

SUPPLEMENTARY INFORMATION

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Kidlington Framework Masterplan Supplementary Planning Document Part 1: Kidlington Tomorrow – Realising the Potential Cherwell District Council December 2016

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Kidlington Framework Masterplan Supplementary Planning Document Part 1: Kidlington Tomorrow – Realising the Potential Cherwell District Council December 2016

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Aerial photo of Kidlington

Executive summary

The Kidlington Framework Masterplan has been prepared as a Supplementary Planning Document to build upon and provide more detailed advice and supplementary guidance on the policies in the adopted Cherwell Local Plan 2011-2013 (Part 1). Kidlington has been identified within the Local Plan as a location for small scale housing growth, Village Centre expansion and employment growth in the period. In order to achieve high quality sustainable development and to meet the needs of the local community, a comprehensive approach is required to guide change and maximise the benefits of development for the wider village.

The Framework covers the parishes of Kidlington, Gosford and Water Eaton and land within the adjacent Parishes of Yarnton and Begbroke, with a focus on the urban area of Kidlington, plus employment sites around Langford Lane / London Oxford airport and Begbroke Science Park.

The Framework will inform preparation of the Local Plan (Part 2). This will include a limited Green Belt review to accommodate high value employment needs as provided for by Policy Kidlington 1 of the adopted Local Plan. There is no requirement to review the boundary of the Green Belt to meet housing needs identified in the Local Plan Part 1.

The Framework has been developed in close collaboration with Cherwell District Council officers, local stakeholders and Kidlington Parish Council. The draft Framework was subject to public consultation in March 2016 and has been amended in response to the comments received. It was also the subject of previous stakeholder engagement.

The focus of the Framework Masterplan is on:

- guidance which can be applied and opportunities which can be progressed within the context of the adopted Local Plan;
- potential opportunities which can be explored further through Local Plan Part 2;
- issues for consideration in future reviews of the Local Plan.

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

Vision statement

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

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

Opportunity areas

The Framework Masterplan identifies a number of opportunity areas within the village where improvements, development and change should be focussed to deliver the vision. These may be summarised as follows:

- Kidlington's high quality landscape should be made more accessible for leisure while protecting areas of important habitat. In particular the Canal and river corridors to the east and west of the village which are attractive walking, cycling and recreational assets;
- The economic growth areas identified in the Local Plan Policies Kidlington 1 and 2 should be considered in a joined up manner to ensure maximum benefits to Kidlington's population and existing local businesses;
- Expansion of high tech employment areas around Langford Lane/ London Oxford Airport and Begbroke Science Park including small scale Green Belt release to accommodate growth (boundaries to be considered through Local Plan Part 2);
- Support for existing Village Centre businesses with potential expansion of the Village Centre to the west of Oxford Road (boundaries to be considered through Local Plan Part 2);
- Village 'gateways' to the north and south are important in creating a sense of arrival and a good first impression and should be a focus for public realm and townscape improvements;

- Oxford Road should be transformed from a traffic dominated 'highway' to a pedestrian and cycle friendly 'street';
- New and improved east-west pedestrian and cycling links should be created to connect the village's economic, social, landscape and townscape assets including potential for a Canal hub at Roundham Bridge;
- Opportunities for new homes within the Village Centre and other small sites within the settlement boundary;
- Across all opportunity areas, there must be an emphasis on delivering high quality townscapes, landscapes and public realm which strengthen the character and distinctiveness of Kidlington.

Framework themes

The Framework identifies 6 main themes:

1. Revealing Kidlington's distinctive identity
2. Planning for a sustainable community
3. Strengthening the Village Centre
4. Supporting community needs
5. Supporting future economic success
6. Integration and connectivity.

Theme 1: Revealing Kidlington's distinctive identity

Objectives

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

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

Put Kidlