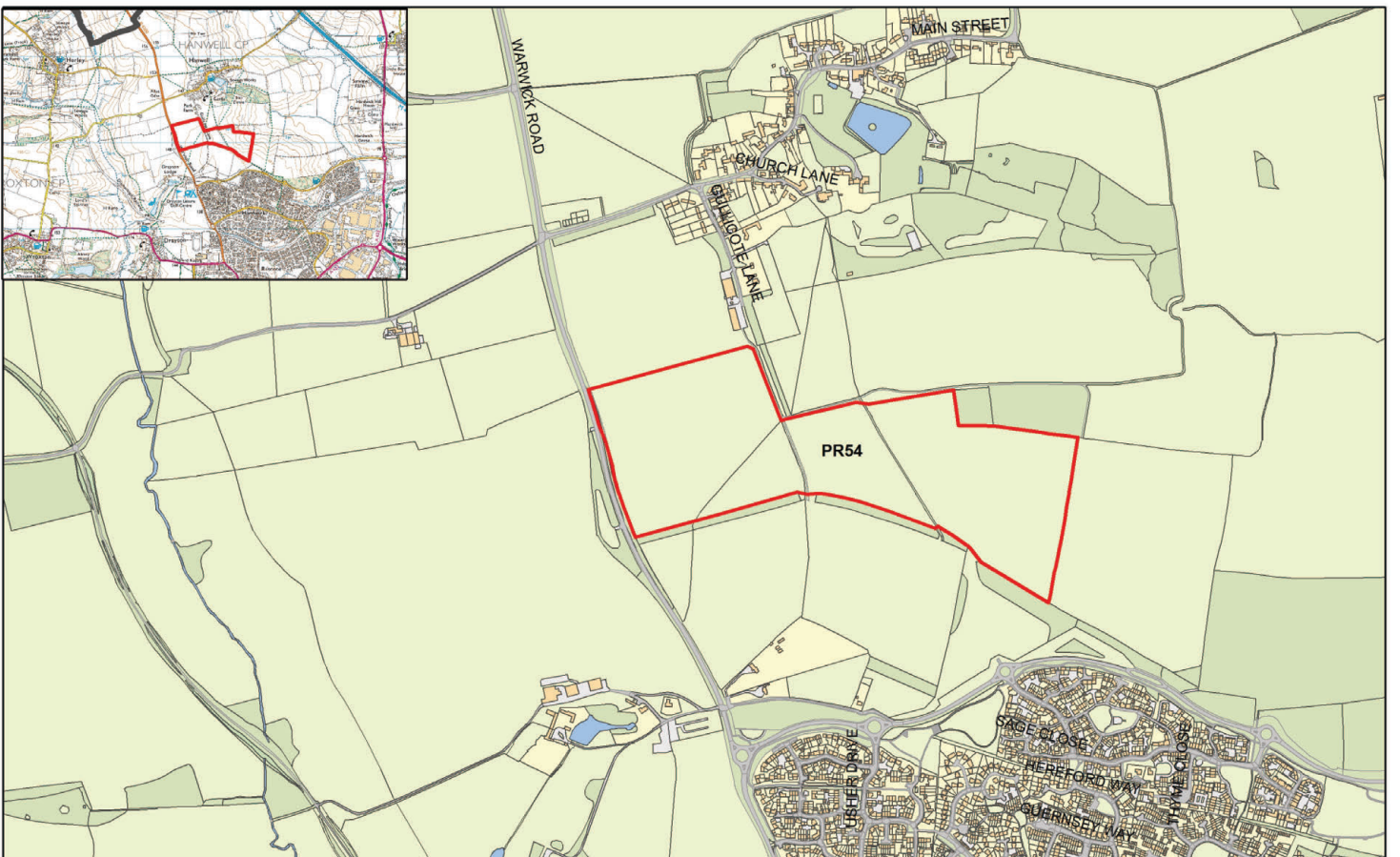




Site PR45 - Banbury



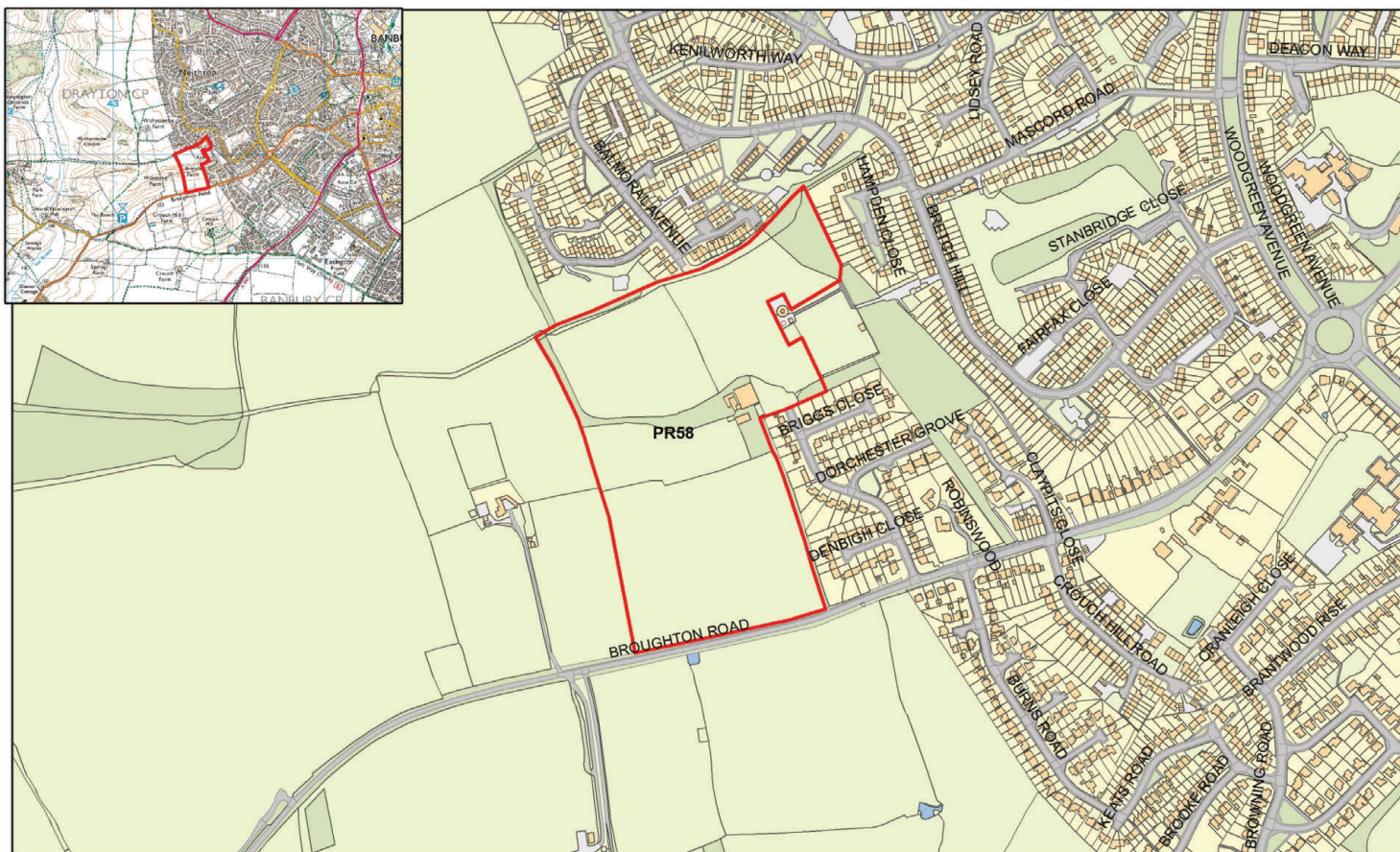
Site PR54 - Banbury



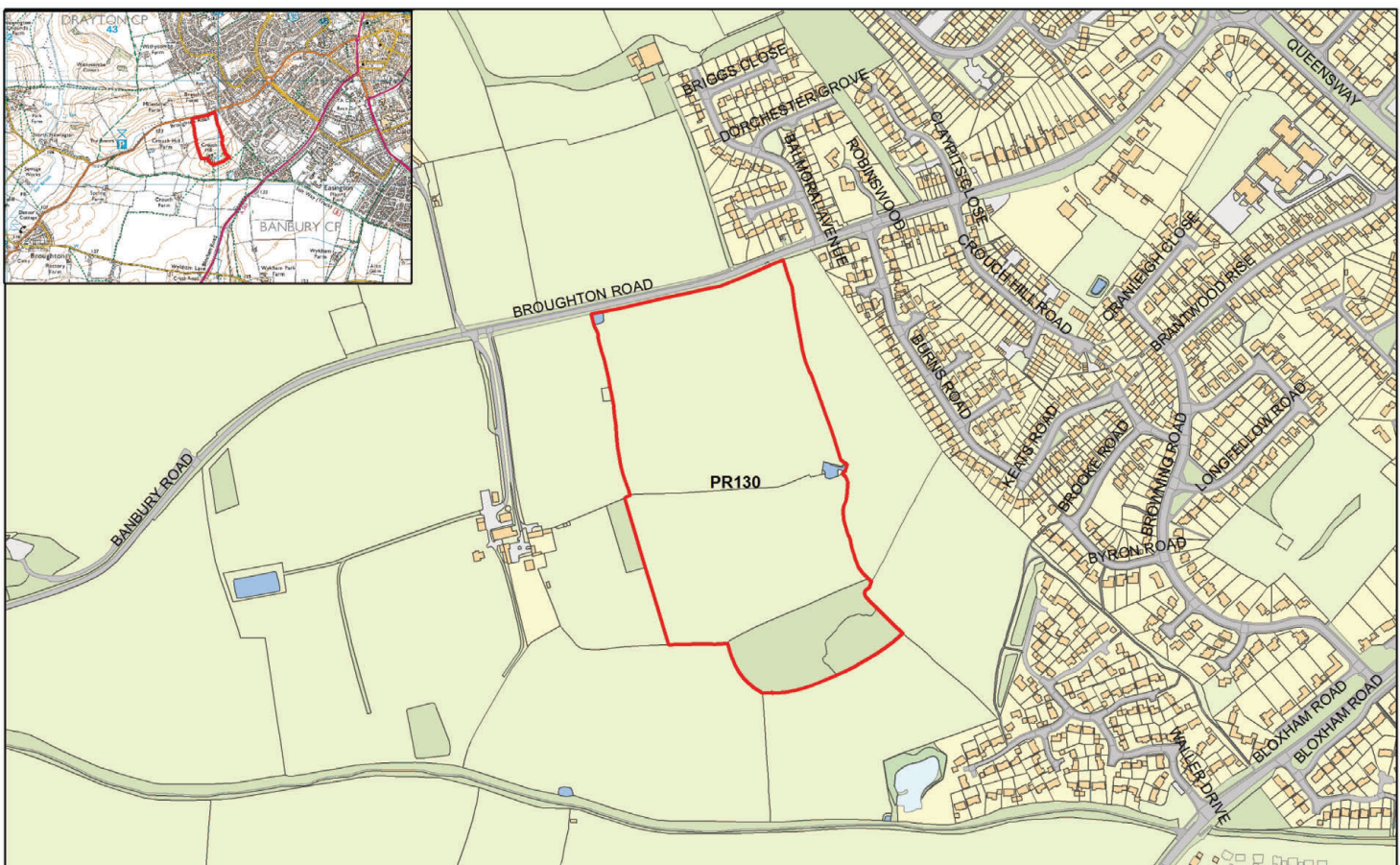




Site PR58 - Banbury



Site PR130 - Banbury



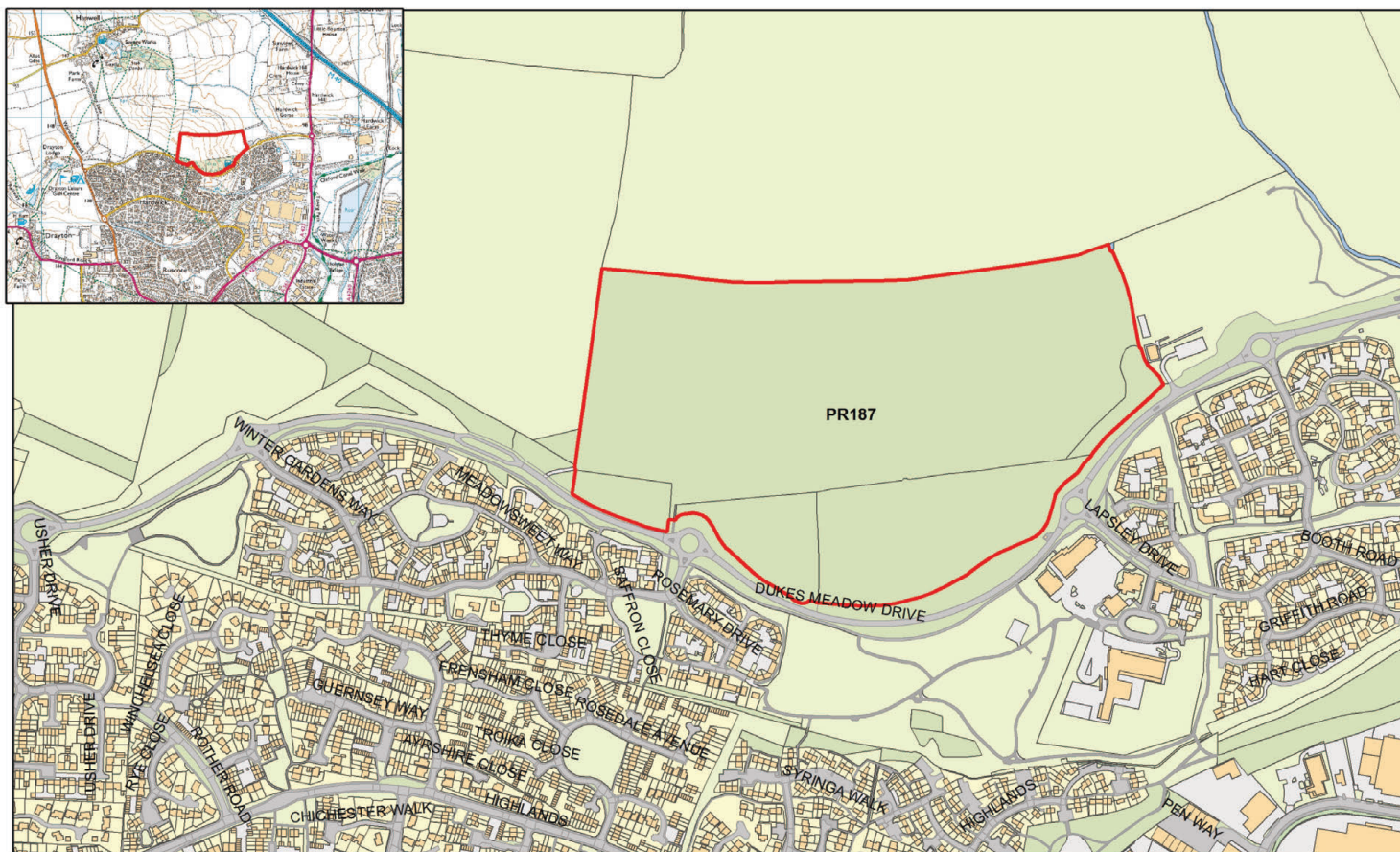




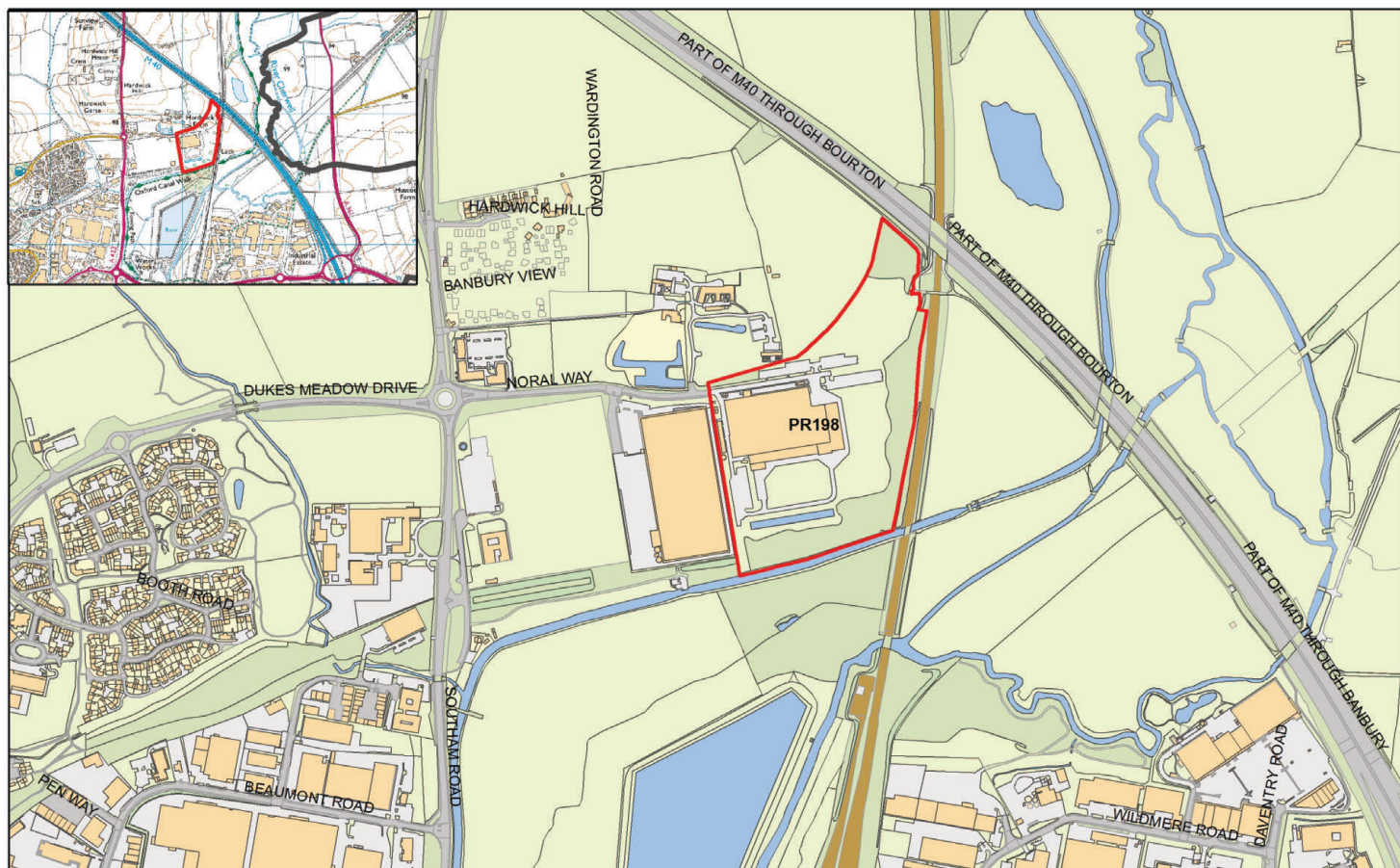




Site PR187 - Banbury



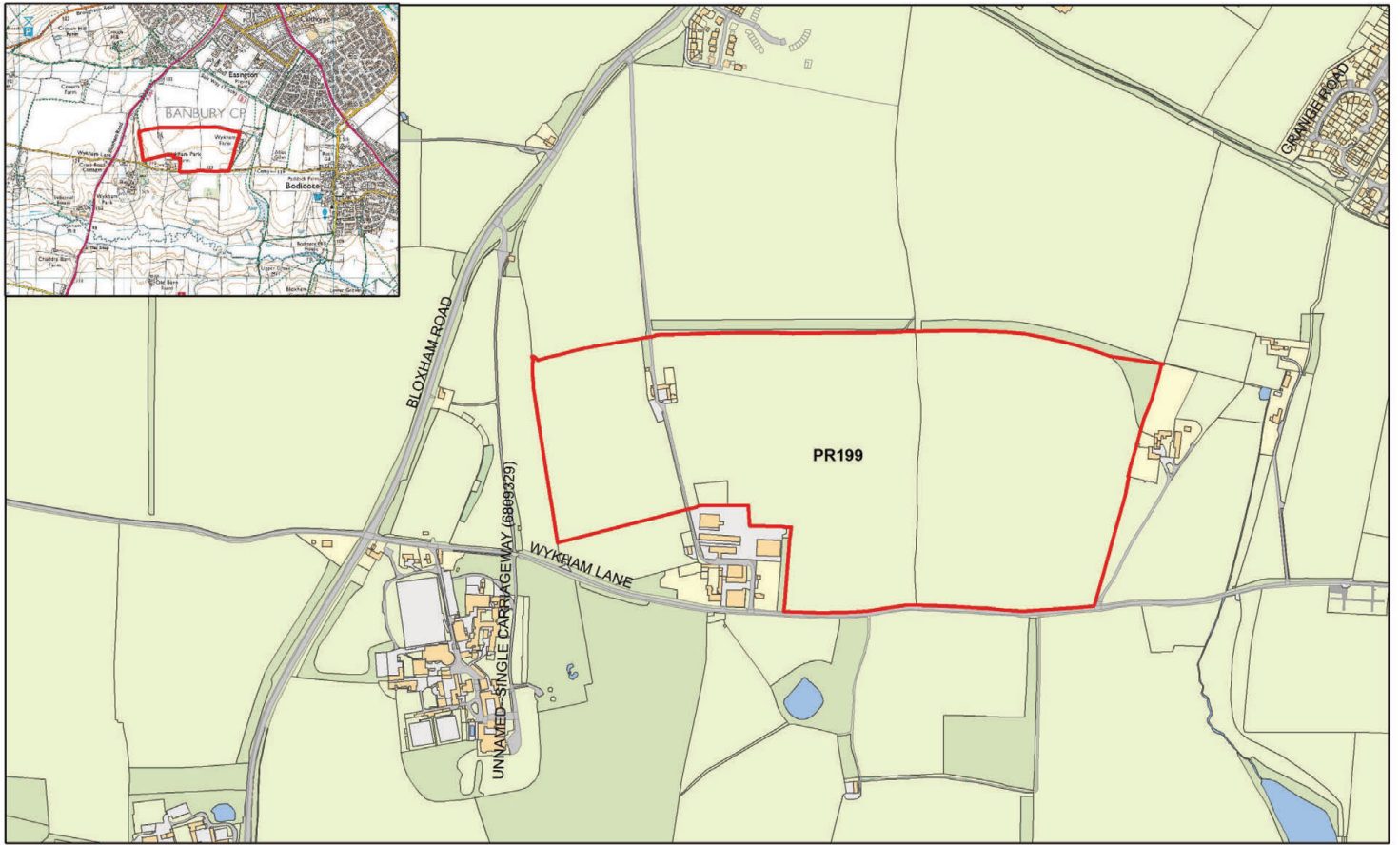
Site PR198 - Banbury







Site PR199 - Banbury

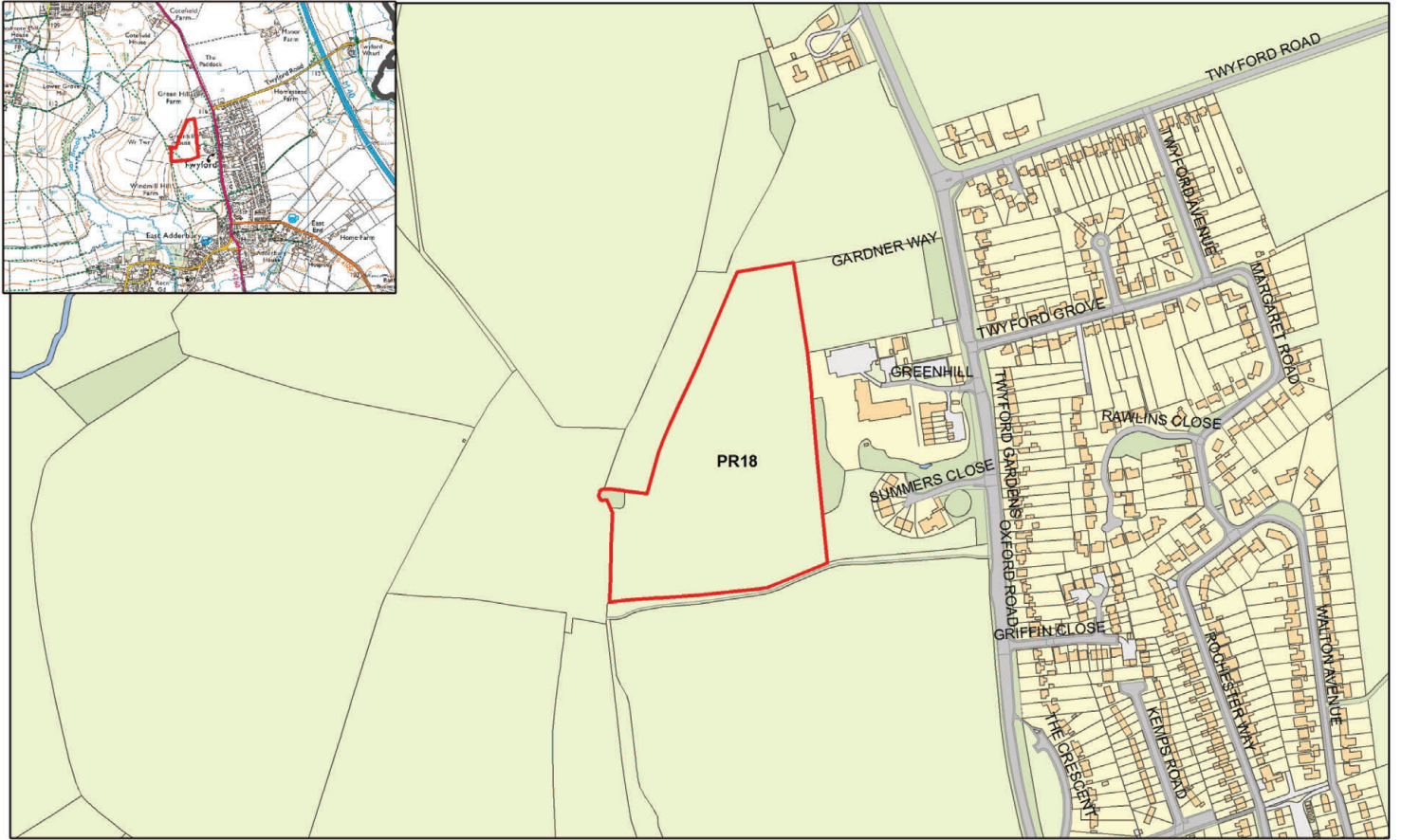




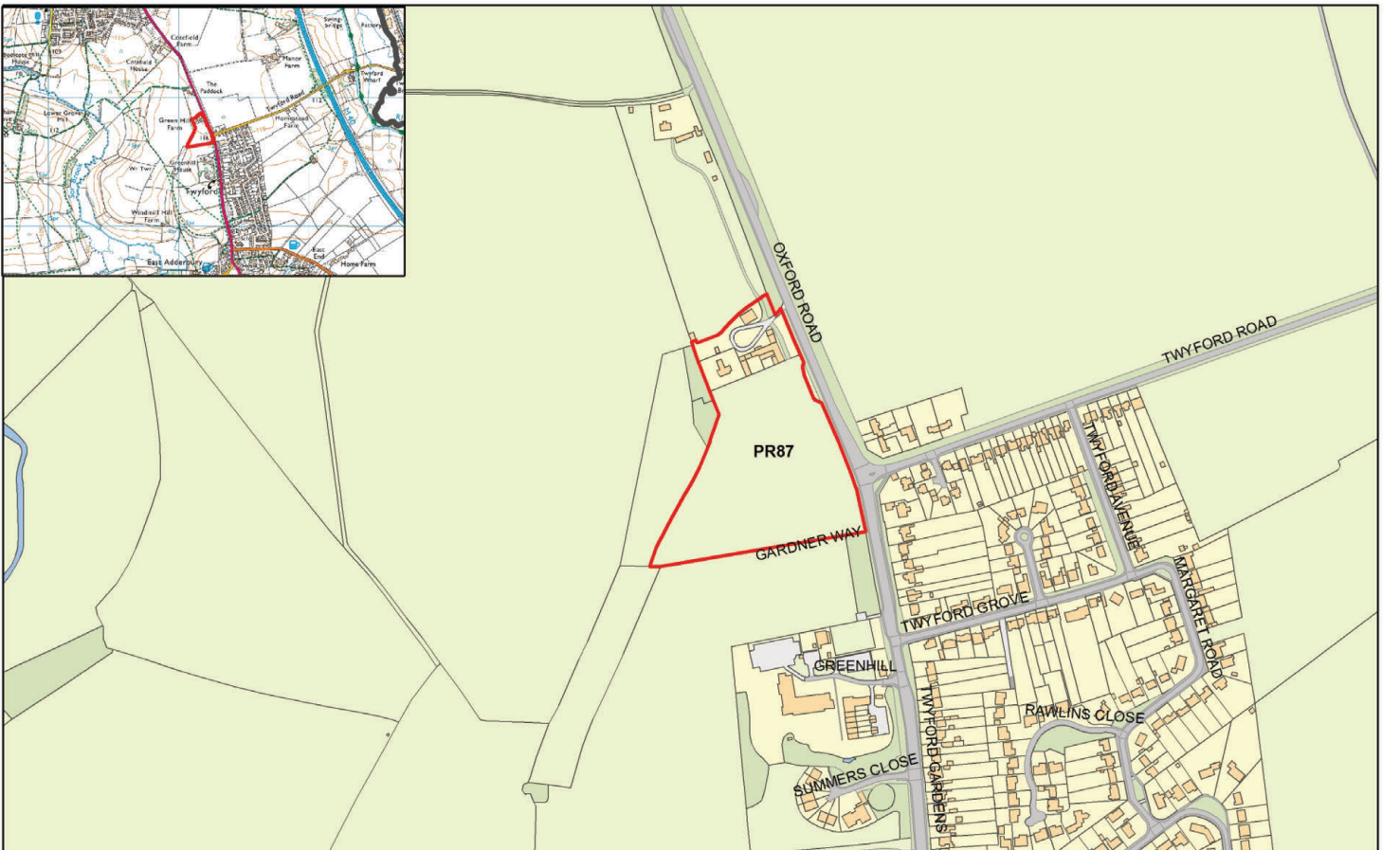
**Appendix I - Location Plans -  
Area I - Remainder of  
District/Rural Dispersal**



Site PR18 - Adderbury



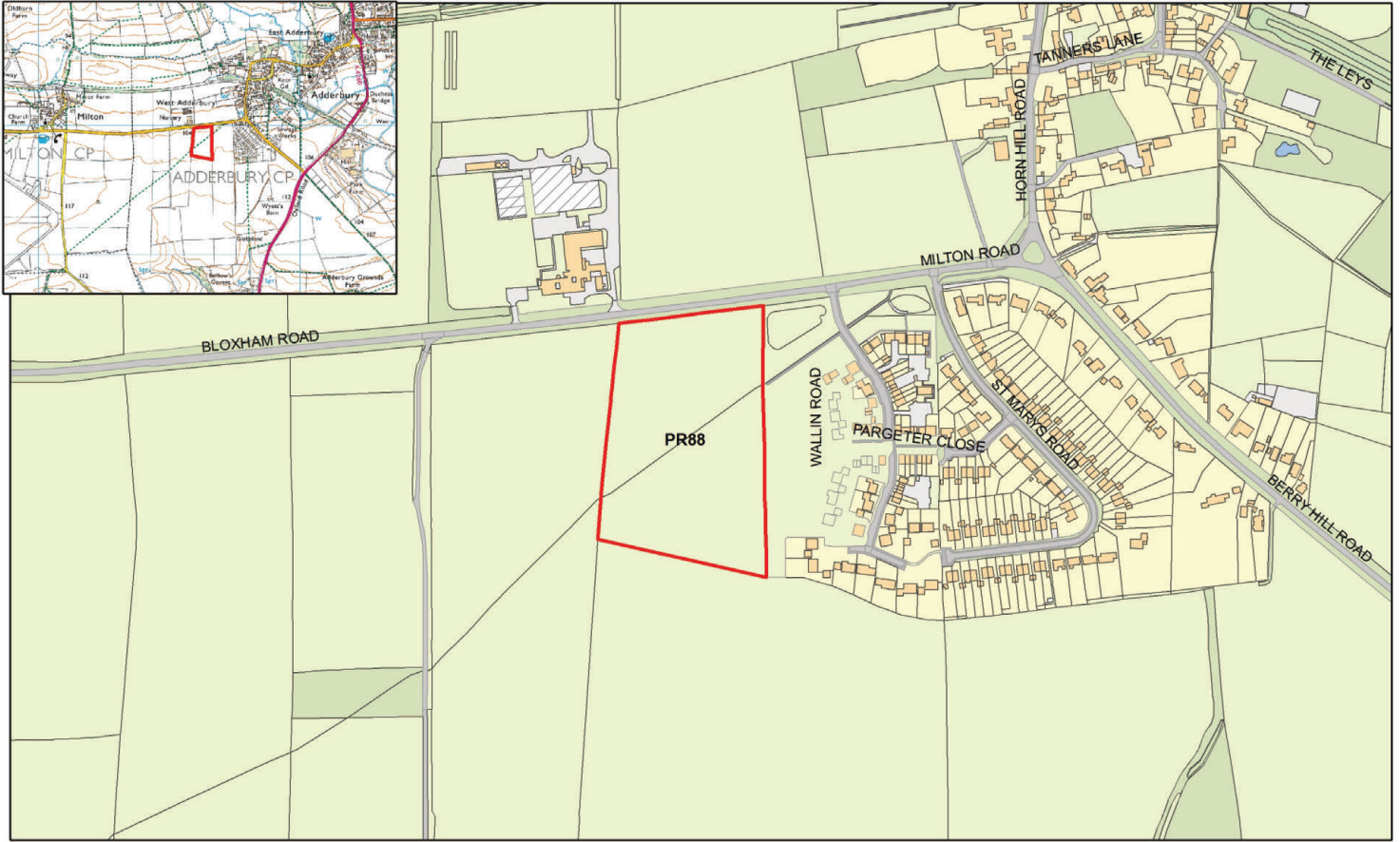
Site PR87 - Adderbury



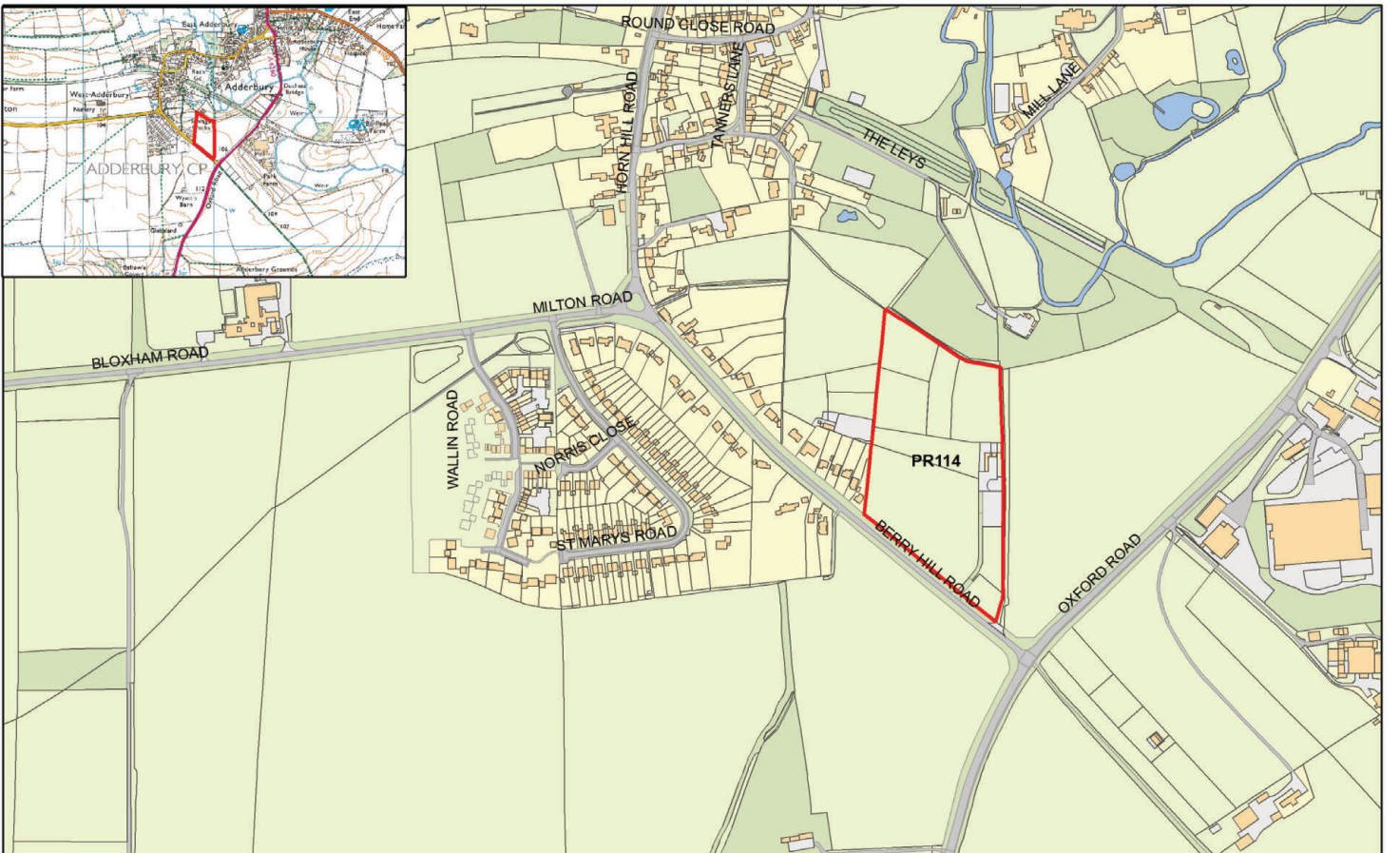




Site PR88 - Adderbury



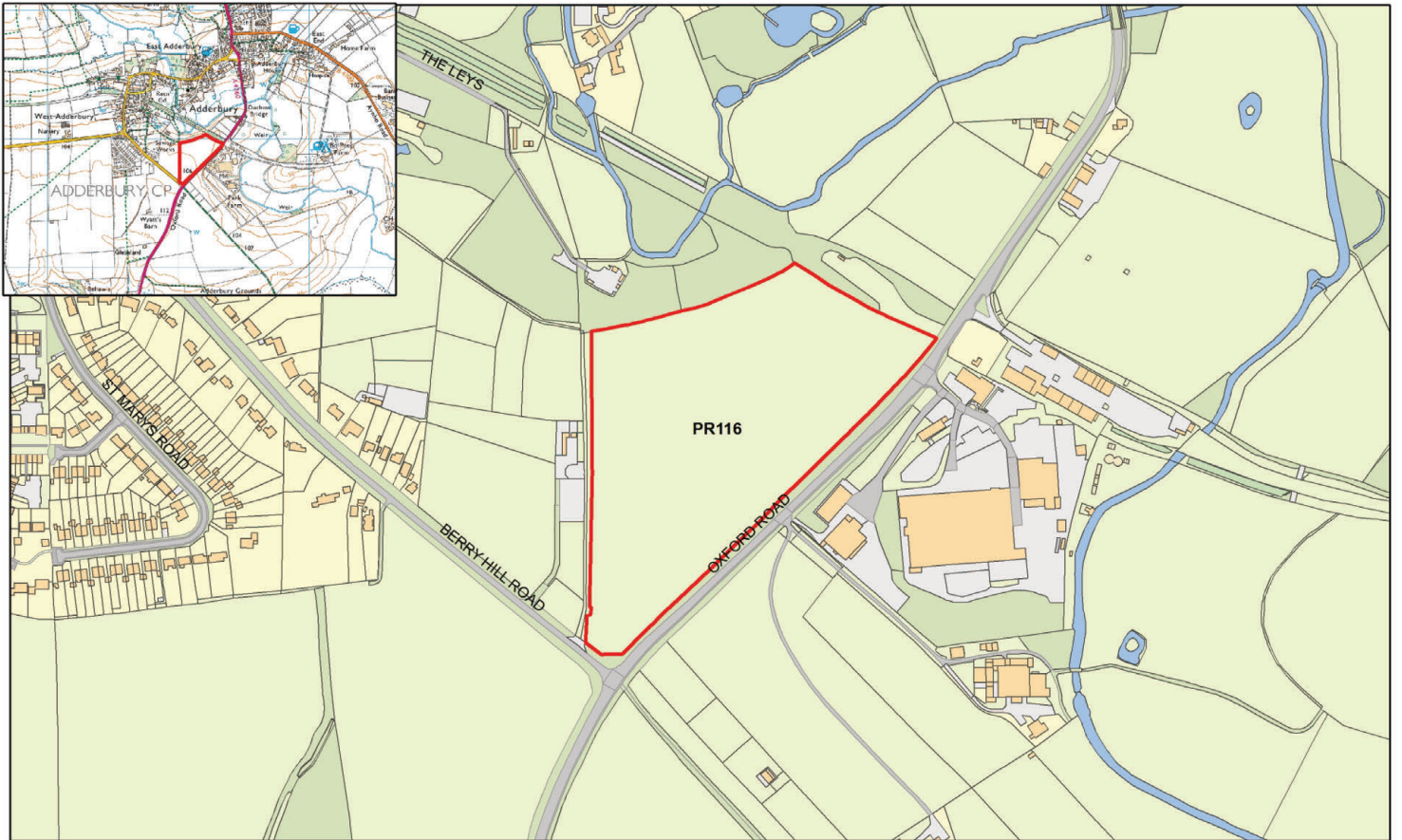
Site PR114 - Adderbury



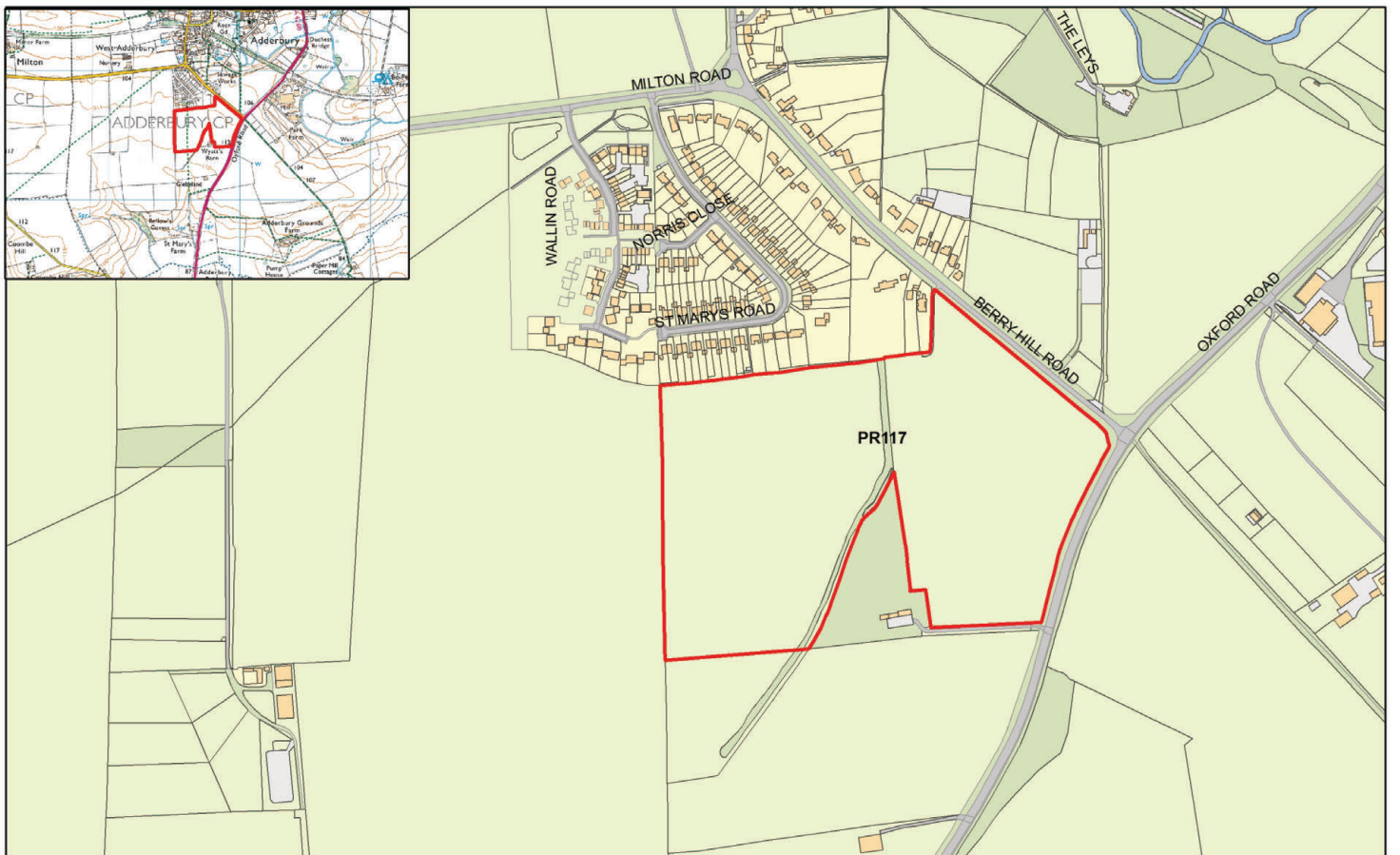




Site PR116 - Adderbury



Site PR117 - Adderbury



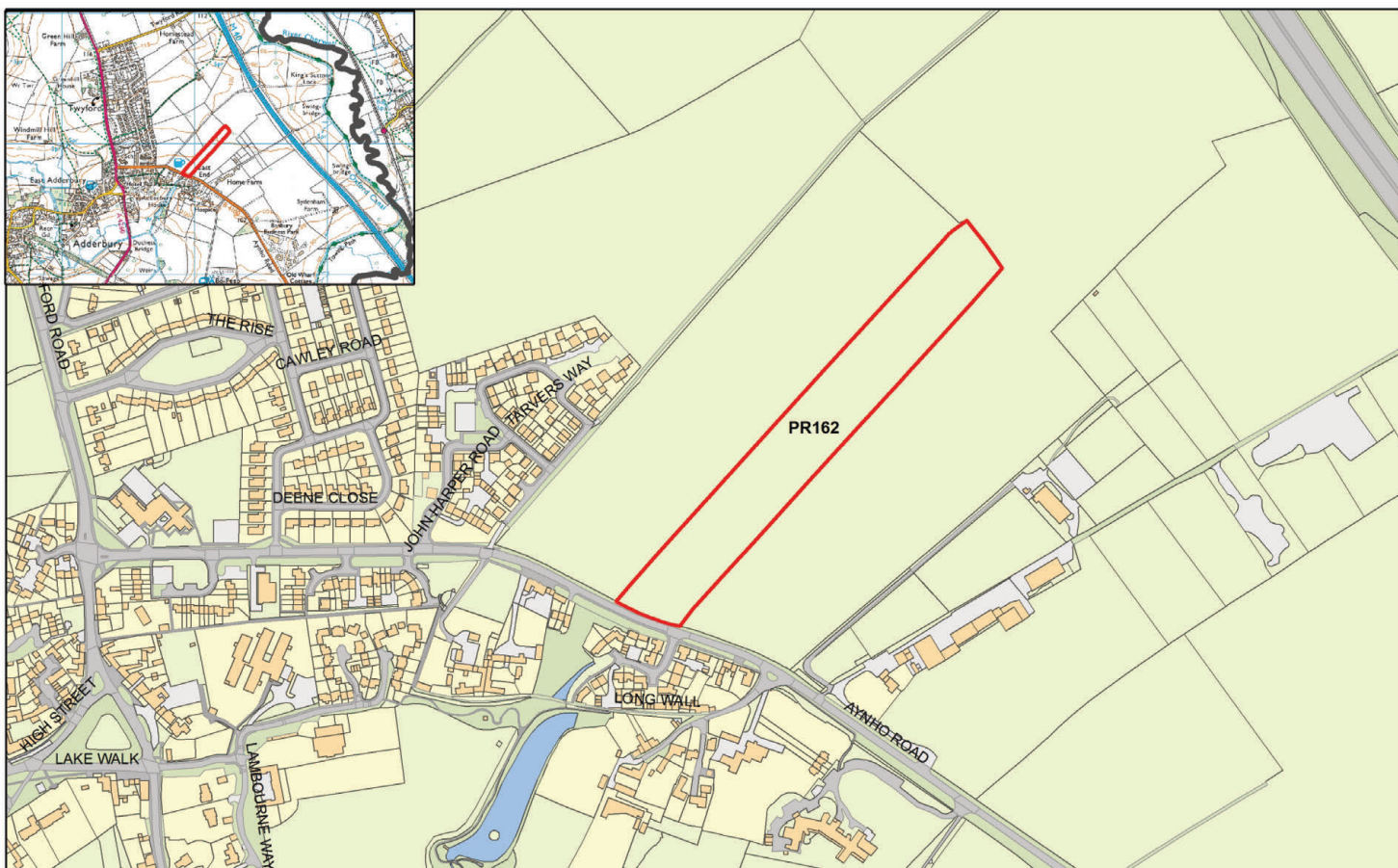




Site PR134 - Adderbury



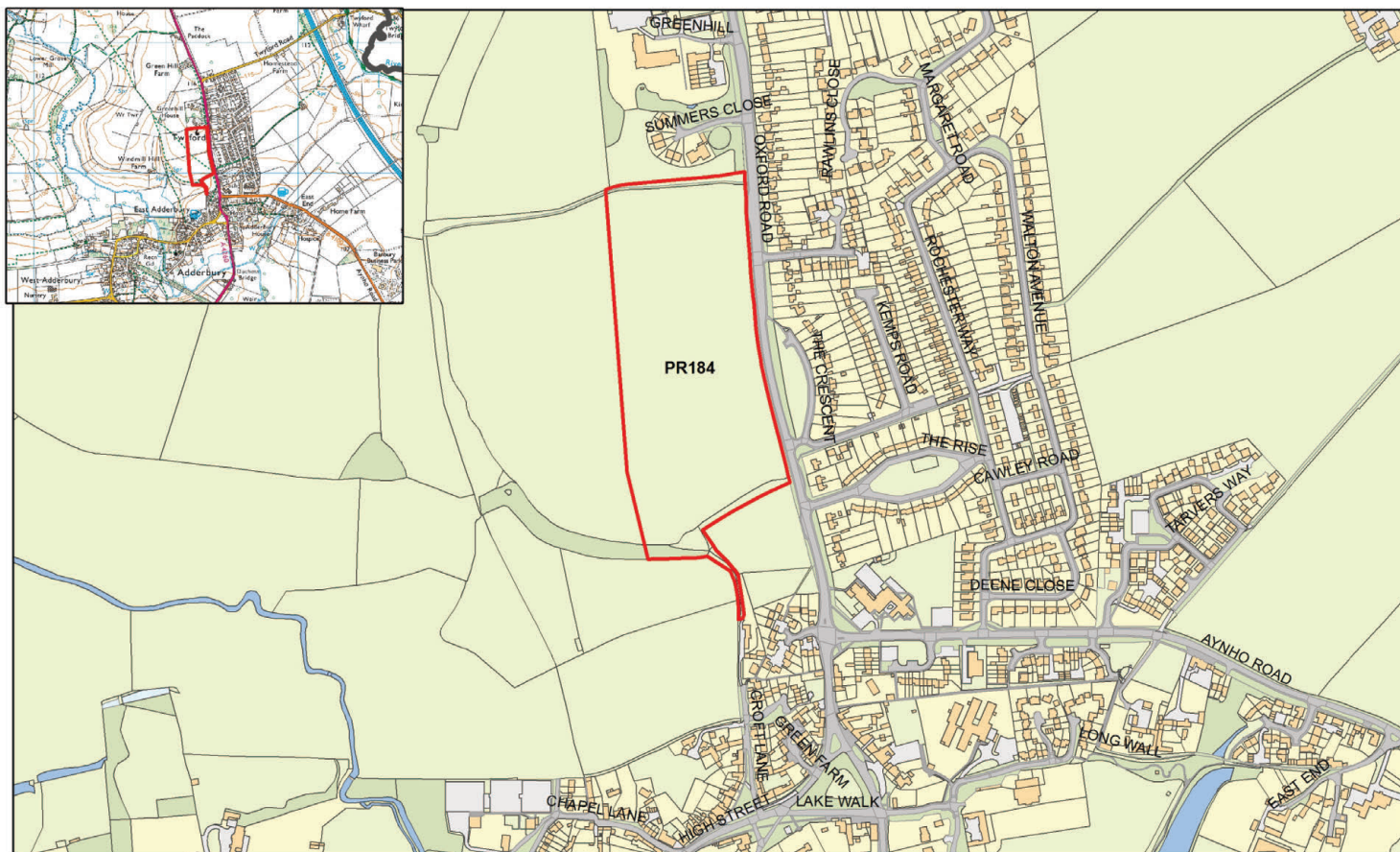
Site PR162 - Adderbury



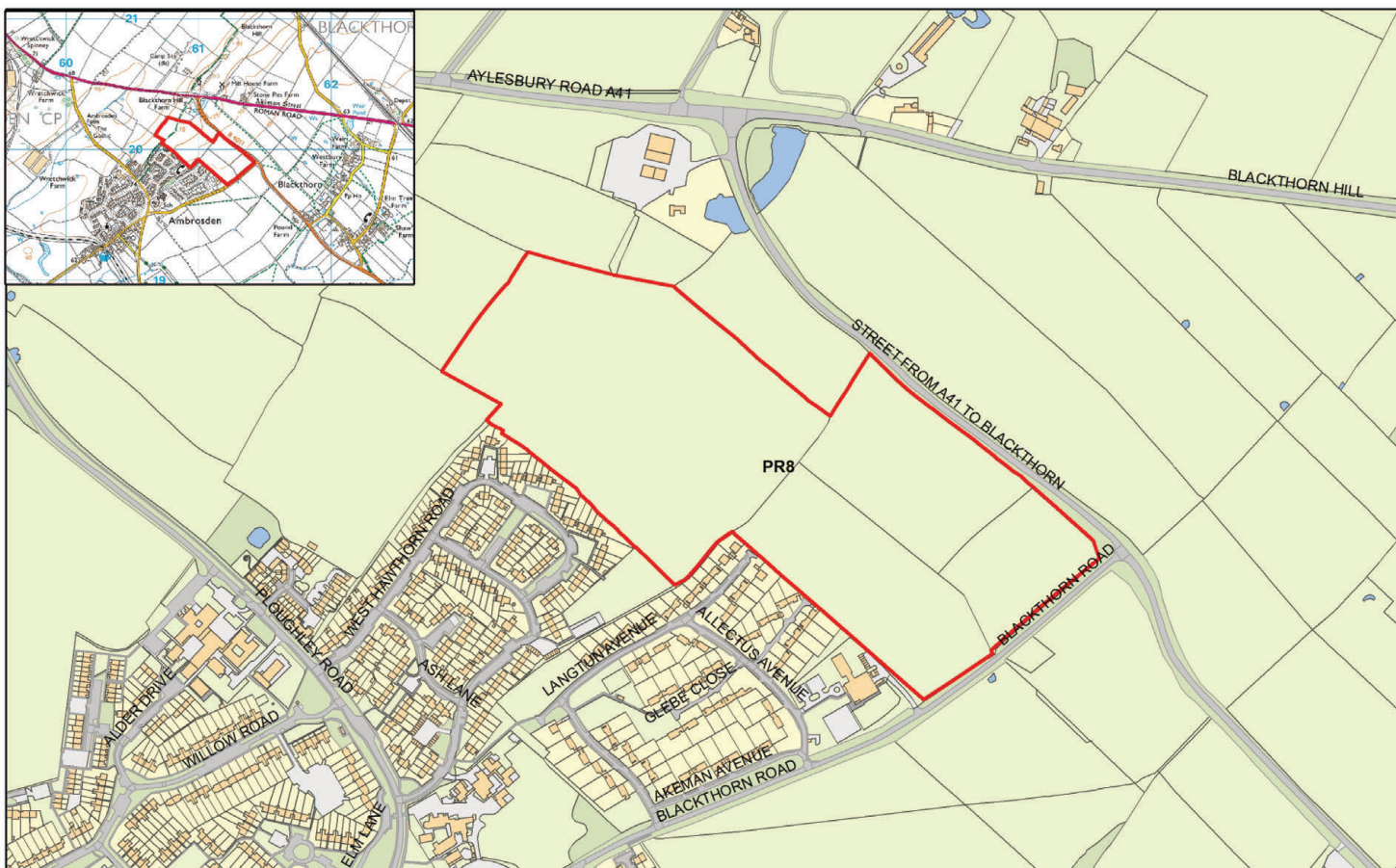




Site PR184 - Adderbury



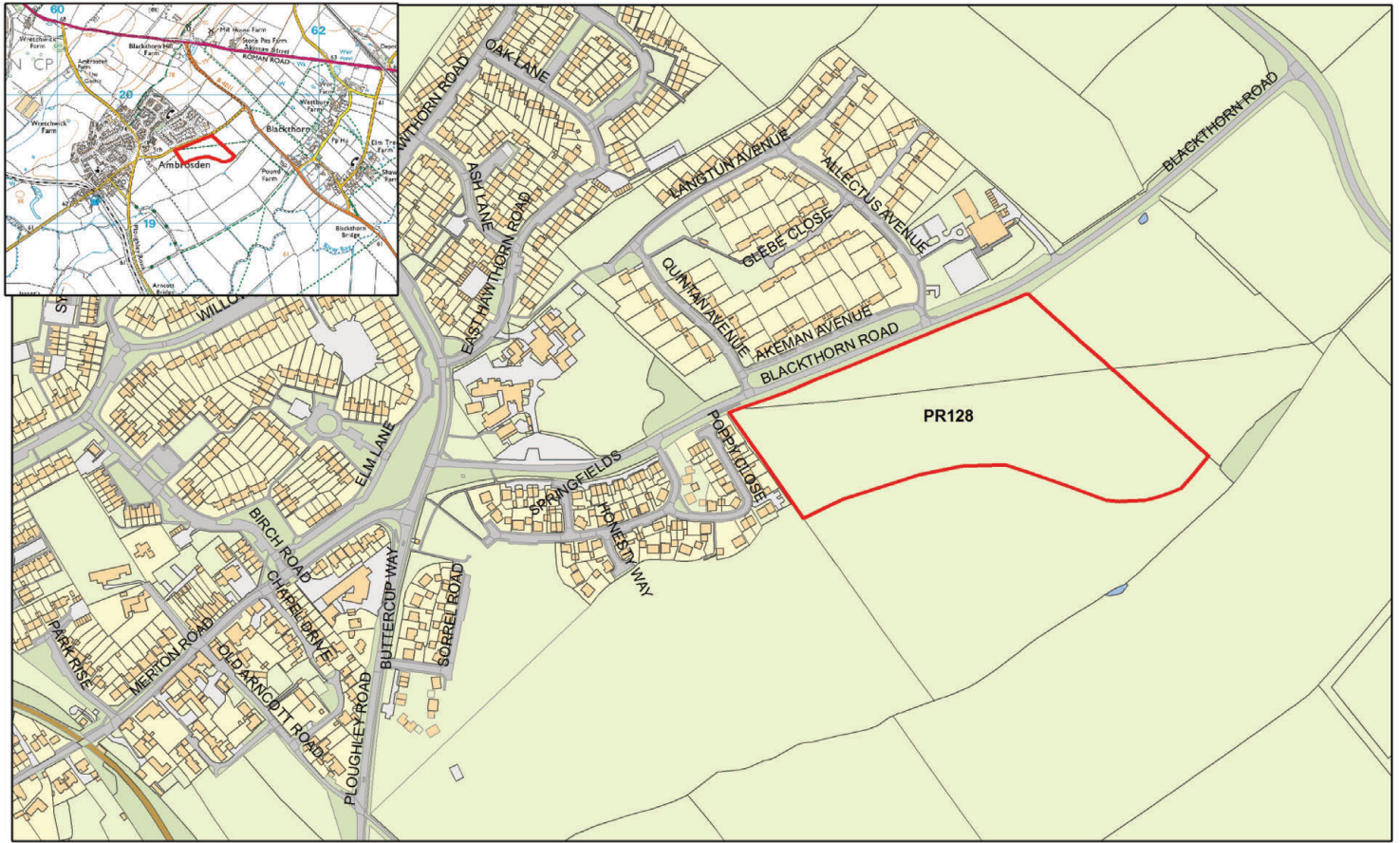
Site PR8 - Ambrosden



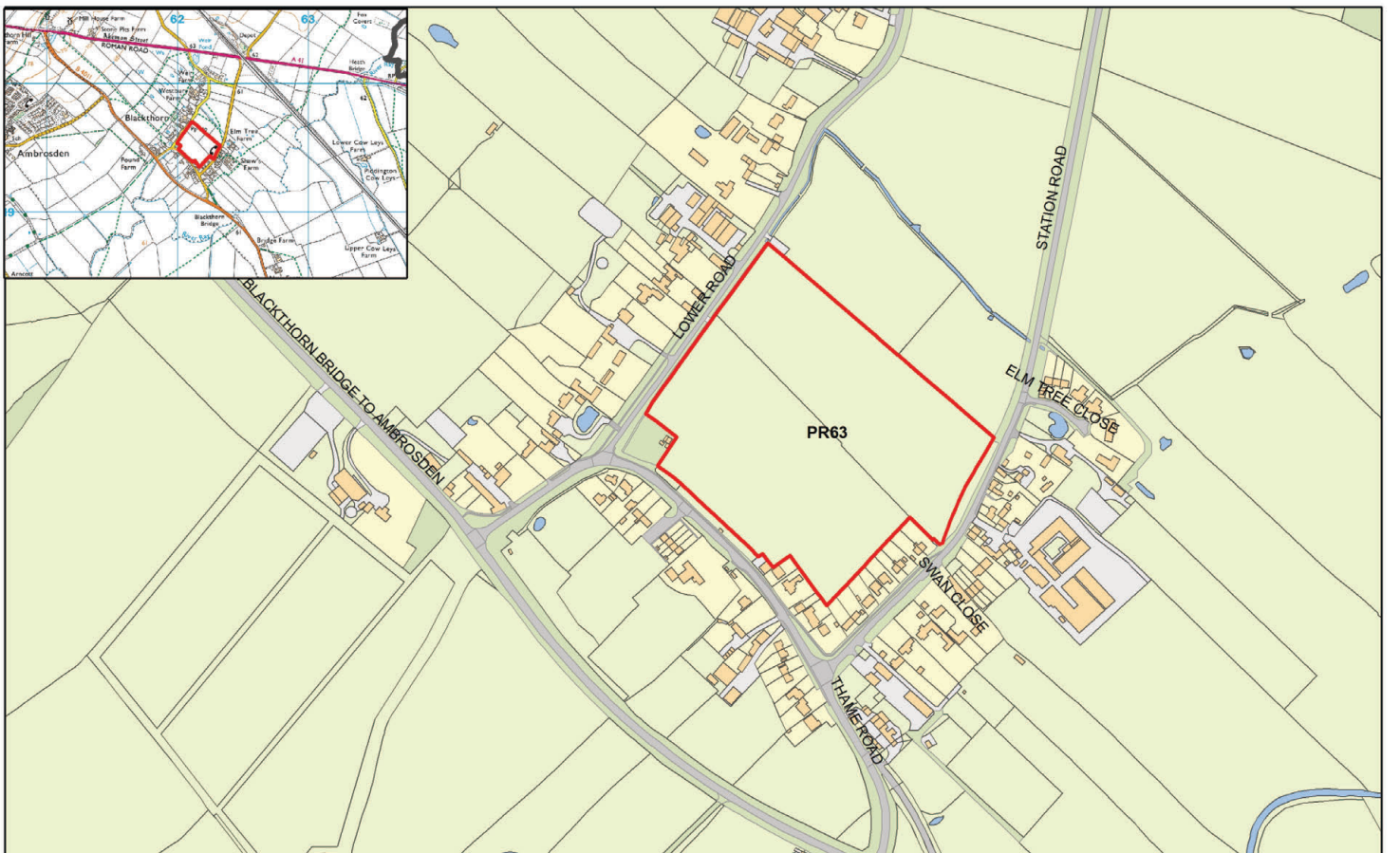




Site PR128 - Ambrosden



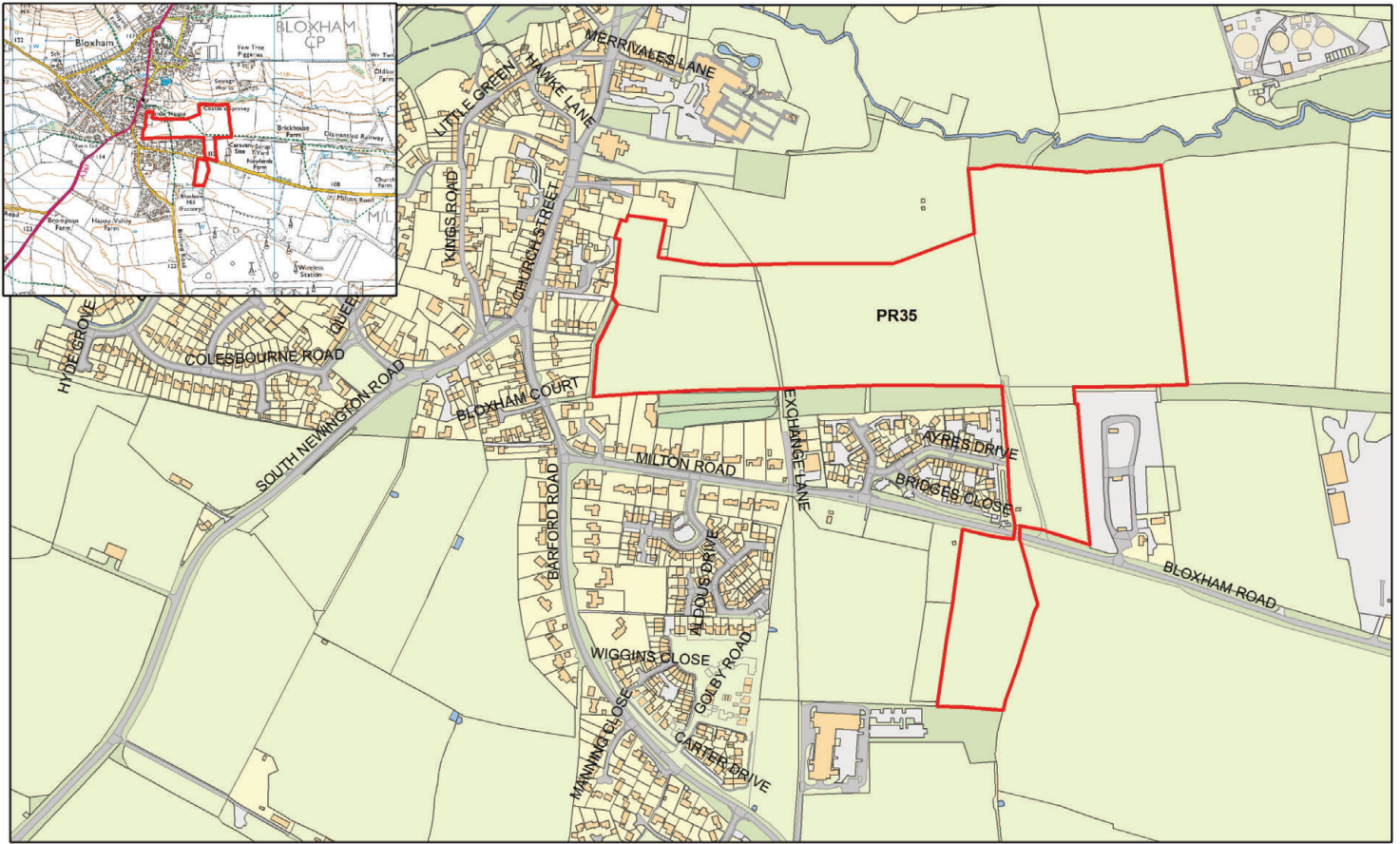
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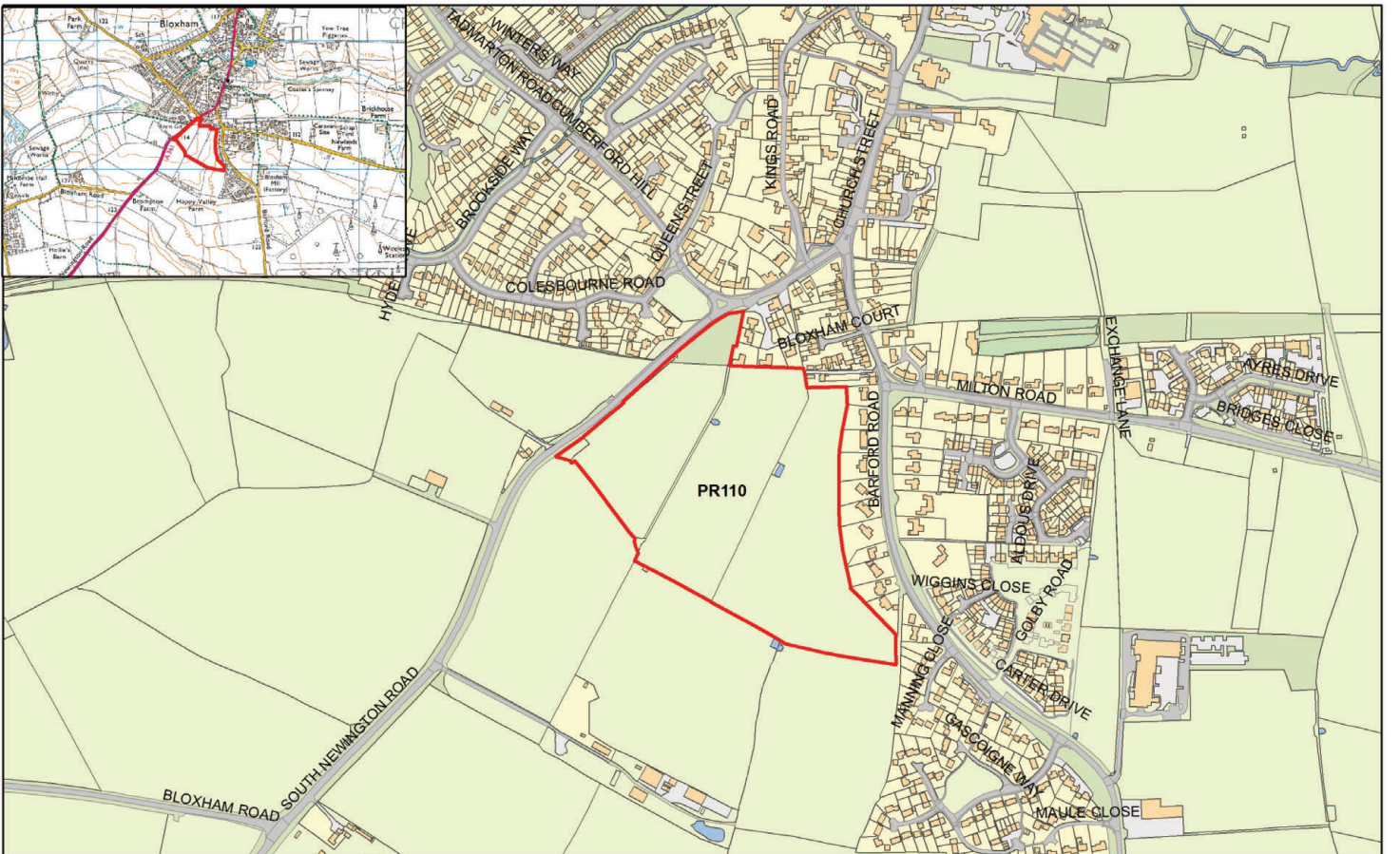




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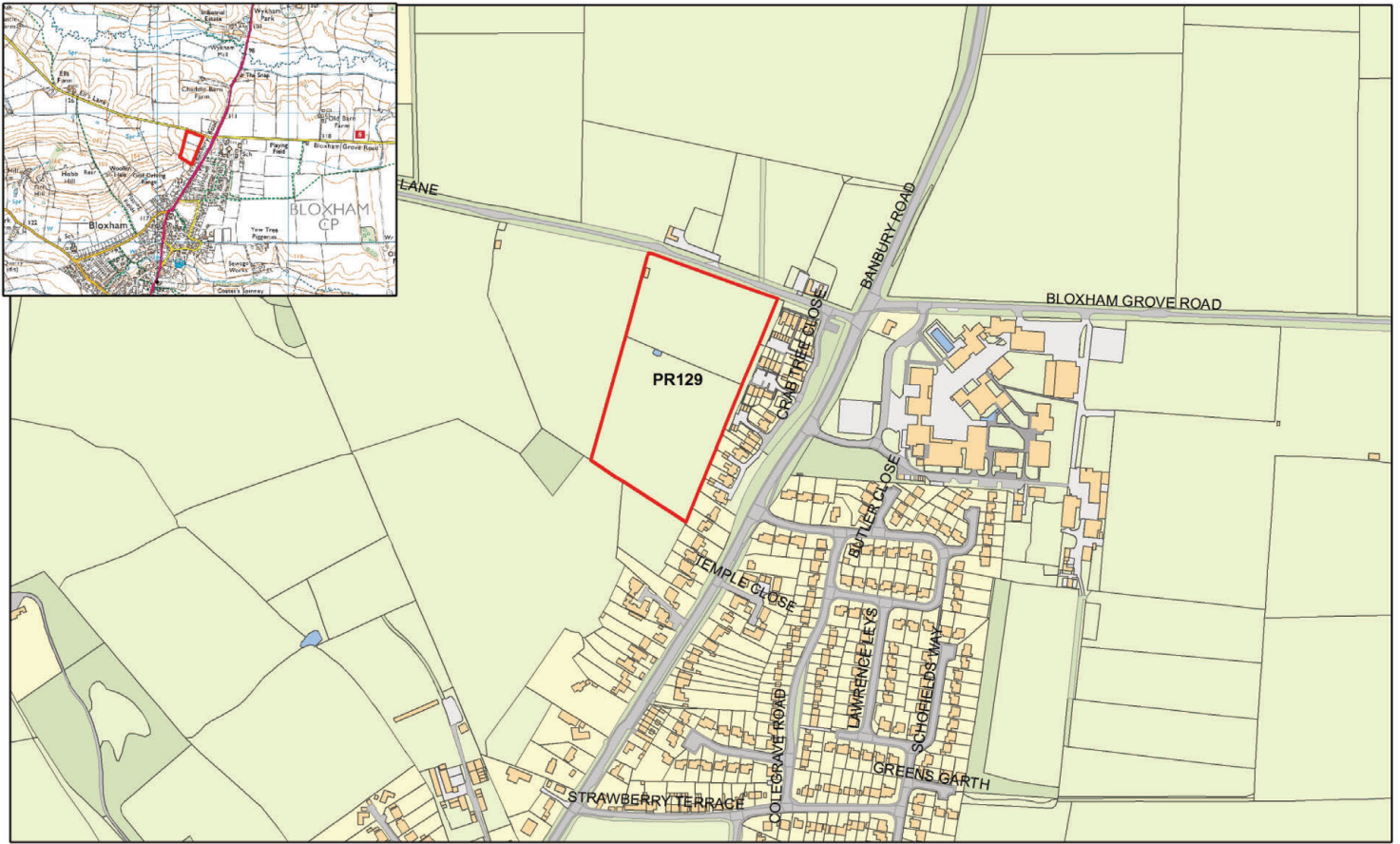
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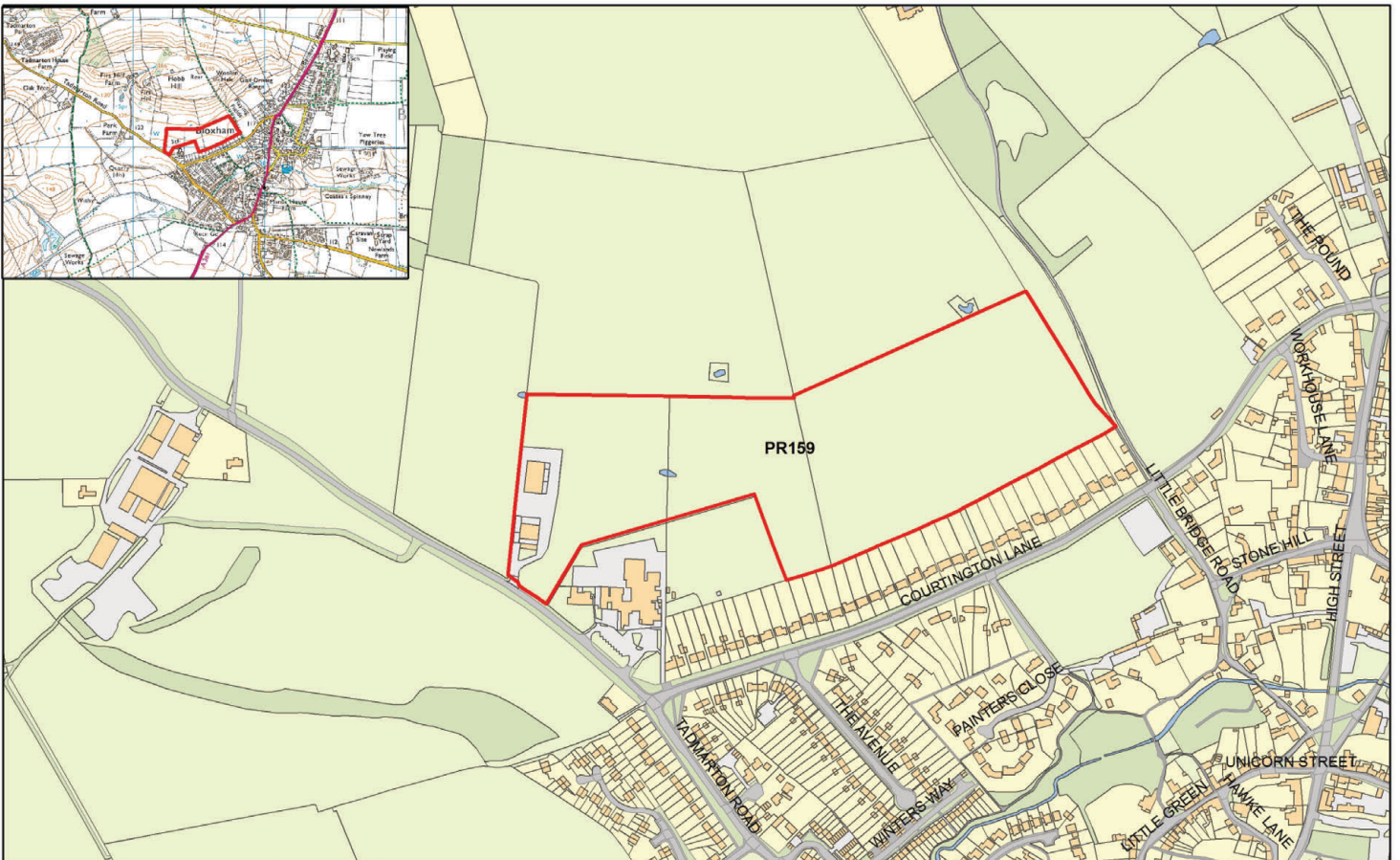




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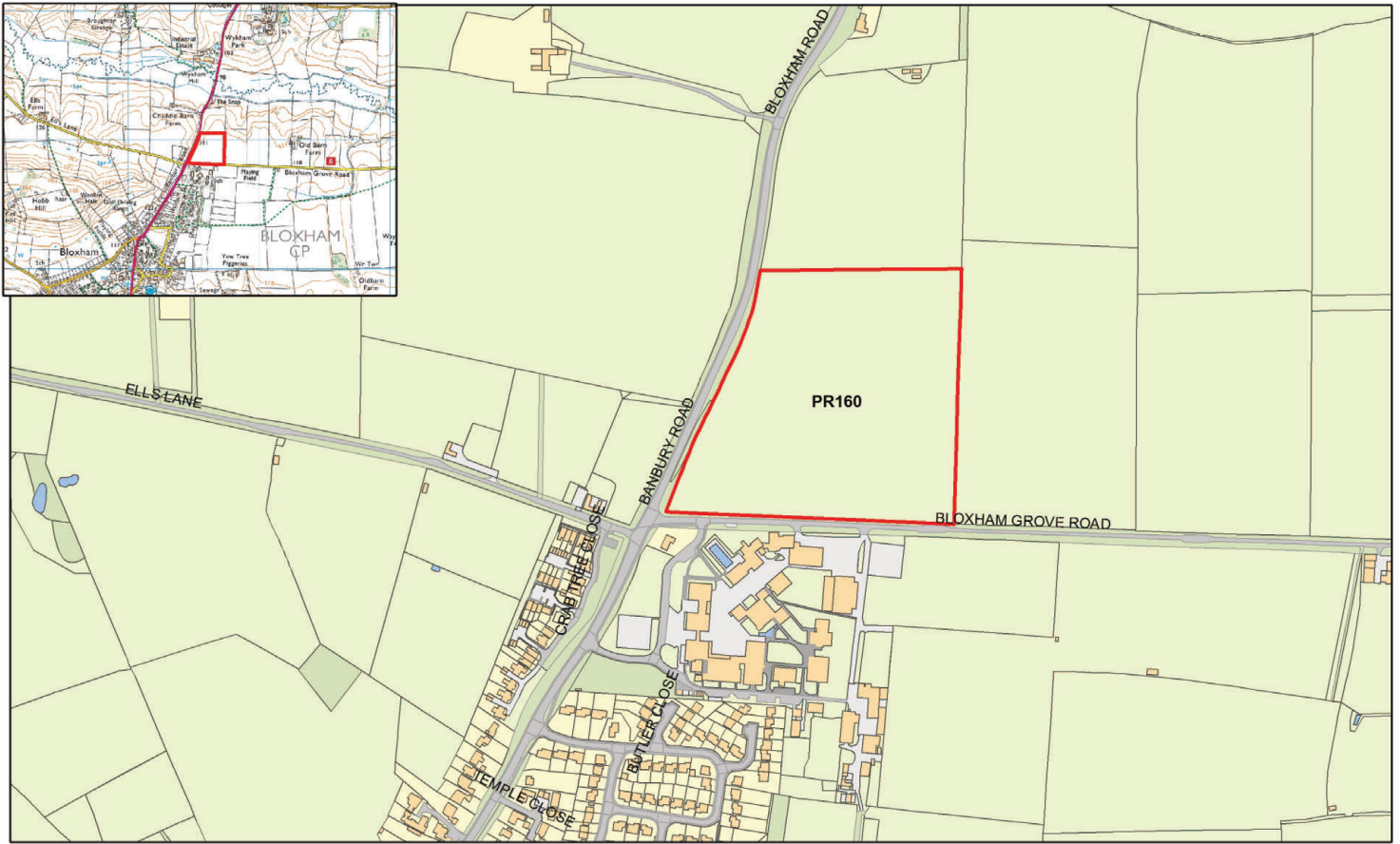
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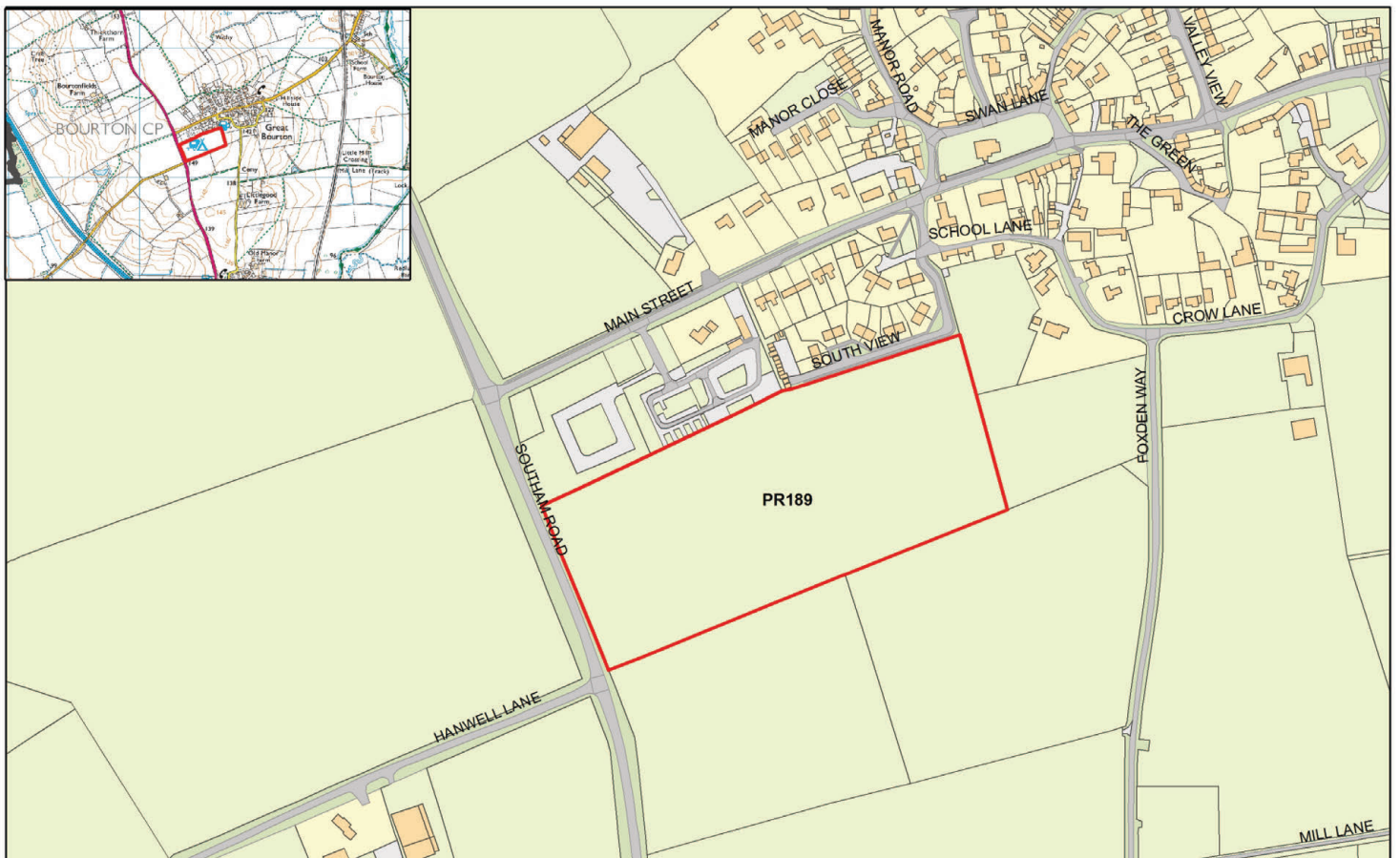




Site PR160 - Bloxham



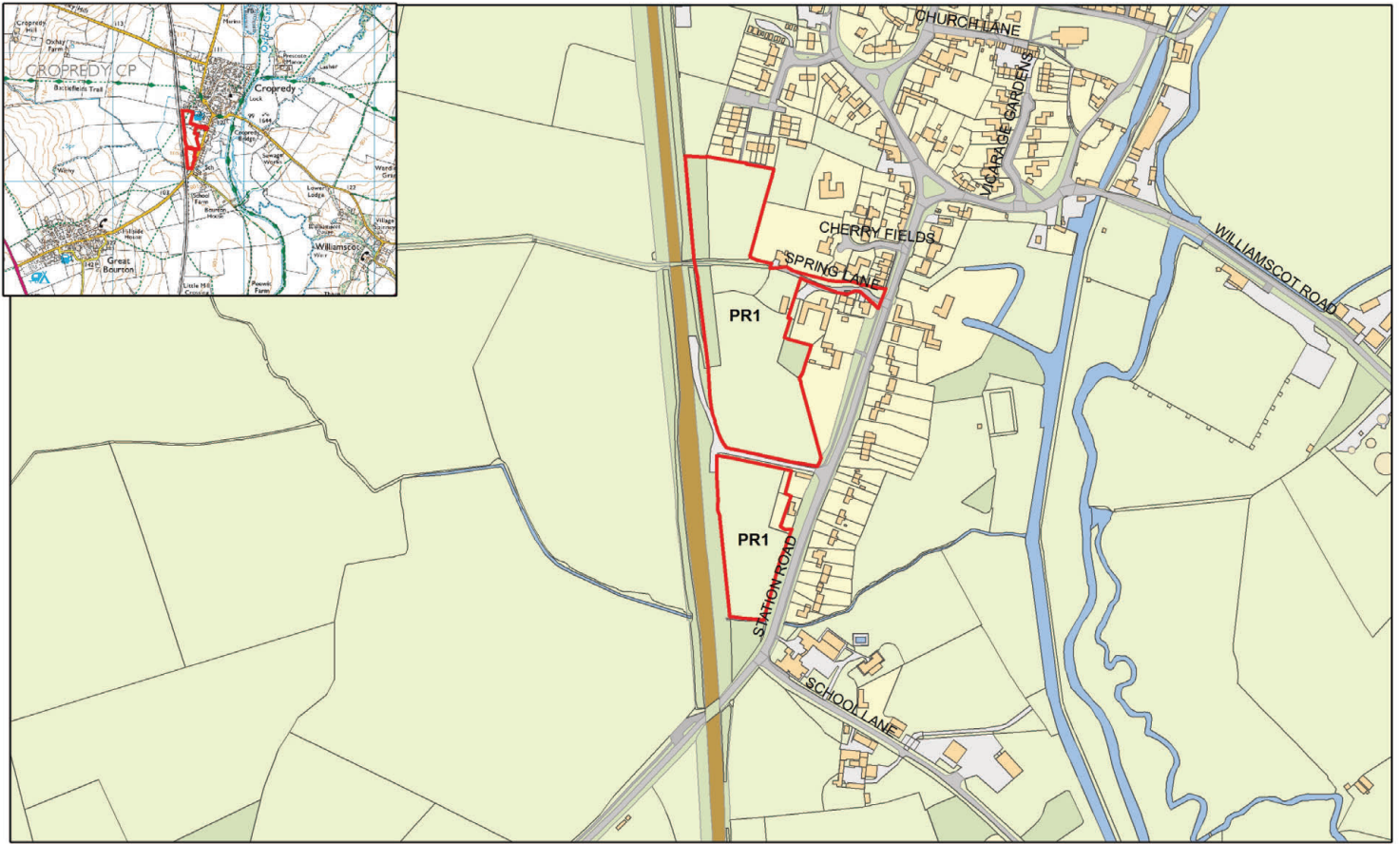
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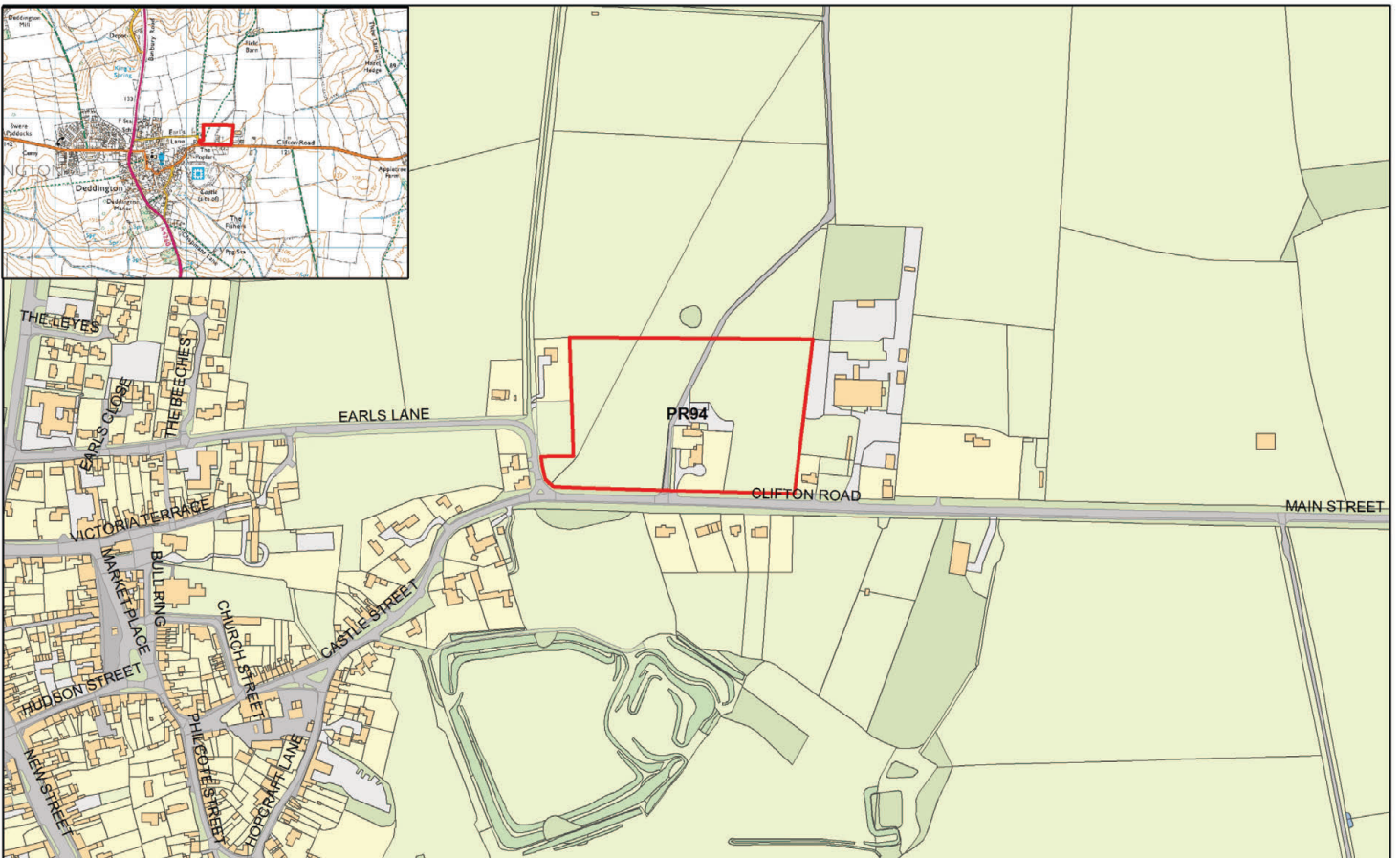




Site PR1 - Croprey



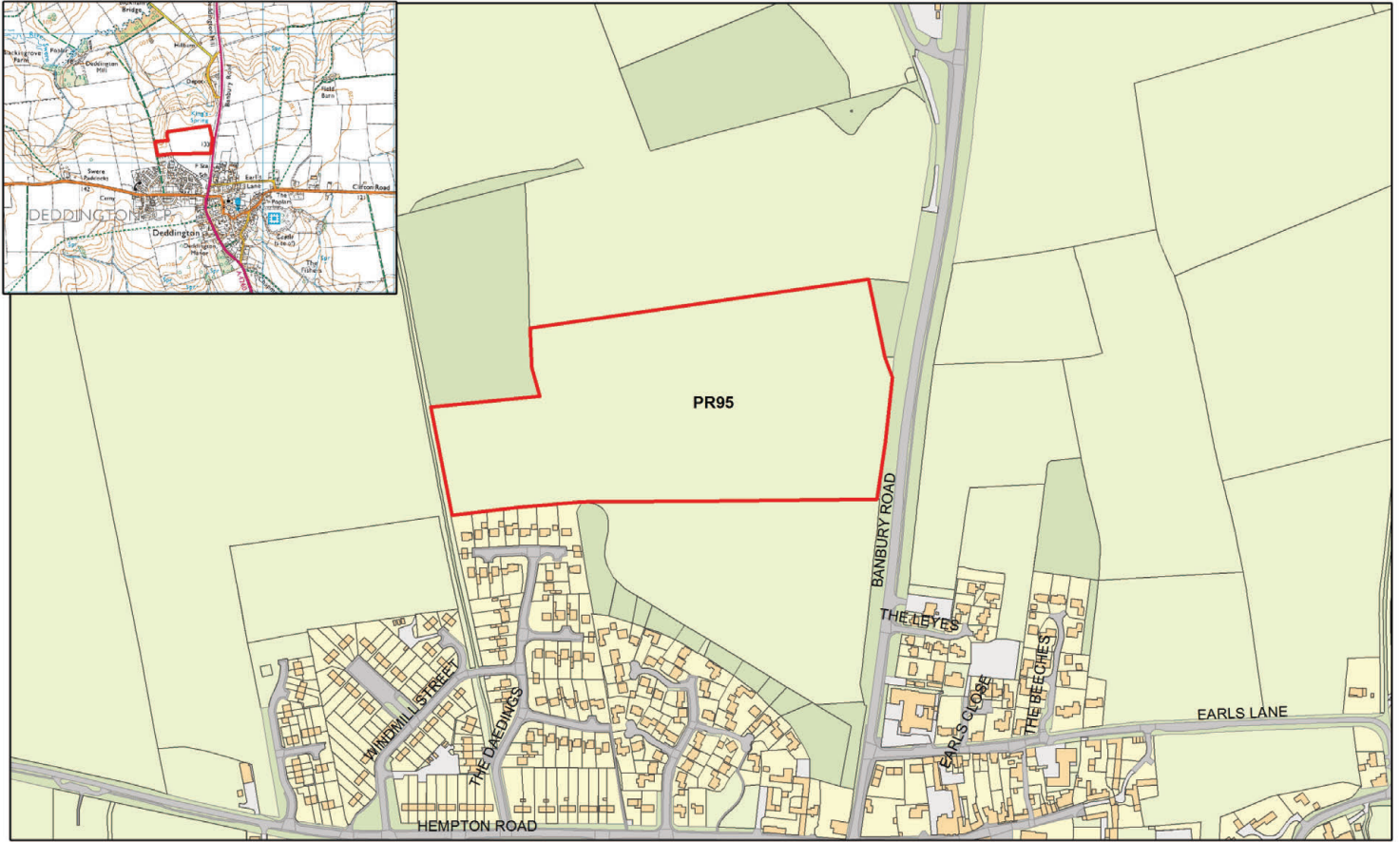
Site PR94 - Deddington







Site PR95 - Deddington



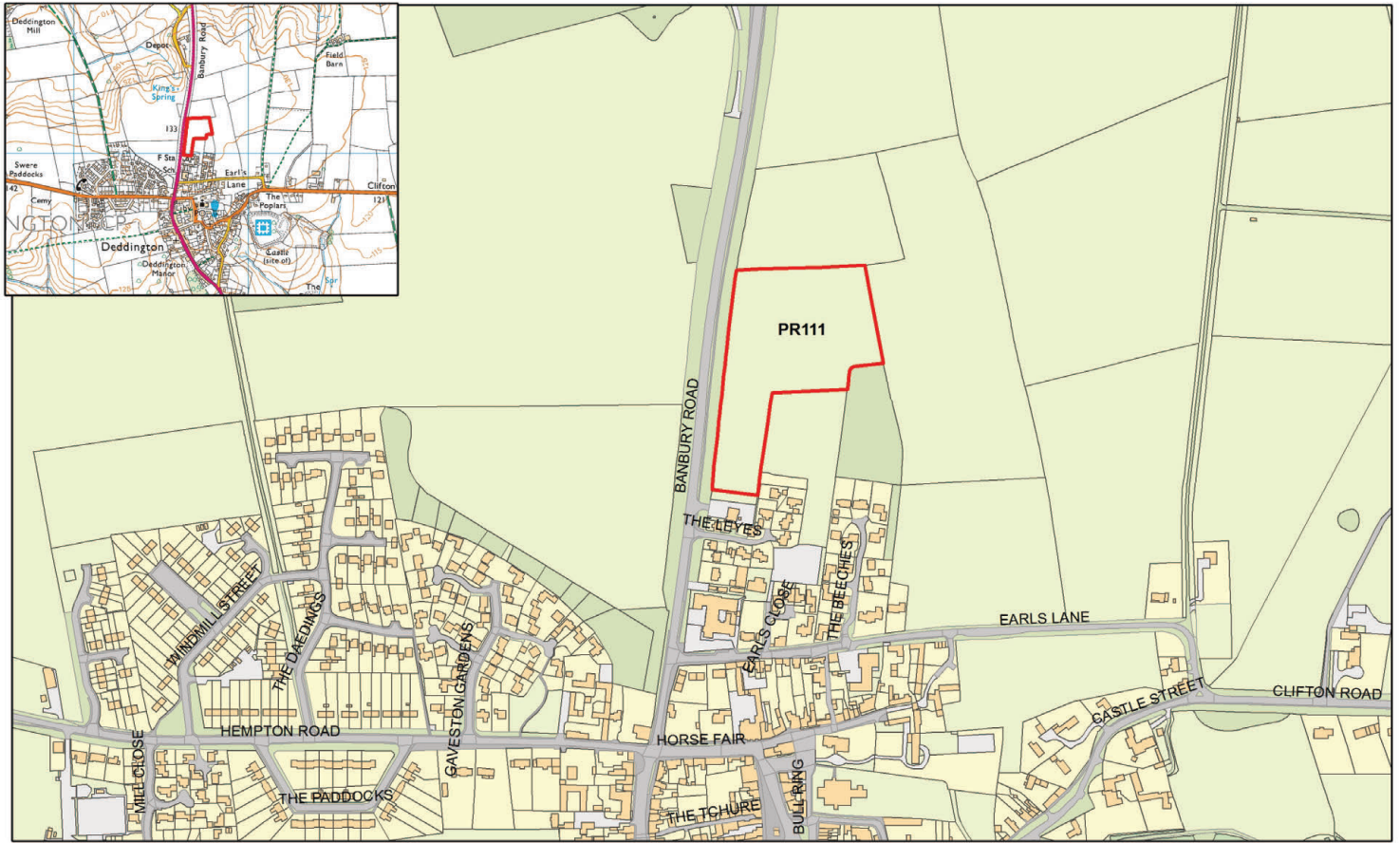
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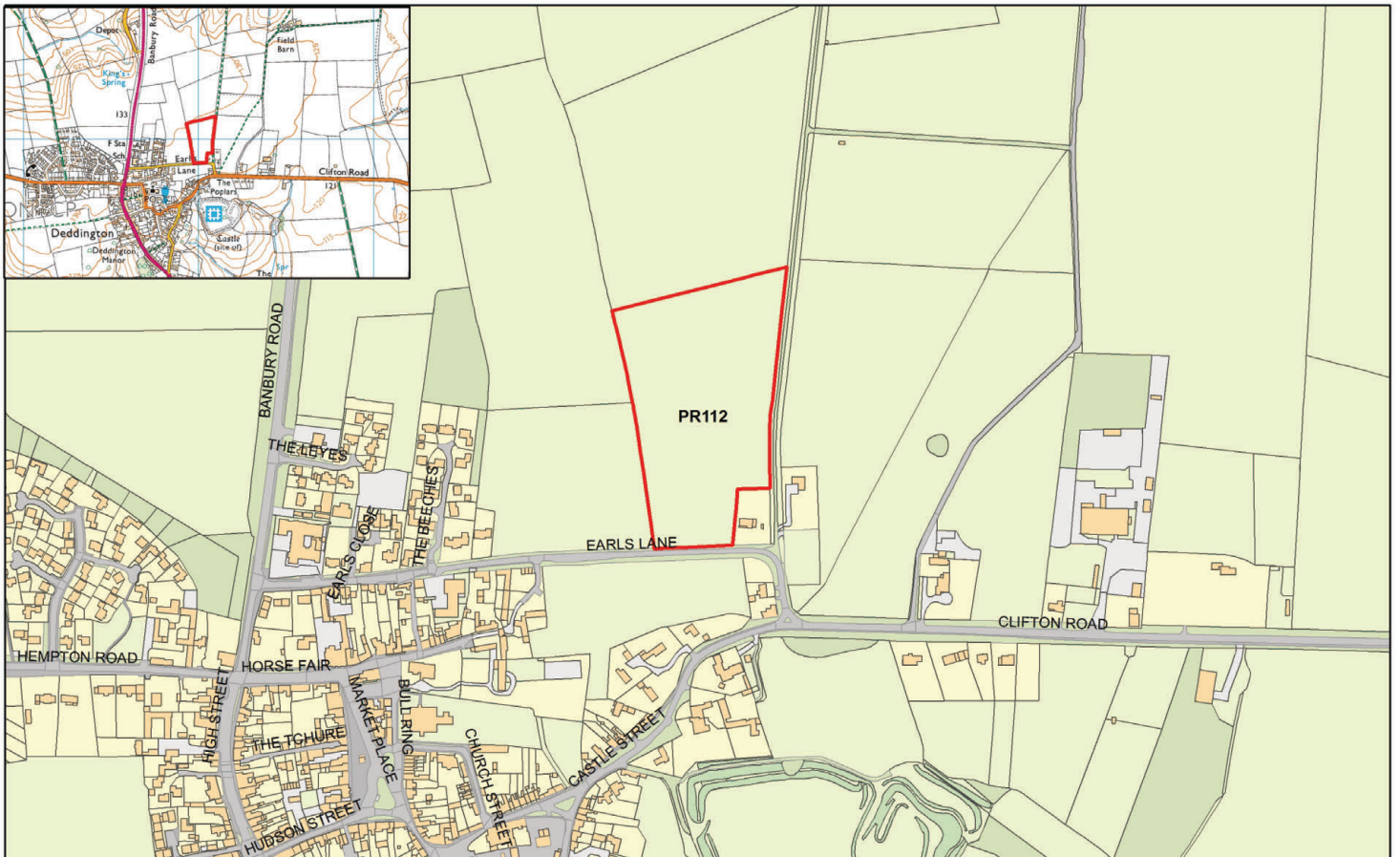




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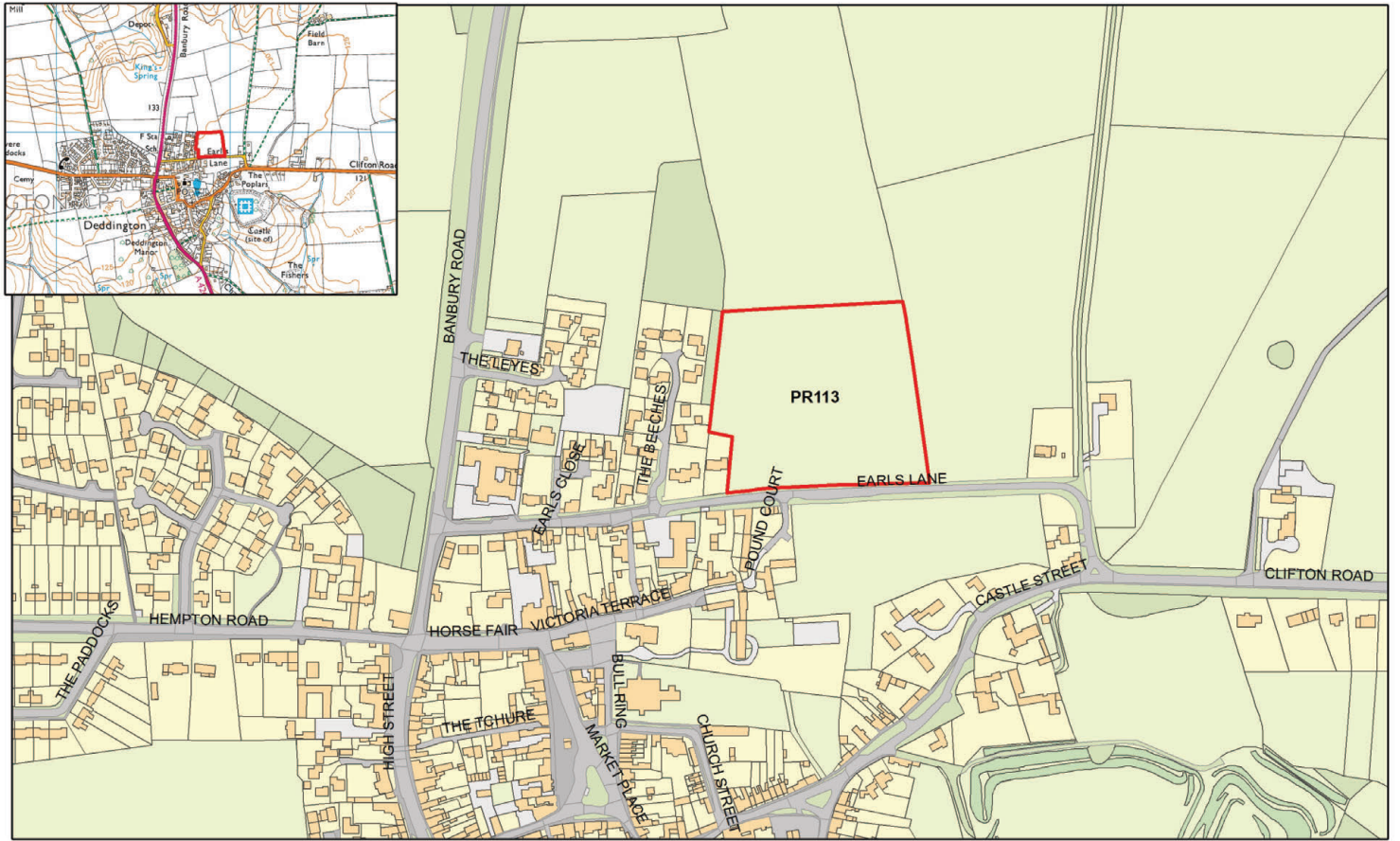
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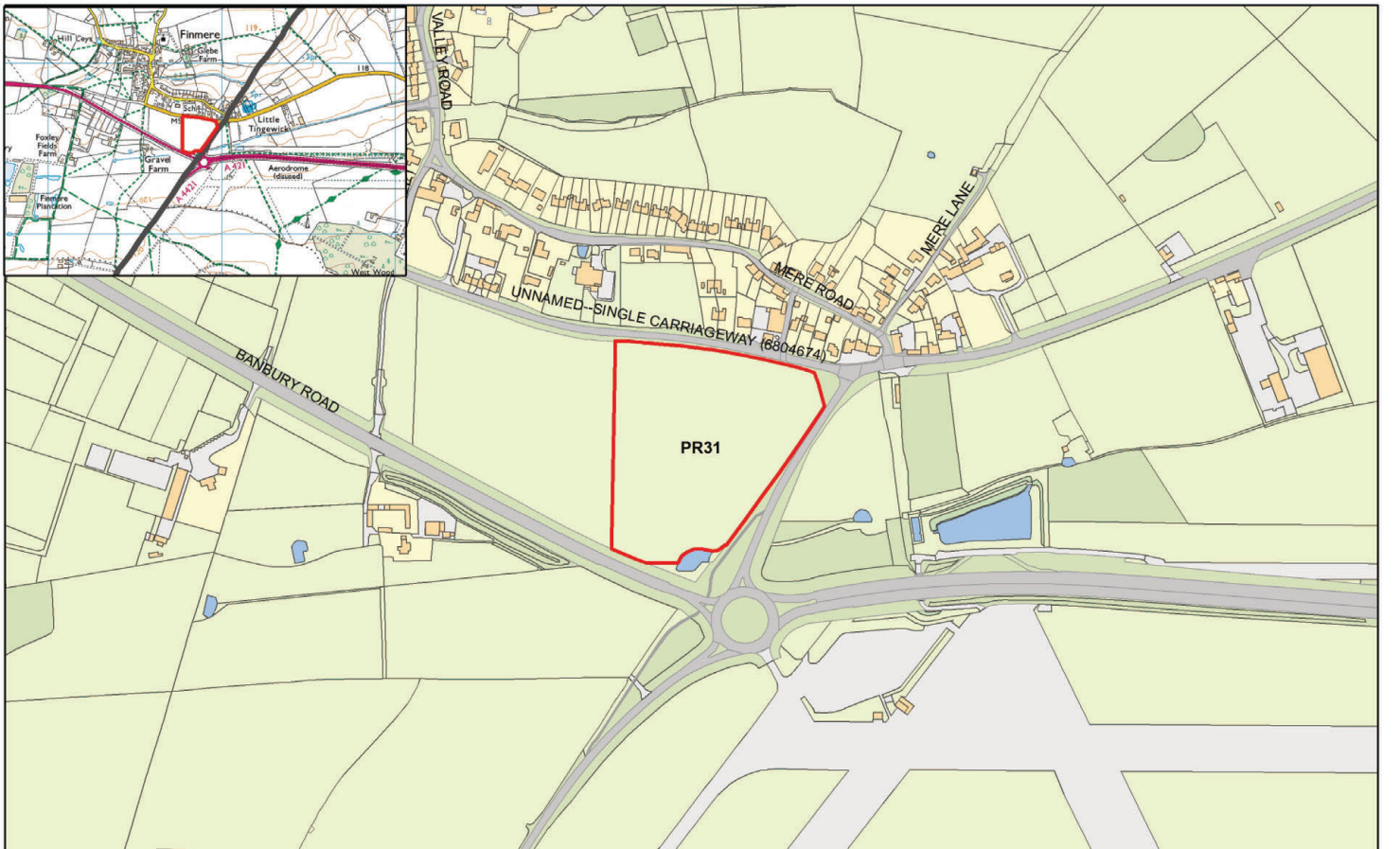




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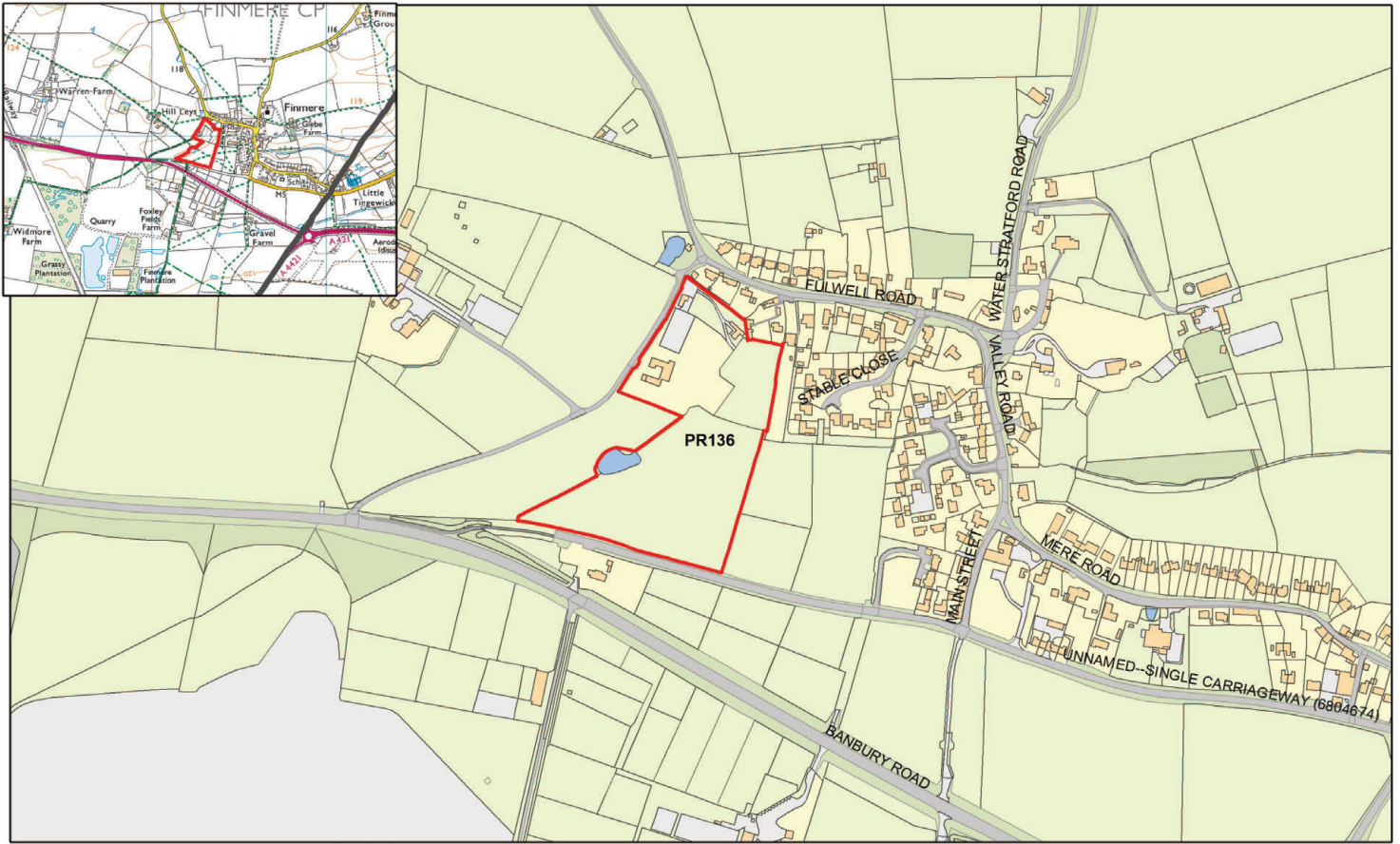
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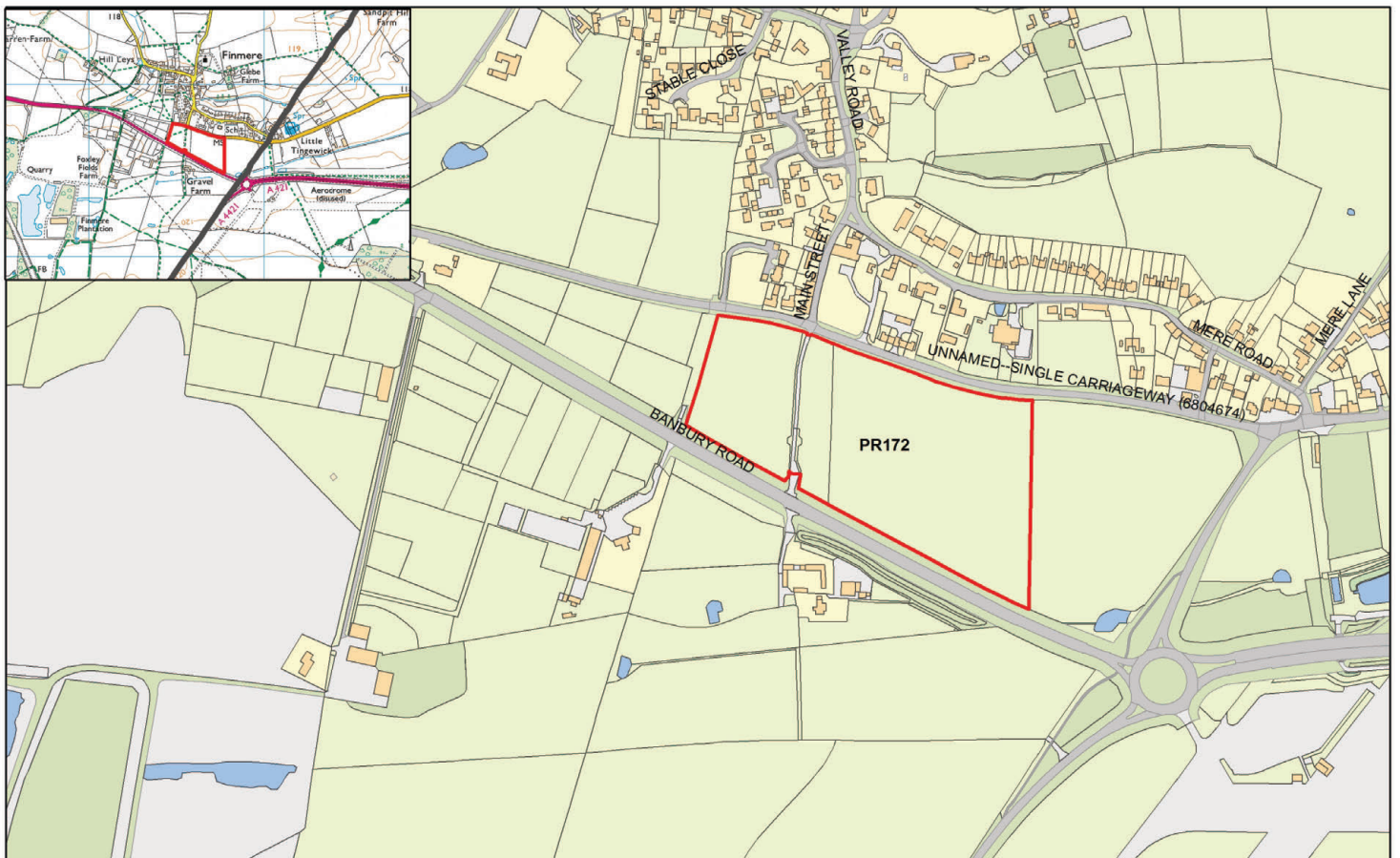




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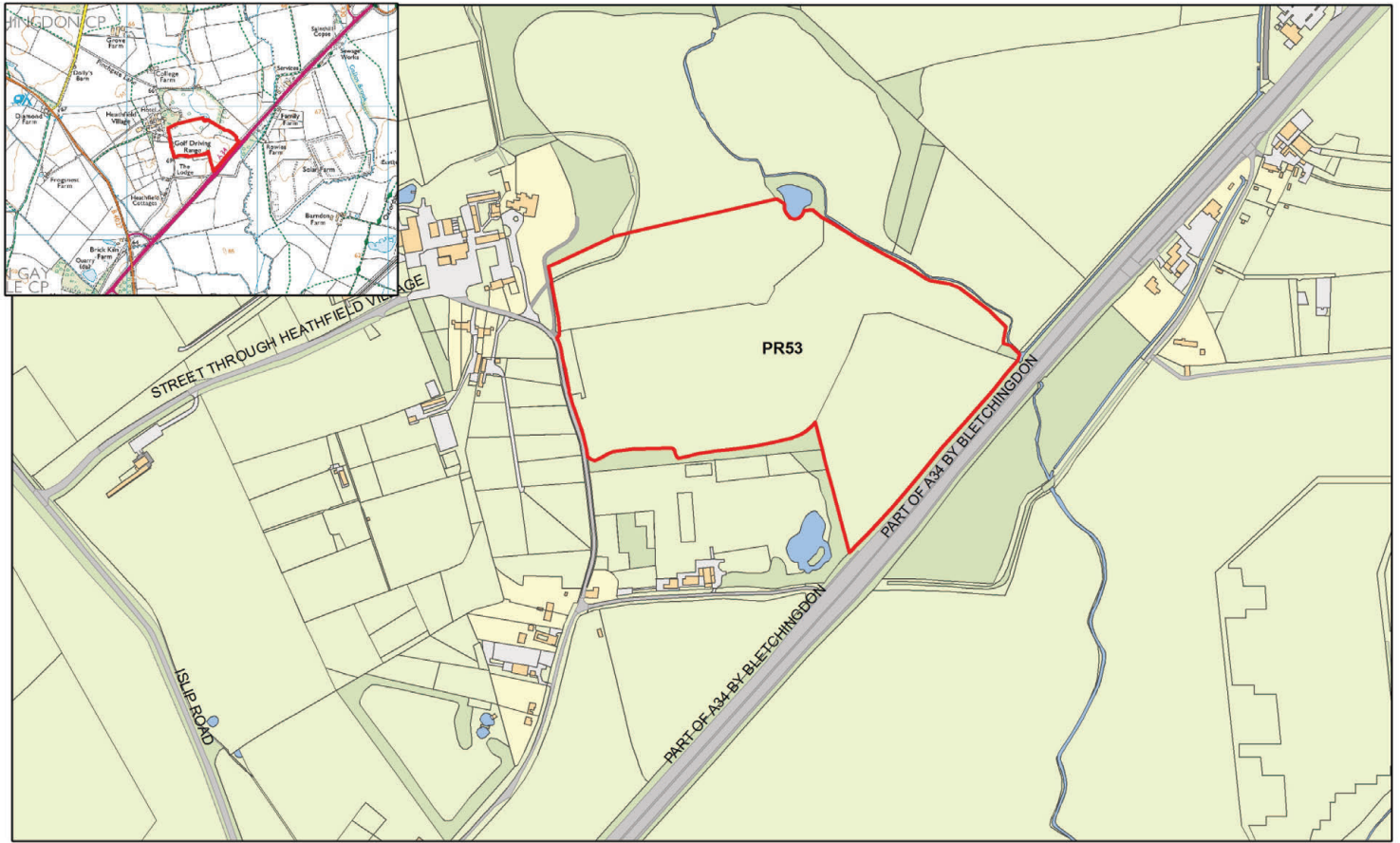
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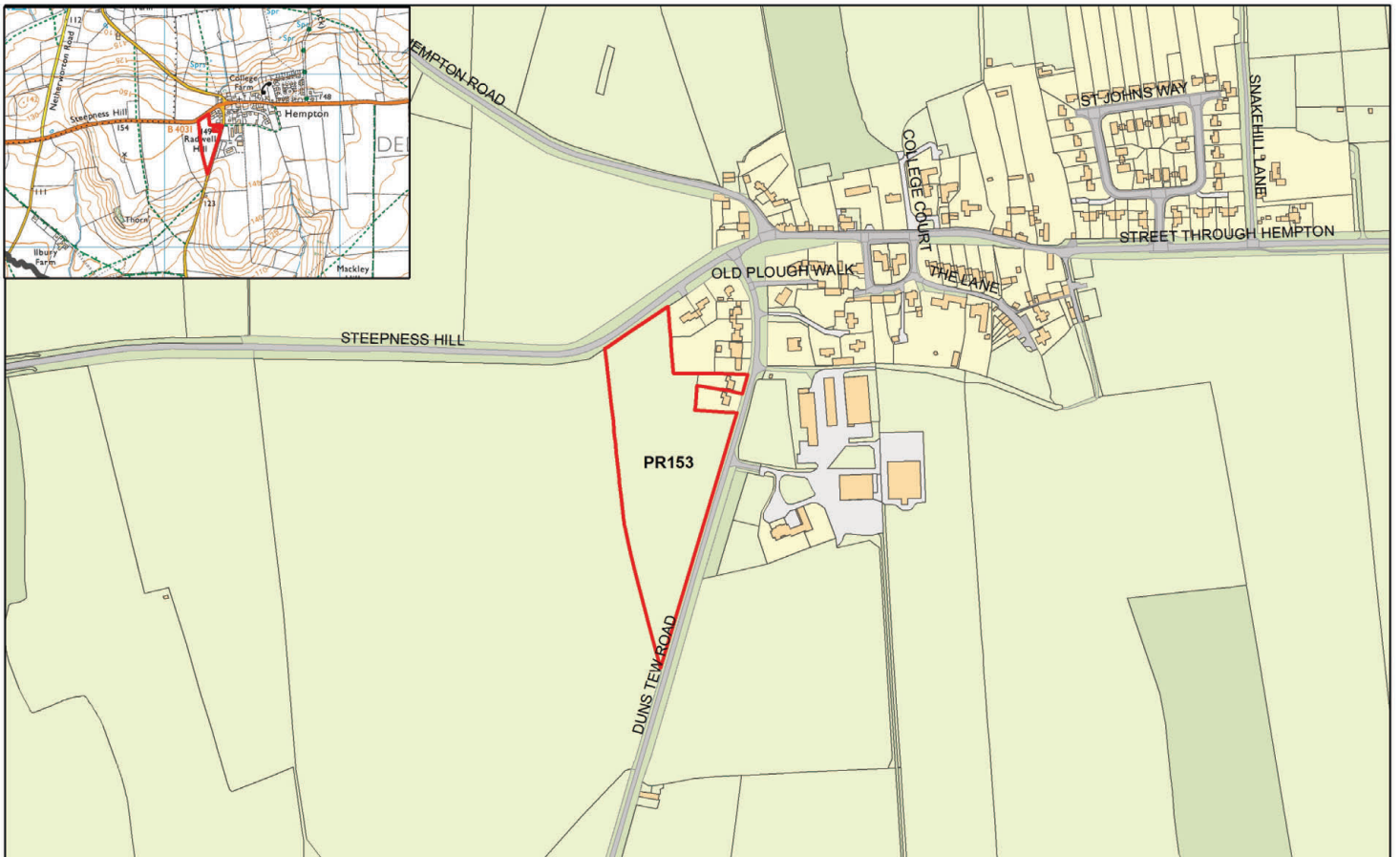




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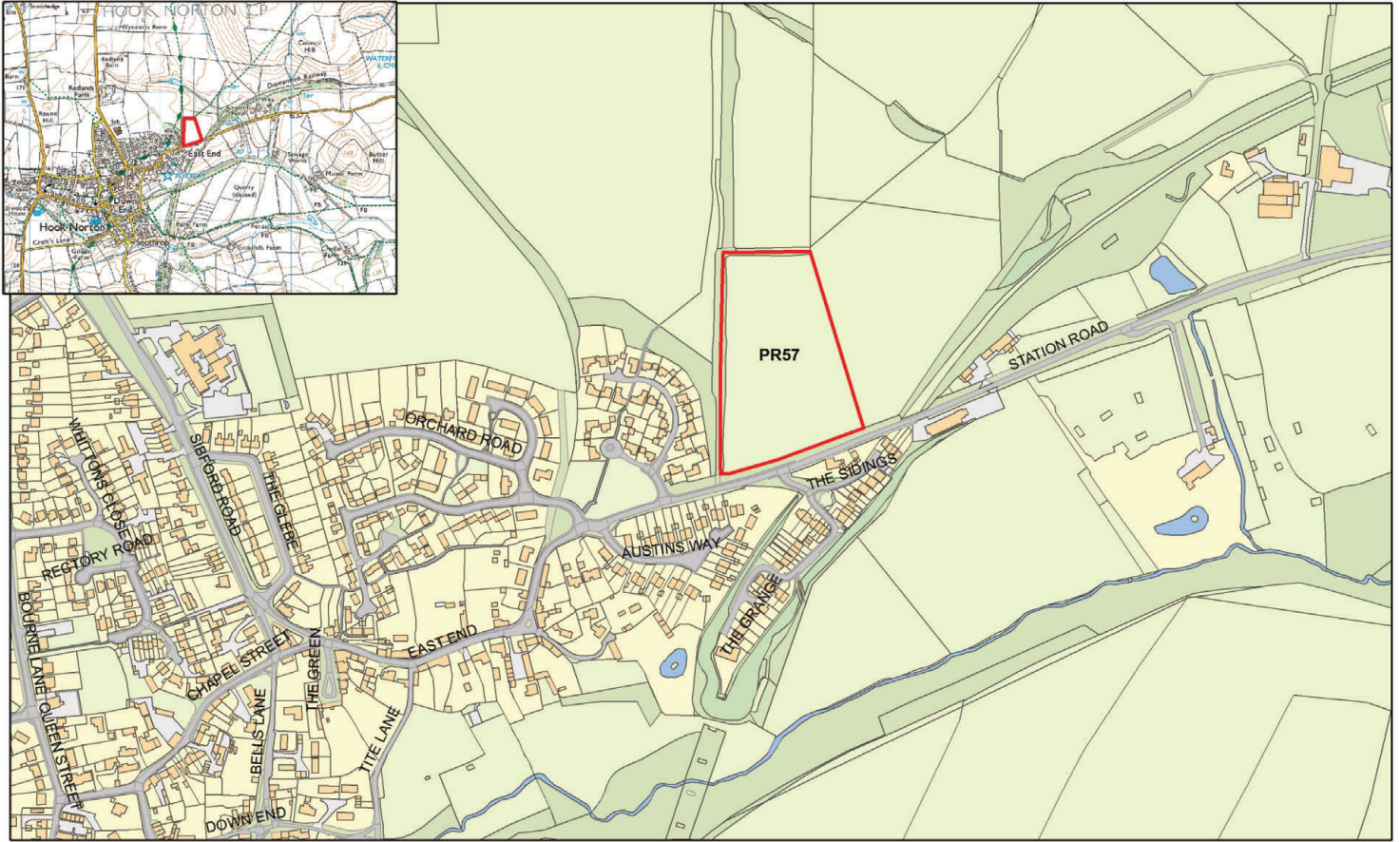
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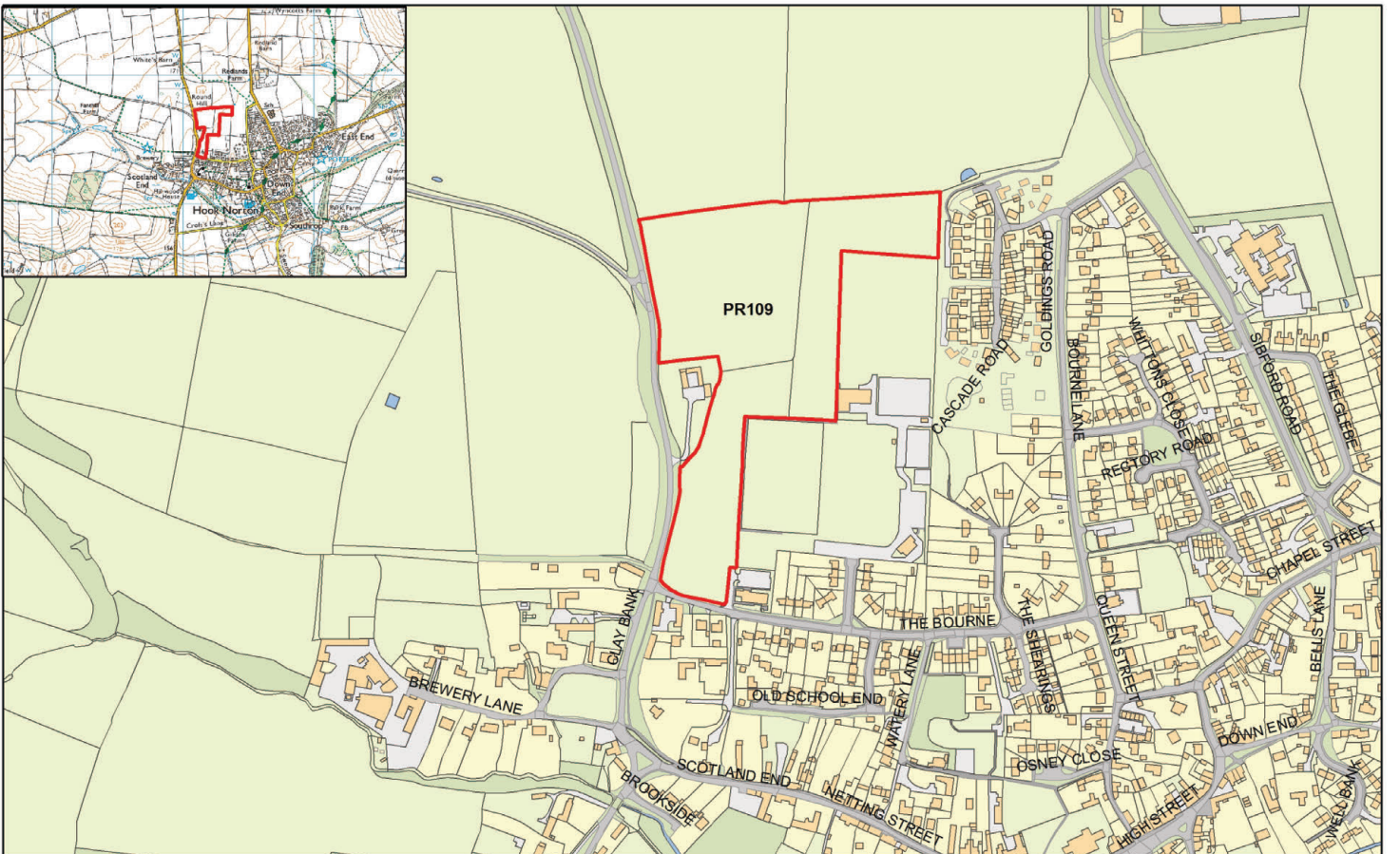




Site PR57 - Hook Norton



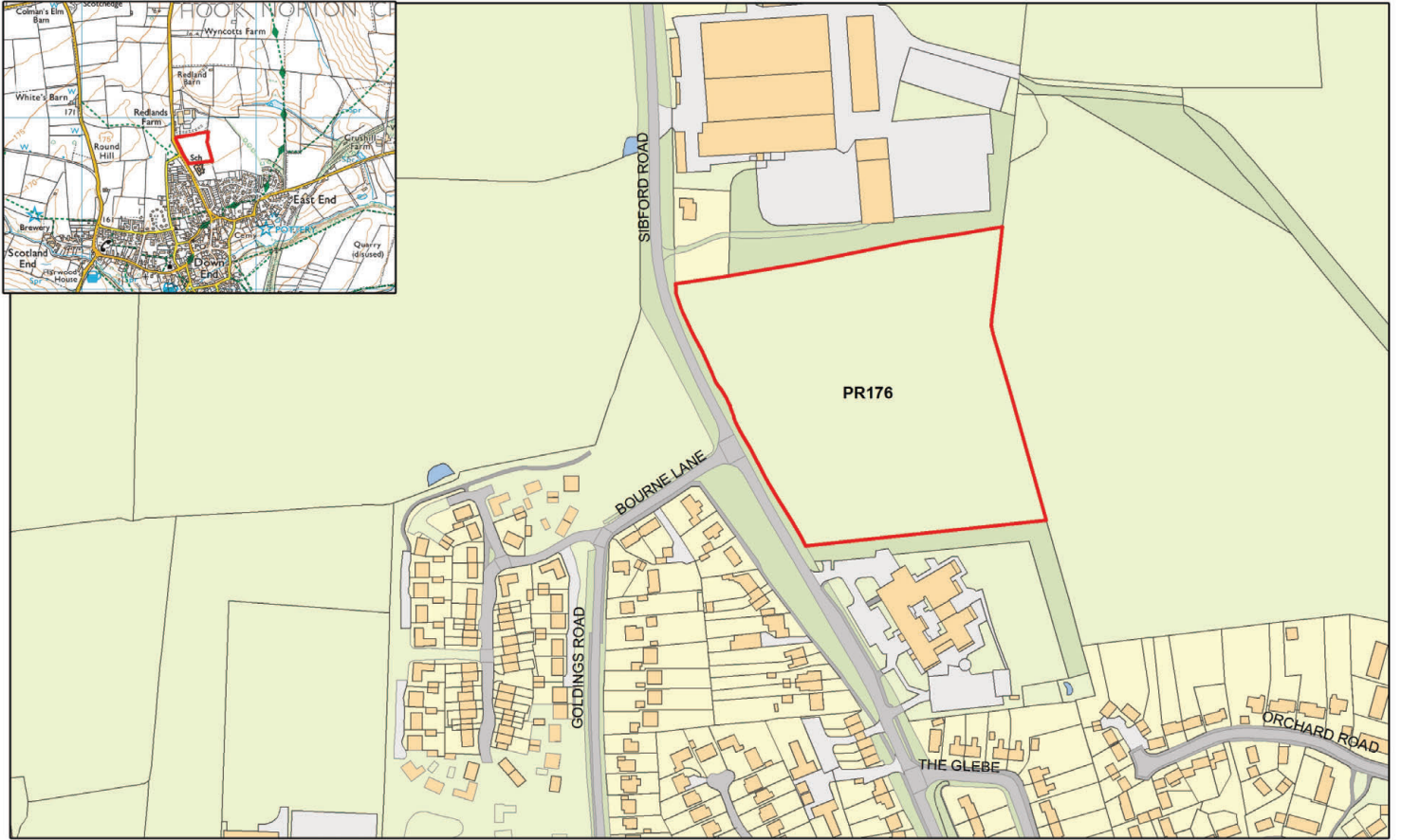
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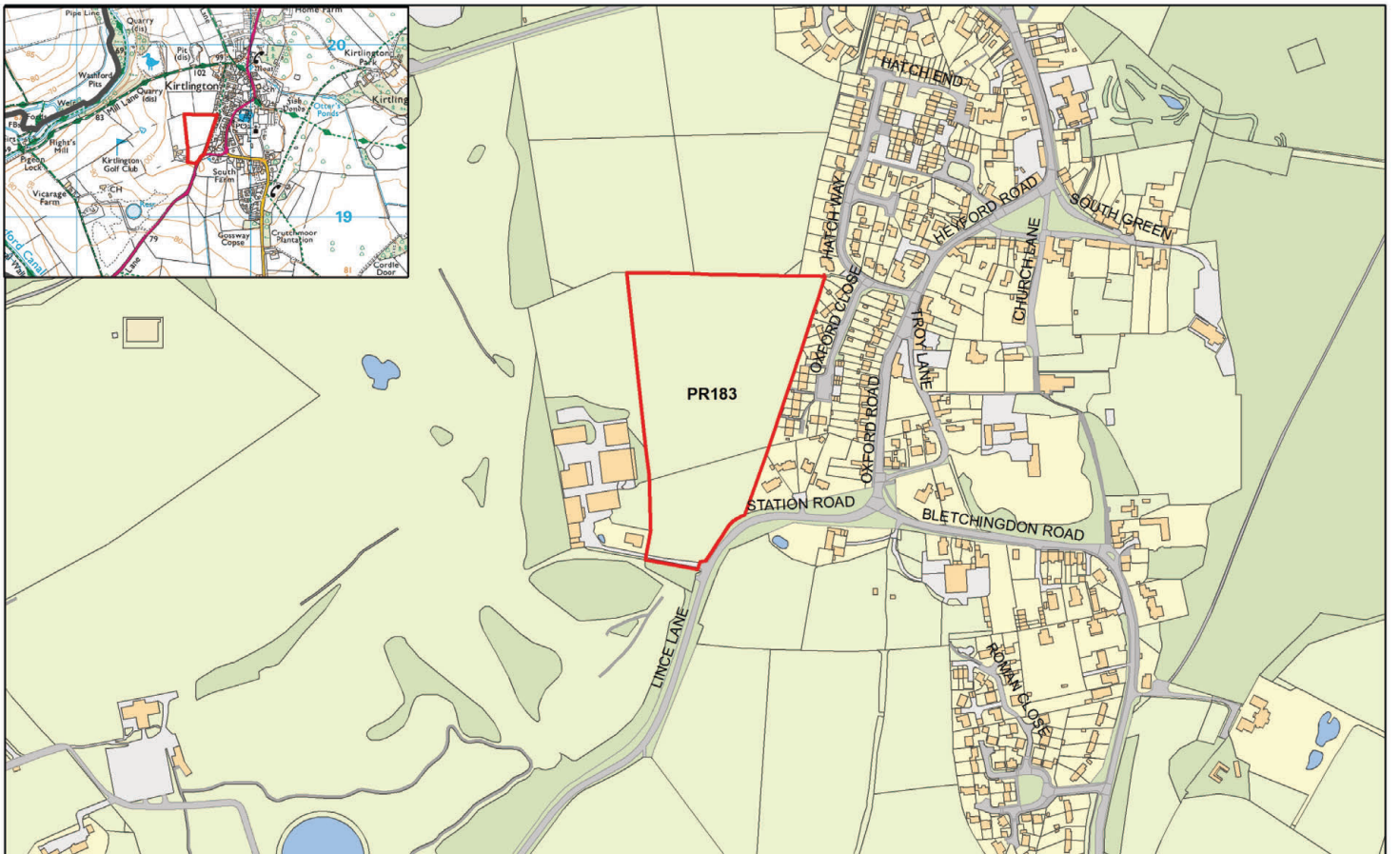




Site PR176 - Hook Norton



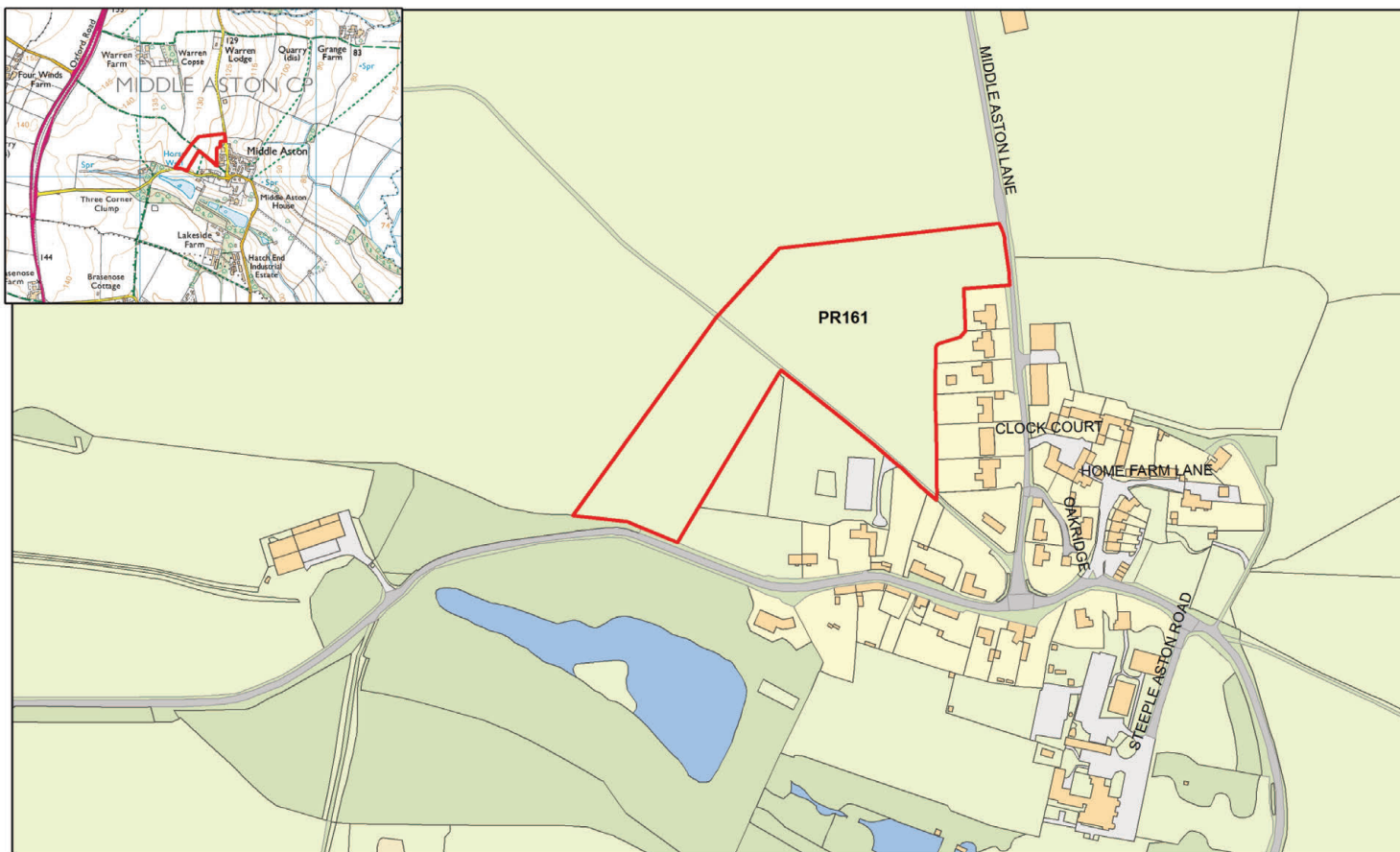
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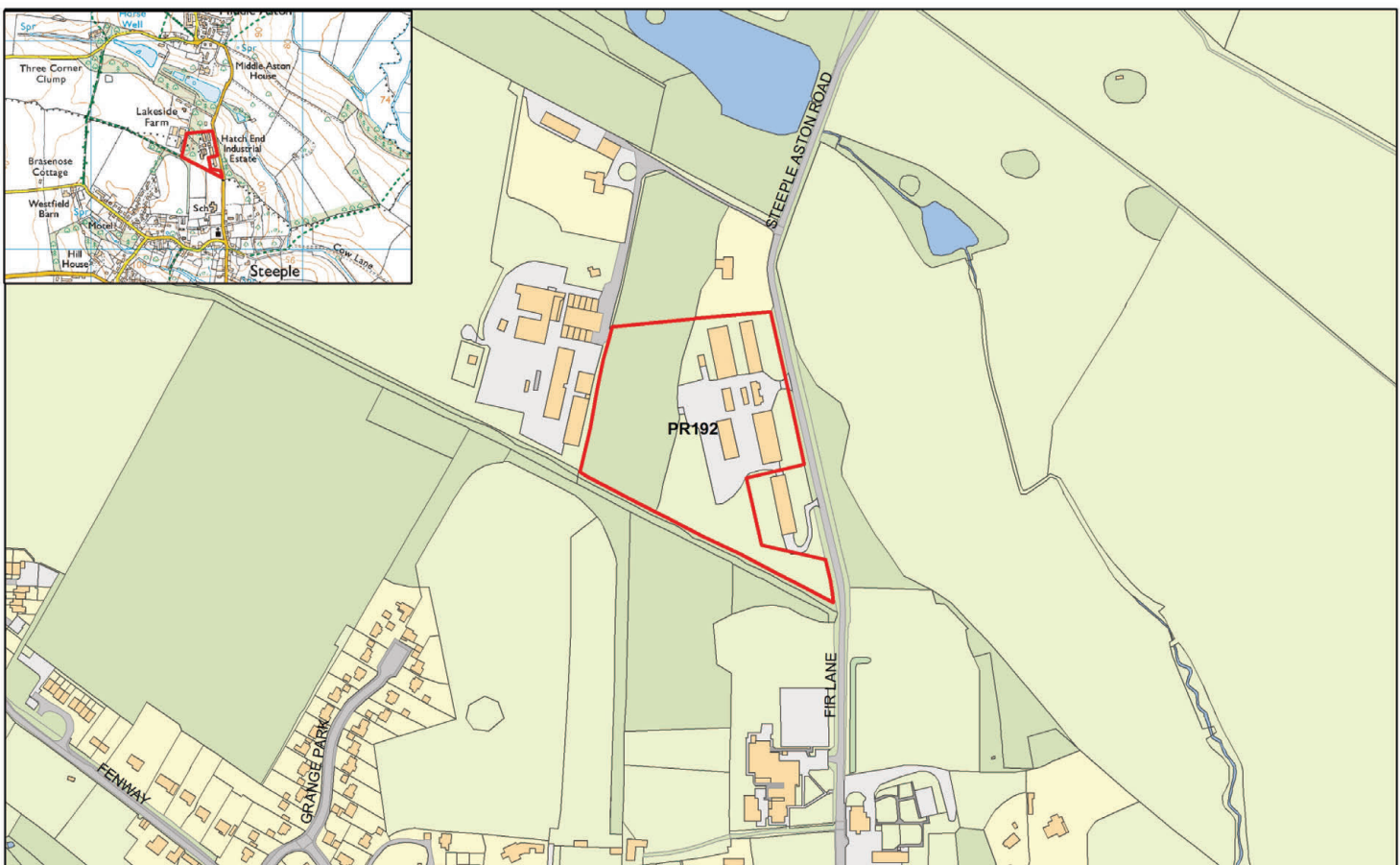




Site PR161 - Middle Aston



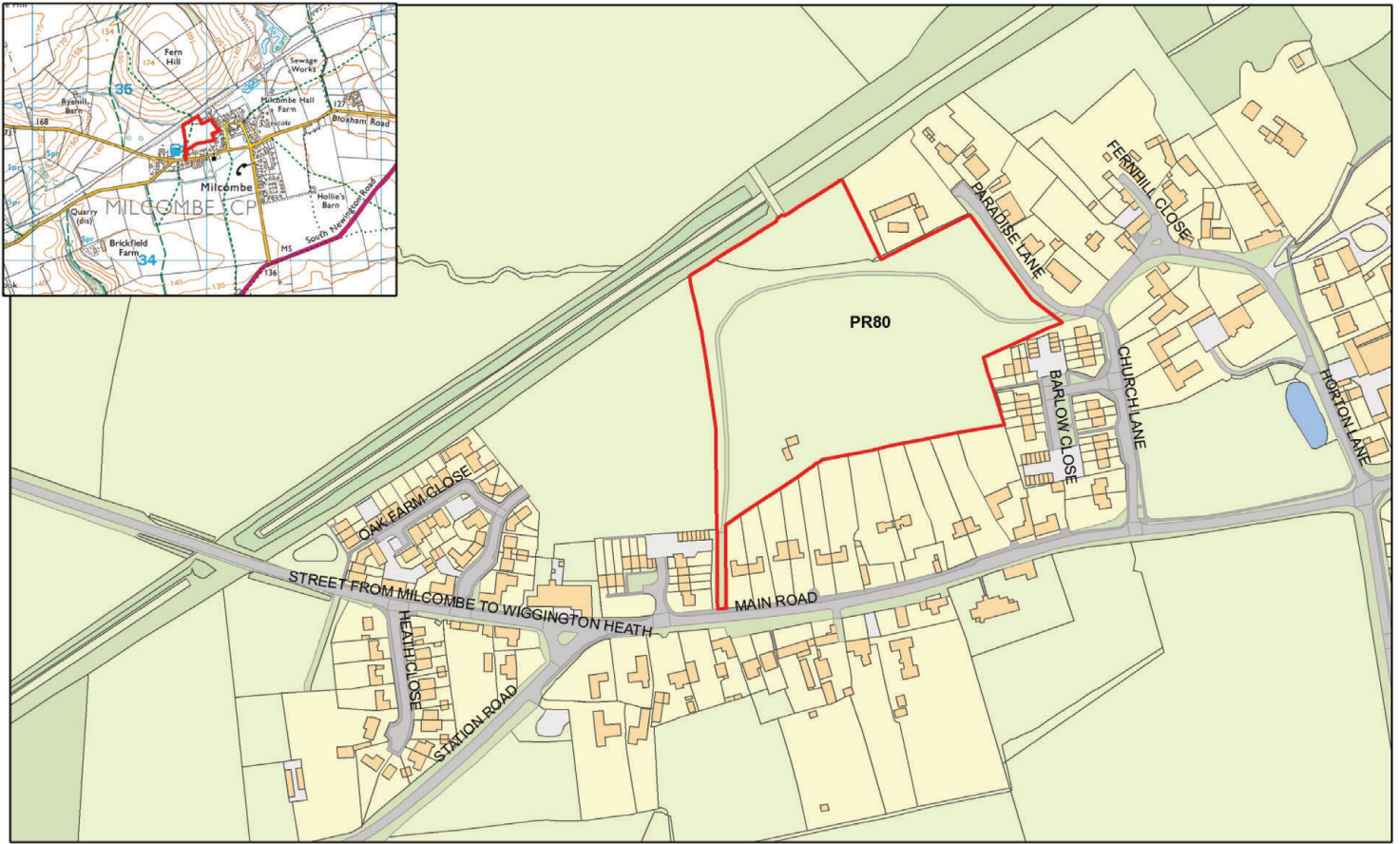
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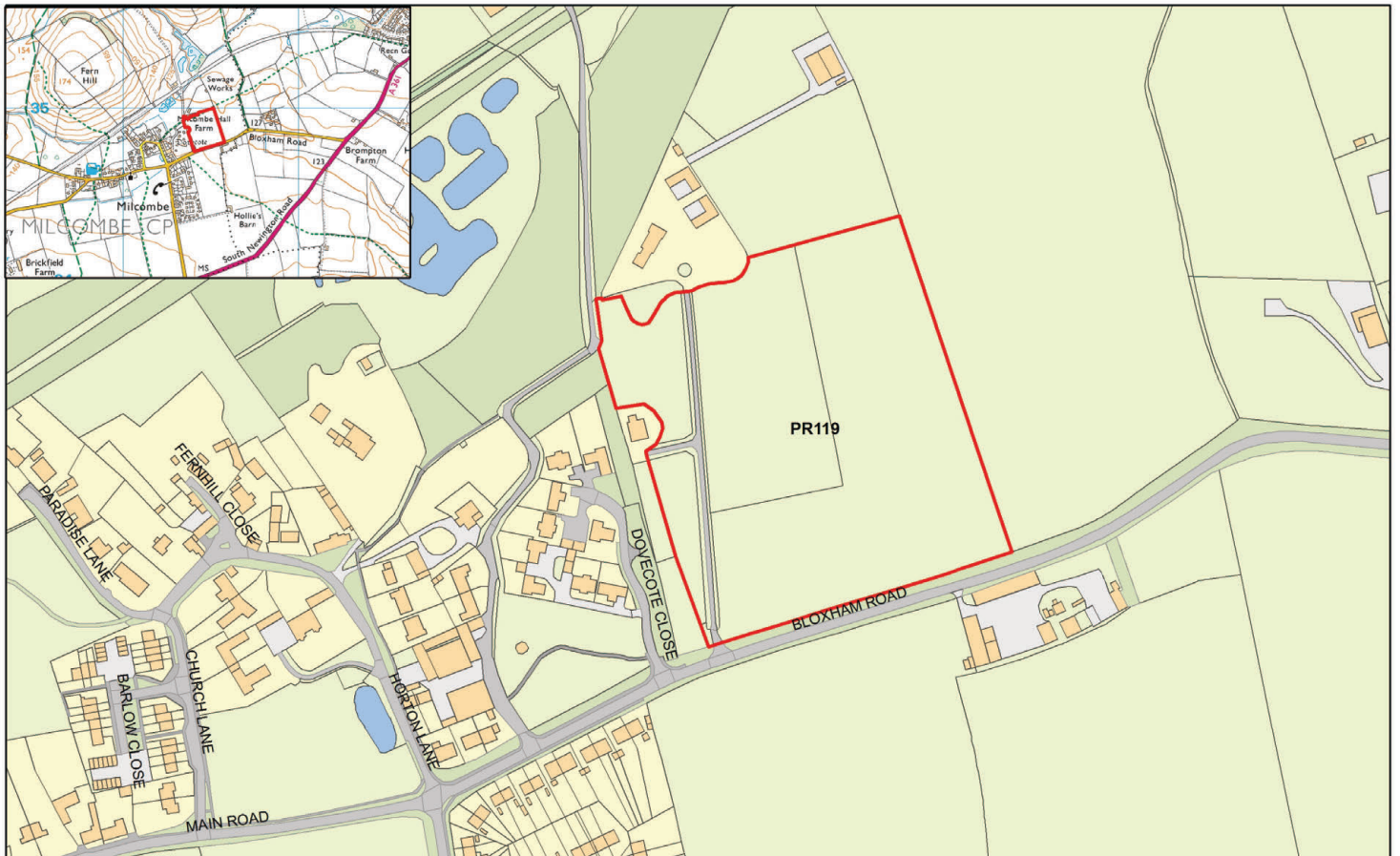




Site PR80 - Milcombe



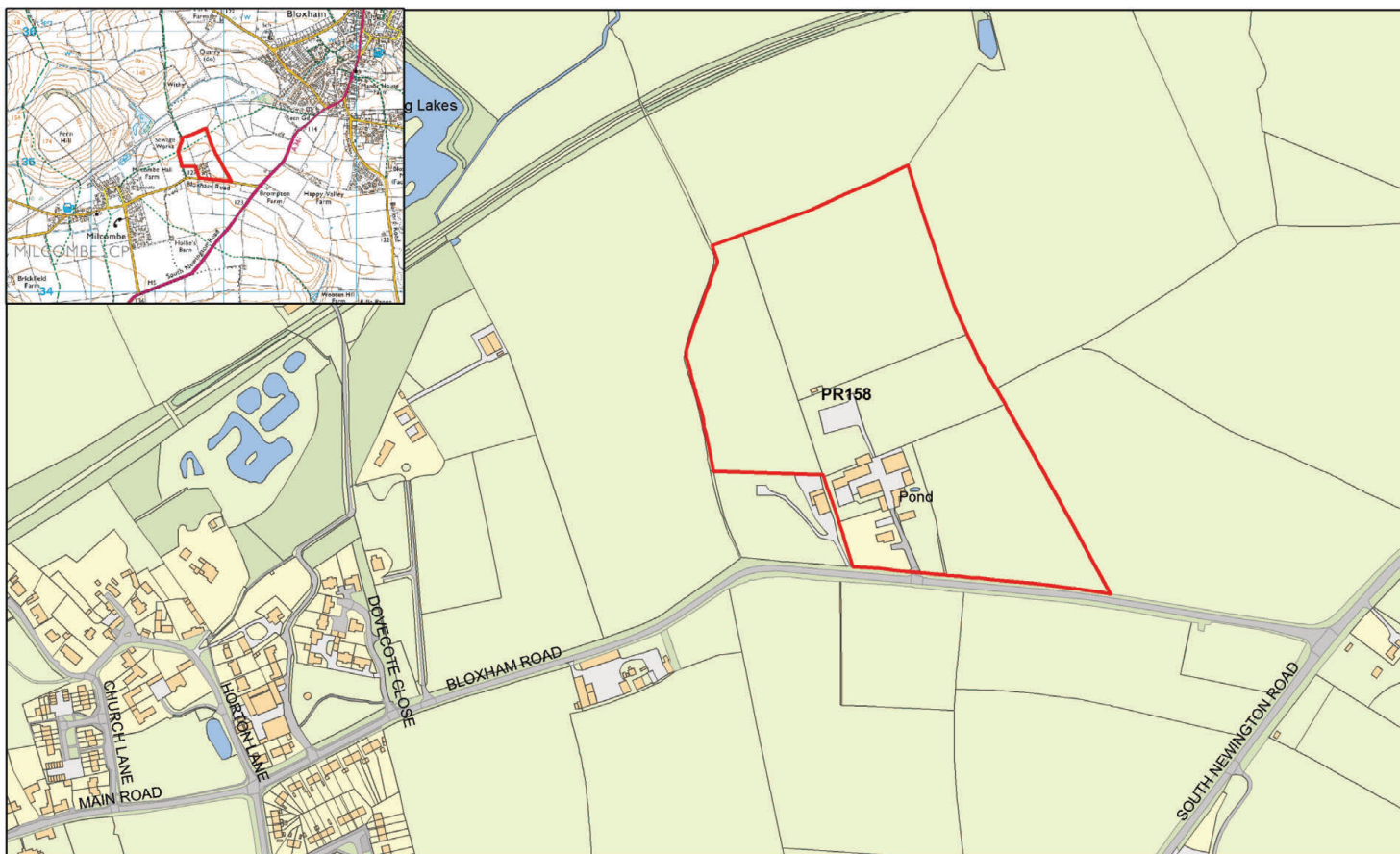
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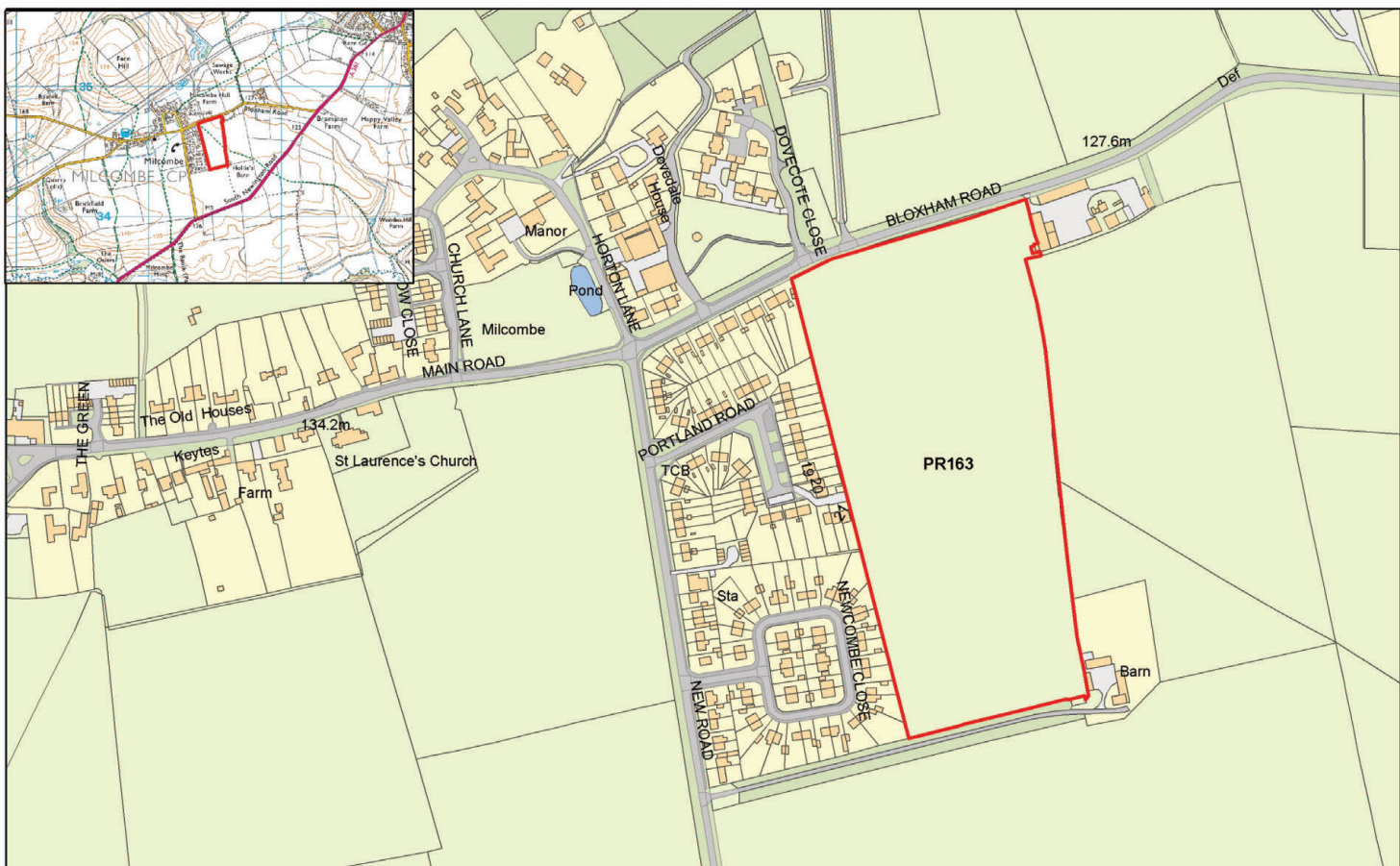




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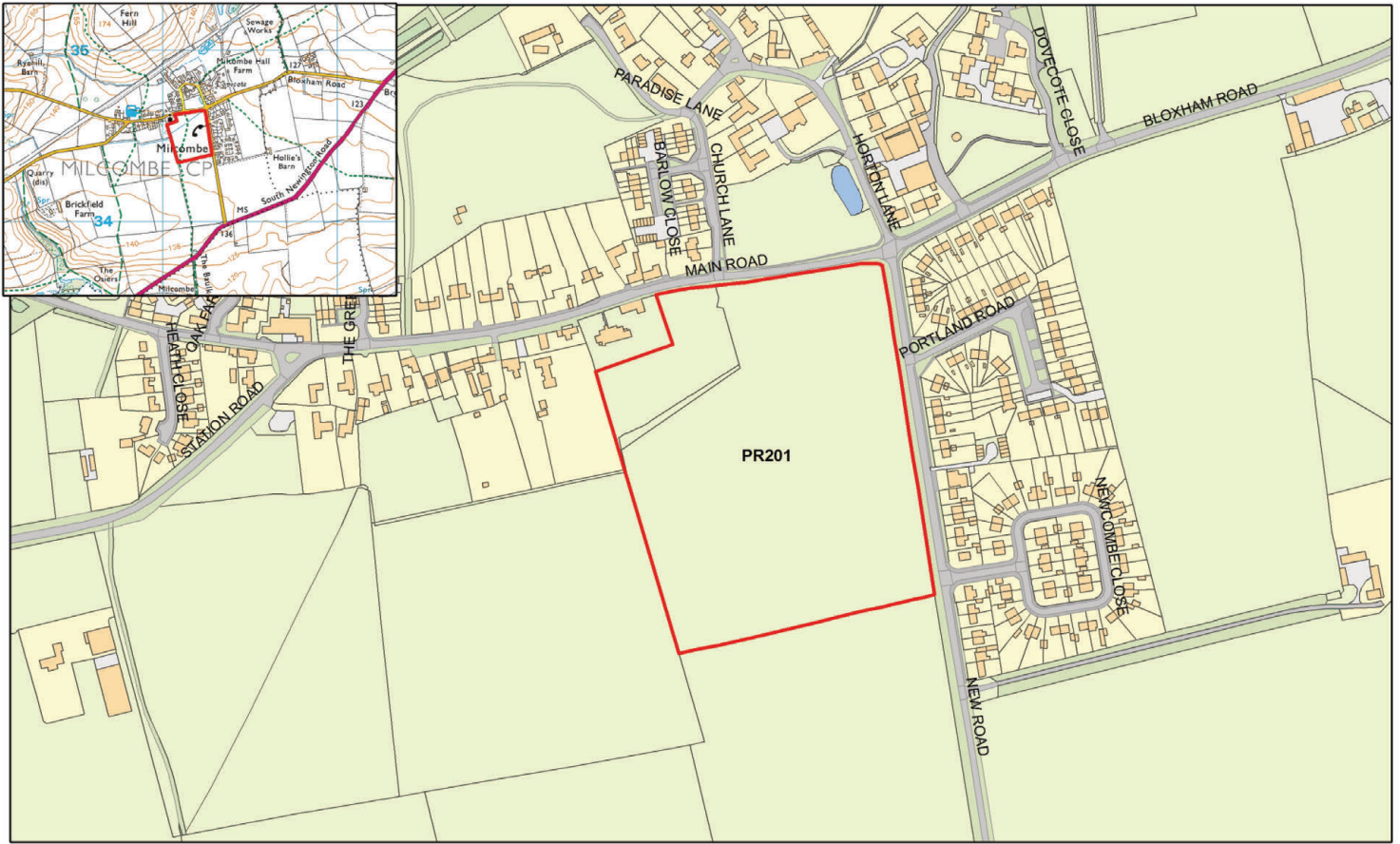
PR163 - Milcombe



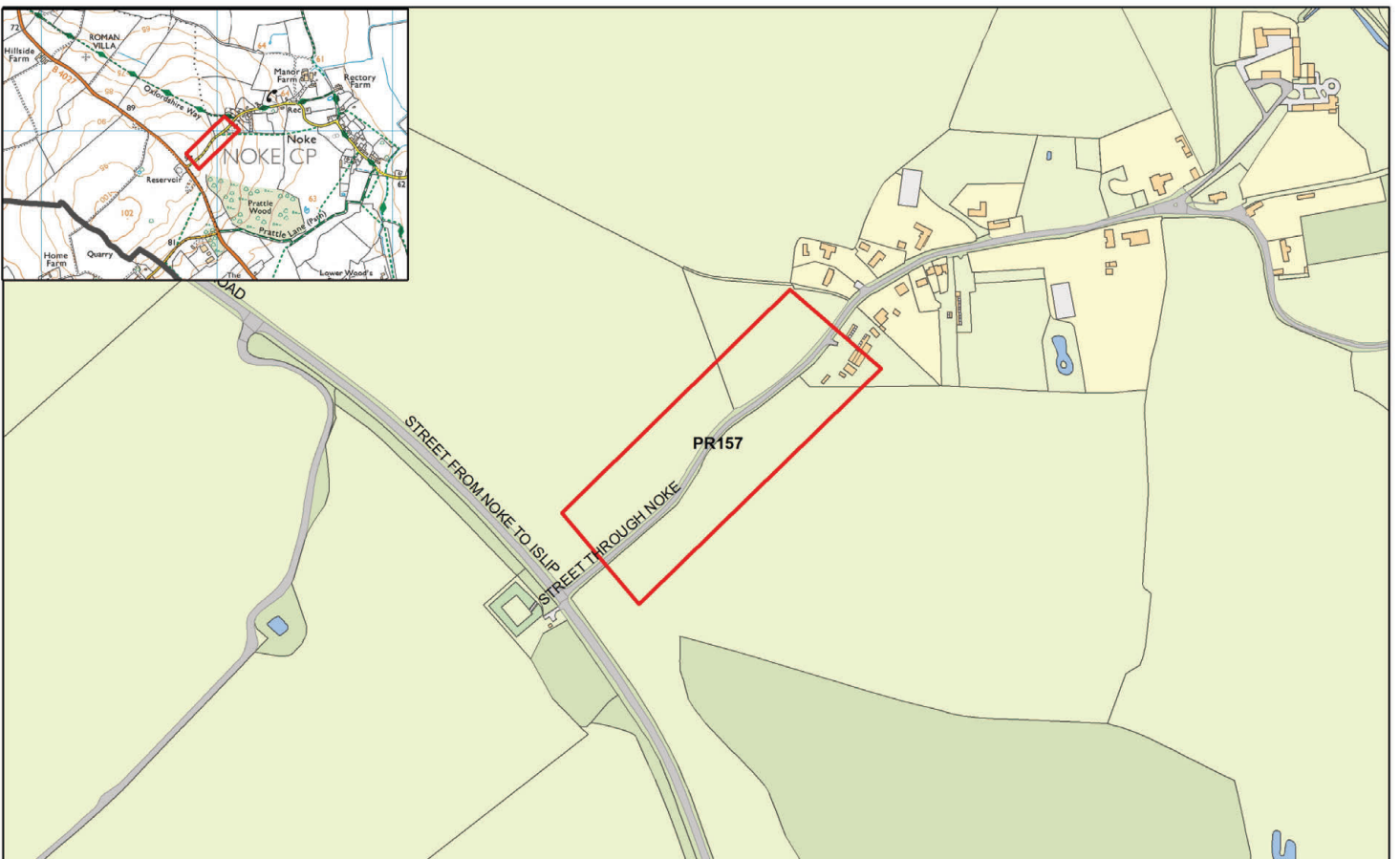




Site PR201 - Milcombe

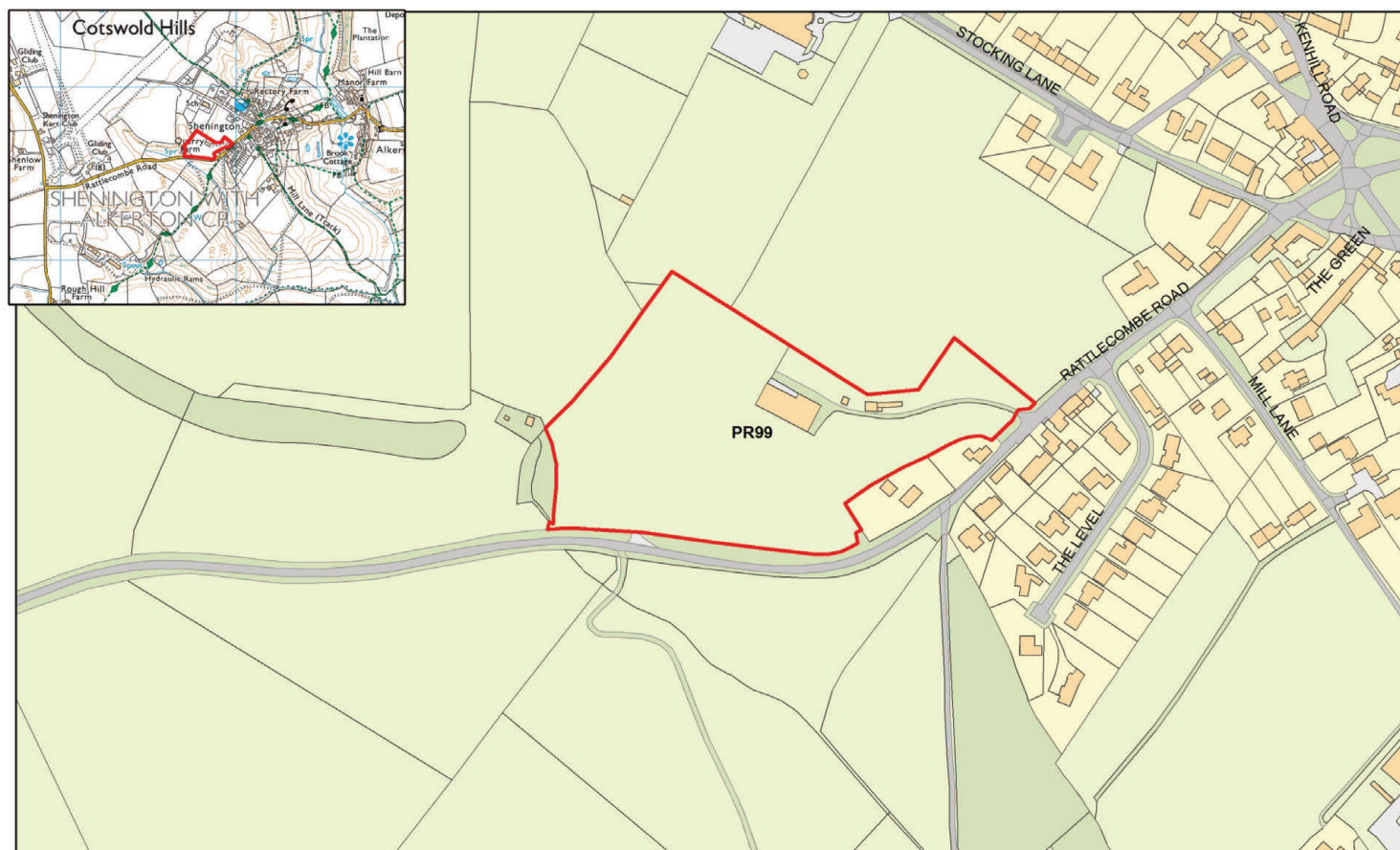


Site PR157 - Noke

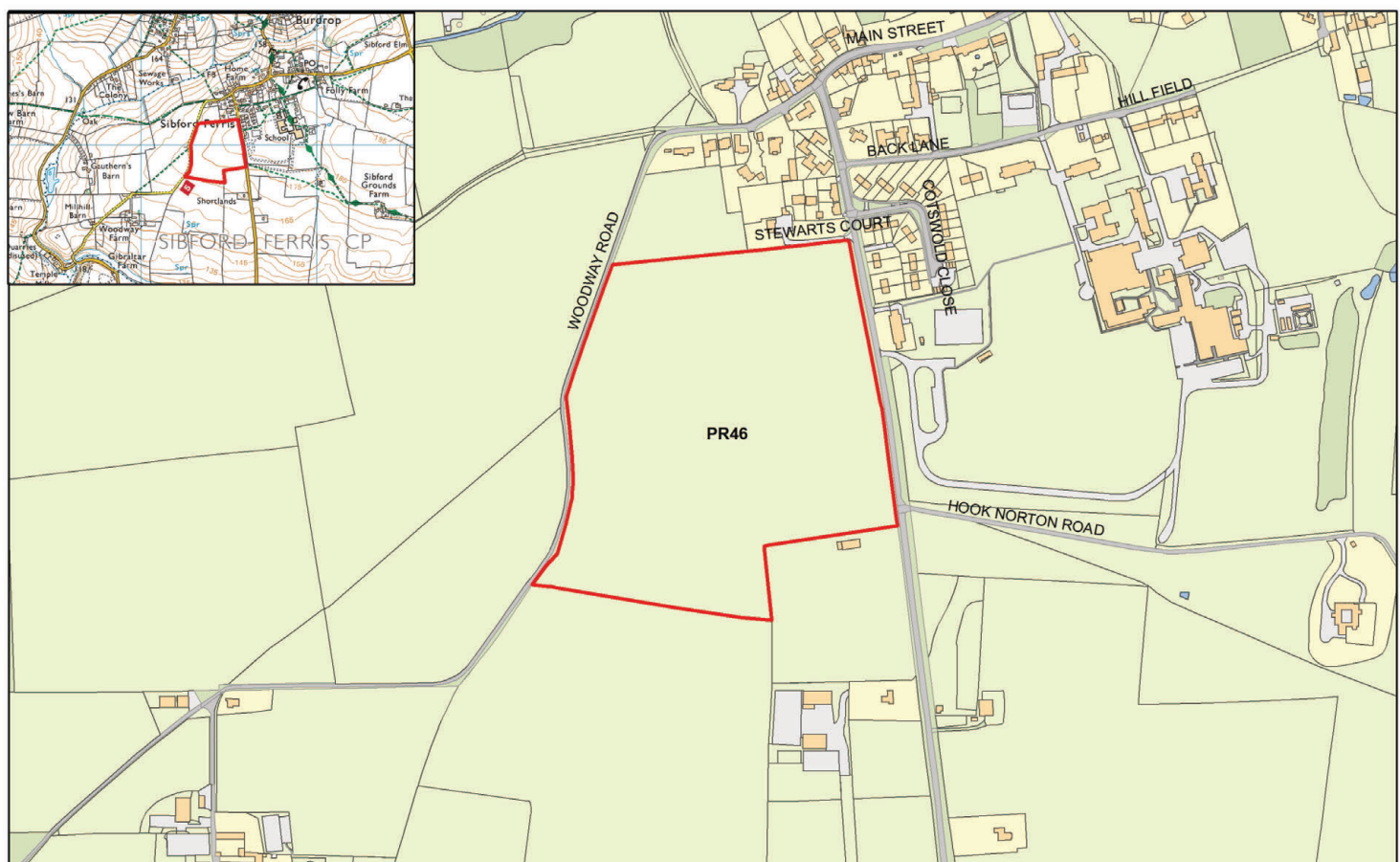




Site PR99 - Shenington



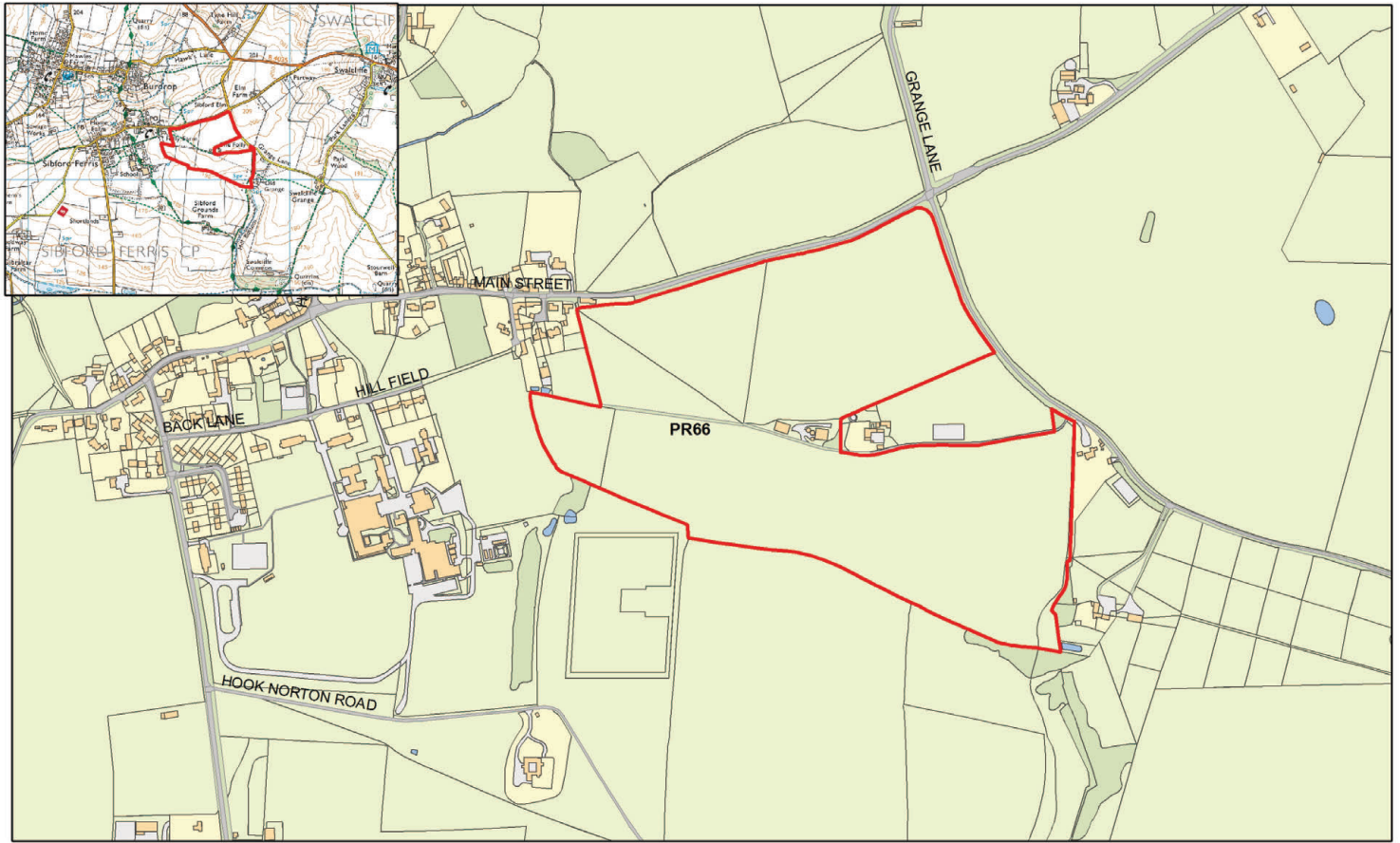
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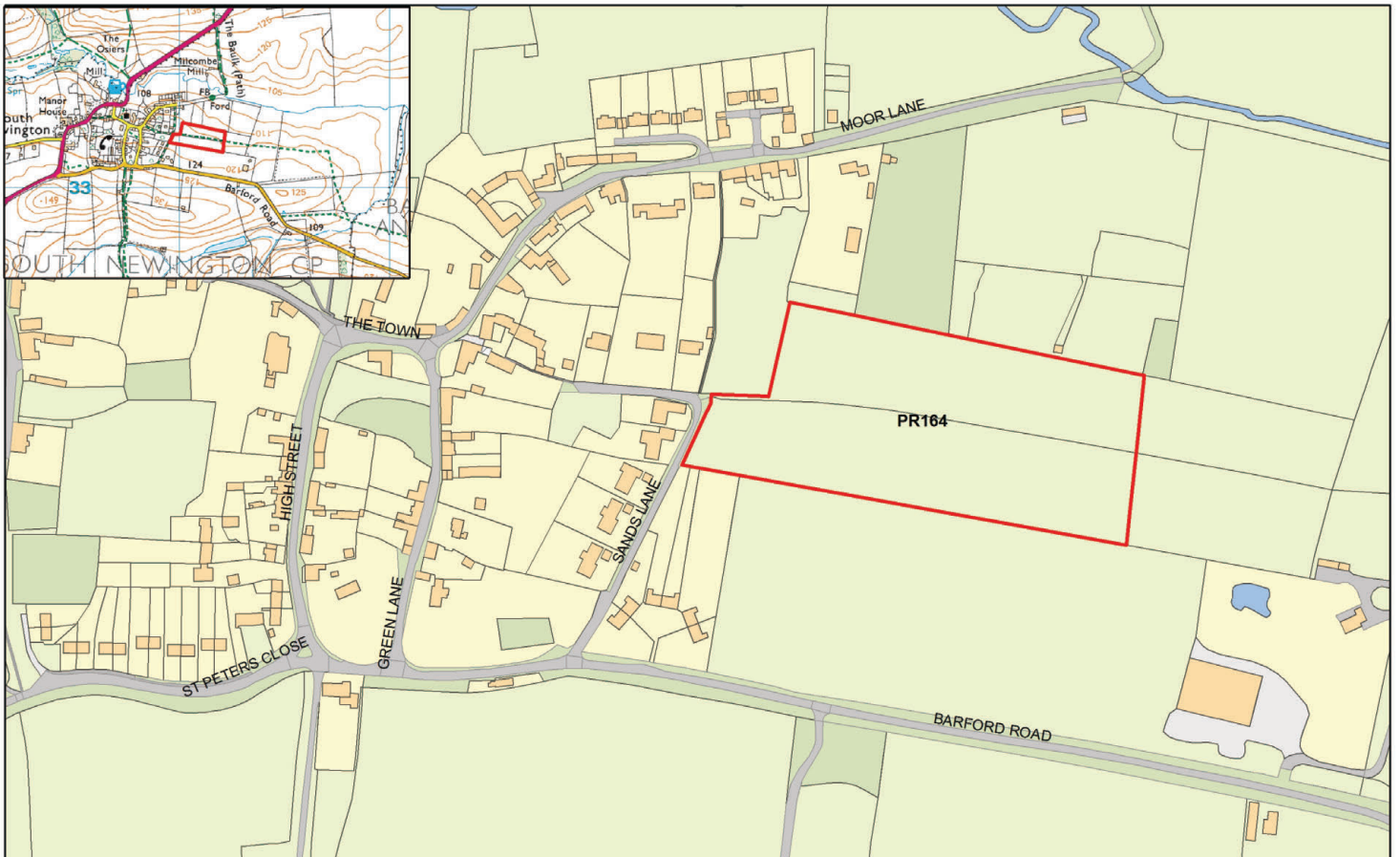




Site PR66 - Sibford Ferris

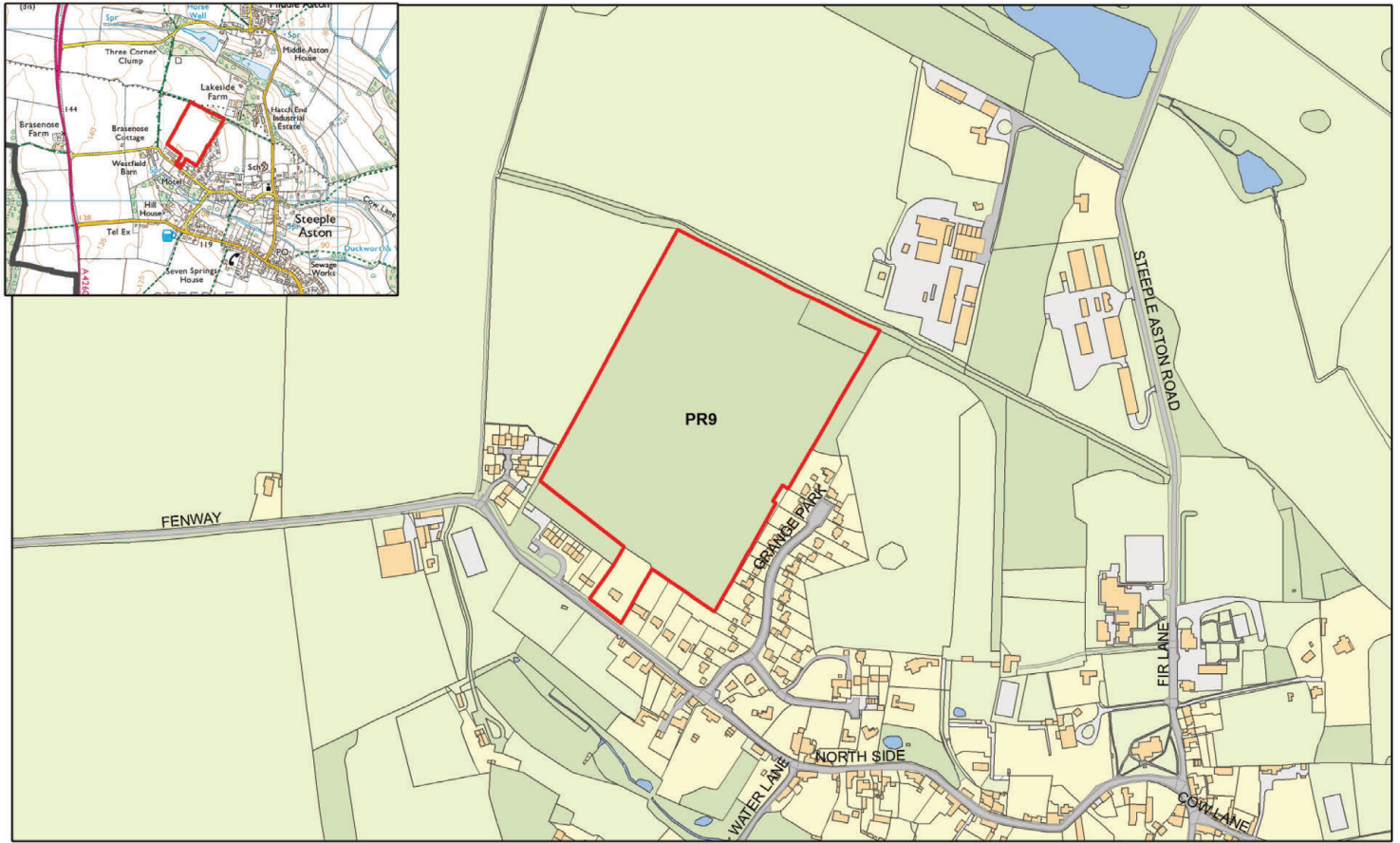


Site PR164 - South Newington

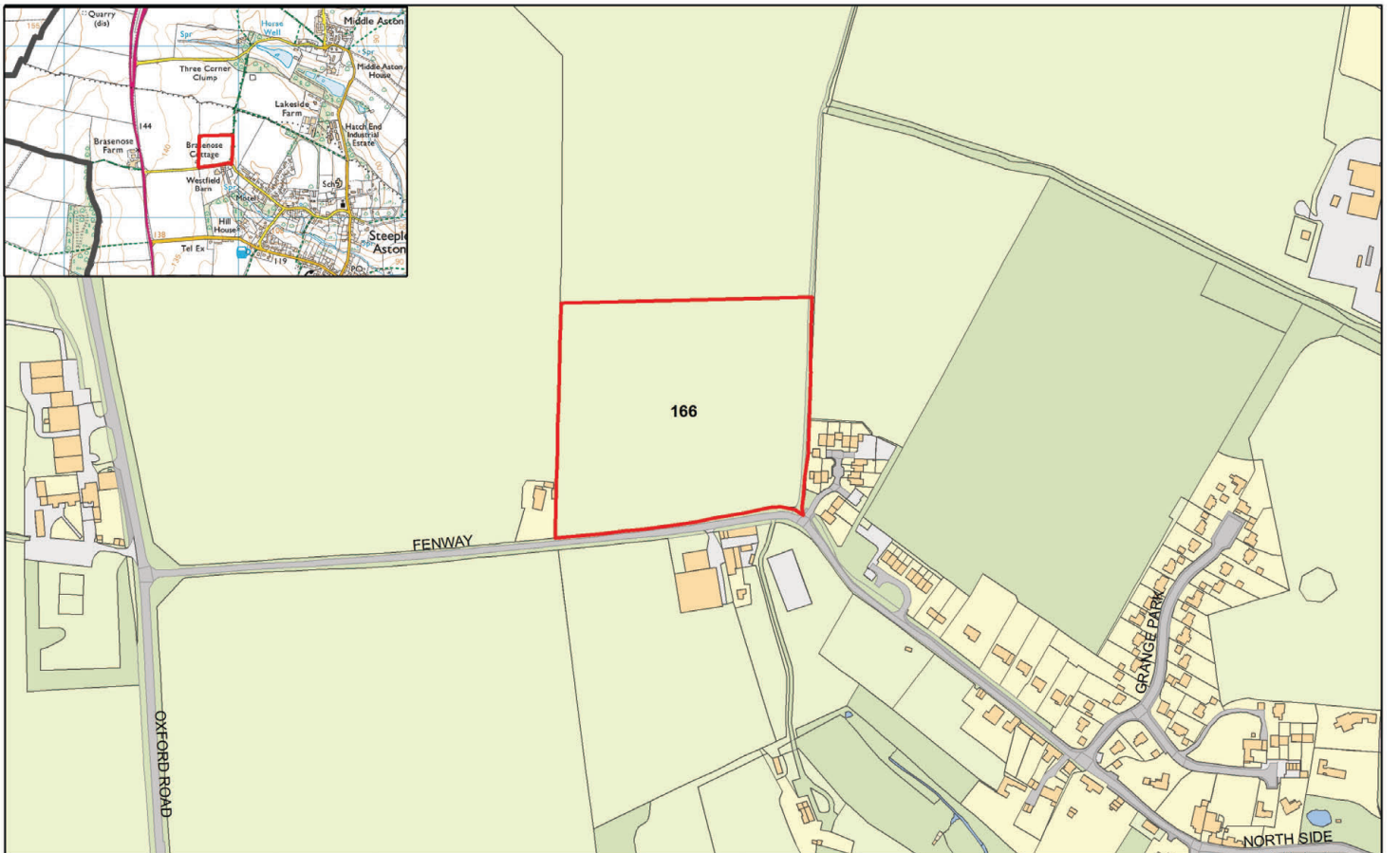




Site PR9 - Steeple Aston



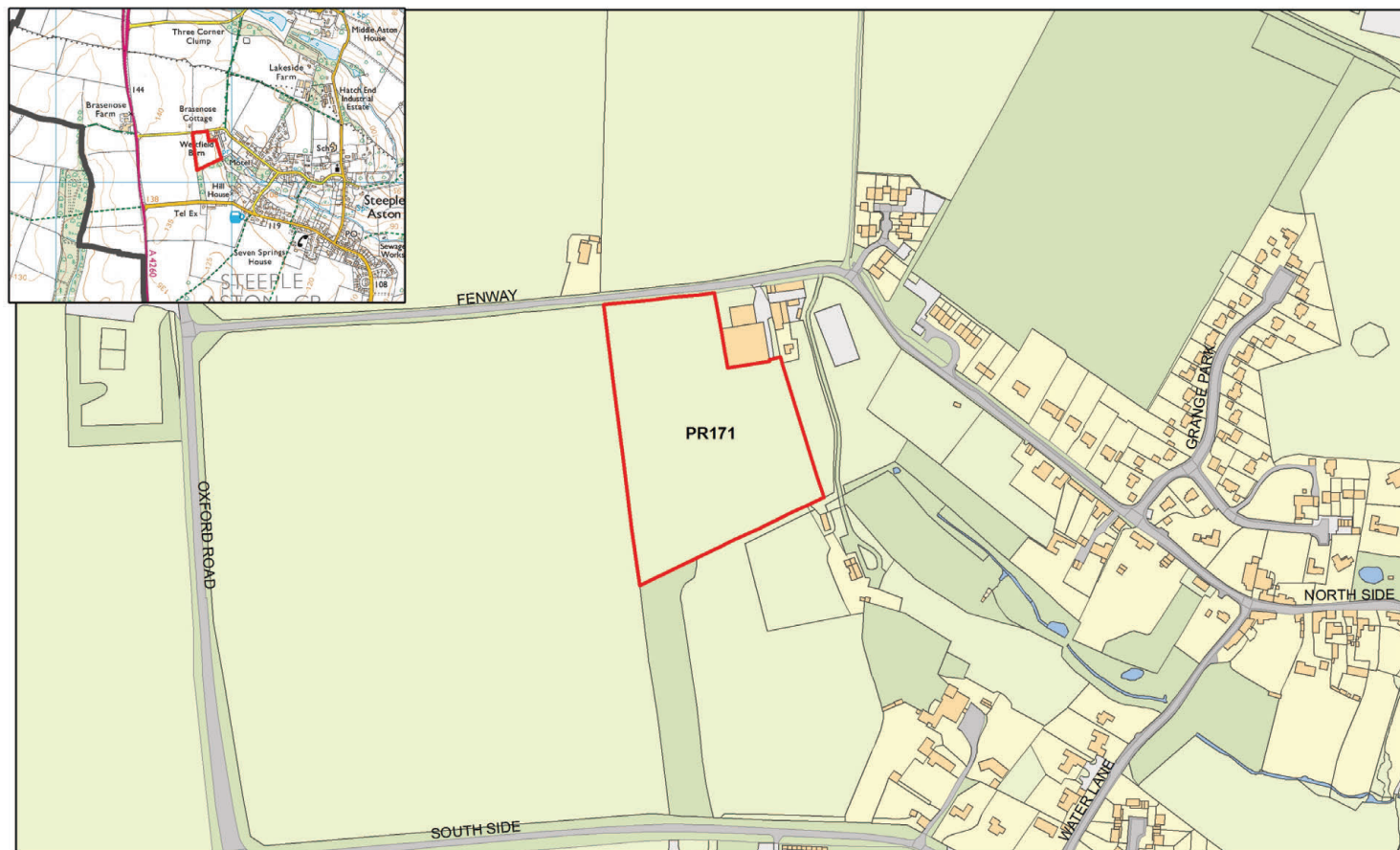
Site PR166 - Steeple Aston



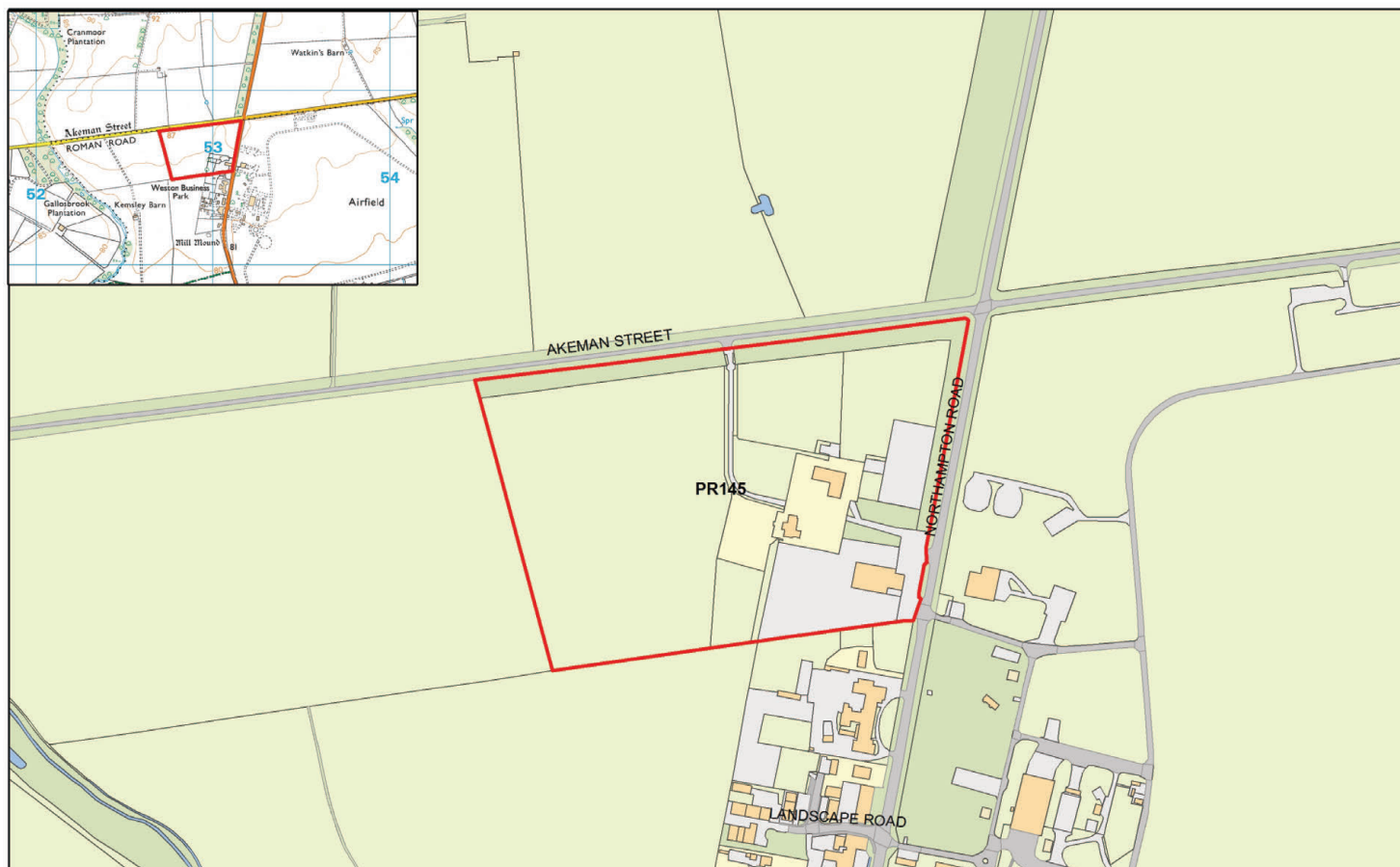




Site PR171 - Steeple Aston

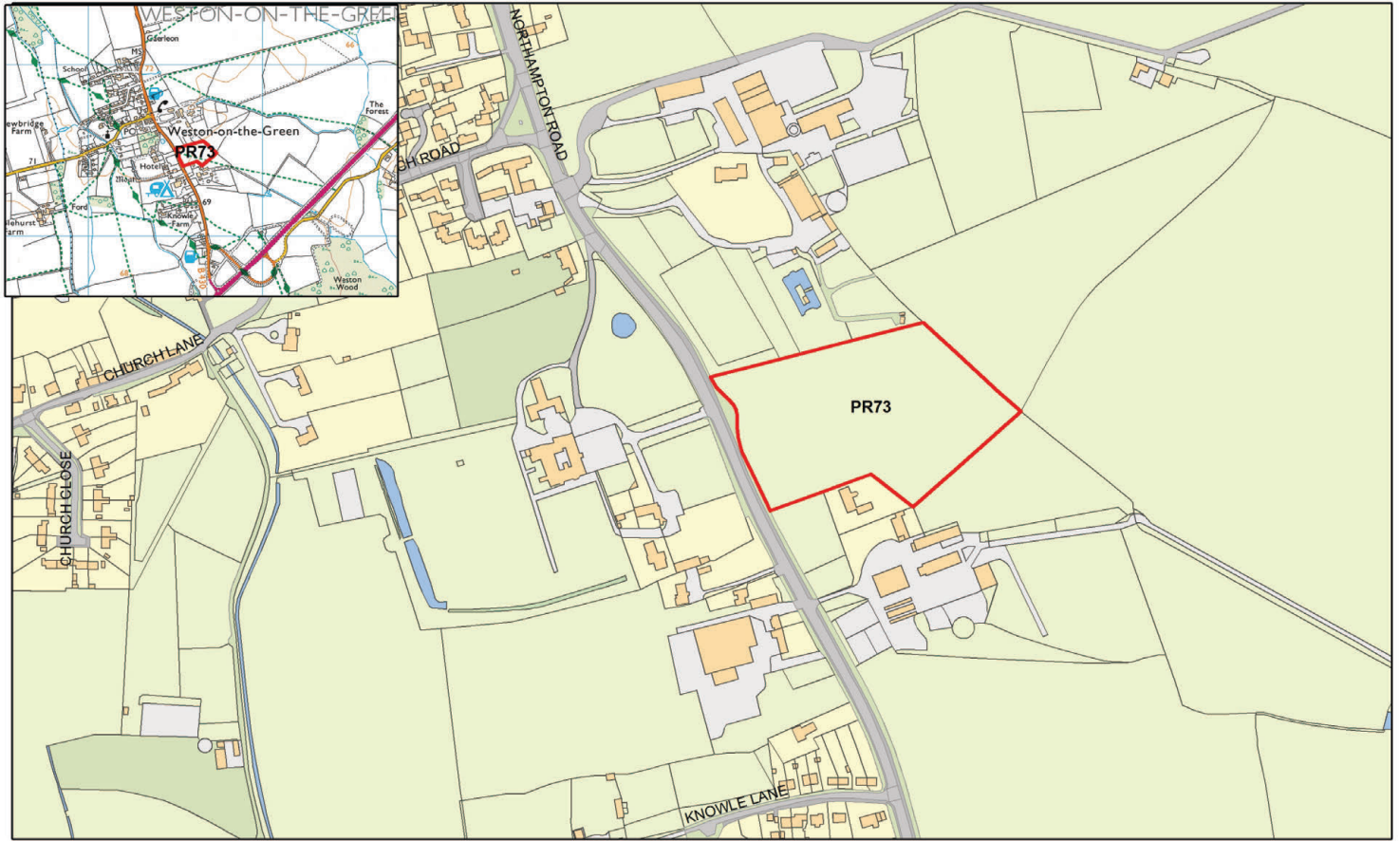


Site PR145 - Weston on the Green

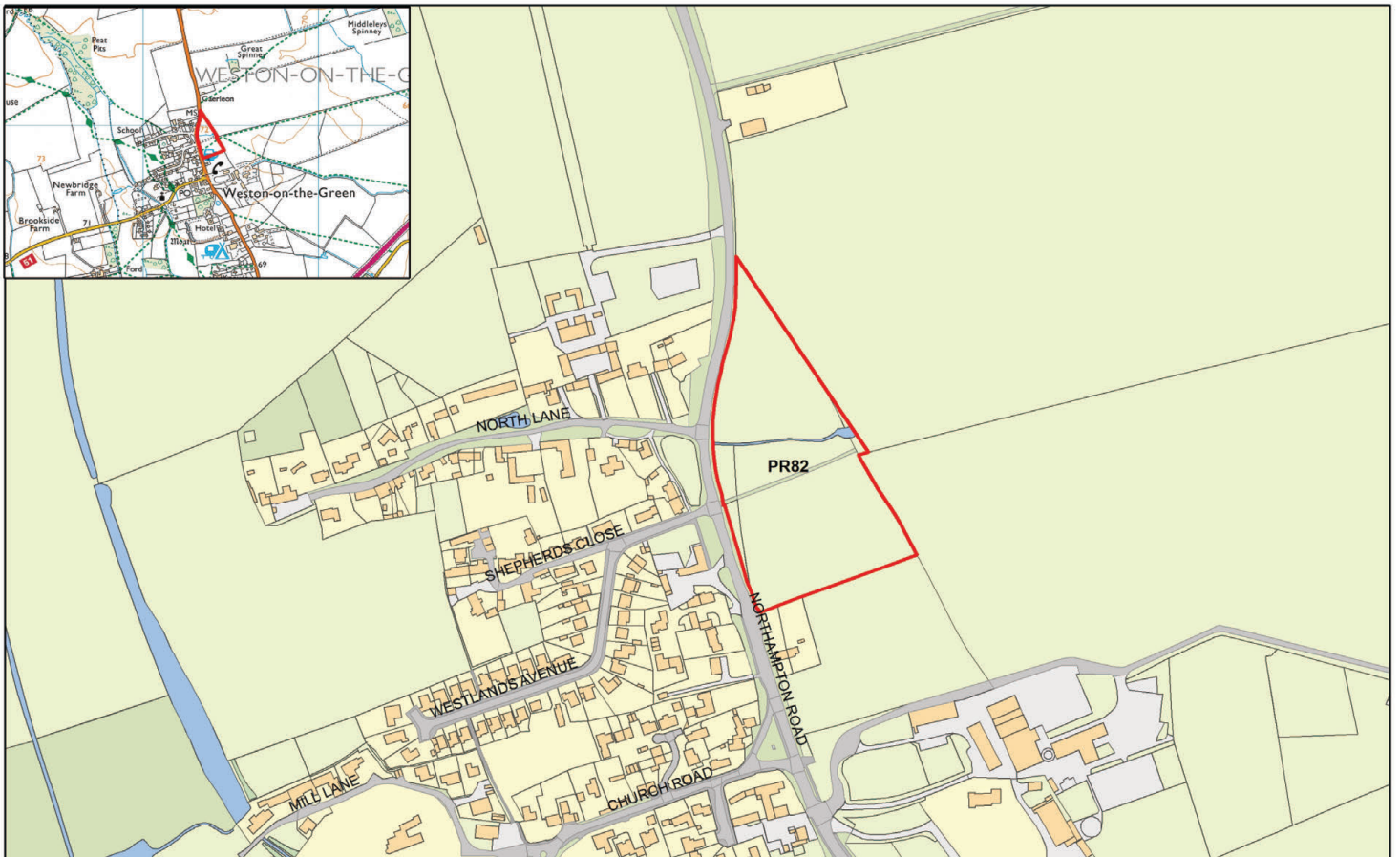




Site PR73 - Weston on the Green



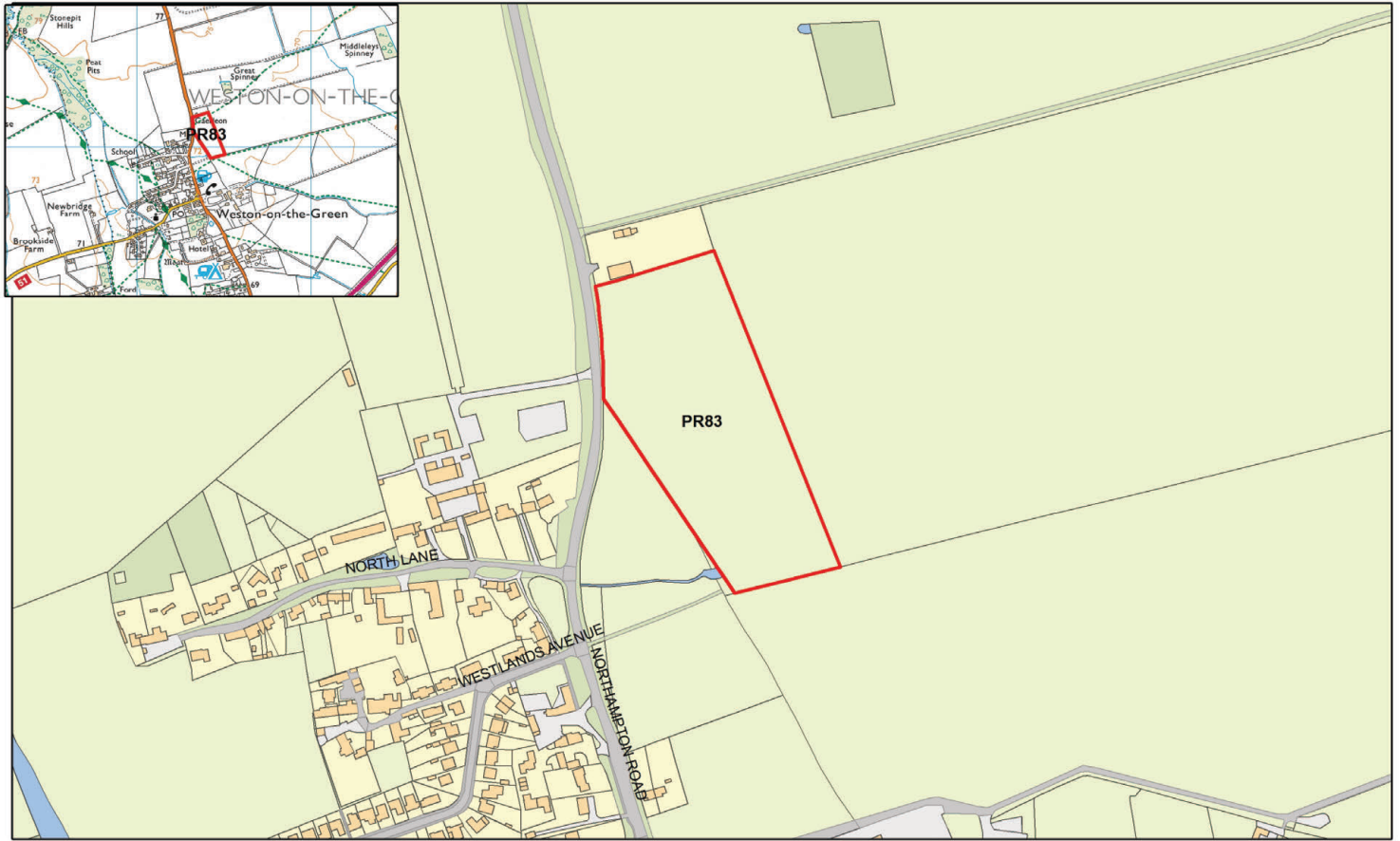
Site PR82 - Weston on the Green



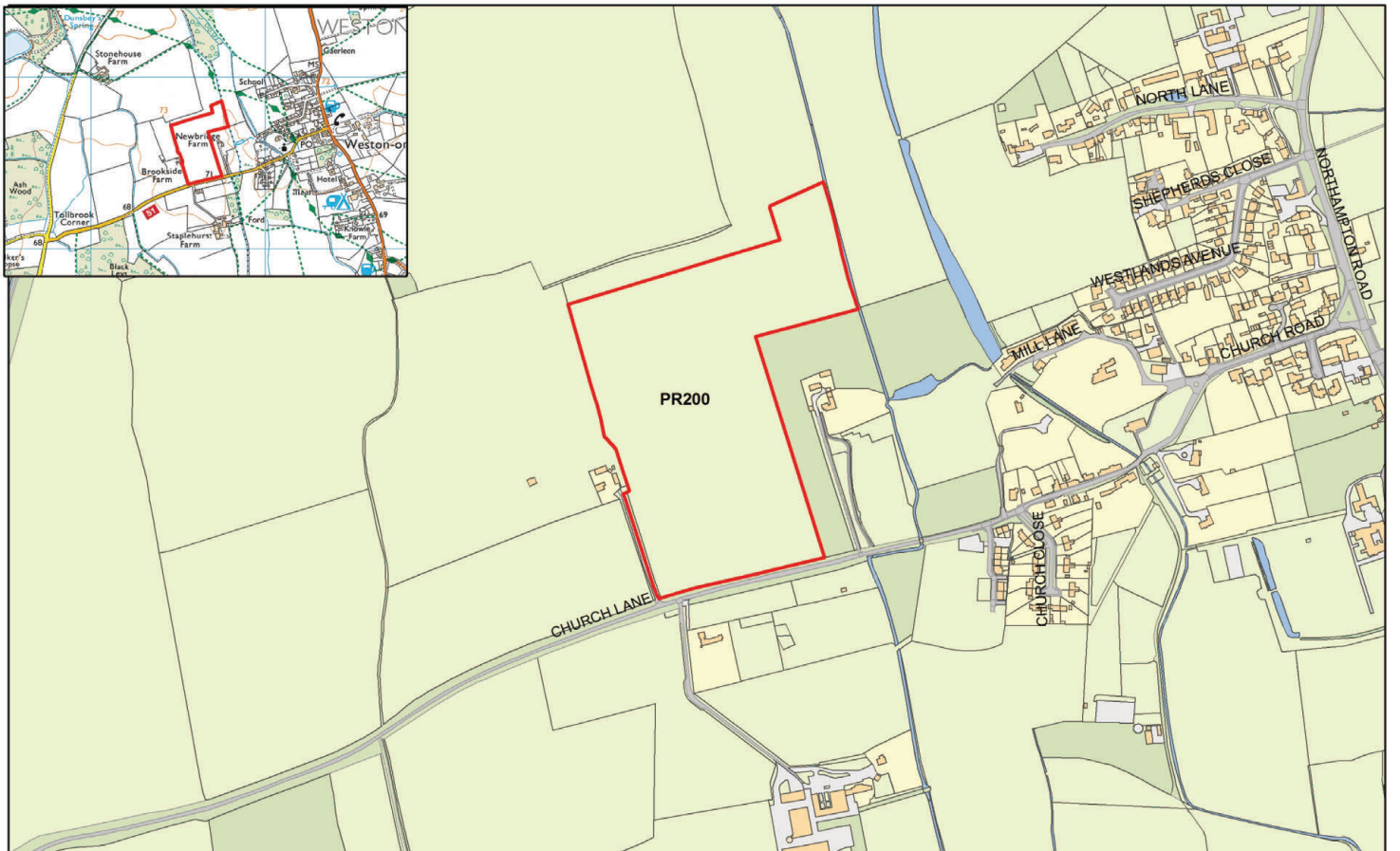




Site PR83 - Weston on the Green

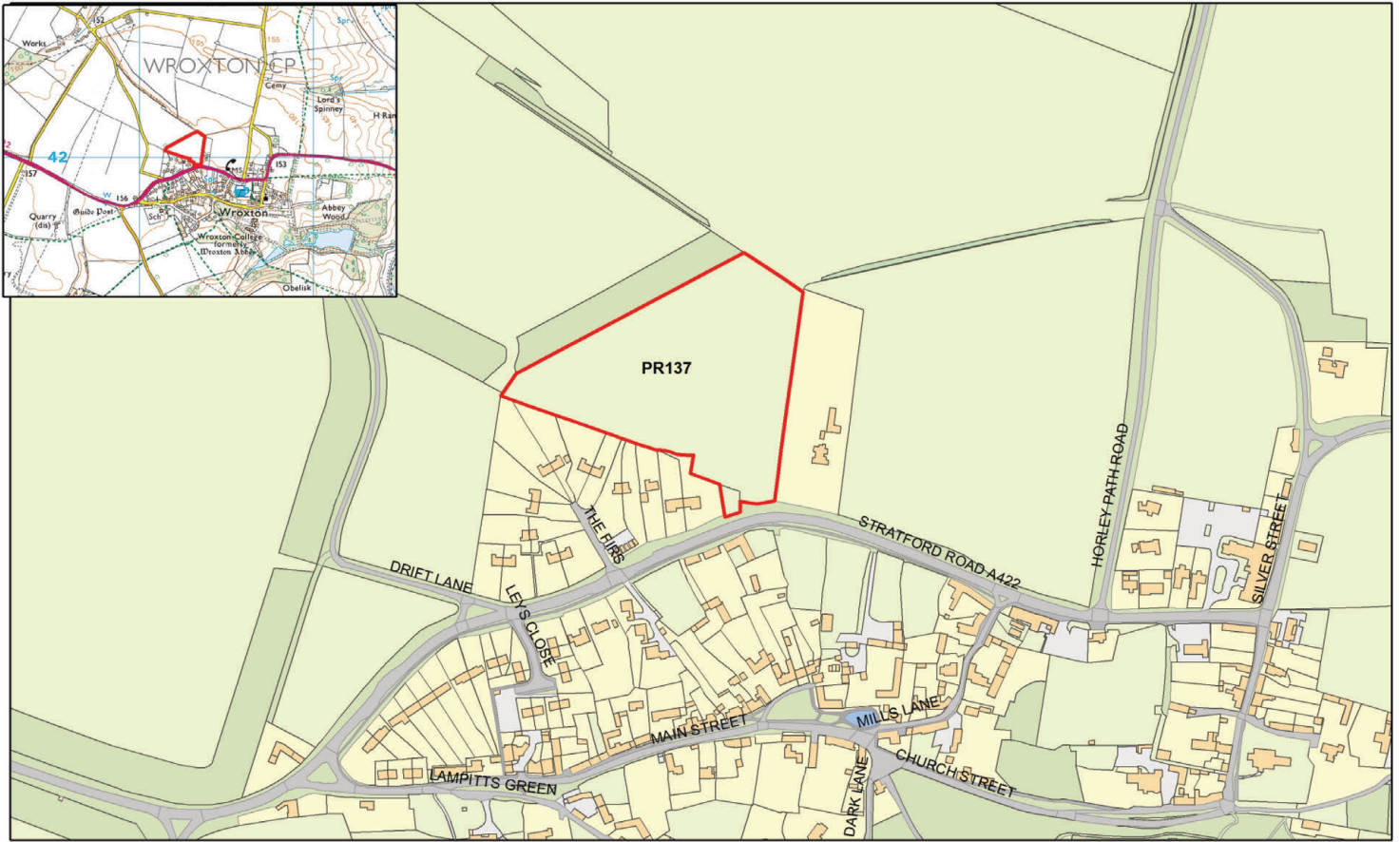


Site PR200 - Weston on the Green

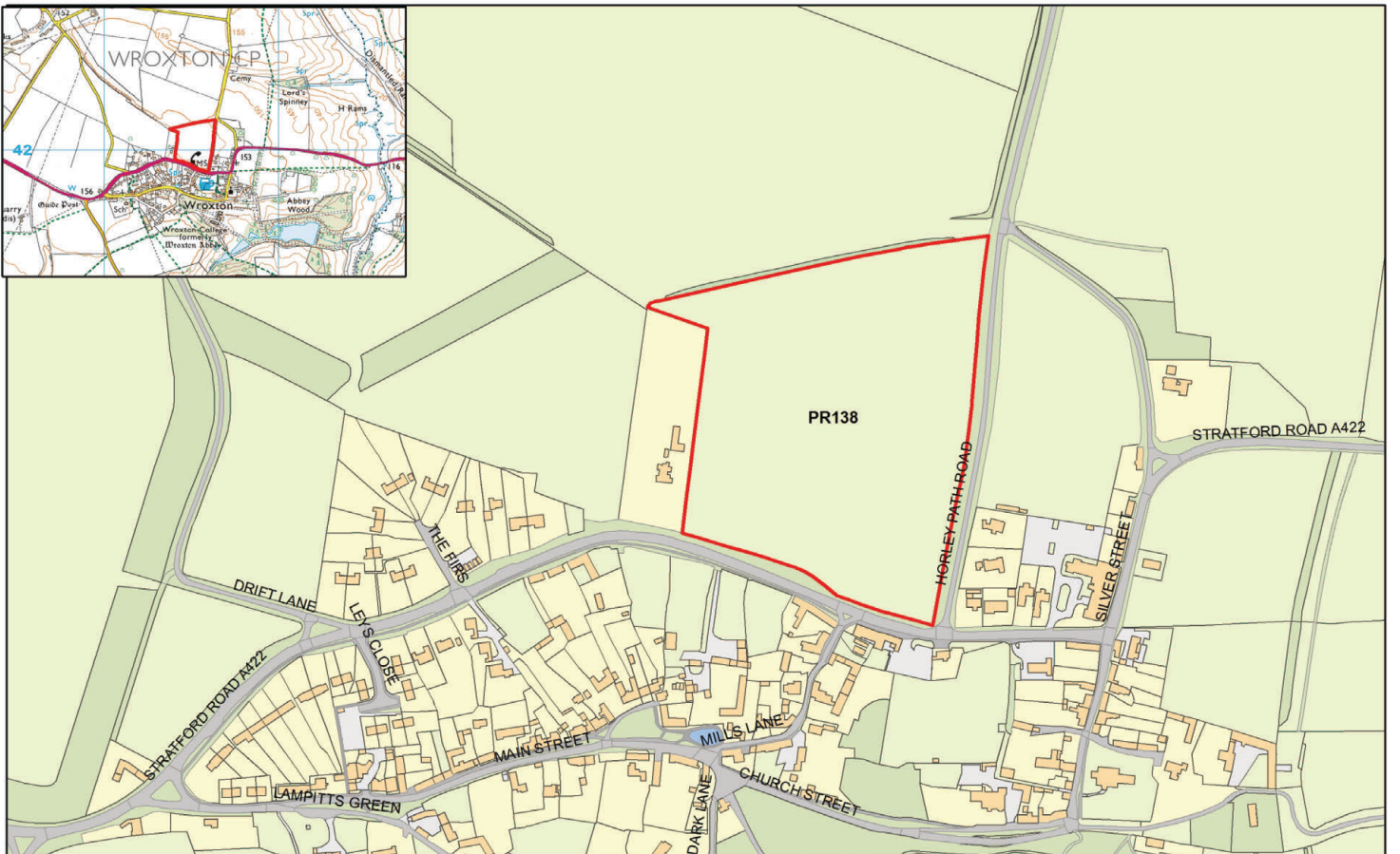




Site PR137 - Wroxton



Site PR138 - Wroxton







## Appendix 2 - Glossary

Phrase	Definition
Adoption	The formal approval, after independent examination, of the final version of a Local Plan by a local planning authority for future planning policy and decision making.
Affordable Housing	Includes affordable rented, social rented and intermediate housing, provided to specified eligible households whose needs are not met by the market.
Annual Monitoring Report (AMR)	A report produced assessing progress of the Local Development Scheme and the extent to which policies in Local Development Documents are being successfully implemented.
Appropriate Assessment	A process required by European Directives (Birds Directive 79/409/EEC and Habitats Directive 92/43/EEC) to avoid adverse effects of plans, programmes and projects on Natura 2000 sites and thereby maintain the integrity of the Natura 2000 network and its features.
Area Action Plan (AAP)	A type of Development Plan Document focused upon an area which will be subject to significant change
Area of Outstanding Natural Beauty (AONB)	Areas of national importance for their landscape character and appearance, within which the conservation and enhancement of their natural beauty is a priority. A small area of the Cotswolds AONB falls within the District.
Biodiversity	A collective term for plants, animals, micro-organisms and bacteria which, together, interact in a complex way to create living ecosystems.
Climate Change	The lasting and significant change in weather patterns over periods ranging from decades to hundreds of years, impacting on river and sea levels and the rate of flows on watercourses.
Conservation Area	A locally designated area of special architectural interest, where the character or appearance is desirable to preserve or enhance.



Phrase	Definition
Development Plan	The statutory term used to refer to the adopted spatial plans and policies that apply to a particular local planning authority area. This includes adopted Local Plans (including Minerals and Waste Plans) and Neighbourhood Development Plans and is defined by Section 38 of the Planning and Compulsory Purchase Act 2004.
Development Plan Documents (DPDs)	Documents which make up the Local Plan. All DPDs are subject to public consultation and independent examination.
Duty to Cooperate	A statutory duty placed on public bodies to cooperate constructively, actively and on an on-going basis to maximise the effectiveness of Local Plan preparation in the context of strategic cross boundary matters.
Evidence Base	The information and data collated by local authorities to support the policy approach set out in the Local Plan.
Examination	The process by which an independent Planning Inspector considers whether a Development Plan Document is 'sound' before it can be adopted.
Flood Zones	Areas of land assessed as being of low risk (Flood Zone 1), medium (Flood Zone 2), high (Flood Zone 3a) and the functional floodplain (Flood Zone 3b).
Green Belt	A designation for land around certain cities and large built-up areas, which aims to keep this land permanently open or largely undeveloped.
Habitats Regulations Assessments (HRA)	HRA is required under the European Directive 92/43/ECC on the "conservation of natural habitats and wild fauna and flora for plans" that may have an impact of European (Natura 2000) Sites. HRA is an assessment of the impacts of implementing a plan or policy on a Natura 2000 Site.
Infrastructure	All the ancillary works and services which are necessary to support human activities, including roads, sewers, schools, hospitals, etc.
Infrastructure Delivery Plan (IDP)	The IDP's role is to identify all items of infrastructure needed to ensure the delivery of the growth targets and policies contained in the Local Plan. This ensures that an appropriate supply of essential infrastructure is provided alongside new homes, workplaces and other forms of development.

Phrase	Definition
Local Development Scheme (LDS)	A Local Development Scheme is a statutory document required to specify (among other matters) the documents which, when prepared, will comprise the Local Plan for the area. It sets out the programme for the preparation of these documents.
Local Plan	The plan for the local area which sets out the long-term spatial vision and development framework for the District and strategic policies and proposals to deliver that vision. The Cherwell Local Plan Part I was adopted in July 2015 and is available on the Council's website.
Local Transport Plan (LTP)	A transport strategy prepared by the local highways authority (the County Council).
Localism Act 2011	The Localism Act introduced changes to the planning system (amongst other changes to local government) including making provision for the revocation of Regional Spatial Strategies, introducing the Duty to Cooperate and Neighbourhood Planning.
National Planning Policy Framework (NPPF)	A document setting out the Government's planning policies.
National Planning Practice Guidance (NPPG or PPG)	The Government's planning guidance supporting national planning policy
Objectively Assessed Need (OAN)	The scale and mix of housing and the range of tenures that is likely to be needed in the housing market area over the plan period. The assessment of development needs is an objective assessment of need based on facts and unbiased evidence. Plan makers should not apply constraints to the overall assessment of need, such as limitations imposed by the supply of land for new development, historic under performance, viability, infrastructure or environmental constraints.
Oxford/Cambridge corridor	A spatial concept focused on the economic influence of Oxford and Cambridge. The aim of this is to promote and accelerate the development of the unique set of educational, research and business assets and activities.
Performance Engineering	Advanced manufacturing / high performance engineering encompasses activities which are high in innovation and the application of leading edge technology, and which form a network of businesses which support, compete with and learn from each other.



Phrase	Definition
Planning & Compulsory Purchase Act 2004	This Act amended the Town & Country Planning Act 1990. The Planning and Compulsory Purchase Act 2004 introduced a new statutory system of regional and local planning and has since been amended by the Localism Act 2011.
Planning Inspectorate	The Government body responsible for providing independent inspectors for planning inquiries and for examinations of development plan documents.
Policies Map	Maps of the local planning authority's area which must be reproduced from, or based on, an Ordnance Survey map; include an explanation of any symbol or notation which it uses; and illustrate geographically the application of the policies in the adopted development plan. Where the adopted policies map consists of text and maps, the text prevails if the map and text conflict.
Site Specific Allocations	Site specific proposals for specific or mixed uses or development. Policies will identify any specific requirements for individual proposals.
Special Areas of Conservation (SAC)	A SAC is an area which has been given special protection under the European Union's Habitats Directive.
Starter Homes	A new national scheme relating to homes for first time home buyers under the age of 40, available for sale at a minimum 20% discount below open market value, which are exempt from developer contributions. The price reduction is to last for 5 years after which they homes are resellable at full market rate.
Strategic Environmental Assessment (SEA)	An assessment of the environmental effects of policies, plans and programmes, required by European legislation, which will be part of the public consultation on the policies.
Strategic Flood Risk Assessment (SFRA)	An assessment carried out by local authorities to inform their knowledge of flooding, refine the information on the Flood Map and determine the variations in flood risk from all sources of flooding across and from their area.
Housing and Employment Land Availability Assessment (HELAA)	An assessment of the land capacity across the District with the potential for housing and employment generating development.

Phrase	Definition
Strategic Housing Market Assessment (SHMA)	SHMAs are studies required by Government of local planning authorities to identify housing markets, and their characteristics, that straddle District boundaries. Their purpose is to inform Local Plans in terms of housing targets, housing need, demand, migration and commuting patterns and the development of planning and housing policy.
Submission	The stage at which a Development Plan Document is sent to the Secretary of State for independent examination.
Supplementary Planning Documents (SPDs)	Documents which provide guidance to supplement the policies and proposals in Development Plan Documents.
Sustainability Appraisal (SA)	The process of assessing the economic, social and environmental effects of a proposed plan. This process implements the requirements of the SEA Directive. Required to be undertaken for all DPDs.
Windfalls	Unidentified sites that are approved for development.





# **DRAFT FOR EXECUTIVE**

## **CHERWELL LOCAL PLAN 2011-2031 (PART 1) PARTIAL REVIEW – OXFORD'S UNMET HOUSING NEEDS**

### **STATEMENT OF CONSULTATION**

**NOVEMBER 2016**







## **1.0 Introduction**

- 1.1 This Statement of Consultation describes the consultation undertaken in progressing the Partial Review of the adopted Cherwell Local Plan 2011-2031 (Part 1). It will be updated as the Council proceeds through the statutory stages of plan-making.
- 1.2 This statement has been prepared to support a formal 'Options' consultation under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. It reports on public consultation, engagement and co-operation undertaken in reaching this Options Stage.
- 1.3 The Council has a statutory duty to consult and seek representations in preparing a Local Plan. It must also ensure that there is on-going co-operation with prescribed bodies under a 'Duty to Co-operate'.
- 1.4 The Council's policy on how it engages in plan-making is described in its Statement of Community Involvement 2016. The SCI is available on-line at [www.cherwell.gov.uk/planningpolicy](http://www.cherwell.gov.uk/planningpolicy)

## **2.0 The 'Duty to Cooperate'**

- 2.1 Section 33A (1) and (3) of the Planning and Compulsory Purchase Act 2004 (as amended) places a duty on a local planning authority to co-operate with other local planning authorities and other prescribed bodies when it undertakes certain activities, including the preparation of development plan documents, activities that can reasonably be considered to prepare the way for such preparation and activities that support such preparation so far as they relate to a strategic matter. This is to maximise the effectiveness with which those activities are undertaken.
- 2.2 Section 33A (4) states that a strategic matter is: *“sustainable development or use of land that has or would have a significant impact on at least two planning areas, including (in particular) sustainable development or use of land for, or in connection with, infrastructure that is strategic and has or would have a significant impact on at least two planning areas.”*
- 2.3 Section 33A (2) requires a local planning authority *“to engage constructively, actively and on an on-going basis”* in respect of the activities that are subject to the duty.
- 2.4 The local planning authorities that border Cherwell District are:
- Aylesbury Vale District Council
  - Buckinghamshire County Council
  - Northamptonshire County Council\*
  - Oxford City Council
  - Oxfordshire County Council
  - South Northamptonshire Council\*
  - South Oxfordshire District Council
  - Stratford-on-Avon District Council
  - Vale of White Horse District Council
  - Warwickshire County Council
  - West Oxfordshire District Council

\* Daventry District Council, Northampton Borough Council, South Northamptonshire Council and Northamptonshire County Council have established the West Northamptonshire Joint Planning Unit to prepare joint development plan documents, including the Joint Core Strategy and other joint Supplementary Planning Documents.

2.5 The Oxfordshire Councils are assisted in meeting the Duty to Co-operate by an 'Oxfordshire Growth Board' (a joint committee) which includes the local authorities within the Oxfordshire Local Enterprise Partnership (LEP) comprising, Cherwell District Council, Oxford City Council, South Oxfordshire District Council, Vale of White Horse District Council, West Oxfordshire District Council and Oxfordshire County Council. It also includes co-opted non-voting named members from the following organisations:

- LEP: Chairman
- Oxford Universities
- Skills Board
- Harwell/Diamond Light Source
- LEP Business Representative
- LEP Oxford City Business Representative
- Homes and Communities Agency

2.6 In addition, when considering matters that sit under the purview of the Local Transport Board then Network Rail and the Highways England have the right to attend the Growth Board as non-voting investment partners.

2.7 The Growth Board is supported by officer and working groups as required.

2.8 Regulation 4 of the Town and Country Planning (Local Planning) (England) Regulations 2012 sets out the other prescribed bodies for the purposes of implementing Section 33A of the 2004 Act. Of those bodies listed in the Regulation it is considered that the following bodies are relevant to Cherwell District:

- The Environment Agency
- Historic Buildings and Monuments Commission for England (Historic England)
- Natural England
- The Civil Aviation Authority
- The Homes and Communities Agency
- The NHS Oxfordshire
- The Office of Rail Regulation
- The Highway Authority – Section 1 of the Highways Act 1980:
  - Oxfordshire County Council (Highways)
  - The Highways Agency (Highways England)
- Local Enterprise Partnerships:
  - The Oxfordshire Local Enterprise Partnership (OxLEP)
  - The South East Midlands Local Enterprise Partnership (SEMLEP)
- The Oxfordshire Local Nature Partnership

2.9 The application of the 'Duty to Co-operate' is also informed by the National Planning Policy Framework (NPPF) and Planning Practice Guidance (PPG).

### **3.0 Consultation and Engagement**

#### ***Oxfordshire Growth Board***

- 3.1 In 2013, the Oxfordshire Local Planning Authorities (LPA) commissioned a new Strategic Housing Market Assessment (SHMA), supported by joint working on economic forecasting to establish the appropriate level of planned growth across the Oxfordshire Housing Market Area and the level of housing need arising in each District.
- 3.2 Officers from all Oxfordshire Authorities met on 17 May 2013 to discuss how the results of the SHMA should be considered, incorporated into emerging plans where possible and used as the basis for further joint working between the Councils. The purpose was to reach agreement and formalise joint working, provide a common basis on which to progress the SHMA and avoiding unnecessary delay to Local Plan preparation.
- 3.3 In April 2014 the Oxfordshire Local Authorities, published the SHMA for Oxfordshire.
- 3.4 In November 2014, the Oxfordshire Growth Board, a Joint Committee which, on behalf of the Oxfordshire Local Enterprise Partnership or 'OxLEP' is charged with the delivery of projects agreed in the 'Oxford and Oxfordshire City Deal' and 'Local Growth Deals, agreed a programme of work for addressing the unmet need arising from the SHMA which would help the Local Planning Authorities meet the Duty to Cooperate whilst protecting the 'sovereignty' of individual councils over their Local Plans.
- 3.5 A Project Team was established for progressing the work, co-ordinated by the Growth Board's Programme Manager and reporting to an Executive Officer Group which in turn reports to the Growth Board. Meetings of the Project Team and Executive Group have occurred regularly and been attended by officer representatives of the six Oxfordshire council. The members of the formal Growth Board comprise the Leaders of each council who were presented with periodic updates and took key decisions at scheduled public meetings.
- 3.6 From January 2015 to September 2016, the Project Team generally met on a fortnightly basis to progress, on a co-operative basis, the following projects:
- An understanding of the urban capacity of Oxford and the level of unmet housing need
  - Oxford Green Belt Study
  - Oxford Spatial Options Assessment
  - High Level Transport Assessment of Spatial Options
  - Education Assessment of Spatial Options
- 3.7 This programme of work culminated in a decision of the Growth Board on 26 September 2016 on the apportionment of Oxford's unmet housing need to the individual district and city Councils. The programme of work and the Growth Board's decision has informed the early stage of the Partial Review of the Local Plan and the Options Paper (November 2016).
- 3.8 The Councils continue to cooperate on other strategic and joint matters.
- Meetings / Discussions with Statutory and Non-Statutory Bodies***
- 3.9 In addition to meeting with bodies through the Oxfordshire Growth Board, Council officers have so far separately engaged with statutory and non-statutory bodies as follows:



- regular liaison meetings with officers at Oxfordshire County Council
- meetings with Oxford City Council and West Oxfordshire District Council
- on-going joint management arrangements with South Northamptonshire Council
- engagement with bodies on evidence gathering including Highways England and the Environment Agency
- formal consultation as part of the statutory Sustainability Appraisal process with Natural England, the Environment Agency and Historic England
- Parish and Town Council workshops (described later in this statement)
- Meeting with Oxford Neighbourhood Forums (described later in this statement)

***Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need, Issues Consultation: 29 January to 11 March 2016***

*Consultation Arrangements*

- 3.10 On 29 January 2016 the Council published an Issues Paper for consultation. The Paper was prepared to engage with local communities, partners and stakeholders in the early stages of the partial review of Cherwell Local Plan Part 1, specifically to help meet Oxford’s unmet housing need. A copy of the Public Notice is attached at Appendix 1.

*How did we consult?*

- 3.11 The formal consultation ran for six weeks from 29 January 2016 – 11 March 2016.

*Distribution*

- 3.12 The consultees listed in the Statement of Community Involvement and anyone who had registered on the Council’s database were notified by letter or email and were asked to comment on the Issues Paper generally and answer specific questions.
- 3.13 Hard copies were also placed at deposit locations across the district including libraries and Council offices. In addition hard copies were placed at some locations in Oxford (Oxford City Council offices, Oxford Central Library, Old Marston Library and Summertown Library). A consultation summary leaflet and poster were also produced and were made available at these locations as well as the Council’s website. These are included in Appendix 2 and 3.
- 3.14 The document was available to view online on the Council’s website. The consultation arrangements were discussed in advance with officers from Oxford City Council and publicity material provided to the City Council to enable it to advertise the consultation as it preferred.

*Press Coverage*

- 3.15 A statutory notice was placed in the Oxford Times, Bicester Advertiser and Banbury Guardian to advertise the commencement of the consultation (see Appendix 1).

*Social Media*

- 3.16 A press release regarding the consultation was published on the Council’s Facebook and Twitter pages. The press release explained the purpose of the consultation document and provided details of the consultation including dates and locations where the documents are available to view.

### *Representations*

- 3.17 A total of 148 representations were received which generated a total of 955 comments. A table setting out each representation in full is attached at Appendix 8.

### *Sustainability Appraisal*

- 3.18 An initial Sustainability Scoping Report was produced for consultation to accompany the Issues Paper. All comments made are set out in Appendix 8.

### *Call for Sites*

- 3.19 The consultation was also accompanied by a 'call for sites'. The call for sites site submission form is available at Appendix 5. A list of sites promoted through the consultation is available at Appendix 7.

### *Representations - Summary of Issues Raised and How They Have Been Considered*

- 3.20 Set out below are summaries of the representations received in response to the Issues consultation. We also explain how they have been taken into account. The representations will be considered further as we progress to developing specific proposals.

### Cherwell's Contribution to Oxford's Housing Needs

#### Question 1: Is 3,500 homes a reasonable working assumption for Cherwell in seeking to meet Oxford's unmet housing need?

#### 3,500 IS TOO HIGH

- Strong objection to the obligation to meet Oxford's unmet needs. CDC has the discretion to examine whether that need can be fully met.
- CDC should challenge the accuracy of Oxford's own assessments
- The figure of 3,500 is too high because it will not commit Oxford City to finding more opportunities for growth.
- There is additional housing capacity in Oxford City; Oxford City should provide more housing/review their planning policies to encourage additional development before relying on neighbouring councils. It should be Oxford City's obligation to demonstrate that it cannot meet the target. Considerable undeveloped areas within the city which should be aggressively investigated.
- Oxford City should use more brownfield land and green belt land, as well as private college owned land, accommodating as much housing as it can, before allowing the spread of its requirements to other areas.
- Oxford needs to make more of a contribution in light of its past low delivery rates.
- CDC should challenge the SHMA because: the Oxfordshire figures as a whole reflect London overspill; the SHMA has not been subject to independent scrutiny or Examination; its figures are too high and unrealistic; it is light on

evidence; hypothetical; produced by consultants with close connections to the development industry; it is based on economic growth forecasts and not housing needs; SHMA methodology is flawed because the Universities do not need to be accommodated in or near Oxford; it does not accurately represent either Cherwell or Oxford's housing needs. There should be a critical review of the SHMA and its forecasts as part of the Partial Review.

- Cherwell has already increased its housing requirement to an excessive amount during the Local Plan Examination (by 36% from that originally proposed)
- The priority must be to ensure that the Council will meet in full the housing need for the district identified in the Local Plan Part 1 and delivering on the spatial strategy and objectives set out in the Local Plan Part 1.
- Question whether a significant uplift in housing can be delivered given the scale of growth proposed at Banbury and Bicester and in light of actual completions recorded over the five year period preceding the start of the Local Plan period (2006-2011).
- Growth allocated for in the Local Plan Part 1 already reflects a higher amount of population change than 'natural increase' and therefore Oxford's housing needs are already allowed for.
- Concern regarding the impact accommodating this amount of development would have on the aspirations and objectives of communities in the District i.e. through the Neighbourhood Planning process.
- Building more houses will only make traffic congestion worse and no new building should occur until transport problems are solved.
- 3,500 is too high given transport and traffic constraints, and other infrastructure
- The 3,500 figure should be a ceiling.
- The sites chosen should be 'non-strategic' in scale.

### 3,500 IS TOO LOW

- 3,500 is too low given limited capacity in Oxford City
- The true figure for Oxford's capacity is lower than the working assumption, hence the overall shortfall is actually greater and the ultimate figure is likely to be higher than 3,500.
- Oxford City has reviewed its capacity subject to a thorough check and challenge process, process was found compliant with government policy by an independent Critical Friend.
- The role of Cherwell in meeting the longer term needs of Oxford City has been underestimated.
- The 3,500 should be a floor not a ceiling
- The 3,500 is based on the midpoint of the SHMA's estimates whereas to accord with the NPPF's requirements relating to the need to 'boost significantly' the supply of housing, and to be 'positively prepared', the upper limits should be used which equates to 32,000 dwellings, rather than 28,000.



- Cherwell should provide for whatever capacity it should deliver, potentially more than 3,500.
- The uplift of 500 dwellings to take into account differences in sustainability between the districts is too low. Cherwell is the least constrained district and capable of accommodating more.
- The figure is more likely to be between 3,500 and 4,000.
- Cherwell's share of the unmet need may be proportionately higher given the strong transport, economic, social, historic and geographic links and other relationships Cherwell has with Oxford, in comparison to the other districts. 3,500 is unreasonably low.
- 3,500 is a minimum and should only be considered as an intermediate working assumption pending the outcome of the ongoing joint work. The final apportionment is likely to be higher.
- The unmet housing need relates only to Oxfordshire's HMA whereas Oxfordshire & in particular, Cherwell, might be required to meet unmet housing needs arising from London where there is a significant residual shortfall.
- A figure of 6,000 is more appropriate
- A figure of 7,000 is more appropriate
- The Partial Review needs to address in full Cherwell's contribution to Oxford's unmet needs, it should not be 'light touch'.

#### METHODOLOGY – NOT REASONABLE AT THIS POINT

- More should have been done to establish an evidenced working figure prior to the consultation.
- The 3,500 figure has not been consulted on
- Too early to say whether the figure is appropriate, it will be informed by evidence but 3,500 is likely to be the lower end of the possible range
- The figure of 3,500 is premature and lacks an evidence base, and precedes the Oxfordshire Growth Board's Memorandum of Understanding scheduled for August/September 2016. It should not predetermine the outcome of a sustainability appraisal process.
- Until the scale of unmet need has been identified and scrutinised through and examination, no working figure should be applied.
- Premature ahead of production of Oxford City's Local Plan.
- It is not simply a case of evenly distributing need across authorities. It is a question of capacity and contribution to strategic priorities and spatial strategy.
- The distribution of need across Oxfordshire has yet to be determined. All other authorities are awaiting the Oxfordshire Growth Board evidence base.
- Opportunities and constraints of each local authority will inform how the unmet need is distributed across the County. Some districts are more constrained than Cherwell including in terms of the Green Belt, AONB, Ancient Woodlands, SSSIs, Areas of Landscape Value, Special Areas of Conservation, Scheduled Ancient Monuments, etc. Cherwell must take a

greater share of at least 5000+ homes in order to reflect the nature and extent of constraints to development within other 'partner' authorities and to negate potential shortfalls in other districts.

- An equal split is not justified given the differing constraints in the local authority areas (Cherwell being relatively unconstrained; Vale of White Horse and West Oxfordshire Districts being the most constrained in terms of landscape designations and having inferior transport connections to Oxford). A figure of 6,000 is more appropriate for Cherwell.
- Capacity – large allocations at Didcot and Wantage/Grove are in the process of being delivered but this will take 20 years to achieve and so there is limited capacity in other districts.
- Oxford should take a higher share than other districts in order to reduce the burden on those other areas. Oxford already has more jobs than people.
- 3,500 is an unsatisfactory approach as it fails to take account of technical and environmental factors that will ultimately determine the appropriate division. Infrastructure constraints, policy constraints & ability to deliver growth should also be considered.
- The figure should be informed by capacity within Cherwell
- Cherwell has a compelling advantage in Bicester in terms of relations to Oxford, a primary focus for growth in the Local Plan Part 1 and excluded from the Green Belt, and so Cherwell should accommodate more growth than neighbouring districts.
- The size and nature of Cherwell relative to other authorities indicates that its proportion should be higher, not equal. Cherwell has two of the largest towns in Oxfordshire and the largest village in the UK at Kidlington.
- The evidence base needs to be more sophisticated than a simple mathematical calculation. A study is required to assess capacity with options tested through Sustainability Appraisal and viability testing.
- The evidence base from which the figure is derived (SHMA) has not been produced independently of the construction industry (and it is therefore biased) and was not consulted upon. The SHMA should be reviewed.
- The process is biased too much towards development (concerns over the make-up of the Oxfordshire Growth Board, its countywide housing predictions, working arrangements, and the Oxford Green Belt Study).
- Duty to Cooperate is not a duty to agree and the Council only needs to consider the extent to which unmet need arising from Oxford City may be accommodated within the District.
- Instead of using one working figure of 3,500, which is too specific, the Council should use a range of 2,500-4,500 with reasonable indicative lower and upper figures (Oxfordshire County Council).
- Options should be tested above 3,500 given that the shortfall is likely to be higher than estimated. The emerging spatial strategy should be responsive and flexible rather than capacity being fettered by the imposition of an indicative threshold based on equal apportionment.
- 3,500 is not a reasonable assumption; the calculation should be 15,000 divided by 4 not by 5 because Oxford City should not be included in the distribution, as it is their unmet need that needs to be accommodated. If

Oxford were able to meet its own unmet needs this would, by definition, not be an unmet need. The 3,500 is therefore too low. Dividing the 15,000 figure by 4 gives 3,750 units. A working assumption should therefore be made of 4,250 homes. The public interest is better served by an over provision of housing through the Plan process than an under provision at this stage in the Plan making process.

- The apportionment of additional dwellings to the Districts should await decisions on the unitary authority proposal.

#### METHODOLOGY – REASONABLE AT THIS POINT

- The figure of 3,500 is a reasonable assumption at this stage although it should be a minimum target to reflect tighter landscape constraints in other local authority areas.
- Even if there is no county-wide apportionment agreed by September 2016, by this time the jointly prepared evidence should allow a reasonable degree of precision and steer to identify strategic sites for meeting Oxford's unmet needs.
- Support for proceeding on this basis ahead of the Oxfordshire Growth Board's conclusions
- Support for splitting the housing requirement equally across all districts

#### How the identified issues have been taken into account

- The Options Paper explains the conclusions of the Oxfordshire Strategic Housing Market Assessment (2014), how the SHMA was prepared and how the level of Oxford's unmet need was identified. It also explains how the unmet housing need has been apportioned as a result of the Oxfordshire Growth Board's decision on 26 September 2016.
- The Options Paper seeks views on whether the apportioned 4,400 homes would be an appropriate housing requirement.
- The potential housing requirement has been considered in the Initial Sustainability Appraisal.

#### Providing for Employment

#### Question 2: Should additional housing in Cherwell to meet Oxford's needs be supported by additional employment generating development?

##### YES

- Various site specific promotions made for allocation for employment use within the Partial Review.
- Various strategies promoted i.e. supporting more employment in villages/Banbury
- Opportunities do exist for any new housing to be supported by employment development.



- Yes. What economic attractors are there in Banbury?
- Yes, this is essential; there is important future demand for logistics and manufacturing in Cherwell. The economic benefits offered by logistics should be pursued through the Partial Review.
- There is sufficient evidence to justify the allocation of additional employment sites which will assist in sustaining the planning additional housing growth.
- Yes, to do so would minimise journey lengths and provide a good balance of land uses in accordance with the NPPF and would contribute to the creation of sustainable mixed communities.
- Yes, there is a clear link between housing need and employment growth
- Yes, to reduce the need to travel
- Yes, employment generating development can include a wide variety of uses including schools, shops, community facilities as well as office and industrial space.
- Working far from home creates traffic and transport problems
- Need to avoid creating dormitory residential zones which lead to commuting for work and activities/recreation/shopping etc.
- Sustainability benefits and to reduce long distance commuting.
- Sustainable communities need a mix of uses
- Yes housing should be considered as part of a joined up strategy in order to ensure proper planning
- Yes, the NPPF has a central focus on delivering sustainable development and supporting economic growth. This means new housing should be delivered in locations that are well served by employment and community uses and infrastructure.
- Yes, para B.95 of the Local Plan notes that the 'joint work will need to comprehensively consider how spatial options could be supported by necessary infrastructure to ensure an integrated approach to the delivery of housing, jobs and services.'
- The Partial Review offers the opportunity to realise economic benefits that would otherwise have been unachievable (in accommodating what would have been Oxford's resident population). More ambitious economic development can be achieved. As Oxford's unmet need in respect of Cherwell will be concentrated around North Oxford, it would be appropriate to take advantage of the opportunity created by the cluster of world class economic assets i.e. high value employment.
- Given that the need for housing arises in part through the forecast employment growth, there is a need to align policies and provision for housing and employment generating development in the partial review. There are also benefits to doing so in terms of transport and infrastructure.
- Yes as per the aims of OCC's LTP4 (colocation).
- Yes there is already an under provision of employment opportunities in Cherwell i.e. Banbury.
- Yes, local planning authorities need to consider all development requirements (not just homes) when fulfilling their duty to cooperate. It is important that

sufficient employment land is also allocated to support the growth of Oxford and this should be in an area with a strong relationship to the City.

- There is no employment land supply issue in Oxford City which needs to be resolved in Cherwell through this review. However there may be specific employment needs to be accommodated alongside housing through mixed uses. Consideration could also be given to collocating expanding employment uses with options for meeting Cherwell's local employment needs (Oxfordshire County Council).

NO

- Oxford is the main driver of economic growth and housing need in the area and it is not therefore necessary to plan for additional employment development.
- Cherwell's own jobs need has been accommodated in the Local Plan Part 1. Additional employment provision would not meet Cherwell's own needs and so would contravene the Local Plan.
- There is low unemployment in this area; the provision of additional employment will increase the need for housing.
- New housing should not be accompanied by employment development; this would result in out-commuting from Oxford and would not be seeking to meet Cherwell's own needs.
- The housing figures are already based on unrealistic forecasts of growth in employment, to provide for more employment is creating a vicious circle.
- No, the suspect assumptions leading to the overstated housing needs in the SHMA were based on employment growth already
- More employment would generate more demand for housing, exacerbating the problem & creating a cycle of continuing growth pressure
- It makes no sense to supply new housing in Cherwell to meet Oxford's needs, if the additional employment is created in Cherwell to serve those homes. That would result in both housing and employment having nothing to do with Oxford where the need is, as Oxford already has more jobs than people to fill them.
- No, it would be inappropriate to create more jobs in Cherwell to employ people already required for jobs being created in Oxford
- No, flawed concept. If employment is identified for Oxford City's growth then the housing to support it should also be within Oxford City.
- A review of the empty employment buildings in Oxford should be undertaken first.
- If the root cause of the housing need is from those employed in Oxford, London, Reading, etc then no, similarly if it relates to those commuting into Cherwell then the answer is no.
- There is plenty of employment in Oxford/close to Oxford already (such as Begbroke, the Airport etc). There is an excessive amount of employment already.
- No, this would prejudice Cherwell's own strategy. An exception would be to relocate some of the higher technology business planned for Oxford to

Bicester, where employment opportunities otherwise may not match housing growth.

- No because there is no evidence to support a housing need at all so therefore no employment need either.
- The purpose of the Partial Review is to accommodate Oxford's housing needs.
- This would damage other areas of the UK which have more housing stock but few employment opportunities.
- Need not greed. Use a rigorous method of assessing need by reassessing the baseline figure.

#### MAYBE/OTHER

- The two issues can be joined up by providing the necessary housing on the appropriate sites near to existing employment locations.
- Oxford is already a major employment hub so it is questionable if additional employment is required. Any new employment should be sustainably located with access by public transport, positioned along the Oxford-Bicester railway line or the A34 corridor. New employment, particularly B8 uses, should be located on transport corridors or where public transport can be utilised, not in rural areas.
- Wherever possible employment should be local to housing. This may mean moving some major sources of employment outside Oxford.
- Should refer to the NPPF's guidance on sustainability. Careful thought must be given to economic links with Oxford City and existing centres. Consideration should be given to economic links within Cherwell and suitable locations to deliver new homes and employment (i.e. Bicester)
- Any employment provided should be ancillary to the housing being planned for or responding to a specific need arising from one of Oxford's key sectors. Overprovision would create further pressure on the housing stock and require a greater level of housing growth required.
- Additional employment development must be consistent with the economic objectives established for Oxford and should not undermine the strategies and objectives for Cherwell. Any new employment must not dilute the value of existing employment provision i.e. RAF Upper Heyford.
- Presumably Oxford's identified housing need is based partly on that needed to support economic growth. If that economic growth was then to be provided outside of Oxford, it would be reasonable to expect the overall housing need of Oxford to be reduced accordingly (Historic England).

#### How the identified issues have been taken into account

- Cherwell's employment needs are provided for by the adopted Local Plan Part 1. The purpose of the Partial Review is to contribute in meeting Oxford's unmet housing need. The SHMA's projection of need is based on a committed economic growth scenario. The Options Paper considers the responses received to the question including the views of Oxford City Council in relation to the need for additional employment development.



- Paragraph 3.37 refers to Oxford City Council's advice that support will be given to the provision of further employment that is either ancillary to the housing being planned for, to support the principles of sustainable mixed-use development, or responds to a specific need arising from one of Oxford's key sectors.

### Oxford's Key Issues

#### Question 3: What are Oxford's key issues that we need to consider in making a significant contribution to meeting the City's unmet housing need?

- Specific sites/locations for growth promoted or suggested.
- CDC must consider Oxford City Council's adopted vision; development patterns within Oxford; employment provision within Oxford; the employment needs/opportunities of Oxford and how these relate to Cherwell; transport connections with Oxford City which can be utilised; infrastructure provision; constraints such as Green Belt and flood risk; housing need; and social and historic connections.
- Agree with the summary of housing issues in the consultation document
- Need to retain large green spaces particularly the Kidlington Gap
- The relationship of new housing to the City itself
- Development potential of / protection of Green Belt land and demonstration of exceptional circumstances (housing need, homes/jobs imbalances, affordability, traffic congestion, recruitment issues, housing capacity in the City, lack of alternatives).
- Need to consider land beyond the Green Belt.
- CDC should consult with developers in a Developers Forum and also run a 'Constraints & Opportunities workshop to help define strategic inputs to the new spatial plan.
- Is the housing target figure correct/evidence base concerns
- What is the capacity in Oxford City (spare space and empty premises)
- Additional documents highlighted for review which summarise the key issues
- Housing location is the key issue and that should be defined by transport and infrastructure availability
- Housing affordability (various including Oxfordshire County Council) / Starter Homes
- Difficulties in staff recruitment caused by poor affordability and housing choice as well as overcrowding, homelessness and poor living conditions. New housing should provide a very wide mix of housing types and tenures
- Need to review the City boundaries to ensure the level and type of housing is consistent with the economic requirements of the growing city
- Maintaining the historic environment
- Flood risk
- Other environmental constraints

- Growth should be diverted away from Oxford across the County and beyond i.e. Oxford Brookes University could be relocated to Bicester
- Oxford requires improved public transport infrastructure i.e. use of a tram system and improving access from Kidlington & Witney, and improved cycle routes into the city. Congestion charging should be introduced.
- The need for sites to have good accessibility by fast and frequent public transport; cycling and walking into the City Centre and to other key employment locations in Oxford (Oxfordshire County Council)
- Traffic movements in and out of the city; the need to minimise travel demand (Historic England)
- Opportunities to improve sustainable transport infrastructure including investment in high quality public transport corridors
- New housing should focus on existing transport corridors, or corridors which could be enhanced through additional funding.
- Relationships between new housing sites and the Oxford Transport Strategy should be considered i.e. locating housing near to Park & Rides of a Rapid Transport Route. Sites should support such infrastructure and not prejudice the delivery of these measures (Oxfordshire County Council).
- Quality and design of new housing is key
- Oxford aims to be a Low Carbon City
- Key issue is to accommodate needs as close to possible as to where it arises, sustainability benefits of doing so.
- Scarcity of previously developed land in Oxford City.
- Protection and enhancement of the built and natural environment.
- Need to not destroy what makes Oxford special
- Views into and over the city, including those identified in the Oxford Viewcones Study, and how they contribute to the significance of the city (Historic England)
- Whether land has historic significance – check the Historic Environment Record and the Historic Landscape Characterisation (Historic England)
- The need to avoid adverse effects on the character, appearance and special interest of the Conservation Area (Historic England)
- Nature conservation assets
- Protection of open areas within the City which contribute to its character.
- Extensive open areas which are not in public use which should be considered for housing
- It is up to Oxford City to define its own issues
- It will never be possible to accommodate all of Oxford's needs within the City boundary
- The City Council needs to re-examine its priorities to achieve a better balance between housing and employment.
- Constraints assessments of the designations affecting all the local authority areas surrounding Oxford will inform capacity.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 of the Options Paper.

#### Question 4: What are the key principles or goals that the additional growth in the District should be aiming to achieve?

- Site specific promotions made
- To make the best use of existing and planned infrastructure and to minimise the need for new infrastructure (Oxfordshire County Council)
- Should consider issues such as quality of life, prosperity, happiness and health of existing residents.
- Protect Cherwell
- The key goal is to limit impact of development on Cherwell, and its inherent infrastructure impacts.
- Bicester needs more local employment and an improved town centre.
- Maintaining the vitality of Kidlington and its ability to serve its hinterland
- Maximising the regeneration of Banbury
- New communities should be balanced and not impose unreasonably on established settlements.
- Development should be sensitive to the setting context of its existing surroundings.
- To preserve the relationships between villages in terms of size and access to services
- Too early to comment upon this until the evidence base is complete as well as the strategic work of the Growth Board, which should be reflected in the vision.
- Until the spatial strategy is set, the apportionment of unmet need cannot be determined.
- Should not compromise the existing vision for growth/objectives in Cherwell Local Plan Part 1
- Additional growth at the locations focused upon in the Local Plan Part 1 would support the foundations laid by the Part 1.
- Growth should be distributed around some parts of Cherwell in stages, monitored and reduced downwards if necessary.
- The unmet need should be met in full across the Oxfordshire HMA in a sustainable, deliverable and transparent manner.
- Should reflect existing strategies including the adopted Local Plan Part 1 and LTP4.
- Making the most of existing exceptional transport links



- Bringing forward development in areas with transport links to Oxford.
- The most sustainable locations should be identified and given greater weight including consideration of infrastructure and sustainable transport links.
- Due consideration should be given to locations that meet local needs, but also to the identification of locations that accommodate sustainable transport opportunities to Oxford.
- New housing should have ready access to public transport/allow for travel to Oxford and beyond in an environmentally friendly way.
- Providing for better public transport, safer cycling and eliminating congestion.
- Considering car free or low car use development
- Meeting housing need as close as possible to where it arises
- As per the three aspects of sustainable development defined in the NPPF (economic, social, environmental)
- Consideration should be given to the NPPF, NPPG, the Oxford Core Strategy and Local Plan Part 1.
- Secure high quality yet affordable design, exemplar high quality developments.
- Key aim should be to provide affordable accommodation for those who are employed in Oxford
- People should have access to suitable and affordable accommodation which they cannot attain within Oxford City.
- Provision of key worker housing
- Development should be truly sustainable, well designed and planned
- Secure a good living environment
- Development should promote healthy living
- Creating sustainable, inclusive, mixed communities
- New development to be physically and socially integrated with Oxford's existing communities
- Bringing forward housing in locations with socio-economic links to Oxford
- Achieve an enhancement to Oxfordshire's economy
- Any additional growth should have excellent access to existing and future employment sites
- Development should foster research and development to boost the local economy
- Facilitating economic growth to support housing which compliments Oxford City and Cherwell's economies
- Harnessing the value generated by new strategic development to deliver economic benefits
- Retaining a skilled labour force within the district
- Providing new development close to, and providing for investment in, existing centres.

- Providing services, facilities, and infrastructure or providing for good access to these
- Deliver infrastructure before not after housing
- Contribution to providing improvements to infrastructure to benefit existing residents and visitors
- Twinning the provision of housing and infrastructure
- Planning new development in such a way as to facilitate new infrastructure i.e. a concentration of 1,000 homes needed to make a new primary school viable (Oxfordshire County Council).
- Sites on strong public transport corridors (both bus and rail) should be considered for low car or car free development (Oxfordshire County Council).
- Providing sufficient facilities on sites to serve the needs of future residents
- Planning at the neighbourhood level to deliver services necessary to support day-to-day needs within walking distance
- Limiting growth in rural settlements
- Avoiding sprawl
- Avoiding coalescence
- Retention of the Green Belt
- Protecting the environments
- Need to avoid development in protected areas including AONB and other areas protected for their inherent qualities or constraints (such as floodplain)
- Unused sites of lesser environmental value need to be brought forward
- Maintain, enhance and protect biodiversity
- Addressing climate change.
- Meeting Oxford's needs in a sustainable manner
- Minimising the use of non-renewable resources
- Making efficient use of land
- Achieve the conservation and enhancement of the District's historic environment and the heritage assets therein (Historic England)
- Looking beyond the plan period, as the need from Oxford is likely to continue well beyond then
- Housing to be deliverable in the medium term (by 2031) and supported by a clear delivery plan.
- Cooperation and communication between the Oxfordshire local authorities
- Making a significant contribution to Oxford's unmet housing need.

#### How the identified issues have been taken into account

- The issues were taken into account in considering the draft Vision and Objectives for meeting Oxford's unmet housing needs in Cherwell in Section 5 of the Options Paper.

Question 5: What should the focused Vision for meeting Oxford's unmet need contain?

- Since the Partial Review is only an Addendum to the Adopted Local Plan, it must contain the same vision, aims, objectives and spatial strategy of the Local Plan Part 1. To alter the directions of growth would undermine a clear vision or direction for the Local Plan.
- To achieve additional growth without adversely impacting Cherwell's own growth strategy
- It should accord with the existing Vision for Cherwell District Council if it is to be considered as an Addendum.
- It is not possible for there to be an 'Addendum' vision or strategy as the whole basis of the Local Plan would have to be rethought as neither of the two major towns have any additional capacity.
- Too early to comment upon this until the evidence base is complete as well as the strategic work of the Growth Board, which should be reflected in the vision.
- Emphasise the need for better road, rail & cycling infrastructure. Cherwell needs a focal point in the south of the district (economic and leisure activity) to reduce pressure on Oxford i.e. comparable to Abingdon.
- The focused vision should build on the existing vision and seek to provide balanced housing supply in locations which are sustainable and meet the needs of Oxford City Council. This should be addressed through strategic allocations at established settlements with strong transport and socio-economic links to Oxford City, i.e. Bicester.
- New development should ensure significant investment in open space, sport and recreation provision, and the enhancement of biodiversity, and full infrastructure which is easiest to achieve on larger sites
- New allocations should take local character and the enhancement of heritage assets into account
- Development should be delivered without unacceptably affecting Cherwell's natural, built and historic environment (Historic England).
- It should promote sustainability
- Additional documents listed for review to inform the new Vision including LTP4 and the Oxford Transport Strategy (Oxfordshire County Council)
- There is a danger of Cherwell's communities, particularly Banbury, becoming dormitory/commuter towns which would be a complete negation of the County Council's transport strategy.
- To provide new balanced communities that form part of Oxford
- Exemplar design requirements
- Provide for a range of household types and incomes. Good quality, realistically priced, low cost housing for purchase and rent must be prioritised.



- Ensure sustainable, affordable and convenient access to Oxford employment opportunities
- The Vision should deliver the key principles and use them to Masterplan high quality neighbourhoods that enhance the District and offset the loss of Green Belt.
- Make a clear commitment to meeting unmet housing needs in the most sustainable way
- Achieve a review of the Green Belt VS Protection of the Green Belt.
- Allow for the colocation of jobs and homes on an area wide basis
- Ensure that the day to day requirements of new residents in terms of facilities and services are met
- The most sustainable solution may not be Cherwell or indeed Oxfordshire. Consideration should be given to areas of the country with vacant employment land and less expensive housing
- Promoting the prosperity of the Oxford region as a whole
- Oxford's international ties and recognition should be a key focus of the vision.
- There must be provision of a range of employment opportunities suitable for a wide spread of abilities and skills
- Need to consider the Duty to Cooperate with other authorities not just Oxford.

#### How the identified issues have been taken into account

- The issues were taken into account in considering the draft Vision and Objectives for meeting Oxford's unmet housing needs in Cherwell in Section 5 of the Options Paper.

#### Defining an 'Area of Search' or Plan Area

#### Question 6: Do you agree that the 'area of search' or plan area for the Partial Review document should be well related to Oxford City?

#### YES

- Support for this, particularly where access to Oxford is sustainable.
- Yes, since the options are to meet Oxford's unmet need; anything else would not be sustainable development (Oxfordshire County Council)
- Yes, the relationship should be geographical, taking into account connectivity and accessibility to the city centre.
- The area of search should be well related to Oxford City and this means land closest to the City, but outside of the Green Belt, with excellent transport links and access to day to day services and facilities without significant travel (i.e. on the edge of existing settlements).
- The housing should be well related to Oxford City in a location that is well connected to the strategic transport network.

- The area of search should be within 5 miles of Oxford or within easy reach of frequent public transport with plenty of parking
- Yes this would enable development of the areas being served by the new Oxford Parkway mainline station.
- Meeting the need close to where it arises would be most sustainable
- There are transport and sustainability concerns in accommodating development at a distance from Oxford (i.e. Banbury). The focus should not be around Banbury but closer to Oxford.
- Yes, consistent with sustainable development (in terms of reducing commuter traffic) and minimising contributions to climate change
- Yes, to reflect economic links to Oxford and significant employment provision in Oxford.
- Yes, to avoid longer distance commuting
- Yes, with areas directly accessible to rail services into Oxford from either existing or potential new stations
- Yes, the scale of the housing need and the social and economic problems which would arise by not making provision close to Oxford provides an exceptional reason to review the Green Belt.
- District wide would be an irrelevance, the issue is to accommodate the large number of people who work in Oxford but cannot afford to live there. Otherwise the housing provision would not be likely to meet Oxford's housing need
- Yes, to do otherwise would run counter to the objectives of sustainability and risk undermining social cohesion by directing housing to some distance away from where needs are being generated.
- Yes, but Green Belt loss should be entirely justified.
- Yes, with Green Belt land swaps considered
- Yes, well related in terms of functional relationship and with connectivity and accessibility in terms of infrastructure and transport
- Yes but other considerations need to be taken into account, including the potential effects on the historic environment (Historic England).
- Yes, to reflect the catchment orders of higher order services at Oxford
- Yes, the new housing locations should have a strong relationship with Oxford and be on the knowledge spine, so as not to undermine the existing plans and strategies for Oxfordshire.
- Yes, and in particular, the Oxford Gateway could accommodate more housing, rather than eating further into Green Belt land.
- Yes, and more housing can be accommodated within Oxford.
- Yes, and a sieved approach undertaken with all sites considered but more constrained sites sieved out.
- The potential for an urban extension to Oxford or new garden village close to Oxford should be examined (accommodating the housing need in one location for ease of infrastructure provision).

- There are major infrastructure constraints at Bicester limiting future development potential.

#### NO

- It is not always possible, practicable or environmentally sustainable to concentrate the unmet need close to its source.
- Oxford is the major employment hub for the whole region; the area of search should include the whole district.
- Oxford should not be the sole driver
- Adjoining SHMA areas have also identified the pressures for additional development.
- The most sustainable settlements in Cherwell are located further away from Oxford City.
- New development should be located far from Oxford, but with highly efficient public transport links.
- Closer settlements i.e. Kidlington are constrained by the Green Belt

#### MAYBE/OTHER

- The existing Spatial Strategy is the most appropriate model
- Given that Cherwell are undertaking only a partial review it is important that the area of search is consistent with the adopted plan strategy which was found sound only last year.
- The tests should be how well different areas relate to Oxford. Accessibility to Oxford should be a key criterion
- Not necessarily, there will be different priorities in different areas i.e. protecting the Green Belt.
- No area of search needed. There is a single Housing Market Area within Oxfordshire. The entire Oxfordshire HMA is therefore well related to Oxford City.
- The area of search should be well related to Oxford City but not necessarily the area in closest proximity.
- Areas in close proximity to the City will not necessarily perform better than other areas which may be more conducive to sustainable travel
- Constraints should also be considered
- Close proximity but in combination with other sustainability factors
- No, growth should be directed beyond the County altogether
- Area of search should not rule out Green Belt release
- The Council should establish an effective, continuous ring fence policy area
- Meeting the needs of Oxford in Cherwell should deliver benefits to both the district and the City. There should therefore be the delivery of significant infrastructure.



- Concerns at potential conurbations being created in the south western part of the district around Oxford.
- Location/Site specific promotions made.

#### How the identified issues have been taken into account

- Section 6 of the Options Paper sets out the options identified for meeting Oxford's unmet housing needs which there are nine areas of search being considered.

#### Question 7: What factors should influence the 'area of search' or plan area for the Partial Review document?

- Site/location specific promotions made
- It should focus on existing settlements.
- Need to protect rural areas in Cherwell.
- The sheer number of homes required means an extensive area of search is required.
- Oxford is the major employment hub for the whole region; the area of search should include the whole district.
- The area of search should not be overly prescriptive
- Assessment of capacity within Oxford itself
- Sustainability of the location
- Opportunities to create new freestanding communities
- Proximity to Oxford (using Green Belt if required) (various including Historic England)
- Connectivity to Oxford.
- Provision of sustainable transport options particularly in terms of providing sustainable access to Oxford.
- Transport links to Oxford and key employment locations within the City (public transport, also walking, cycling)/transport corridors and the need to address existing connectivity issues (various including Historic England and Oxfordshire County Council)
- Existing commuting patterns
- Supporting the County's transport strategies
- Ability to deliver new (transport) infrastructure
- Cuts to bus services in rural areas should be taken into account, combined with a lack of road improvements to roads in the north of the County.
- Proximity to sources of employment and 'travel time', ensuring that economic efficiencies & quality of life are not affected by commuting.
- Local employment

- Economic links to Oxford, access to the employment market of Oxford
- Consideration should be given in defining the Area of Search to how housing growth could complement/support existing strategic employment locations and support economic growth as a direct benefit.
- The plan review should also consider unmet employment needs from the City.
- If employment generating development is provided alongside the new housing, then area of search could be wider (Historic England).
- Access to services and facilities
- Capacity
- The opportunities to deliver new housing including proposed infrastructure improvements.
- Accepting additional development is unlikely to be popular and it is important to address political opinion for example there may be opportunities for development to provide solutions to longstanding issues including through the delivery of 'game changing' infrastructure. Including the delivery of a regional scale sport and leisure facility.
- Proximity to existing allocations
- Functional relationship with Oxford
- Availability of unused brownfield land
- Potential for high density development
- Equitable growth across rural areas
- Environmental efficiency
- Planning policy considerations
- Green belt protection VS. using areas of the Green Belt that do not meet the five Green Belt purposes
- Housing affordability
- Physical constraints
- Environmental issues
- SEA
- Landscape value
- Social connections to Oxford
- Social and community facilities/ services such as education and catchment areas
- Cherwell settlement hierarchy
- Flood Risk
- Impact on heritage/historic environment (Historic England)
- Contribution to existing strategic priorities and the spatial strategy as well as other strategies such as the Oxfordshire Strategic Economic Plan, LTP4, Growth Deal, and City Deal which requires supporting connectivity along the knowledge spine.

#### How the identified issues have been taken into account

- Section 6 of the Options Paper sets out the options identified for meeting Oxford's unmet housing needs for which there are nine areas of search being considered.
- A list of identified sites is also provided in Section 6 of the Options Paper.
- The consideration of the areas of search is included in Section 7 of the Options Paper.

#### Question 8: Would a district-wide area be appropriate?

##### YES

- Support for and against this question
- Oxford is the major employment hub for the whole region; the area of search should include the whole district.
- The whole district should be considered but strategic allocations will be required, particularly in locations with the closest relationship to Oxford.
- The most sustainable settlements are not necessarily those closest to Oxford.
- Yes and as per the existing spatial strategy in terms of distributing growth to the most sustainable locations and protecting important areas.
- Yes and the Adopted Local Plan Part 1 provides an appropriate starting point and basis for considering the most appropriate distribution of sites across the District as per the established settlement hierarchy. A District wide approach will enable the potential for additional housing development to assist in providing other investment across the District in accordance with the hierarchy.
- Yes as one of the most sustainable locations in Oxfordshire (Banbury) is in the northern part of the district
- Yes, the District as a whole forms part of the Oxfordshire HMA and there is no specific requirement to identify sites that relate well to Oxford in order to deliver the additional housing required within the HMA. Proximity to Oxford must be weighed in the balance amongst many other economic, social and environmental factors including deliverability.
- The imposition of areas of search might close off options/locations within which growth can be sustainably accommodated and would be unduly limiting. Assessments of accessibility and connectivity should be considered.
- Yes, if employment generating development and other facilities and services are provided alongside the new housing (Historic England).

##### NO

- No, some areas of Cherwell do not relate well to Oxford (Oxfordshire County Council)



- No, access to Oxford from rural areas in the north of the County is difficult (with cuts to train and bus services and improvements needed to the road network).
- No, this would effectively increase the Local Plan Part 1 housing requirement still further, to levels which are unlikely to be achievable within the current spatial strategy.
- A district wide approach would displace the population
- It would increase potentially unsustainable transport journeys/commuting patterns back into Oxford
- No, the existing Local Plan seeks to reduce out commuting so development should be as close to Oxford as possible.
- It should reflect accessibility to Oxford as an employment centre.
- It would conflict with the Local Plan policy of restricting development in the rural areas
- Parts of the district have no great economic connection to Oxford
- This would put all parts of the district, at every tier of the settlement hierarchy, at risk of speculative development.
- Need should be met where it arises i.e. Oxford/close to Oxford.
- In locations already proposed for significant growth i.e. Banbury, Bicester, Upper Heyford, the market is unlikely to deliver significant additional housing to meet Oxford's unmet needs.
- Only if all suitable and deliverable sites close to Oxford have been appraised, and allocated where appropriate, should sites further from Oxford be considered.
- A district wide area of search would include the Green Belt, the boundaries of which should only be amended in exceptional circumstances.
- Parts of the district lie on the very periphery of the strategic housing market area.
- No, the area of search should be influenced by seeking to reduce commuting and protecting the rural areas of Cherwell.
- The Area of Search should concentrate on the Oxford Fringe where infrastructure is more readily available in order to ensure that rural infrastructure does not become overstretched.
- An Area of Search approach would provide a more pragmatic and manageable solution as well as providing certainty to the areas that will be subject to additional development pressures and so that the established spatial strategy of the Local Plan Part 1 can be preserved.

#### MAYBE/OTHER

- The potential for an urban extension to Oxford or new garden village close to Oxford should be examined (accommodating the housing need in one location for ease of infrastructure provision).
- Sites should be suggested anywhere in Cherwell, but priority should be given to locations within 5 miles of Oxford City

- A District wide area of search is appropriate however an initial sieve map approach will quickly rule out certain areas due to environmental constraints or the lack of infrastructure
- There should be a focus on utilising brownfield land
- Although a district wide area may not be appropriate, there is justification for an area of search wider than the southern part of the district.
- Only if improvements to road infrastructure are made and the modal shift detailed in LTP4 achieved.
- To be determined by the Sustainability Appraisal
- Scope for further allocations around Banbury and Bicester is limited and questionable in terms of actual deliverability. The alternative is other strategic locations, lower tier settlements, or sites located in the Green Belt.
- In the locations already proposed for significant growth – Banbury, Bicester, Upper Heyford – the market is unlikely to be able to deliver significant additional housing to meet Oxford's unmet needs (Oxfordshire County Council)
- A variety of sites in the widest possible range of locations will meet the widest possible demand and therefore maximise delivery. The extent of the unmet need and the immediate urgency of doing so means sites must be deliverable in the short term.
- It may well be the case that multiple Areas of Search are identified, responding to appropriate development opportunities.
- Site specific promotions made.

#### How the identified issues have been taken into account

- Section 6 of the Options Paper sets out the options identified for meeting Oxford's unmet housing needs for which there are nine areas of search being considered.
- A list of identified sites is also provided in Section 6 of the Options Paper.
- The consideration of the areas of search is included in Section 7 of the Options Paper.

#### **Question 9: Should an area based on the Oxford Green Belt be considered?**

##### YES

- Yes, site/location specific promotions made.
- Yes, re-evaluate what is set aside to produce a better mix of open spaces and urban edges.
- Yes, far more environment harm is being created by commuting into Oxford than any benefits of keeping the Green Belt particularly land which no longer fulfils the purposes of designation. Instead, rural belts should be defined around the rural settlements in the district.

- Yes, the Green Belt has been one of the principal inhibitors of the natural growth of a dynamic city.
- Incursion into the Green Belt is required to deal with housing shortages and traffic congestion.
- Yes, the Green Belt continues to restrict the location of development in what is the most sustainable and logical location i.e. close to Oxford City
- Yes to reduce commuting distances from Oxford – proximity and transport links and promote sustainable patterns of development.
- Yes, the Green Belt land in Cherwell is well situated to provide new homes for workers at Oxford's key employment hubs along the Knowledge Spine.
- Yes, the Green Belt in the Kidlington area is a major transport interchange particularly with the new development of Oxford Parkway station which has been constructed with sufficient capacity to support growth in the local area.
- Yes but only to the extent that siting development in the Green Belt does not lead to significant and demonstrable harm which undermines the very purpose of designating land as Green belt – prevention of urban sprawl.
- Yes following Cambridge's successful examples.
- Yes with a focus on linear development in existing corridors which already impact on the Green Belt.
- Yes with potentially the use of Green Belt land swaps/replacement elsewhere to maintain its function in restricting urban sprawl
- Parts of the Green Belt have lost their green nature over time and development in these areas would be better than in more rural parts of Oxfordshire.
- Yes, certain parts of the Green Belt contribute less to its functions and purpose than others.
- Green Belt boundaries are due a review, it is 40 years since designation.
- Yes, LUC's Green Belt Study identified where locations make limited contributions to some of the Green Belt purposes. A more refined study of the Green Belt is now required.
- Yes the Green Belt is a clearly defined geographic area, close to Oxford, and is the obvious 'area of search'.
- Yes, there are clear exceptional circumstances for Green Belt Review.
- Yes, with a focus on the inner boundaries adjoining the built edge of Oxford City
- Yes as per the Inspector's recommendations
- Yes, in order to accommodate the growth required and for the Partial Review to be 'positively prepared' and therefore sound.
- Yes particularly where growth could help to support the sustainability of a settlement within the Green Belt.
- Yes, protection of the 'Kidlington Gap' is no more important than preventing coalescence between other settlements in the district (which is not always achieved). Prevention of coalescence should be applied to all Category 1 villages.



- Yes, as a preference over development at villages being consumed by towns i.e. Bodicote/Banbury.

## NO

- Oxford is the major employment hub for the whole region; the area of search should include the whole district.
- No. Individual small scale housing supported in small Green Belt villages but not large scale estates in the Green Belt. Woodeaton Quarry should be restored as agricultural land and not used for housing. Any mass building on the Oxford Green Belt will make transport problems in and around the city worse.
- Development in southern Cherwell could impact the Green Belt so there should be clear justification for this.
- Strong objection to any development on the Oxford Green Belt: the Green Belt has a very special function, in Cherwell as elsewhere, to protect the countryside and open and green spaces and to act as a buffer against the spread of urban development and coalescence between settlements. In Kidlington, the Green Belt surrounding the village is precious and highly cherished by the community for its health, environmental, visual, and recreational value.
- Development around Kidlington would be unsustainable particularly in the Kidlington gap.
- The Kidlington gap serves to prevent coalescence
- This would open the door for further encroachments on the Green Belt
- Undermines the permanence of the Green Belt
- National policy says that housing need is not a reason to build on the Green Belt
- The Government has made a commitment to protect the Green Belt
- If there are opportunities to jump the Green Belt to deliver the necessary housing and associated development, these should be explored before the Green Belt is reviewed.
- No, there should be more review of the housing potential within Oxford before Green Belt is considered for housing.
- All Green Belt parcels contribute to the purposes of the Green Belt therefore justifying its original designation.
- An area of search based on the Green Belt would not necessarily lead to options which have good accessibility to public transport services to Oxford Centre and key employment locations within the city. The area of search should include Green Belt land within transport corridors through the Green Belt but should not be contiguous with the Green Belt boundary (Oxfordshire County Council).
- No, the area of search should be district wide and in conformity with the existing spatial strategy i.e. Banbury and Bicester. An 'addendum' to the Local Plan Part 1 should be in conformity with that plan, and a full strategic review of the Green Belt could result in an entirely new vision and strategy and be unsound.

- No, ample opportunities exist for housing in areas beyond the Green Belt.
- No, eroding the Green Belt would take benefits away from future generations that they would otherwise have enjoyed hence unsustainable.
- Green Belt land around Kidlington is used for recreation; loss of this land to housing would increase obesity.
- No, because the housing need arising is not Oxford specific, it arises from hypothetical future jobs which could be realised anywhere.
- No, this would lead to unrestricted sprawl, contrary to national policy
- No as per the Local Plan Inspector, he did not indicate that the Partial Review should be focused only the Oxford Green Belt.
- No, the area of search should take in the whole District and the Green Belt should ideally be excluded from the search areas altogether. The importance of the Green Belt particularly in terms of preventing settlement coalescence (and linked to this the protection of village identity) is noted in the consultation paper.

#### MAYBE/OTHER

- Green Belt land could be considered, informed by a review, but not where development would be using best and most versatile agricultural soils (Natural England)
- It should be ensured that any options put forward within existing Green belt land are in fact viable options for development in order to accord with the NPPF (Natural England)
- It is clearly important to maintain the Green Belt to ensure that urban sprawl is controlled and coalescence does not occur, but a Green Belt review must be undertaken to consider if the designation is fit for purpose.
- Continued work should be undertaken by the Oxfordshire Growth Board to determine the potential release of some of the designated Green Belt land. Await further progress of the Oxfordshire Growth Board work first prior to use of Green Belt land for housing.
- The Oxfordshire authorities should take a closer look at the submarkets within the Oxfordshire HMA and define the 'area of search' or plan area from this.
- Oxford Green Belt constrains the potential to meet the 'objectively assessed needs' and this is a valid constraint.
- Green Belt is not the only reasonable alternative to consider.
- Green Belt locations should not be automatically excluded from consideration; this must be weighed in the balance of all relevant factors. Green Belt releases should only be considered where alternatives have been exhausted including brownfield sites, which should be prioritised over greenfield land, and which are shown to be suitable, deliverable and achievable.
- Concern that the Oxford Green Belt Study by LUC categorises parcels of the Green Belt surrounding Oxford with an OX prefix rather than a Gosford and Water Eaton/Cherwell District prefix (Gosford & Water Eaton Parish Council).
- Historic England should have been consulted on the Oxford Green Belt Study given their remit & the purposes of the Green Belt which includes preserving

the setting and special character of historic towns. The consideration of impacts on the historic environment should inform the allocation of sites (references made to sources of further information) (Historic England).

- The Area of Search shouldn't be narrowed too far; broad areas should be considered initially even if later discounted based on constraints (Natural England).
- The Partial Review needs to give weight to the Government's position on protecting the Green Belt, on the NPPF presumption against development of the Green Belt, on the recommendations of the Oxford Green Belt Study regarding minimising harm to the Green belt, and the Inspector's view that Kidlington's housing need can be addressed without Green Belt review, and to the Local Plan's spatial strategy and objectives.
- If an area based on the Green Belt is selected then the contribution of a site to the purposes of the Green Belt will obviously be a major issue (Historic England).
- Site specific promotions made.

#### How the identified issues have been taken into account

- Section 6 of the Options Paper sets out the options identified for meeting Oxford's unmet housing needs for which there are nine areas of search being considered.
- A list of identified sites is also provided in Section 6 of the Options Paper.
- Section 6 explains that the starting point is the whole district which falls wholly within the Oxfordshire Housing Market Area.
- The consideration of the areas of search is included in Section 7 of the Options Paper.
- Paragraph 7.29 and 7.30 states that all areas of search should proceed as reasonable options and that options in the Green Belt must be considered to be reasonable due to their proximity to Oxford but noting the national test of 'exceptional circumstances' in order to release land from the Green Belt through a Local Plan.

#### Key Themes:

##### Housing

##### Identifying a Deliverable and Developable Supply of Land

##### Question 10: Should a specific housing supply be identified for meeting Oxford's needs with its own five year supply of deliverable sites?

YES

- Essential for accountability



- Yes in accordance with the NPPF
- Yes to avoid prejudicing Cherwell's own five year supply. In the event of no 5 year land supply, it would be inappropriate for the unmet need to then be met in areas within a poorer relationship with Oxford.
- Yes, a ring fenced approach should be taken as per South Oxfordshire District Council and the Vale of White Horse for housing growth in Science Vale. In order to operate a ring fence, the homes should be located in as few locations as possible.
- A specific housing supply approach should be followed, and this must be limited to the geographical area of search identified as having a strong relationship with Oxford. Sites close to Oxford have a good prospect of delivery
- Oxford City's need cannot be allowed to influence Cherwell's five year supply. The priority for Cherwell should be meeting its own identified housing needs.
- Failure to distinguish will put all settlements at risk from more development and result in a free for all
- This would enable developments aimed at meeting the distinct housing needs of Oxford and Cherwell District to be effectively monitored
- Yes, given that new specific sites are being identified to meet the need then a specific housing supply calculation is required
- Yes, and met in an area outside of Cherwell.
- Yes, but only for monitoring purposes.

#### NO

- Examples given of similar situations elsewhere (appeal decisions in Devon and Leicester) where the Inspector has made no argument for disaggregation of housing supply into sub areas.
- Once the apportionment has been agreed, CDC should review its housing target in the Local Plan to reflect the additional need, & there should be a single housing target for Cherwell. The 5 year housing supply calculation would be reviewed and the unmet need would become CDC's responsibility to deliver.
- Both Cherwell's housing need and its proportion of Oxford's unmet need are to be met within Cherwell's administrative boundary and the need figures should be combined and planned comprehensively through a single approach over the Plan period.
- The NPPF does not set out any justification for anything other than a district wide 5 year supply calculation. Housing needs must be met in full across the housing market area. The additional requirement arising from the Duty to Cooperate forms part of the full objectively assessed need and should not be treated differently from other housing need.
- Given that Cherwell lies within the Oxfordshire HMA in its entirety then the delivery of units across the whole of Cherwell District will contribute to meeting Oxford's unmet housing need.
- Cherwell and Oxford's housing needs are not distinct but are overlapping.

- A separate housing land supply figure would delay housing delivery.
- Essential to ensure the land supply calculation is a comprehensive figure
- This would be a simplistic and unrealistic approach to a complex matter
- This would not be appropriate, housing should be delivered on an overall basis
- The partial review period is the same as the plan period (to 2031).
- Overall District delivery level should be increased
- Any split would be artificial and difficult to monitor in terms of the need they are addressing; sites in the District are likely to contribute to both housing needs at a District level and those in the wider Housing Market Area.
- It cannot be known which houses have been occupied by whom.
- Housing need is housing need whether it is Cherwell or Oxford generated; it would not be appropriate to limit occupation of the 3,500 houses to those that have a local/familial/economic link to Oxford.
- One housing market area has been identified. Both authorities form part of the same market area and the need of Oxford is already affecting the availability and affordability of housing in Cherwell District.
- Existing allocations could contribute towards Oxford's unmet housing need and additional sites identified could in fact contribute towards Cherwell need
- Particularly difficult to monitor a split housing supply calculation for windfall sites.
- Would require strict regulations to avoid double counting
- A comprehensive approach is required to support the assessment, planning, funding and delivery of infrastructure.

#### MAYBE/OTHER

- Even if combined into one housing requirement, it is quite possible that sites will come forward early in the plan period and enable a good supply of deliverable and developable sites (Oxfordshire County Council). Build rates could exceed those identified within the Housing Trajectory of the Local Plan Part 1.
- No specific supply should be identified until a 'need' has been properly demonstrated and all other solutions investigated and found unachievable.
- All of the 15,000 homes required to meet Oxford's unmet housing need should be allocated to a separate Oxford Fringe requirement. The Oxford Fringe should be a geographically defined, cross boundary area around the current boundary of Oxford (across authority boundaries).
- The housing land requirement would be set across the districts, based on a spatial strategy, with a shortfall in one being addressed in the policy areas.
- Conversely another representation considers that this would new additional housing need area 'ghettoise' one particular area around Oxford.
- The formulation of a separate land supply would need to be consistent with the evidence base underlying the SHLAA.

- Oxford is the major employment hub for the whole region; the area of search should include the whole district. The potential for an urban extension to Oxford or new garden village close to Oxford should be examined (accommodating the housing need in one location for ease of infrastructure provision).
- Need additional information to be fully clear on the exact detail of Oxford's unmet need. Also need more information on whether infrastructure costs would be associated with the city council or the district. Cherwell should be flexible at this stage.
- There should be one figure for housing land supply purposes- one higher OAN number including Oxford's unmet need, and Cherwell's housing requirement with a 20% buffer.
- The overall housing target for Cherwell should also be reviewed to ensure it is up to date and spans a 15 year time horizon as per the NPPF.
- Would prefer integrating housing and employment land that is allocated into the approved Cherwell Local Plan in stages.

#### How the identified issues have been taken into account

- These responses were considered in preparing Section 8 of the Options Paper which sets out the delivery options for meeting Oxford's unmet housing needs including the implications of the five year housing land supply.

#### Question 11: How could Cherwell ensure that a five year supply for Oxford is managed without the existing Cherwell strategy and its housing requirements being adversely affected?

#### RING FENCE/DISAGGREGATE etc

- Adopt a ring fenced approach (various including Oxfordshire County Council) and limit it to the area of search or plan area. This would avoid impinging on the existing strategy.
- Example given of the ring fencing of one spatial area in South Oxfordshire.
- A clear separation would avoid a free for all across the district.
- Cherwell should remain in control of its own destiny especially its five year land supply. Essential that Cherwell's own strategy is insulated from the separate needs of Oxford.
- The most important thing is that Cherwell's ability to meet its own five year obligations is not undermined. One combined requirement could make meeting the supply requirements so onerous such that the ability to demonstrate a five year housing land supply cannot be achieved. This puts all settlements at risk from speculative developments.
- A separate, ring fenced approach limited to one geographical area would be complementary to the implementation of the Local Plan Part 1 with its proposed growth and Banbury and Bicester.



- The area of search approach may provide a geographically separate area within which requirements relating to Oxford's unmet need can be applied and an appropriate and separate land supply calculation established.
- The separate monitoring of land supply in relation to Oxford's needs could tie in with the geographical area of the Green Belt as currently this contributes little to meeting housing needs.
- A separate housing land supply calculation will prevent meeting the needs of Oxford from adversely affecting the existing Cherwell strategy.
- Cherwell must ensure that it can demonstrate a five year land supply for both housing needs – Cherwell's and Oxford's unmet needs. This requires a range of sites across the plan period.
- A pragmatic approach to delivering development must be undertaken, there should be no delays to delivering housing whilst the Partial Review progresses.
- To ensure that a five year supply for Oxford can be managed without conflict with the Cherwell strategy, sites would need to be identified as separate to those already allocated

#### COMBINE INTO ONE HOUSING REQUIREMENT etc

- Once the apportionment has been agreed, CDC should review its housing target in the Local Plan to reflect the additional need, & there would be a single housing target for Cherwell. The 5 year housing supply calculation would be reviewed and the unmet need would become CDC's responsibility to deliver.
- If not combined into one housing delivery target, the integration of new housing and communities will not be satisfactory
- Disaggregation is unrealistic
- By adopting an integrated strategic approach, linked to effective delivery, to meeting both needs.
- Aggregation is required to achieve NPPF objectives to encourage sustainable development to boost housing supply and address current supply failings.
- The urgent need for new housing relating to Oxford City is already affecting Cherwell and the surrounding areas in terms of affordability.
- The point of the Partial Review is to integrate the extra housing provision to become a part of the Cherwell strategy.
- There are no separate housing market areas within Cherwell.

#### OTHER

- Site promotions made.
- Disagreement with the question
- The potential for an urban extension to Oxford or new garden village close to Oxford should be examined (accommodating the housing need in one location for ease of infrastructure provision). Development in the Bicester area should

be limited for infrastructure reasons (Highways, Power supply and Foul water capacity).

- Alternatively the housing land requirement would be set across districts, based on a spatial strategy, with a shortfall in one being addressed in the policy areas.
- Any increase in the rate of development around Oxford will only worsen the infrastructure situation.
- Duty to cooperate is not obligation to accept housing. Cherwell should say no.
- If an area of search with Oxford City is identified then it should meet Oxford City's need only.
- Only allow development in parts of Oxford's Green Belt with sites close to Oxford prioritised.
- To assist the housing land supply, CDC should allow for flexibility in changes of use from employment to residential. This will reduce pressure on greenfield land. There is sufficient protection of employment land.
- Development should be directed to where the services and infrastructure are
- The Green Belt should be built on and replaced elsewhere
- Consider building on some of the open spaces around Oxford.
- The best strategy is to delay until more detail on the housing need is established. i.e. meeting unmet housing needs should be phased to the final 10 years of the plan.
- Evidence – More evidence required. Cherwell can, through the Oxford Growth Board, determine more objectively the locations within which job growth might occur and therefore where housing will be needed. The implications for five year housing land supply should be carefully considered after the Oxfordshire Growth Board's recommendations in September 2016.
- There should be flexibility to allow for districts to make contributions to the unmet housing need when they have the availability to do so.
- The range in a choice and sizes and types of sites will enable Cherwell to bring sites forward earlier in the plan period to address housing land supply issues. Smaller sites are not subject to long lead in times. The potential to expand upon existing strategic allocations should not be overlooked.
- Given the high level of housing need it is unlikely that the existing Cherwell strategy will be adversely affected by ensuring that there is also a five year housing land supply for Oxford's unmet need.
- It is important that a range of sites receive full and proper consideration, recognising the contribution of smaller sites to the early delivery of homes which address short term housing need in combination with larger strategic/mixed use sites.
- Site specific promotions made.

### How the identified issues have been taken into account

- These responses were considered in preparing Section 8 of the Options Paper which sets out the delivery options for meeting Oxford's unmet housing needs including the implications of the five year housing land supply.

### Housing Issues

#### Question 12: Do you have any comments on the housing issues identified above?

- Oxford Brookes University supports the proposals which would provide a partial solution to Oxford's chronic shortage of affordable housing.
- The scale of unmet housing needs still has to be justified.
- Villages that have experienced new housing development recently should not be asked to take any additional housing intended to cover Oxford's needs.
- The NPPF highlights that new housing can sometimes be best achieved through planning for larger scale development, such as new settlements or extensions to existing villages and towns. This should apply to Oxford.
- New housing will not necessarily meet Oxford's needs; there is already competition for housing stock in the area from commuters to London, Birmingham and places inbetween.
- Transportation infrastructure is already inadequate and more housing can only make it worse.
- There should be more explicit emphasis on access by public transport (Oxfordshire County Council).
- All the housing issues identified in the consultation paper should be taken into account. Planning policies should be based on robust evidence and meet housing needs in full, in a sustainable manner.
- There is no shortage of brownfield sites ripe for development in Oxford.
- It is likely that there will be more vacant retail units in future given changes to shopping patterns which could be used for housing
- There is an increased need for more sheltered housing for older people to free up homes for families. Such developments must be near public transport.
- It is inescapable that locations with good transport links and close to Oxford need to be pursued.
- Affordable housing needs to be planned as part of a balanced mix of housing. The severity and long standing nature of the affordable housing crisis in Oxford, and the impact this has on the local economy, needs to be recognised.
- The shortage of housing in Oxford is constraining its economic potential.
- The Council should pursue Starter Homes alongside the other traditional forms of affordable housing. The unaffordable nature of Oxford is acting as a barrier to the retaining and recruiting of workers.



- Oxford's housing requirements (i.e. mix, tenure) are different from the needs of Cherwell residents. Research quoted on household types in Oxford. It will be a challenge to replicate this range of housing in the more rural environment.
- Particular agreement with the key housing issues for rural areas as identified in the consultation paper.
- There should be no deviation from the Local Plan Part 1.
- Housing need should be met close to where it arises. The housing demand pressures are greatest in Oxford.
- The potential for an urban extension to Oxford or new garden village close to Oxford should be examined (accommodating the housing need in one location for ease of infrastructure provision).
- Conversely, wider areas of the district have good public transport links and high levels of sustainability and warrant consideration for new housing.
- There are infrastructure constraints in the area immediately surrounding Oxford.
- More sustainable settlements elsewhere in the district are less constrained by the Green Belt.
- Category A villages which are the focus for development in the rural areas under the Local Plan Part 1 do not necessarily have capacity to accommodate additional development. This risks undermining the Local Plan strategy.
- A flexible approach should be taken to changes of use from employment to residential use.
- The use of Green Belt land for housing should be avoided. Green Belt land designated to prevent coalescence.
- Avoid a piecemeal approach to development.
- If housing is the issue, focus on housing development and limit employment development.
- The use of the word 'sprawl' is ambiguous and should be avoided, given that well planned extensions to settlements can be designed to cause minimal impact on, and potential enhancement to, the setting of affected settlements.
- Paragraph 5.34 in this section states that the Former RAF Upper Heyford is not situated on an A road, but this does not acknowledge that it is well located for access onto the A43 from the east and the A4260 from the west and therefore the primary highway network for the main part of any journey to Oxford, as well as being in proximity to the rail station at Lower Heyford.
- Site/location promotions made.

#### How the identified issues have been taken into account

- These issues were considered when developing the draft Vision and Objectives in Section 5 and identifying the areas of search in Section 6 of the Options Paper.

Question 13: Are there any additional issues that Cherwell District Council needs to consider?

- The consideration of issues is heavily focused on existing issues but consideration needs to be given to future issues at the point of adoption of the partial review as well as beyond the plan period, when the need for housing near the Oxford City boundary will be increased.
- All the housing issues identified in the consultation paper should be taken into account. Planning policies should be based on robust evidence and meet housing needs in full, in a sustainable manner.
- If Cherwell is having to accommodate housing for Oxford, a financial contribution should be made towards additional costs incurred in the process and infrastructure
- Residents feel let down by planning/District Councillors.
- CDC should promote design codes and emphasise the importance of making development sites/area attractive in terms of design. An independent design review panel should be created.
- Higher density housing should be provided in the vicinity of transport hubs.
- Provide less expensive/starter housing at higher densities.
- The consultation document makes no reference to Neighbourhood Plans and the potential for the Oxford overspill to render existing plans out of date/undermined.
- More community engagement needed.
- Increase the standard of new development to create exemplar development
- The impacts of the use of greenfield land for housing can be mitigated through efficient use of land, and good design and masterplanning.
- Cherwell and Oxford's housing needs are so different (i.e. in terms of student population) so is it likely that providing housing away from Oxford will actually help to address the housing shortfall in the City?
- The Partial Review must build upon what is good and sound in the adopted Plan. Consistency with the adopted plan should be key.
- Oxford's relationship with London should be considered in terms of the amount of housing required and where it should be accommodated. An increase in out migration from London is already very likely.
- The summary of housing issues does not recognise the transport corridors to which the Kidlington, Yarnton and Begbroke area are related including the railway, canal and A44 as well as the good public transport links.
- The conservation of the historic environment and heritage assets (Historic England).
- Concerns that accommodating additional housing will cause coalescence and cause villages to lose their identity, district wide, but particularly in the south of the District.
- Housing provision should be informed by wider transport issues and the strategy set out in the LTP.

### How the identified issues have been taken into account

- These issues were considered when developing the draft Vision and Objectives in Section 5 and identifying the areas of search in Section 6 of the Options Paper.

### Housing Objectives

#### Question 14: What are the specific housing objectives for meeting Oxford's unmet needs within Cherwell that we need to consider?

- CDC should receive funding from Oxford to create the infrastructure required.
- Detailed representation proposing a number of housing objectives including promoting mixed communities, improving affordability, bringing forward new housing in areas with good socio-economic and transport links to Oxford City, and providing sufficient infrastructure.
- Affordability a key issue
- High densities are required
- Flats are appropriate for some housing needs
- Housing mix needs to be appropriate taking Oxford and the relevant areas of Cherwell together, not just replicating the housing mix within Oxford. Housing market in Oxford different to Cherwell.
- The type of housing to be provided can be controlled through planning applications rather than through a separate policy category which reflects Oxford's differing housing needs.
- Housing mix should accord with the findings of the SHMA
- Proximity to (sustainable) transport links
- Proximity to sources of employment
- Proximity to services and facilities
- Disagreement with housing needs figures
- Oxford needs to consider all reasonable options to accommodate its own needs
- Objectives as per the Local Plan Part 1
- Need to ensure that travelling and carbon footprints are kept to a minimum.
- Improve public transport
- New housing should be of exemplar design which integrates well with Oxford, ensures convenient sustainable access to the whole of Oxford, with a balanced housing mix, significant affordable housing, and incorporation of low carbon technologies.
- New housing to meet accessibility standards
- New housing to meet internal space standards
- Include provision for super-fast broadband



- Include provision for vehicle charging points for all new dwellings where parking is provided.
- Housing sites should be well related to Oxford
- Increased commuting to Oxford would result from distributing additional housing and employment across the District.
- Key objectives should focus on not making existing traffic problems worse
- Housing sites should offer opportunities to preserve and enhance key environmental and heritage assets
- Sustainability of location in terms of capacity
- Maintenance of the Green Belt and preventing urban sprawl of Oxford.
- Housing development should provide funds for new services and facilities/improvements to existing.
- Need to not unacceptably affect Cherwell's natural, built and historic environment (Historic England).

#### How the identified issues have been taken into account

- These issues were considered in preparing Section 5 of the Options Paper which sets out the draft Vision and Objectives for meeting Oxford's unmet housing needs in Cherwell.

#### Housing Locations

#### Question 15: What locations should the Council be considering for the identification of strategic housing sites to meet Oxford's unmet needs?

- Full list of sites submitted as representations to the Partial Review consultation is available at Appendix 7.

#### GENERAL COMMENTS

- Promote the creation of sustainable new communities and avoid dormitory locations.
- Linkages to the growth locations within the adopted strategy (Local Plan Part 1)
- What is meant by strategic sites?
- Sites for the Partial Review should adhere to the Local Plan Part 2's maximum of 99 dwellings. All strategic sites form part of the Local Plan Part 1.
- The Council should not rely on strategic sites of a significant size but should instead distribute growth to distribute impacts.
- Sustainability of the housing location should be considered including its location in the settlement hierarchy

- Locations must accord with the strategy and the settlement hierarchy set out in the Local Plan Part 1.
- Availability (ownership) and deliverability of sites.
- Ability of the local housing market to absorb higher build rates
- The potential for an urban extension to Oxford or new garden village close to Oxford should be examined (accommodating the housing need in one location for ease of infrastructure provision). Development in the Bicester area should be limited for infrastructure reasons (Highways, Power supply and Foul water capacity).
- Suggest locating new housing as far from Oxford as possible to discourage commuting/travelling into Oxford city.
- Conversely, housing need should be accommodated as close as possible to where it arises
- No site should be in an unsustainable location. All should be within easy reach of public transport links which should have adequate parking spaces, or should have physical proximity to Oxford (walking, cycling). Aim should be to reduce the need for travel and to improve air quality.
- Accessibility not just to the centre of Oxford but to a range of locations within Oxford.
- Proximity to employment and provision of employment
- Proximity to existing transport infrastructure including Oxford Parkway station.
- Proximity to Oxford.
- Oxford should look to its own Colleges to supply land for housing within its own boundaries.
- As per sources of evidence which have not yet been completed.
- Wherever adequate infrastructure is available or can be provided. Bus services are not secure.
- Locations must take account of existing infrastructure and capacity for improvements.
- Provision of new infrastructure and facilities
- Sites of low agricultural land value
- Sites with no major constraints for example in terms of flooding
- Constraints in terms of ecology
- Opportunities presented by natural resources i.e. Oxford Canal
- Historic environment constraints
- Growth areas should be identified across the district, focusing on key settlements as identified in the settlement hierarchy. The growth areas should have good links to Oxford City, such as Bicester
- Sites should be adjacent to existing larger settlements
- Sites & locations informed by a review of the Green Belt according to the purposes of including land in Green Belt. Sites/land closest to Oxford should

be prioritised. Conversely, locations should be determined by protection of the Green Belt.

- Sites should be located along transport corridors which have existing, planned or potential fast and frequent public transport services to Oxford City Centre and to key employment locations within the City and locations which would encourage cycling and walking as a mode of travel to and/or within Oxford (Oxfordshire County Council)
- Should take into account safeguarding of sites for minerals resources and infrastructure and waste management infrastructure (Oxfordshire County Council)
- Growth should be directed to the main towns in Cherwell where substantial infrastructure investment is already planned, and to villages with due consideration afforded to their size, service provision and relative connectivity/accessibility to Oxford.
- Banbury and Bicester are already the focus of growth in the Local Plan Part 1 and locating additional development there is not appropriate as they will not be delivered in the short term. Kidlington offers scope for new development. Sites on the edge of the sustainable larger villages can complement the large scale sites allocated in the adopted Local Plan. They are often free from constraints, can be delivered quickly, and without major investment in new infrastructure.
- Locations which would not unacceptably affect the District's natural, built and historic environment.

#### How the identified issues have been taken into account

- These issues have been considered in preparing Section 6 of the Options Paper which sets out the options identified for meeting Oxford's unmet housing needs including the nine areas of search being considered.
- A list of potential sites is also provided in Section 6 of the Options Paper.
- Sections 6 and 7 explain that the starting point is the whole district which falls wholly within the Oxfordshire Housing Market Area. The Paper explains that it is reasonable to consider the Oxford Green Belt due to its proximity to Oxford.

#### Transport

##### Question 16: Are there any transport issues you would like to raise?

- Capacity improvements needed for A43 and improved access to Junction 9 of M40
- Suggest upgrading the A34 and the Oxford ring road to 3 lanes
- There should be improved access from the ringroad to Oxford City at key points i.e. to serve the JR hospital.
- Support for the provision of a new junction on the M40 to the south of Junction 9.



- Sustainable travel could be enhanced by a station on HS2 on A43 between Bicester and Brackley.
- No development should commence until the Oxford-Bicester train line is operational.
- Additional development should be located along the Cambridge-Oxford Expressway.
- Sustainability issues can be addressed via policies in the Local Plan (Pt1 & 2) and SPDs.
- Recent transport improvements i.e. Oxford Parkway have made traffic congestion worse with more people trying to get through Kidlington in rush hour.
- Additional housing will only make Oxford's traffic problems worse.
- Propose introducing congestion charging in Oxford
- Need to promote more and safer cycle routes
- Promote the use of trams in Oxford
- Reinstate rail links from Witney, Thame & Abingdon and rail links between Banbury & Kidlington.
- Some commercial operations at Oxford London airport would support the local economy.
- Do not support distribution hubs at motorway junctions.
- There is a need for public transport improvement across the district including closer working across a range of stakeholders
- Public transport improvements in areas accommodating Oxford's housing overspill must be funded by Oxford
- Relief Road required for Banbury
- Concerns that rail electrification will temporarily increase traffic problems at Banbury
- Additional housing in and around Kidlington will exacerbate traffic problems in Kidlington.
- Additional housing to serve Oxford's employment needs outside of Oxford would worsen commuting pressures.
- New housing development should not take place without improved sustainable transport capacity including improvements to bus networks, improving links between residential areas, key employment, leisure and retail destinations and rail stations.
- It is inevitable that residents of the new housing will commute into Oxford so the focus should be on improving bus & train capacity & parking outside of Oxford.
- Support new Park & Ride sites but do not support moving existing sites away from Oxford. The loss of Water Eaton would be a retrograde step.
- To help reduce commuting, new housing development should be accompanied by employment development.

- To help reduce journeys, new development should be located as close to Oxford as possible
- To alleviate traffic problems it is essential that additional housing is located to allow sustainable access to a range of key facilities and services.
- The area surrounding Oxford gives much better prospects for acceptability and deliverability in transport terms, compared with more remote locations where transport mitigation would be far more costly and would do less to encourage private car use for travel into Oxford and elsewhere.
- Concerns there are no specific clear proposals for transport improvements
- Predicted transport impacts are not based on correct evidence
- Updates to the evidence base documents listed are highlighted i.e. the County Council's Park & Ride Study is now underway; the East West rail connection with Milton Keynes is now due to open from 2019 (Oxfordshire County Council).
- LTP4 requires review in light of the increase in housing numbers
- Not clear how the Partial Review fits with County Council transport strategies.
- Concerns at cuts to bus services
- Transport opportunities should be recognised i.e. at Upper Heyford
- Rail services should be supported over bus services which are too slow and expensive for commuters
- Space needs to be reserved for high quality rapid transit
- The provision of safe, segregated cycle lanes should be designated from the outset.
- There is no reference in the consultation paper to freight and distribution related transport, there is a sole focus on the movement of people and this should not be at the expense of also considering the needs for transport connectivity to enable the movement and storage of goods and materials. There is also a need for sites for such uses.
- Transport infrastructure in and around Bicester is due to be upgraded significantly.
- Good accessibility is essential for staff retention and recruitment
- Dispersed housing at a distance from Oxford, generating car borne trips, will have negative impacts on congestion, carbon and air quality.
- The location of housing at settlements around Oxford could transform the transport accessibility of these settlements including improving the quality and availability of public transport options with potentially a new Park & Ride at Begbroke; facilitating the delivery of Mass Transit on the A44 by increasing the travel demand generated by a fully built out Begbroke Masterplan; a new railway station at Begbroke, and upgrading traffic-free cycle routes into the city centre.
- There should not be reliance on the measures in LTP4 (Bus Rapid Transit system and proposed new Park & Ride sites) coming forward. Even if these do come forward, they are unlikely to substitute the need for new housing to be located close to Oxford.

- Concern about the accuracy of traffic modelling techniques
- Want more information on the proposed transport improvements particularly regarding Junction 10
- Concern at the transport impact of new development (commuting) on towns and rural villages and high levels of traffic through small villages.
- Concern that transport projects are not thought through i.e. Oxford Parkway causing parking problems within the centre of Kidlington by commuters seeking to avoid paying for parking by using free parking in the centre.
- Developer funding should be used to improve amenities for passengers at railway stations particularly at Bicester North and Banbury stations.
- Transport improvements required across the district with Government funding.

#### How the identified issues have been taken into account

- Transport issues are considered in the Initial Transport Assessment and in the Initial Sustainability Appraisal, October 2016 (PR22 & PR23) and in the consideration of Areas of Search and potential strategic development sites.

#### Question 17: How do these issues affect the potential development locations to meet Oxford's unmet needs?

- Existing problems on the A40, A34 and A34 highlight the need to plan new development close to existing infrastructure and services in order to reduce the need for travel. Sites in proximity to Oxford City Centre and its associated road and rail network are highly favourable development locations.
- The residents of the new homes will commute into Oxford; it is essential to protect existing residents from the intrusion and pollution of this commute by providing extra bus and train capacity and sufficient extra parking outside Oxford.
- The issues emphasise the need to locate development close to Oxford/Kidlington and sustainable transport infrastructure
- Housing should be built within walking distance of railway stations to connect new residents to employment, education and leisure opportunities within the wider region.
- Where housing is not served by railway stations, new housing should be accompanied by bus links, cycle paths and pedestrian access from houses to stations.
- Should take the opportunities presented to improve public transport services i.e. the critical mass of demand to justify commercial investment in mass transit.
- The root cause of Oxford's unmet need requires careful consideration, and locations and density of dwellings determined
- Kidlington should play a greater part with housing in Bicester limited due to poor transport infrastructure



- Housing pressures at Kidlington cannot be accommodated within the existing boundaries.
- Growth should take place at Bicester as it is far superior in transport terms.
- Growth at Banbury should be limited due to transport constraints.
- Growth should take place at Banbury due to proposed transport improvements and connections with Oxford.
- Locations in the southern half of the district that are well connected by public transport are the most sustainable locations for future development.
- Cycling needs to be made safer which cannot happen while additional traffic is being generated around Oxford.
- The development of 'commuter hubs' with rail facilities should be encouraged
- Conversely too much reliance should not be placed on commuter hubs due to the resulting lack of housing type variety as high density schemes become the main type of development.
- A range of housing types is required.
- There must be clarity on how development would affect access to services for existing residents
- Unless there is a reappraisal of the location of employment developments then Oxford will cease to be an attractive place to do business.
- Although road improvements may be physically possible in some cases, this should not be at the expense of established rural communities.
- The Partial Review will need to take account of the conclusions and recommendations of the Park & Ride Study (Oxfordshire County Council)
- The vision and strategy of the Adopted Local Plan Part 1 should be followed
- Locations in the southern half of the district that are well connected by public transport are the most sustainable locations for future development.
- Support for the measures proposed in LTP4, which should be considered when considering potential development locations.

#### How the identified issues have been taken into account

- Transport issues are considered in the Initial Transport Assessment and in the Initial Sustainability Appraisal, October 2016 (PR22 & PR23) and in the consideration of Areas of Search and potential strategic development sites.

#### Infrastructure

#### Question 18: Are there any infrastructure issues you would like to raise?

- Cherwell's infrastructure is already stressed by the amount of development required in the Local Plan Part 1.
- Infrastructure is located at Banbury, Bicester and Kidlington

- Infrastructure is being provided at Heyford Park which serves the new community and the surrounding settlements
- Existing transport infrastructure provides opportunities for locating housing at sustainable locations (i.e. rail station at Lower Heyford).
- Linkages to employment areas in the south and southeast of the City should be provided i.e. a shuttle bus service between Oxford rail station and those destinations.
- Highways, power supply and foul water capacity infrastructure limited at Bicester
- Bicester is already failing to provide appropriate required infrastructure and the needs of existing local residents are not provided for.
- Growth should be focused in locations such as Bicester, with strong socio-economic links with Oxford City and opportunities to utilise existing infrastructure and capacity to deliver further infrastructure.
- There are major infrastructure constraints at Bicester limiting future development potential.
- Further information is required on allocations for infrastructure providers to comment in detail (Scottish & Southern Energy & Thames Water). Happy to work closely with the Council as the site allocations process progresses (Thames Water).
- Infrastructure, with the exception of transport, can be adapted as necessary
- Traffic congestion is already a problem
- Need to improve road access to Oxford from north of the County.
- New housing estates need the whole range of social and educational infrastructure to minimise car travel
- Concerns that arterial routes and junctions in and around Banbury are at or over their capacity. Requirement for a South East link road.
- Requirement for better transport linkages within Banbury including in and around Tramway and Canalside areas
- Opportunities posed by Bicester Town railway station in terms of links to Oxford.
- Shuttle bus service required between Oxford train station and the science parks and employment areas in the south and southeast of the City.
- A network of easily accessible pedestrian and cycle routes should be developed to encourage non car travel.
- OCC has not sought a primary school at Drayton Lodge Farm (Oxfordshire County Council).
- Concerns regarding primary school capacity in rural areas
- Concerns with flooding and drainage infrastructure as well as water supply
- Important to consider the availability of water recycling infrastructure
- Water supply and water treatment infrastructure concerns particularly in rural areas
- Cherwell District is in an area of water stress (Environment Agency)

- A Water Cycle Study should support the Sustainability Appraisal (Environment Agency)
- Suitable foul drainage capacity/water supply capacity is required to support any additional growth (Environment Agency).
- Electricity supply concerns
- Electricity connections for new developments from existing infrastructure can be provided subject to cost and time-scale. Any upgrades required can be funded between developer and Distribution Network Operator within a 2 year period therefore not impeding delivery of any proposed housing. (Scottish and Southern Energy).
- Overhead power lines on development sites should be accommodated by a considered layout with open space, parking, garages or public highways generally being permitted in proximity to the overhead lines. Otherwise, agreement will need to be reached in terms of identifying alternative routing for the circuits prior to planning permission being granted without burdening the existing customer base with any costs arising (Scottish and Southern Energy)..
- Concerns at cuts to bus services
- Requirement for additional burial grounds
- Concerns about mobile phone coverage in rural areas
- Concerns about health care provision in rural areas
- Concerns about local/community policing
- In order for development to be sustainable, it should not exacerbate existing infrastructure problems and demonstrate real improvements to existing infrastructure to be betterment of existing and new residents
- Infrastructure must be located in proximity to new homes to promote sustainable living patterns.
- The likely infrastructure requirements arising from the additional housing should be investigated, as should existing infrastructure/infrastructure shortfalls/capacity for infrastructure expansion. This should consider both Cherwell and Oxford City and should inform the options for growth.
- Lack of confidence that adequate infrastructure will be provided. Onsite infrastructure provision must be addressed at an early stage of plan making.
- Concerns that service sector infrastructure (health/education) struggle to find employees because they find it too expensive to live in Oxford City or travel to it.
- Opportunities for making efficient use of existing infrastructure is essential
- New development should be of a scale to provide for its own local needs. Spreading smaller development sites to meet housing needs would be inappropriate as it would be difficult to deliver new schools, health facilities etc. Conversely the concentration of larger scale developments provides the opportunity for focused delivery of all necessary infrastructure.
- As well as education, health, community infrastructure, there should be a strong policy steer on green infrastructure



- The Partial Review does not appear to consider the impact of increased housing provision on open space, sports and recreation facilities. An up to date playing pitch strategy and built facilities strategy should be produced to ensure the Partial Review is robust.
- There is a lack of sports and leisure infrastructure across Oxfordshire particularly a 'regional' scale facility. A development of around 4,000 homes could enable the delivery of such a facility which would act as a regional attraction, bring visitors into the district, whilst still addressing an unmet need of the County as a whole.
- There is already a need to address a funding gap for strategic infrastructure required to support planning growth. Options for meeting Oxford's unmet need should not significantly increase the infrastructure funding shortfall (Oxfordshire County Council).
- Impacts on existing infrastructure must be thoroughly assessed and careful consideration given to the phasing of new infrastructure with development. The planning and delivery of infrastructure requires a comprehensive approach to planning for growth i.e. rather than developing a separate housing requirement and strategy for accommodating Oxford's unmet need (Oxfordshire County Council).
- Concerns that existing infrastructure deficiencies will not be addressed by new development. No confidence that proposed improvements will be delivered (Thames Water)
- An infrastructure delivery vehicle is required
- Suggest delaying work on the Council's CIL (Regulation 123 list) until after the unmet needs of Oxford have been allocated to ensure a more accurate list can be produced.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Question 19: How do these issues affect the potential development locations to meet Oxford's unmet needs?

- In general water supply terms there are no major concerns about supporting an additional 3,500 properties. The preference would be for additional growth to be focused in either Banbury or Kidlington and to a lesser extent Bicester (Thames Water)
- Thames Water is currently delivering a reinforcement main to Banbury to secure supplies to the area for the next 40 years. Local reinforcements may still be required, and the storage capacity of the Bretch Hill reservoir will need to be reviewed. In terms of waste water at Banbury, there is an existing scheme being design to relieve existing pressures on sewer network capacity and to prevent sewage flooding (Thames Water).

- Kidlington has adequate strategic water supply infrastructure and any proposed development in this area would only require local reinforcements (Thames Water).
- If growth is greater than previously predicted for Bicester, additional water supply upgrades may be required and the capacity of the Ardley reservoirs reviewed. Upgrades to the existing sewerage infrastructure and drainage infrastructure are likely to be required (Thames Water).
- Additional housing in the rural areas will require a case by case review in terms of water supply capacity. If any strategic upgrades are required, these could take significant time to implement due to the distances involved in the networks (Thames Water).
- At the Former RAF Upper Heyford, both sewerage network and waste water treatment capacity will need to be upgraded to cater for the scale of development envisaged. A strategic wastewater infrastructure solution will be required to serve the scale of development proposed (Thames Water).
- Careful consideration should be given to the phasing of new infrastructure with development (Oxfordshire County Council).
- Infrastructure must be located in proximity to new homes to promote sustainable living patterns.
- Lack of infrastructure provision will limit growth
- Infrastructure must be provided before development commences
- Infrastructure, with the exception of transport, can be adapted as necessary
- Consideration should be given to spatial options which can take advantage of planned investment in strategic infrastructure, or which might strengthen the business case for new or improved strategic infrastructure (Oxfordshire County Council)
- Development should either be located where existing services/infrastructure would benefit from additional population, or where infrastructure could be expanded cost effectively, or clustered in such a way as to make the creation of new infrastructure viable.
- Employment development locations should be sited to ensure that there is affordable access to them
- Locating significant additional growth in the District will make existing infrastructure problems worse
- Locations for growth should be selected which take advantage of existing and planned investment in strategic infrastructure or which might strengthen the business case for new or improved strategic infrastructure
- The ability to provide infrastructure onsite as well as links to existing infrastructure should be considered
- An infrastructure delivery vehicle is required to deliver future development quickly and efficiently.
- The most appropriate locations are Bicester and Banbury, in accordance with the vision and spatial strategy of the Local Plan Part 1. This will ensure that Cherwell has a clear vision, rather than creating a different vision for the delivery of the additional housing which would conflict with the aims of the Local Plan Part 1 and also confuse matters.

- Growth should be focused in locations such as Bicester, with strong socio-economic links with Oxford City and opportunities to utilise existing infrastructure and capacity to deliver further infrastructure.
- Bicester is receiving funding associated with the Eco Town and Garden Town designations and is therefore able to accommodate additional development.
- Bicester is the most appropriate when considered against the reasonable alternatives.
- Additional growth in Bicester should be limited by the capacity of the rail and road infrastructure linking it to Oxford, and other infrastructure required to support housing.
- The infrastructure capacity at Banbury is uncertain
- In comparison with other settlements in the District, Banbury contains the infrastructure to support development
- Kidlington will offer the best solution given the factors listed in the consultation document's section on infrastructure, having significant services and facilities
- Existing infrastructure provision at Oxford is a strong positive factor in considering options for growth, particularly in the north of Oxford area.
- Growth locations should be in the south of the county and closer to Oxford and the knowledge spine
- Site specific promotions made

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Transport Assessment's (PR22) and Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Economy

##### Question 20: Are there any economic issues you would like to raise?

- Full list of sites submitted as representations to the Partial Review consultation is attached.
- Employment development should be located next to transport hubs & should consist of different uses.
- Tourism should be promoted.
- Tourism is a key part of Cherwell's economy, particularly associated with Bicester Village. Through integrating Bicester town centre with Bicester Village, Bicester will be able to harness the status that Bicester Village has brought to the area and tourism will become a greater element of the District's economy. As such the existing tourism assets of Cherwell should be supported.
- The waste management industry is not adequately accommodated in Oxford.
- A thriving local economy does not need to be synonymous with more people, more traffic and more housing.



- It should be recognised that as well as being the economic centre of the County, the Oxford economy is of national and international significance.
- The diversity of employment types in Oxford should be more clearly recognised including manual based work (BMW & Unipart).
- Concerns raised about the economic impact of providing housing which is supposed to help alleviate Oxford's shortfall in locations that are not well related to Oxford or its employment hubs.
- Additional housing is intended to house workers based in Oxford so it is important that housing sites are located along established or proposed public transport corridors. References made to additional documents for the Partial Review to consider (Oxfordshire Creative Cultural Heritage and Tourism Investment Plan (Oxfordshire County Council)).
- Housing and economic issues are closely linked; the Partial Review should consider both.
- It needs to be ensured that job growth in Bicester matches housing growth. There is no mention made of the role of the Eco Business Centre in supporting environmental business growth.
- Bicester needs high tech/high skills employment commensurate with the Oxfordshire Knowledge Spine rather than warehousing.
- In Banbury there is a need to increase skills (not necessarily academic achievement) including vocational/apprenticeship training.
- Banbury needs smaller high tech industries not only manufacturing jobs.
- Upper Heyford is a major employment location and can be utilised to create a dynamic third major settlement in the District
- Acknowledgement should be given to the Knowledge Spine. Concentrating development along the knowledge spine will help to secure the economic growth aspirations of the City Deal as well as meeting the needs of residents of the additional housing.
- The lack of affordable housing to workers in Oxford is a drag on the economic development of the City and the County (recruitment and retention problems particularly in key local services as well as the universities and associated research industries).
- Oxford Gateway will increase the housing pressures, it is indicative of the lack of balance between housing and employment uses.
- It may be difficult to limit Oxford's future growth.
- The housing needs are based on aspirational projections of Oxford's housing employment growth
- If Oxford is restricted in its ability to expand its boundaries then eventually it will cease to be an attractive investment opportunity and economic growth will be constrained.
- Issues identified for the Partial Review should involve scoping the cooperation between Cherwell and Oxford City regarding strategic employment sites considered alongside accommodating housing needs.
- The issue of accommodating strategic large scale logistics sites should be addressed in the Partial Review; the partial review provides a logical

opportunity to broaden the debate to include employment land issues. Delaying would be unsound.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Question 21: How do these issues affect the potential development locations to meet Oxford's unmet needs?

- There is a need to provide additional land for employment as well as for housing.
- New housing should be located near to where employment exists/could be expanded.
- Economic growth can be supported by locating housing in the right place where trips can be made by sustainable modes.
- In terms of acknowledging the role of the waste business sector in Oxford, this means requiring appropriate sites (B2 use) close to Oxford.
- No evidence that if the additional housing is built, whether residents would actually work in Oxford
- Firms in Oxford should relocate to Cherwell to occupy vacant buildings.
- Economic considerations include viability, land ownership, and capturing value uplift to help fund infrastructure. Any site that is identified should be deliverable.
- The Local Plan Part 1 over allocates employment land which should now be used for housing to avoid new large greenfield housing allocations on the edge of towns.
- Employment allocations should be flexible in the uses they accommodate and they should be reviewed to assess their potential to contribute to housing land supply.
- Employment land is not needed (the area is one of full employment); more employment land will increase the need for housing.
- The contributions that any allocated site can make to increasing spend in the local economy, to easing housing affordability, and enhancing public transport viability, should be considered.
- The Council should use the association and relationship with the city of Oxford to help grow Cherwell's economy. This can be accelerated through a greater provision of employment. This would allow for a range of companies to base in Cherwell, potentially attracting Oxford habitants.
- Accommodating the infrastructure required to support the housing and business development will require support funding from the Government and County Council which is unlikely to be available due to finance cuts.

- Development locations should be remote from Oxford to avoid exacerbating Oxford's traffic problems
- Proximity to Oxford is important as the main economic centre of the County.
- Locating new housing close to Oxford will reduce travel distances and limit negative impacts on economic efficiencies and output/productivity.
- Locating significant new housing close to Oxford is vital to support Oxford's long term economic well-being and competitiveness. It is also vital to provide housing for key workers etc to sustain the world class clinical and research activities
- Locating new housing immediately north of Oxford would support significant proposed economic growth at existing sites to the north of Oxford, to the benefit of Cherwell and Oxford's spatial strategies.
- The City needs to expand its boundaries
- It needs to be ensured that job growth in Bicester matches housing growth. There is no mention made of the role of the Eco Business Centre in supporting environmental business growth.
- In order to provide for a balance between housing and employment, land should be allocated for additional employment, preferably in locations that support other sustainability objectives, such as in Bicester.
- Cherwell should be aiming to support Bicester (and Cherwell's) residents, not Oxford's future residents.
- At Banbury, there should be a diversification of the town's economic base and for current and future residents to live and work sustainably within the town.
- Reflecting existing commuting patterns, Banbury has a strong economic relationship with Oxford and would be an appropriate location to accommodate the additional housing.
- Site promotions made.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Transport Assessment's (PR22) and Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Sustainability

##### Question 22: Are there any sustainability issues you would like to raise?

- Sustainability is a key principle in determining growth locations (Oxfordshire County Council).
- The approach to sustainability in the Partial Review should reflect the NPPF in terms of the broad consideration of a range of issues within the three dimensions of sustainable development. The delivery of housing to meet the



needs of present and future generations is a key part of sustainable development & underpins soundness.

- The conservation and enhancement of the historic environment is an integral part of sustainable development as defined in the NPPF (Historic England).
- Sustainable travel could be enhanced by a station on HS2 on A43 between Bicester and Brackley. No development should commence until the Oxford-Bicester train line is operational. Additional development should be located along the Cambridge-Oxford Expressway. Other sustainability issues can be addressed via policies in the Local Plan (Pt1 & 2) and SPDs.
- Highly efficient houses close to where the housing need arises will provide sustainability
- The additional housing will undermine sustainability through strains on infrastructure and environment. Additional housing is inherently unsustainable.
- It is unsustainable (as per the NPPF) to release Green Belt or AONB land for housing. This removes a benefit from future generations which they otherwise would have enjoyed.
- It is unsustainable to locate housing far from Oxford in North Oxfordshire villages and towns as this would increase commuting. Support staff in hospitals and other vital services need to live close to the workplace, as do all lower paid workers and shift workers.
- Oxford's sustainability standards should apply to the Oxford related housing.
- Support for high sustainability standards, references to Healthy New Towns.
- Examples given of unsustainable development in Bicester (biodiversity concerns)
- Existing roads around Banbury are considered inadequate for current housing needs with insufficient parking provided
- Heyford Park is being developed as a sustainable development and community and this should be expanded upon.
- The Local Plan Part 1 seeks to avoid coalescence between settlements; and further residential development between Kidlington and Oxford would be contrary to this objective.
- The provision of infrastructure is essential to deliver sustainable development.
- The Council should explore eco-friendly transport methods whilst also promoting public transport services, encouraging cycling, introducing road pricing, and building good (not bus) public transport links.
- More housing and more people will add to more air and noise pollution, road congestion, and loss of open countryside and rural areas.
- Need to consider issues of community identity, reducing crime, increasing social cohesion and harmony. Recent developments around Kidlington and Gosford are threatening the appeal of the villages.

### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Transport Assessment's (PR22) and Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

### Question 23: How do these issues affect the potential development locations to meet Oxford's unmet needs?

- The need to conserve and enhance the significance of heritage assets and their settings should be considered, both as a constraint and an opportunity (Historic England).
- There is a need to tackle sustainability issues. Otherwise, additional housing should be a long way from Oxford.
- New housing should be spatially closely related to Oxford.
- A sustainable urban extension to Oxford, and development in the southern areas of the District in proximity to Oxford, offers the greatest opportunity for sustainable modes of travel.
- There is scope for mitigation if additional development is located close to Oxford.
- The City needs to expand its boundaries
- Development in designated areas such as Green Belt and AONB should be avoided
- There needs to be more certainty that the housing need is real and that it has to be met in Cherwell
- Cherwell should be aiming to support Bicester's and Cherwell's residents, not future Oxford's residents
- Better management required of the relationships between road users and other users of the space particularly residents, users of open spaces/play areas. Need to reduce the amount of straight roads in new developments and use more 'sleeping policemen'.
- The release of greenfield land for housing should not be seen as an unsustainable approach. Natural environment assets should be protected and where protection is not possible, impacts mitigated, but there are areas of greenfield land that are not protected assets.
- Onsite sustainability standards should not be restrictive or unnecessary as this can lead to long delays/non delivery.
- The Local Plan Part 1 strategy to control development in the open countryside should be adhered to and such proposals rejected.
- European examples given of considering sustainability issues in a unified way along with economic issues and financial viability.
- Sustainability is not just about the environmental aspects. All economic, social and environmental factors carry equal weight and should be considered through Sustainability Appraisal to pursue the most appropriate strategy.

- The key sustainability issue of air quality relates primarily to transport, which in turn is directly influenced by the location of development to achieve a modal shift away from the car.
- Bicester is a sustainable location for more development.
- Banbury is a sustainable location for more development, where the need to travel can be minimised and the use of sustainable travel options can be encouraged.
- Locating the growth in larger settlements such as Kidlington will ensure that residents have good access to a range of facilities without the need to travel.
- There is the opportunity to join up the two issues of accommodating Oxford's unmet housing needs, and accommodating Oxford's overflow business needs within Kidlington's hinterland by developing sites at Kidlington.
- Site specific promotions made and the sustainability credentials emphasised.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Transport Assessment's (PR22) and Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Natural Environment

##### Question 24: Are there any natural environment issues you would like to raise?

- Additional housing and traffic will damage the natural environment and generate air pollution.
- Need to protect the countryside for its amenity and biodiversity value and value to existing and future generations.
- Should protect flood plain to reduce flooding & designate & protect green spaces
- Areas close to Oxford are at risk of flooding (and across the district), which will be exacerbated by increased surface water run-off.
- Flooding could be alleviated by better undergrowth control and dredging of the Rivers Ray & Cherwell
- Flood risk areas should be avoided as per the NPPF. Cherwell District has significant areas of land at the lowest risk of flooding (Flood Zone 1) and there is no reason to allocate any additional housing in Flood Zones 2 or 3 (Environment Agency).
- CIL and New Homes Bonus should be used to provide funding for flood defence schemes in the areas downstream of large developments.
- The District is in an area of water stress, which will be exacerbated by additional development.
- The Oxford Meadows SAC should be protected.



- All potential allocations should be subject to ecological assessment to ensure there will be no significant negative impacts on biodiversity in accordance with policy ESD 10.
- The cumulative ecological impact of the additional development, including any development along the District's boundaries, should be considered for sensitive receptors particularly in terms of impacts on the SAC but also SSSIs and Local Wildlife Sites (various including Oxfordshire County Council). Direct and indirect impacts (including hydrology, air quality and recreational pressure) should be assessed.
- Conservation Target Areas and other Green Infrastructure linkages should be maintained/protected (various including Oxfordshire County Council).
- Minimise disturbance to nature conservation sites and areas including SSSIs and BBOWT nature reserves, habitats and species.
- The principles of the Oxford City policies on biodiversity should be applied to the new housing being planned for.
- Need to protect the biological value of water meadows and other environmental habitats.
- The Council should designate additional nature reserves and designated green spaces which must not be developed.
- Development should be restricted to areas of low value environmental importance
- Green Belt is a major component of the District's natural capital.
- Green Belt is not a natural environment constraint but relates to the setting of Oxford.
- Green Belt land is a high quality landscape which is also important for farming and wildlife habitats, where a network of footpaths serves as a recreational facility.
- The Green Belt is not sacrosanct; it should not be protected at the expense of other spaces within the District.
- Consideration required of the impact on the District's rural character of house building.
- More could be done to promote recreational use of Cherwell's countryside including improving footpaths.
- Need to tackle littering in the countryside.
- There is a need for appropriate planting on development sites in terms of appropriate location and limited ongoing maintenance particularly with maintenance budgets shrinking.
- As per the NPPF guidance in paragraphs 109 to 125 and paragraph 113's distinction between the hierarchy of protected sites. Landscape designations outside of those specifically mentioned in the NPPF footnote 9 are not absolute constraints.
- Development should be accommodated without impacting on the Cotswolds AONB (Natural England).
- Consideration should be given to the natural environment constraints in the local authorities around Oxford. CDC could accommodate a higher level of

housing than other Oxfordshire authorities as it has a lower amount of Green Belt. Areas with strong socio-economic links with Oxford City should be the focus for growth areas.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Question 25: How do these issues affect the potential development locations to meet Oxford's unmet needs?

- Impacts on the natural environment should be taken into account.
- A balanced view should be taken between environmental constraints and the need for development.
- The large areas of land close to Oxford are protected by natural environment designations means that there are only limited development locations to meet Oxford's unmet need. The least restricted areas are Green Belt, which are not subject to natural environment restriction.
- Some areas will be 'no go's' for development and development should be directed to locations which minimise the loss of important and valued natural assets/landscapes.
- Oxford City is unable to meet its housing need because of policy and environmental constraints, such as flood risk. The same approach should apply in Cherwell i.e. development should not be located in areas of flood risk (Flood Zone 2 or 3) or nature conservation value (Environment Agency).
- Less housing will mean less litter
- Consideration should be given to the natural environment constraints. CDC could accommodate a higher level of housing than other Oxfordshire authorities. It has a lower amount of Green Belt and fewer natural environment constraints. Areas with strong socio-economic links with Oxford City should be the focus for growth areas.
- There is scope for mitigation if additional development is located close to Oxford.
- Development should not be at the expense of Cherwell's natural environment whilst allowing Oxford to protect its areas that may be of lesser environmental importance.
- Realistic reappraisal of the Green Belt is required.
- Housing opportunities around Kidlington are limited by flood risk.
- There is some flood plain land north of Oxford, but there is also much land outside of the flood plain.
- The Oxford Meadows SAC is already compromised by traffic. Additional housing close to Oxford could help to alleviate this when compared with other alternatives more likely to generate additional traffic on the A34.

- The area around the Oxford Meadows SAC is particularly sensitive with development potentially leading to changes in hydrology, increases in air pollution, or recreational pressure on the site.
- The issue of cumulative impact on the SAC could affect locations for growth particularly in terms of the air pollution generated by additional traffic (Oxfordshire County Council)
- Options for growth in the more rural areas away from Oxford are likely to have a greater impact on the character of the open countryside.
- Cherwell should be aiming to support Bicester's and Cherwell's residents, not future residents of Oxford.
- Site specific promotions made.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Built and Historic Environment

##### Question 26: Are there any built and historic environment issues you would like to raise?

- Updates required to the number of Scheduled Ancient Monuments, Registered Parks & Gardens, and non-designated archaeological heritage assets (Oxfordshire County Council)
- The District's traditional rural villages and rural agricultural landscapes are already threatened by the amount of development required.
- Recent development around Cherwell's villages has damaged local distinctiveness and rural nature of approaches to the village/local views.
- Development as part of the Local Plan Part 1 has already had a substantial and detrimental effect on Banbury's attractiveness as a historic market town, including impacts on Salt Way, Crouch Hill and Banbury Circular Walk, and increasing coalescence. Development has also compromised the historic integrity and tourism potential of the former RAF Upper Heyford.
- Additional development threatens the integrity of the built and historic environment and heritage assets.
- Little value to the built environment in Cherwell in central towns, with some exceptions as noted in the consultation paper.
- Kidlington has a historic centre, recognised by the Conservation Area designation.
- There is potential for careful redevelopment in the urban areas of Bicester or Kidlington.



- A key issue is the protection and enhancement of the historic setting of the City, which is particularly relevant to the areas of open countryside around Oxford i.e. green wedges/green lungs.
- The rural character of the landscape immediately surrounding Oxford is an asset
- Internationally renowned sites within Oxford must be protected.
- Views into and over the city, including those identified in the Oxford Viewcones Study, contribute to the significance of the city and that significance.
- Evidence base sources suggested include the Historic Environment Record & the Historic Landscape Characterisation
- Developments of over 10 houses should not be located in or next to Conservation Areas
- Factual updates to the number of historic assets in the District as listed in the consultation paper.
- CDC should have a positive strategy for the conservation & enjoyment of the historic environment as per the NPPF. New development should be sympathetic to and complement the built and historic environment of Cherwell District (Historic England).
- Protection of designated and undesignated assets can extend to their settings. A development that affects Heritage Assets should however not be excluded from the site selection process, it should be considered whether harm does arise, whether the harm arises can be mitigated and whether there are reasonable alternatives. Also, heritage assets can in some cases be enhanced by development.
- Need to protect ridge and furrow landscapes.
- The NPPF requires Local Plans to contain a clear strategy for enhancing the built and historic environment and to identify land where development would be inappropriate.
- The possibility of retaining the outer shell of historic buildings and bringing premises back into use should be considered before building new houses.
- Regard should be had to the Statutory List of Buildings of Special Architectural or Historic Interest and Designated Conservation Areas.
- As per the guidance in the NPPF paragraphs 126 to 141, historic assets should not be considered as absolute constraints.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

#### Question 27: How do these issues affect the potential development locations to meet Oxford's unmet needs?

- Impacts on heritage assets should be taken into account including 'showstoppers'
- Development within Conservation Areas or close to other historic assets is acceptable to meet Oxford's needs, provided historic settings are respected.
- Heritage assets should be viewed both as potential constraints and also potential opportunities in terms of securing the future of historic buildings or to better reveal their significance. This should include the contribution of a site to the purpose of the Green belt to preserve the setting and special character of Oxford (Historic England).
- Growth options should take into account the likely impacts on Green Belt purposes but also consider the exceptional circumstances which justify a review of the Green Belt boundary.
- Promote higher density development in Oxford including on specific redevelopment sites.
- CDC should have a positive strategy for the conservation & enjoyment of the historic environment. New development should be sympathetic to and complement the built and historic environment of Cherwell District.
- The issues identified limit future growth and it is necessary to recognise the limits of what can sensibly be achieved.
- New development should be directed to locations which protect and enhance the District's heritage assets.
- There is scope for mitigation if additional development is located close to Oxford.
- No justification to build over historic landscapes/historically sensitive locations and towns, instead of the Green Belt of Oxford.
- Need to improve the attractiveness of Bicester in its own right to alleviate Oxford's traffic problems
- Further developments around Banbury would threaten the separate identities of the surrounding villages. There are far more sustainable locations for growth which are within shorter travelling distance of the City and which have fewer constraints and where built development has already impacted upon character.
- Further development at RAF Upper Heyford would erode its remaining Cold War ambiance.
- Site specific promotions made.

#### How the identified issues have been taken into account

- The issues were considered when developing the draft Vision and Objectives in Section 5 and through the Initial Sustainability Appraisal's (PR23) examination of Areas of Search and potential strategic development sites.

## Call for Sites

### Question 28: Do you wish to submit details of sites to deliver housing development to meet Oxford's unmet housing needs within Cherwell?

- Full list of sites submitted as representations to the Partial Review consultation is available at Appendix 7.
- Cross reference made to sites proposed as part of representations on the Local Plan Part 2 consultation.

### How the identified issues have been taken into account

- Promoted sites that meet the minimum size criterion for considering strategic development (two hectares) in order to identify sites that potentially could accommodate at least 100 homes are identified in Section 6 of the Options Paper.

## General Comments

- No reference is made specifically to Parish Meetings. Where a meeting is in place, everybody on the electoral roll is a member and PMs are therefore the most democratic form of government. PMs are often confused with Parish Councils which have different legislation.
- Oxford City Council, South of Oxfordshire & Vale of White Horse District Councils and other Duty to Cooperate bodies look forward to continuing to work positively with Cherwell District Council and the other Oxfordshire authorities to assist with post SHMA work programme for the Oxfordshire Growth Board.
- Support for the building of individual houses in small rural communities on carefully chosen sites to support the sustainability of the community.
- No building supported in some villages.
- There is a need to have regard to potential impacts on the historic environment when considering potential housing sites. This includes the impacts of any sites proposed in the Oxford Green Belt on its function to preserve the setting and special character of Oxford. Policies should be based on an adequate, up to date and relevant evidence based as regards the historic environment. Links to information on heritage assets provided. Historic Environment would be pleased to offer comments on potential sites in terms of the impact on the significance of designated heritage assets (Historic England)

### How the identified issues have been taken into account

- Reflected in work since the issues consultation and in the Options Paper.
- Issues are considered by the Initial Sustainability Appraisal (PR23) and Interim Transport Assessment (PR22) as described in Section 7 of the Options Paper.

## ***Town and Parish Council/Meeting Workshops***



- 3.21 Town and Parish Councils/Meetings were invited to a consultation workshop as part of the issues consultation on the Cherwell Local Plan Part 2 and the Partial Review of the Cherwell Local Plan Part 1 during January – March 2016. Consultation on the Community Infrastructure Levy was also highlighted at the workshop although this was not the focus of the workshops. The workshops took the form of group discussions on the agenda items set out below (the agenda was circulated in advance to the parishes). On arrival, parishes were split into groups and each group discussed each agenda item. The group discussions were facilitated by a member of the Planning Policy Team with support from other officers.
- 3.22 Two workshops took place for parishes in the north and south of the district on 23 and 24 February respectively. The issues arising from the workshops insofar as they relate to the Partial Review of the Local Plan are summarised below.

*23 February 2016*

Table 1

- Concerns that the Green Belt in Cherwell should be protected
- The focus for new development should be in the south of the district where there are better transportation links, although this will depend on site availability
- Roads in the south of the district can better accommodate HGVs
- Jobs already existing Oxford so no employment should be provided.
- Employment provision would cause additional issues (mainly in relation to transport)
- There is a lack of thought in planning in general (i.e. layout of M40) although there was some positive discussion of recent transport improvements
- Concerns about additional housing and impacts on village coalescence

Table 2

- Development should be located at Kidlington or Bicester and it would not be sensible to locate development in the north of the district so far from Oxford.
- Upper Heyford former airbase was raised as an option.
- Infrastructure should be provided as well as dwellings and transport will be a major consideration.
- The Green Belt should be protected and more sites should be considered in Oxford but the importance of the skyline should be recognised.

Table 3

- Need more information on why Cherwell needs to accommodate Oxford's needs.
- Obvious opportunities for accommodating Oxford's needs that are not in Cherwell i.e. Grenoble Road.

- If Oxford didn't keep attracting new employment growth, then there would be ample land supply for housing within the City boundaries – they can redress the balance within their own area.
- Query whether the housing is actually for people who will join the Oxford/south of Cherwell community – it is for London commuters or Birmingham commuters.
- A 'hierarchy' of preferred responses was discussed: Firstly – not accepted that there is an unmet housing need, either that Oxford cannot meet its own needs or that Cherwell should be accepted this. Secondly – any provision in Cherwell to meet Oxford needs should be as close to Oxford as possible, well linked in transport terms. Kidlington is an obvious candidate given size of settlement, ability to accommodate development and links to Oxford. New train station linking to Oxford & beyond. Thirdly – development in the Green Belt, as long as there is replacement Green Belt designation elsewhere i.e. no overall loss in quantity.
- All agreed that Green Belt itself is not sacrosanct; it can be replaced elsewhere (not like a wildlife designation for example).
- Area of Search should be in the south of the district.
- No implications for 5 year housing supply in the rest of the district, there should be a north of Cherwell 5 year supply calculation, and a south of Cherwell 5 year supply calculation.

#### Table 4

- Houses to meet Oxford's housing need should be located where people want to buy them
- Development should be located close to Oxford but there are constraints e.g. biodiversity
- The need should be met in Oxford
- Green Belt land should be used to ensure development is close to Oxford
- Concern at even more development in the district to meet Oxford's unmet need- where does it stop?

#### Table 5

- Apprehensive about how the excess Oxford city demand would be divided up per village
- Should the villages closer to Oxford take proportionately more
- Would the housing need of Oxford's overflow displace Cherwell's own housing need
- Where possible, should concentrate new development around the Transport Hubs
- Concerned about the increase in traffic, and the knock-on effects of developments not just in their villages, but also in nearby villages

*24 February 2016*

### Table 1

- Concern was expressed that the gap between Kidlington and Oxford could be lost and other areas including a site to the south of Oxford would be preferable.
- Oxford is pursuing employment land and won't allow it to be re-developed. This should be examined. There is an opportunity to bring employment from Oxford to Bicester.
- Transport should be a major consideration for the location of development. The railway crossing at London Road will need addressing if there is continued growth at Bicester.
- Bicester is the right location for housing and employment but links need to be improved between Bicester and Oxford.
- Concern was expressed that villages will have to accommodate Oxford's needs.

### Table 2

- New infrastructure development is concentrated from Bicester to Kidlington/Oxford; it would make sense for development to be located towards Oxford.
- Better to review the Green Belt for development rather than targeting villages being consumed by towns.
- Loss of Green Belt could be replaced by new Green Belt/buffers around villages.
- Oxford should meet its own needs, including employment.
- There are already problems in Kidlington with the new station; parking at the station and park and ride is causing overspill into the village free parking areas.

### Table 3

- Shared view that Oxford should accommodate its own needs, and if it cannot, then the housing should just not be provided, rather than provided elsewhere.
- Wherever the housing is located, if it is meeting Oxford's needs (i.e. to support employment growth in Oxford), then it will increase commuting into Oxford. This is not sustainable development, even if locations close to Oxford are used.
- Want Oxford to look again at its capacity and if necessary use large areas of private green space.
- Would not support Green Belt land being lost to housing development. Concerns that there is already high out commuting in the district i.e. to Oxford and out from Bicester, more housing in the south of the District will worsen this. Why not focus on more jobs in Cherwell.
- Shared concern about impact of accommodating Oxford's housing needs on the Cherwell housing land supply.



#### Table 4

- Questioned whether or not new areas could be designated as Green Belt if other areas are being removed from the Green Belt in order to meet Oxford's unmet housing need.
- Questioned if a new SHMA will be prepared in light of Oxford's unmet housing need and Oxford's Local Plan Review.
- Questioned if Cherwell is speaking with other Oxfordshire authorities regarding the additional 15,000 dwellings in Oxfordshire.
- Questioned if employment will be considered.
- Parishes agree with the Government's priority on the use of brownfield land before greenfield land
- Raised concerns over the planning process – Cherwell has prepared a new Local Plan which was adopted last year and now seeking changes to the Plan due to changes in circumstances. Communities will lose interest and things could further change.
- Questioned the status of the Garden Town application and the strategy, how will the funding received be used.
- Future residents at the Eco-Town development at Bicester should be encouraged to live and work within the development.

#### How the identified issues have been taken into account

- The issues raised have been considered in preparing the draft Vision and Objectives, in identifying the Areas of Search and in the initial consideration of Areas of Search and potential strategic development sites.

#### ***Meeting with Wolvercote & Cutteslowe, and Summertown & St Margarets Neighbourhood Forums, 2 March 2016***

- 3.23 On 2 March 2016, a meeting was held with the two Neighbourhood Forums representing communities in the north of Oxford. An officer from Oxford City Council also attended the meeting.
- 3.24 The purpose of the Partial Review was explained including the background to the Examination of the now adopted Cherwell Local Plan, the Strategic Housing Market Assessment, the Duty to Co-operate, the Oxfordshire Growth Board, and the process of preparing the Partial Review.
- 3.25 Cherwell officers took the Members of the Forums through the Issues consultation paper prompting discussion on the issues raised. The main issues were as follows:
- Relationship between housing needs for housing/economic reasons is confusing

- Concern that more housing will produce more traffic. The impacts will be significant for Oxford wherever the growth is located
- need better cycle links between Oxford and areas to the north of Oxford i.e. Kidlington.
- Air quality is a particular issue and has a direct impact on what can be considered 'sustainable'
- People will commute not just to Oxford but to Birmingham and London
- will the sites being promoted around the edge of Oxford make any difference to the sites being promoted within Oxford?
- There could be coalescence issues around Kidlington
- concern that a strategic approach to meeting the housing need is not being considered (i.e. sites of 3,000 dwellings)
- is the Green Belt still important? Still protected?
- what happens if it is determined that the housing cannot be accommodated in Cherwell?
- Will affordable housing and key worker housing be provided for?

#### How the identified issues have been taken into account

- The issues raised have been considered in preparing the draft Vision and Objectives, in identifying the Areas of Search and in the initial consideration of Areas of Search and potential strategic development sites.

## **Appendix 1 – Public Notice**



**PLANNING POLICY CONSULTATIONS  
29 JANUARY 2016 TO 11 MARCH 2016**

**1. Partial Review of the Cherwell Local Plan (Part 1):  
Oxford's Unmet Housing Need – Issues Paper**

The Cherwell Local Plan Part 1 was adopted in July 2015 and includes plans to fully meet the District's development needs to 2031. Consultation is now being undertaken to inform a partial review of Local Plan Part 1, specifically to help meet Oxford's unmet housing need. An Issues Consultation Paper is being published and comments are invited. The issues paper and related documents, including a Sustainability Appraisal Scoping Report and representation forms, are available to view on line at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation) or at the locations listed.

**2. Cherwell Local Plan 2011-2031 (Part 2): Development  
Management Policies and Sites – Issues Paper**

An Issues Consultation Paper is being published for Part 2 of the Cherwell Local Plan. Part 2 will contain more detailed planning policies and smaller, non-strategic development sites for housing, employment, open space and recreation, travelling communities and other land uses. It must conform with and build upon the strategy within the adopted Local Plan Part 1. Comments are invited. The Issues Paper and related documents, including a Sustainability Appraisal Scoping Report and representation forms, are available to view on line at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation) or from the locations listed.

**Call for Sites**

Both Issues Consultations are accompanied by a "Call for Sites". If you wish to promote a site for development please complete a form at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation), or request one from the Planning Policy Team at [planning.policy@cherwell-dc.gov.uk](mailto:planning.policy@cherwell-dc.gov.uk).

**3. Draft Statement of Community Involvement**

The Council has revised its Statement of Community Involvement (SCI). The SCI sets out who the Council will engage with on the preparation of Local Development Documents and in carrying out development management, and how and when they will be engaged. The draft SCI is available to view at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation) and your comments are invited as part of this consultation.

## Document Locations

On-line at: [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

### Hard copies at the locations below during opening hours:

Cherwell District Council Offices, Bodicote House, Bodicote, Banbury, OX15 4AA  
8.45am - 5.15pm Monday –Friday

Banbury Town Council, the Town Hall, Bridge Street, Banbury, OX16 5QB  
Monday to Thursday 9am- 4.45pm, Friday 9am- 4pm

Banbury Library, Marlborough Road, Banbury, OX16 5DB  
Monday 9am – 1pm, Tuesday 9am-7pm, Wednesday 9am – 8pm, Thurs and Friday 9am – 7pm, Saturday 9am – 4.30pm, closed Sunday

Neithrop Library, Community Centre, Woodgreen Avenue, Banbury, OX16 0AT  
Monday 10am – 7pm, Tuesday Closed, Wednesday 2pm – 5pm, Thursday 10am – 1pm, Friday 10am- 5pm, Saturday 9.30am – 1pm, closed Sunday

Bicester Town Council, The Garth, Launton Road, Bicester, OX26 6PS  
Monday – Thursday 9am – 5pm, Friday 9am – 4pm

Bicester Library, Old Place Yard, Bicester, OX26 6AU  
Monday 9.30am – 7pm, Tuesday 9.30-5pm, Wednesday and Thursday 9.30am – 7pm, Friday 9.30am – 5pm, Saturday 9am-4.30pm, closed Sunday

Kidlington Library, Ron Groves House, 23 Oxford Road, Kidlington, OX5 2BP  
Monday 9.30am – 5pm, Tuesday 9.30am – 7pm, Wednesday 9.30am – 1pm, Thursday 9.30am – 5pm, Friday 9.30am – 7pm, Saturday 9.00am – 4.30pm, closed Sunday

Adderbury Library, Church House, High Street, Adderbury, OX17 3LS  
Tuesday: 10 am –12 noon & 3 – 7pm, Thursday: 2pm – 5pm & 6 – 7pm, Friday: 10am – 12 noon & 2 pm – 5pm, Saturday: 9.30 am –1pm, closed Monday, Wednesday & Sunday

Deddington Library, The Old Court House, Horse Fair, Deddington, Oxon. OX15 0SH  
Monday 2pm - 5pm, 5.30pm - 7pm, Tuesday Closed Wednesday 9.30am - 1pm, Thursday 2pm - 5pm, 5.30pm - 7pm Friday Closed Saturday 9.30am - 1pm, closed Sunday

Hook Norton Library, High Street, Hook Norton, Banbury, Oxon, OX15 5NH  
Monday 2pm - 5pm, 6pm - 7pm, Tuesday Closed, Wednesday 2pm - 5pm, Thursday Closed, Friday 2pm - 5pm, 6pm - 7pm, Saturday 9.30am - 12.30pm, closed Sunday

Copies will be available on the North, Central and West Mobile Library Services.  
For details of locations and times of the mobile library visit [www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk) or phone 01865 810240

Banbury LinkPoint, 43 Castle Quay, Banbury, Oxfordshire, OX15 5UW  
8.45am (10am Wednesday) to 5.15pm Monday to Friday

Bicester LinkPoint, 38 Market Square, Bicester, Oxfordshire, OX26 6AL  
8.45am (10am Wednesday) to 5.15pm Monday to Friday

Kidlington LinkPoint, Exeter Hall, Oxford Road, Kidlington, Oxon, OX5 1AB  
8.45am (10am Wednesday) to 5.15pm Monday to Friday

**Additional Locations for the Partial Review of Cherwell Local Plan Part 1: Oxford's Unmet Housing Need. Documents are available to view during opening hours:**

Oxford City Council, St Aldate's Chambers, 109 St Aldates, Oxford, OX1 1DS  
Monday to Thursday 9am-5pm, Friday 9am- 4.30pm

Oxford Central Library, Westgate, Oxford OX1 1DJ  
Monday- Thursday 9am- 7pm, Friday and Saturday 9am- 5.30pm

Old Marston Library, Mortimer Hall, Oxford Road, Old Marsden, Oxford, OX3 0PH  
Monday Closed, Tuesday 2pm- 5pm, 5.30pm- 7pm, Wednesday Closed, Thursday 2pm- 5pm and 5.30pm- 7pm, Friday 10am- 12pm and 2pm- 5pm, Saturday 9.30am- 12.30pm

Summertown Library, South Parade, Summertown, Oxford, OX27JN Monday 9am- 5.30pm,  
Tuesday 9.30am- 7pm, Wednesday Closed, Thursday 9.30am- 7pm, Friday 9.30am- 5.30pm, Saturday 9am- 4.30pm

**Submitting Comments**

**Comments on the Issues Papers, Sustainability Appraisal Scoping Reports, or draft Statement of Community Involvement should be sent to:**

By email to [planning.policy@cherwell-dc.gov.uk](mailto:planning.policy@cherwell-dc.gov.uk)

Or by post to:

Planning Policy Team  
Strategic Planning and the Economy  
Cherwell District Council  
Bodicote House  
Bodicote  
Banbury, OX15 4AA.

**Comments should be received no later than Friday 11 March 2016.**

**S SMITH, CHIEF EXECUTIVE**



## **Appendix 2 – Consultation summary leaflet**

# Cherwell Local Plan 2011 – 2031 (Part 1)

## Partial Review – Oxford's Unmet Housing Need

your place • your space  
• your say



Issues Consultation - Summary Leaflet

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January 2016

**Cherwell**

DISTRICT COUNCIL  
NORTH OXFORDSHIRE

Cherwell District Council recently adopted the Cherwell Local Plan Part 1 (July 2015) which plans for growth to fully meet Cherwell's development needs to 2031. Consultation is now being undertaken to inform a partial review of the Local Plan Part 1. It relates specifically to addressing the unmet housing needs from Oxford City.

The Cherwell Local Plan 2011-2031 (Part 1) was published in July 2015. It meets Cherwell's identified development needs. It also commits to helping Oxford meet its housing need, in accordance with Government policy and with the findings of the Local Plan 'public examination'. This requires a 'Partial Review' of Local Plan Part 1.

A consultation paper has been prepared outlining the key issues that the Partial Review may need to address.

This leaflet explains some of the key issues and questions asked in the consultation paper. It is only a summary and we recommend that the full consultation paper is read. It can be viewed at: [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation) and at Cherwell District Council offices and public libraries

throughout the district, and selected locations in Oxford City (see page 13)

This leaflet includes information on:

- The background to the Partial Review
- The context – for Cherwell District and Oxford City
- The "Area of Search"
- Establishing a vision
- Key themes
- The "Call for Sites"

Some planning terms shown in ***bold italics*** are explained at the end of this booklet.

We would like your views on the issues raised and how we contribute in meeting Oxford's unmet housing need.



## Background to the Partial Review

The ***Oxfordshire Strategic Housing Market Assessment*** (2014) indicates that there is a very high level of housing need to be met across the County. The Cherwell Local Plan makes allocations for growth to meet the level of housing need identified for the Cherwell District. The Government's ***National Planning Policy Framework*** and the statutory ***Duty to Cooperate*** require local authorities to work together to meet development requirements which cannot be met within their own areas.

Paragraph B.95 of the Local Plan

Part 1 commits the council to seeking to address the unmet housing needs arising from elsewhere in the ***Oxfordshire Housing Market Area***, particularly Oxford City. A consultation paper has been prepared as part of the early stages of a 'partial review' of the Local Plan 1.

The Partial Review of the Local Plan will effectively be an Addendum to the Local Plan Part 1. The Partial Review will sit alongside the Part 1 document and form part of the statutory Development Plan for the district. It must be supported by robust evidence, thorough community and stakeholder engagement and detailed assessments.



The Partial Review is not a wholesale review of the Local Plan Part 1. The Partial Review focuses specifically on how to accommodate additional housing and associated infrastructure within Cherwell in order to help meet Oxford's housing need.



The Oxfordshire local authorities are working together through the **Oxfordshire Growth Board** to identify how and where the unmet housing need might best be distributed across Oxfordshire.



We are asking for your views on the issues that need to be considered in meeting Oxford's unmet housing need, whether they be environmental, economic or social matters. No sites are being proposed yet although we are inviting the submission of site details for consideration. At this stage we have not determined what size of site might be suitable but promoted sites must be for over 10 dwellings

If you wish to promote a site for consideration please use the Site Submission form available at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

## The context – Cherwell District and Oxford City

Oxford has a high level of housing need. As a relatively compact, historic city, Oxford has some characteristics which constrain its ability to accommodate new development including the Oxford Green Belt, which encircles and extends into the city, a tightly drawn administrative boundary, flooding, areas of nature conservation, and historic assets.

The Cherwell District adjoins the Oxford City boundary and there are geographic, social, economic and historic relationships between the two.

## The Area of Search

We need to consider whether we should define a particular area of the district for meeting Oxford's unmet development needs, for example, based on proximity to Oxford, or key transport corridors. Parts of Cherwell District have a more direct relationship with Oxford for different reasons.

Do you consider that the 'area of search', or plan area, for the Partial Review should be well related to

Page 258 Oxford City?

## The Oxford Green Belt

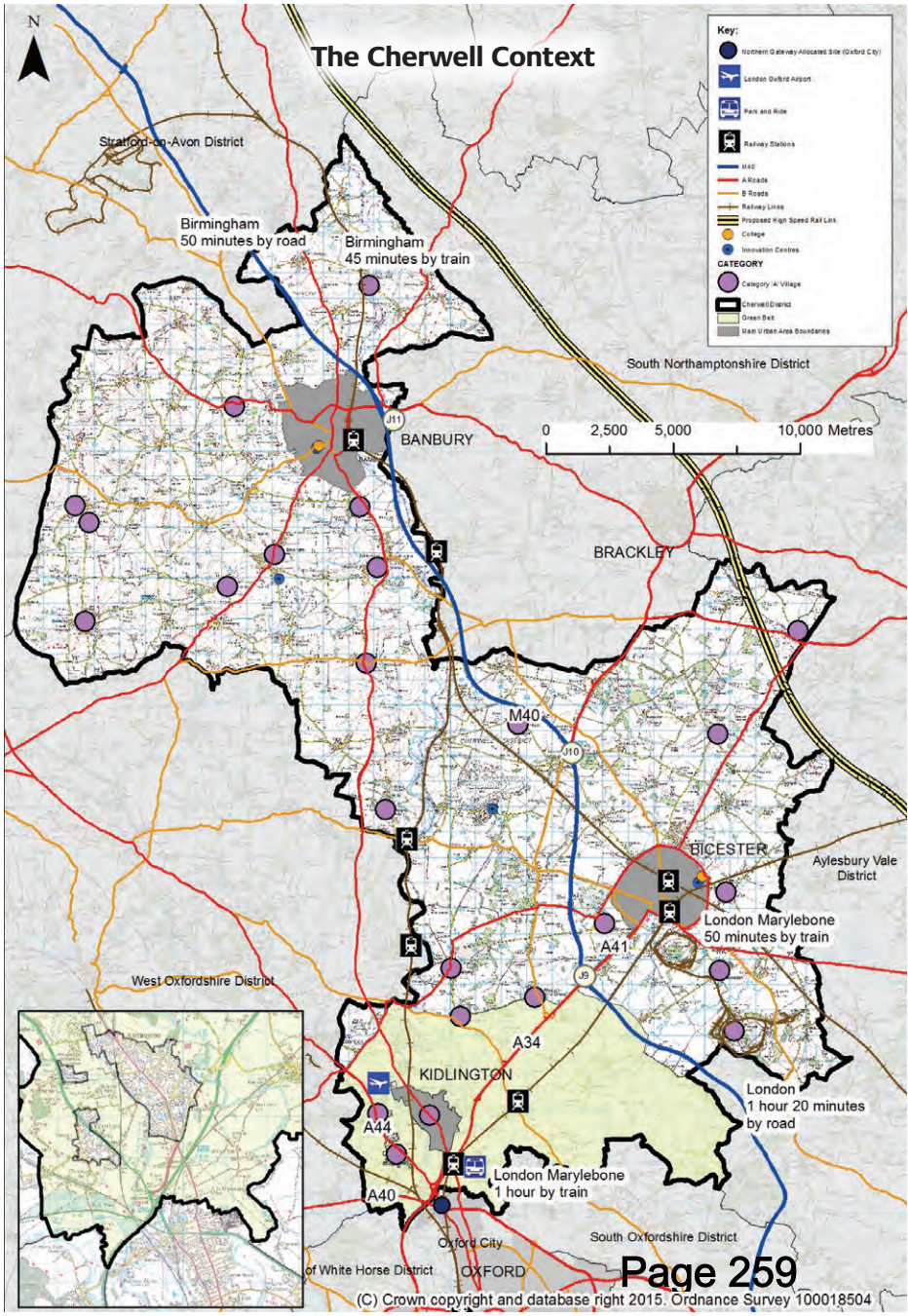
The Oxford Green Belt surrounds Oxford City, and covers the southern part of the Cherwell District. It is different from green fields which refer to undeveloped countryside beyond our towns and villages and from 'greenfield land' which refers to all land that has not been previously developed.

Government policy restricts development in the Green Belt and Green Belt boundaries should only be altered through the Local Plan making process in exceptional circumstances.

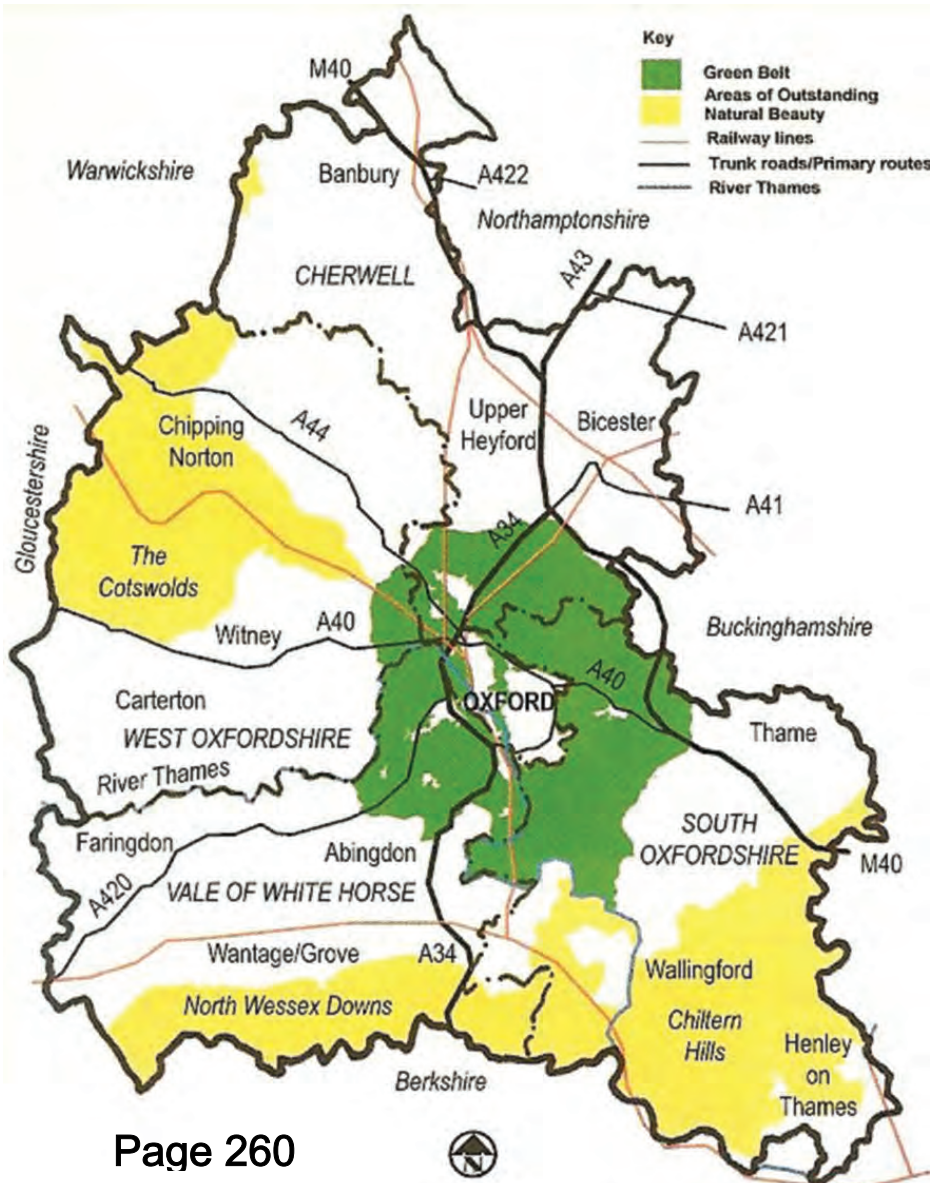
A strategic review of the Oxford Green Belt boundaries may be necessary to meet the unmet housing needs in Oxfordshire. A Green Belt Study has been carried out on behalf of the Oxfordshire Growth Board (available on the council's website) and it will be used as one source of information in considering potential locations for growth.







### The Oxford Green Belt



## Establishing a Vision

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 safer.

The Vision for Cherwell District (above) established in the Local Plan Part 1 must form the starting point for this partial review, but we also need to establish a vision and strategy for meeting Oxford's unmet housing needs in the Cherwell District.

What are the key goals that any additional growth in the District should be aiming to achieve?

What do you think?

## Key themes

### Housing

How much housing?



The working figure for Oxford's unmet housing need is 15,000 homes (2011-2031). Were these to be distributed evenly across the local authorities this would result in 3,000 homes per authority area. Allowing for some flexibility might suggest approximately 3,500 homes. This remains a working figure until the **Oxfordshire Growth Board** completes its countywide work in Summer 2016. To deliver sustainable development, housing will need to be accompanied by the necessary infrastructure, including services and facilities, and possibly some employment development.

The consultation paper highlights the key housing issues facing both Cherwell District and Oxford City, including housing affordability and a need to provide an appropriate housing mix to meet the different needs of all communities.



## Transport



Cherwell District has good transport links and a number of transport improvements have recently been completed including to Junctions 9 & 10 of the M40, to rail transport at Bicester and a new station has recently opened at 'Oxford Parkway' south of Kidlington. The adopted Cherwell Local Plan locates the majority of new development at Bicester and Banbury where good road, rail and public transport infrastructure can provide access to employment, services and facilities. Significant further improvements to the transport infrastructure at Banbury, Bicester and Kidlington, and for Oxford City, are contained in Oxfordshire County Council's fourth Local Transport Plan (LTP4).

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## Infrastructure

There will be investment in infrastructure across the Cherwell District to 2031 and this is detailed in the Infrastructure Delivery Plan accompanying the Local Plan. Similarly, planning policies in Oxford seek to ensure that new development is supported by all necessary physical, social, economic and green infrastructure. The availability of infrastructure such as schools, healthcare, and utilities will all influence the location of additional growth. It is also important that the additional growth does not worsen any existing infrastructure challenges.

What do you think are the main infrastructure issues we should consider?

How do these issues affect the location of new development?

What do you think are the main transport issues we should consider? How do these issues affect the location of new development?

## Economy

The adopted Cherwell Local Plan supports economic growth and competitiveness, and seeks to reduce the level of out-commuting and to provide a more locally self-sufficient and sustainable economy. Oxford, as the only City in Oxfordshire and with its universities and history, is the economic centre of the county. There are a number of shared economic influences for Cherwell and Oxford City including commuting patterns; the proximity of Kidlington, London-Oxford Airport and Begbroke Science Park to Oxford; Bicester's growing influence; and the international tourism draw of both Oxford City and Bicester Village.

What do you think are the main economic issues we should consider? How do these issues affect the location of new development?

## Sustainability

The Cherwell Local Plan Part 1 seeks to deliver sustainable development, to ensure that the need to travel is reduced and sustainable travel is promoted, and to ensure that resources such as energy, water and waste are managed more efficiently. The development of the North West Bicester Eco-Town, a 'zero



carbon' development, is central to this strategy. Identifying additional locations for growth to meet Oxford's unmet housing needs will need to support the sustainable Cherwell strategy.

How do these issues affect the location of new development?

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Similarly in Oxford City, sustainable development is promoted including low and zero carbon development that demonstrates the efficient use of natural resources. In Oxford City air pollution and traffic noise are particular issues.

What do you think are the main sustainability issues we need to consider

### The Natural Environment

Cherwell is a rural district with attractive and high quality built and natural environments. Cherwell has dispersed rural settlements and the countryside surrounding the towns and villages plays an important part in the open and agricultural setting and identity of these places. The adopted Local Plan seeks to strictly control development in the



open countryside and directs most of the growth to the urban areas. The constraints and opportunities presented by the District's natural environment will need to be a key consideration in determining where to locate new growth. For example, both Cherwell and Oxford have areas at risk of flooding.

What do you think are the main natural environment issues we need to consider?

How do these issues affect the location of new development?



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### **Built and Historic Environment**

Cherwell District has a high quality and distinctive built and historic environment. It includes many designated heritage assets and Conservation Areas. Banbury, Bicester and Kidlington each display their own unique character, and in the rural areas the wider countryside setting of Cherwell's villages plays an important role in their identity. Oxford is a world-renowned historic city with important designated and undesignated heritage assets. The Oxford Green Belt plays a particular role in preserving the setting and

special character of historic Oxford. Protecting and improving the built and historic environments will be essential in identifying locations for additional development.

What do you think are the main built and historic environment issues we need to consider?

How do these issues affect the location of new development?

## Call for Sites

The consultation paper does not propose any development sites. We are inviting the submission of sites with potential to deliver housing development in the Cherwell District in the interest of meeting some of Oxford's unmet housing needs. Promoted sites must be for over 10 dwellings. We are also consulting on the size of the strategic sites that should ultimately be included in the Partial Review document.

Do you wish to promote a site for development? Please provide details using the form at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

## Have Your Say

Where can you find out more about the Partial Review of the Local Plan?

The Partial Review – Issues Consultation and related documents, including representation form, are available to view online at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

The consultation paper is accompanied by a Sustainability Appraisal Scoping Report, on which comments are also invited. Sustainability Appraisal will assess the social, economic and environmental effects of the Partial Review's proposals. A Scoping Report has been produced which sets out the proposed scope and level and detail of the appraisal process.

Copies of the consultation documents are available to view at public libraries across the Cherwell District, at the council's Linkpoints at Banbury, Bicester and Kidlington, at Banbury and Bicester Town Councils and Cherwell District Council's main office at Bodicote House, Bodicote, Banbury. In Oxford, hard copies are available at the Oxford City Council offices at St Aldate's Chambers, at Oxford Central Library (Westgate Centre), at Old Marston Library and at Summertown Library.

## How can you get involved?

Consultation is taking place from Friday 29 January to Friday 11 March 2016.

The responses received to this consultation will inform preparation of the next stage, consultation on the spatial options, currently

timetabled for late Summer 2016.

Please complete a representation form at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

Alternatively pick up a representation form from one of the locations listed.



Email or postal representations should be headed 'Partial Review of the Cherwell Local Plan' and sent to:

Planning Policy Team,  
Strategic Planning and the Economy,  
Cherwell District Council,  
Bodicote House,  
Bodicote,  
Banbury,  
OX15 4AA

[Planning.policy@cherwell-dc.gov.uk](mailto:Planning.policy@cherwell-dc.gov.uk)

Representations should be received no later than  
**Friday 11 March 2016.**



## Glossary of Terms

***Duty to Cooperate*** – a legal duty introduced by the Localism Act 2011. In preparing Local Plans, Local Authorities must engage constructively, actively and on an on-going basis.

***National Planning Policy Framework*** – national guidance produced by the Government to be followed in preparing Local Plans and determining planning applications.

***Oxfordshire Growth Board*** – a joint committee including local authorities in Oxfordshire and other non-voting members including the Environment Agency, Network Rail & Highways England. Through the Oxfordshire Growth Board the Oxfordshire authorities are working together under the legal ‘Duty to Cooperate’.

***Oxfordshire Housing Market Area*** – the subregional housing market that Cherwell falls within. It includes the whole of the county of Oxfordshire.

***Oxfordshire Strategic Housing Market Assessment*** – a study produced in 2014 by consultants on behalf of the Oxfordshire local authorities which contains an ‘objective’ assessment of housing needs across Oxfordshire. It is objective in that it does not apply constraints to the level of need.

For further information about this consultation, please contact the council's Planning Policy Team:

Planning Policy Team  
Strategic Planning and the Economy  
Cherwell District Council  
Bodicote House  
Bodicote  
Banbury  
OX15 4AA

Email: [planning.policy@cherwell-dc.gov.uk](mailto:planning.policy@cherwell-dc.gov.uk)  
Call: 01295 227985

## **Appendix 3 – Consultation poster**



# Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review - Oxford's Unmet Housing Need

Issues and Scoping Consultations



## Your chance to comment

How might  
Cherwell District Council  
help meet Oxford's unmet  
housing needs?

What are the  
issues and sites that  
need to be  
considered?

The Cherwell Local Plan Part 1 provides for Cherwell District's development needs to 2031. The Oxfordshire Councils are working together to determine how Oxford's unmet housing need might be addressed.

Cherwell District Council is consulting on the issues it needs to consider in making its contribution.

View the consultation documents and give the council your comments.

### Draft Statement of Community Involvement Consultation

View the Council's Draft Statement of Community Involvement and provide your comments.

How should Cherwell  
District Council involve local  
communities in preparing  
its future planning policy  
documents?

### Making your comments

View the consultation documents on-line at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

Fill in a consultation form and send your comments to: [planning.policy@cherwell-dc.gov.uk](mailto:planning.policy@cherwell-dc.gov.uk)

Or by post to: Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AA



For more information call: 01295 227985

## **Appendix 4 – Representation Form**

**THE CHERWELL LOCAL PLAN 2011 – 2031 (PART 1)**  
**PARTIAL REVIEW – OXFORD’S UNMET HOUSING NEED**  
**ISSUES AND SCOPING CONSULTATION JANUARY 2016**  
**DRAFT STATEMENT OF COMMUNITY INVOLVEMENT JANUARY 2016**

**Representation Form**

Cherwell District Council is currently consulting on a Partial Review of the Cherwell Local Plan Part 1. The Partial Review is not a wholesale review of the Local Plan Part 1, which was adopted by the Council on 20 July 2015. It focuses specifically on how to accommodate additional housing and supporting infrastructure within Cherwell in order to help meet Oxford’s unmet housing needs.

It will be available to view and comment on from 29 January – 11 March 2016.

To view and comment on the document, and to view the accompanying Sustainability Appraisal Scoping Report and a summary leaflet visit [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation). The documents are also available to view at public libraries across the Cherwell District, at the Council’s Linkpoints at Banbury, Bicester and Kidlington, at Banbury and Bicester Town Councils and Cherwell District Council’s main office at Bodicote House, Bodicote, Banbury. In Oxford, hard copies are available at the Oxford City Council offices at St Aldate’s Chambers, at Oxford Central Library (Westgate Centre), at Old Marston Library and at Summertown library.

We are also consulting on a Draft Statement of Community Involvement at the same time.

Please use this representation form to make your comments. **This representation form is available to complete and submit online** at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

Please note that all comments received will be made publicly available.

Please complete one box/sheet per question.

**Comments are invited on:**

- 1. The Cherwell Local Plan 2011 – 2031 (Part 1) Partial Review – Oxford’s Unmet Housing Need**
- 2. The Cherwell Local Plan Part 1 Partial Review – Sustainability Appraisal Scoping Report**
- 3. The Draft Statement of Community Involvement**

All documents are available to view at [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

Visit [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

Post completed forms to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, OX15 4AG or email to [planning.policy@cherwell-dc.gov.uk](mailto:planning.policy@cherwell-dc.gov.uk)







**2. The Cherwell Local Plan Part 1 Partial Review – Sustainability Appraisal Scoping Report**

**Sustainability Appraisal Scoping Report**

**Do you have any comments on the Sustainability Appraisal Scoping Report accompanying the Local Plan Part 1 Partial Review consultation?**

Please make it clear to which part of the Sustainability Appraisal your comments relate.

**3. The Draft Statement of Community Involvement**

**Draft Statement of Community Involvement (2016) / Approach to this Consultation**

Do you have any comments on the draft Statement of Community Involvement (2016) or the approach to this consultation on the Local Plan Part 1 Partial Review in particular?

(If commenting on the draft Statement of Community Involvement please indicate the section to which your comments relate)

Thank you for taking the time to respond to this consultation. Please ensure your comments are submitted by Friday 11 March 2016.

Visit [www.cherwell.gov.uk/policypublicconsultation](http://www.cherwell.gov.uk/policypublicconsultation)

Post completed forms to Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council, Bodicote House, Bodicote, Banbury, Oxfordshire OX9 7JG or email to [planning.policy@cherwell-dc.gov.uk](mailto:planning.policy@cherwell-dc.gov.uk)

## **Appendix 5 – Call for Sites Site Submission Form**

## Call for Sites January 2016

### Cherwell Local Plan Part 1 Partial Review and Cherwell Local Plan Part 2

#### ***Site Submission Form***

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Please return this Site Submission Form with a site plan by 11 March 2016.

Submissions should be sent to:

Planning Policy Team, Strategic Planning and the Economy, Cherwell District Council,  
Bodicote House, Bodicote, Banbury, OX15 4AA.  
Or by e-mail to [planning.policy@cherwell-dc.gov.uk](mailto:planning.policy@cherwell-dc.gov.uk)

If you have any queries in completing this form please contact the Planning Policy Team on 01295 227985.

The Local Plan Part 1 Partial Review will make strategic site allocations in the interest of meeting Cherwell's contribution to Oxford's unmet housing needs. The Local Plan Part 1 applies a minimum threshold of 100 dwellings for strategic residential or mixed use sites. However, the Council will need to determine the appropriate threshold for the allocation of sites in the Partial Review of the Local Plan Part 1.

The Local Plan Part 2 will provide for non-strategic site allocations in accordance with Local Plan Part 1. Non-strategic housing sites are considered to be sites for up to 100 dwellings. There is no threshold for sites for the travelling communities. Non-strategic employment sites are considered to be sites of about 3 hectares or less. We will also consider sites to meet other identified needs such as for leisure, open space and community needs.

**Sites promoted for residential development must be capable of accommodating at least 10 dwellings.**

Site submissions will be made publicly available and will be considered in preparing the Council's plan-making evidence base.

Please indicate whether you wish to promote a site for consideration in the Cherwell Local Plan Part 1 Partial Review, the Cherwell Local Plan Part 2 document, or both. Please complete a separate form for each site you are promoting.

***Reason for Site Submission***

**Cherwell Local Plan Part 1 Partial Review  
Cherwell Local Plan Part 2**

<b><i>Please tick ✓</i></b>



**Site Plan**

This form should be accompanied by a site plan at a recognised OS base. **The Council regrets that representations received with no associated plan cannot be considered further.** The site plan should clearly illustrate the following information:

- The exact boundary details (**coloured red**) of the site that is to be included
- The area of the site considered to be developable (**coloured brown**)
- Potential access points (*vehicular and non-vehicular*)

**1. Contact Details**

	Agent	Site Owner
Name:		
Address:		
Tel:		
Email:		

Is there a developer option on the site which can be disclosed? (*please provide details*)

Does the site include any land for which the owner is not presently known? If so, please indicate on the site plan.	Yes/No

**2. Site Details**

Site Name / Description	
Address / Location	
Total Area (hectares)	
Brownfield (hectares)	
Greenfield (hectares)	
Developable site area (hectares) <i>(the area of the site capable of being developed. Please indicate on a plan).</i>	
OS Grid Ref.	
Current use of the site	

Current planning status <i>(e.g. planning permission, current planning application, allocated in Local Plan, no planning permission)</i>	
Relevant planning history	
What are the surrounding land uses?	

### 3. Development Opportunities

Please summarise the proposed development and the opportunities presented by the site:

### 4. Proposed Use of Land

#### Residential

Total number of dwellings  
Affordable units  
Self-Build homes


#### Employment

Type of Employment Proposed (hectares)  
*Business (offices) – Use Class B1*  
*General Industrial – Use Class B2*  
*Storage or Distribution – Use Class B8)*


Indicative floorspace by use class (sq. m)  
*Business (offices) – Use Class B1*  
*General Industrial – Use Class B2*  
*Storage or Distribution – Use Class B8*


#### Retail / Leisure

Use Proposed  
Indicative floorspace by use class (sq.m)



**Open Space, Sport & Recreation**

Hectares by type


**5. Constraints Affecting the Site**      **Please tick**      **Comments**

	✓	
Flood Zone 2 or 3		
Green Belt		
Area of Outstanding Natural Beauty		
Site of Special Scientific Interest		
Ecological Interest		
Agricultural Land		
Site is of amenity value		
Tree Preservation Orders		
Contamination likely to be present		
Conservation Area		
Historic Park and Garden		
Listed Building on or adjacent to the site		
Registered Battlefield		
Other Historic Interest		
Other		

**6. Accessibility**

	<b>Comments</b>
Public transport accessibility (e.g.	

range of means of transport and frequency of service)	
Access to services and facilities (e.g. employment, retail, leisure, health, school, post office)	
Access to the site (vehicle and pedestrian access)	

### **7. Delivery/Availability**

*Please describe how the site will be made available and could be delivered*

<b>Expectation for delivery</b>	<b>Please tick ✓</b>	<b>Comments</b>
2015 – 2020		
2020 – 2025		
2025 – 2031		

### **8. Site Designation as Local Green Space**

Are you putting land forward for designation as Local Green Space?

Yes/No

*If you are putting land forward for designation as Local Green Space, please explain how this land meets the requirements for Local Green Space designation (as per the National Planning Policy Framework and the National Planning Practice Guidance)<sup>1</sup>*

<sup>1</sup> See paragraph 77 of the NPPF at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>) and guidance in the NPPG at <http://planningguidance.communities.gov.uk/blog/guidance/open-space-sports-and-recreation-facilities-public-rights-of-way-and-local-green-space/local-green-space-designation/>



**9. Other Supporting Information**

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*Please include any further supporting information for the site.*

**Thank you for completing this form. Please ensure that it is submitted with your plan to the Council no later than 11 March 2016.**

## **Appendix 6 – List of Attendees: Town and Parish Council/Meeting Workshops**

**Cherwell Local Plan 2011-2031 (Part 2 and Cherwell 2011-2031 Local Plan (Part 1) Partial Review – Oxford’s Unmet Housing Need**

**Parish Council Workshops 23<sup>rd</sup> – 24<sup>th</sup> February 2016**

**List of Attendees**

- Ambrosden Parish Council
- Ardley with Fewcott Parish Council
- Banbury Town Council
- Bicester Town Council
- Bletchingdon Parish Council
- Bloxham Parish Council
- Bodicote Parish Council
- Bourton Parish Council
- Bucknell Parish Council
- Caversfield Parish Council
- Chesterton Parish Council
- Claydon with Clattercote Parish Council
- Cropredy Parish Council
- Duns Tew Parish Council
- Fringford Parish Council
- Fritwell Parish Council
- Hook Norton Parish Council
- Horley Parish Council
- Kidlington Parish Council
- Kirtlington Parish Council
- Launton Parish Council
- Lower Heyford Parish Council
- Middleton Stoney Parish Council
- Milcombe Parish Council
- Mollington Parish Council
- Noke Parish Council
- North Newington Parish Council
- Sibford Ferris Parish Council
- Souldern Parish Council
- South Newington Parish Council
- Stoke Lyne Parish Council
- Stratton Audley Parish Council
- Upper Heyford Parish Council
- Wardington Parish Council
- Wendlebury Parish Council
- Weston-on-the-Green Parish Council
- CDC Councillor K. Atack
- CDC Councillor D. Webb



## **Appendix 7 – Representations Promoting Sites**

**Representations to the Partial Review Issues Consultation January 2016**

**Representations Proposing Sites**

	<b>Rep ID</b>	<b>Promoted Site Address</b>	<b>Promoted Site Location (*)</b>	<b>Main Proposed Use</b>
1	PR-A-072	Land at South Adderbury	Adderbury	Residential
2	PR-A-072	Land at Berry Hill Road	Adderbury	Residential
3	PR-A-123	The Paddock, Berry Hill Road	Adderbury	Residential
4	PR-A-130	Land West of Banbury Road	Adderbury	Residential
5	PR-A-047	Land East of Banbury Business Park	Adderbury	Residential & Employment
6	PR-A-107	Land Adjoining Playing Field, Fewcott	Ardley	Residential
7	PR-A-107	Land Adjoining Southern Edge of Village	Ardley	Residential
8	PR-A-027	Junction 10 M40	Ardley & Stoke Lyne	Employment
9	PR-A-086	Land off Warwick Road	Banbury	Residential
10	PR-A-064	Land at Wykham Park Farm, North of Wykham Lane	Banbury	Residential
11	PR-A-006	Land West of Southam Road	Banbury	Residential
12	PR-A-070	Land at Southam Road	Banbury	Residential
13	PR-A-102	Bretch Farm, Broughton Road	Banbury	Residential
14	PR-A-120	Banbury Academy, Ruskin Road	Banbury	Residential
15	PR-A-122	Land Adjoining Dover Avenue and Thornbury Drive	Banbury	Residential
16	PR-A-124	Land to the North of Broughton Road	Banbury	Residential
17	PR-A-128	Land to the South of Crouch Farm	Banbury	Residential
18	PR-A-135	Lower Cherwell Street Industrial Estate	Banbury	Residential
19	PR-A-145	Land off Dukes Meadow Drive	Banbury	Residential
20	PR-A-009	Land at Junction of Langford Lane/A44	Begbroke	Residential & Employment
21	PR-A-009	Begbroke Lane, North East Field	Begbroke	Residential

22	PR-A-051	Land South of Solid State Logic HQ, Spring Hill Road	Begbroke	Residential
23	PR-A-111	Land at No. 40 and Rear Of 30-40 Woodstock Road East	Begbroke	Residential
24	PR-A-140	South of Sandy Lane	Begbroke	Residential
25	PR-A-074	Begbroke Science Park	Begbroke & Yarnton	Residential
26	PR-A-097	North West Bicester Eco-Town	Bicester	Residential (mixed use)
27	PR-A-089	Land at Skimmingdish Lane	Bicester	Residential
28	PR-A-133	Land at Little Chesterton	Bicester (Chesterton)	Residential
29	PR-A-134	Land to West of Himley Village, Middleton Stoney Road	Bicester	Residential
30	PR-A-135	McKay Trading Estate, Station Approach	Bicester	Residential
31	PR-A-138	The Plain, Land East of B4100	Bicester	Residential
32	PR-A-144	Land at North West Bicester	Bicester	Residential
33	PR-A-052	Land North and South of Milton Road	Bloxham	Residential
34	PR-A-090	Land East of South Newington Road	Bloxham	Residential
35	PR-A-115	Newlands Caravan Site, Milton Road	Bloxham	Residential
36	PR-A-105	Land South of Wards Crescent	Bodicote	Residential
37	PR-A-113	Newlands/Caulcott Farm/Greenway, South Street	Caulcott	Residential
38	PR-A-126	Dymock Farm, Buckingham Road	Caversfield	Flexible
39	PR-A-136	South Lodge, Fringford Road	Caversfield	Residential
40	PR-A-139	Land North of Rau Court	Caversfield	Residential
41	PR-A-139	Land South of Springfield Road	Caversfield	Residential
42	PR-A-127	Land at Lodge Farm	Chesterton	Residential & Employment
43	PR-A-114	Oxford Road	Deddington	Residential
44	PR-A-119	Durrants Gravel	Finmere	Residential
45	PR-A-057	Land North of Oxford	Gosford and Water Eaton	Residential

46	PR-A-131	Land to the East of Kidlington and West of the A34	Gosford and Water Eaton	Residential
47	PR-A-141	Land Adjacent Oxfordshire Inn	Heathfield	Residential
48	PR-A-110	Hornton Hill Farm, Quarry Road	Hornton	Residential
49	PR-A-118	Land at Bell Street	Hornton	Residential
50	PR-A-096	Land off Bletchindon Road and Kidlington Road	Islip	Residential
51	PR-A-096	Land off Mill Lane/Kidlington Road North of the Railway Line	Islip	Residential
52	PR-A-109	Oil Storage Depot, Bletchingdon Road	Islip	Residential
53	PR-A-004	Land North of The Moors and East of Banbury Road	Kidlington	Residential
54	PR-A-019	Land North of The Moors	Kidlington	Residential
55	PR-A-041	Land off Langford Lane	Kidlington	Employment
56	PR-A-053	London Oxford Airport	Kidlington	Mixed use (aviation, employment, transport, housing)
57	PR-A-067	North Oxford Triangle	Kidlington (Gosford & Water Eaton)	Mixed use
58	PR-A-080	Land at Webbs Way	Kidlington	Residential
59	PR-A-080	Land Adjoining 26 & 33 Webbs Way	Kidlington	Residential
60	PR-A-080	Langford Locks (Station Field Industrial Park)	Kidlington	Employment
61	PR-A-103	Land East of Hampden Farm	Kidlington	Residential
62	PR-A-137	Land at Stratfield Farm, Oxford Road	Kidlington	Residential
63	PR-A-071	Land at Grange Farm	Launton	Residential
64	PR-A-143	Land South East of Lower Heyford	Lower Heyford	Mixed use
65	PR-A-108	Oak View	Milcombe	Residential
66	PR-A-142	Land and Buildings at 12 Heath Close	Milcombe	Residential
67	PR-A-009	Land North West of Oxford Airport	Nr Woodstock (Shipton on Cherwell)	Residential, employment, retail
68	PR-A-117	Site to East of M40	Overthorpe (Banbury)	Employment



69	PR-A-014	Land at Drinkwater	Oxford (Gosford & Water Eaton)	Residential & Leisure
70	PR-A-062	Frieze Farm, Woodstock Road	Oxford (Gosford & Water Eaton)	Mixed use
71	PR-A-104	Land at Bunkers Hill	Shipton on Cherwell	Residential
72	PR-A-104	Land at Shipton on Cherwell	Shipton on Cherwell	Infrastructure
73	PR-A-106	Shipton on Cherwell Quarry	Shipton on Cherwell	Residential (mixed use)
74	PR-A-124	Land at Lower End	Shutford	Residential
75	PR-A-124	Land to the North of Banbury Road	Shutford	Residential
76	PR-A-125	Land West of Hook Norton Road	Sibford Ferris	Residential
77	PR-A-022	Land South of Upper Heyford Airfield	Upper Heyford	Residential
78	PR-A-148	Letchmere Farm, Camp Road	Upper Heyford	Residential
79	PR-A-132	Land West of Chilgrove Drive and North of Camp Road	Upper Heyford	Residential
80	PR-A-141	Heyford Leys Camping Park, Camp Road	Upper Heyford	Residential
81	PR-A-083	Land East of Wendlebury	Wendlebury	Residential & Leisure
82	PR-A-112	Church Field, Wendlebury Road	Wendlebury	Residential
83	PR-A-088	Land North and South of A34/West of M40 Junction 9	Weston on the Green	Residential (mixed use)
84	PR-A-116	Field known as Baby Ben, adjoining Northampton Road	Weston on the Green	Residential
85	PR-A-116	Land adjoining Caerleon, Northampton Road	Weston on the Green	Residential
86	PR-A-116	Land opposite Staplehurst Farm, Church Road	Weston on the Green	Residential
87	PR-A-061	Land to South of A34, north of Linkside Avenue	Wolvercote (Gosford & Water Eaton)	Residential & Employment
88	PR-A-061	Land to South of A34, adjacent to Woodstock Road	Wolvercote (Gosford & Water Eaton)	Residential & Employment
89	PR-A-061	Land to West of A44, north of A40	Wolvercote (Gosford & Water Eaton)	Residential & Employment
90	PR-A-009	Land East of Marlborough School	Woodstock (Shipton on Cherwell)	Residential

91	PR-A-121	Land to the North of Stratford Road (1)	Wroxton	Residential
92	PR-A-121	Land to the North of Stratford Road (2)	Wroxton	Residential
93	PR-A-121	Land to the North of Stratford Road (3)	Wroxton	Residential
94	PR-A-121	Land to the North of Stratford Road and West of The Firs	Wroxton	Residential
95	PR-A-061	Land West of A44/Rutten Lane, North of Cassington Road, surrounding Begbroke Wood	Yarnton	Residential
96	PR-A-129	Knightsbridge Farm	Yarnton	Residential

(\*) Location is as per stated in the representation unless this refers to the site as being outside of Cherwell District in which case a check has been made against GIS and the correct CDC parish boundary stated in brackets. Amendments have been proposed to the stated location of two sites (in brackets) (North Oxford Triangle and Little Chesterton) but no other sites have been checked as to the actual parish in which the site is located.

## Appendix 8 – Representations to the Issues Consultation

\*Note: a schedule of representations is presented separately to the Executive for its meeting on 7 November 2016. Upon approval of the Options Paper, the Schedule will be appended here.

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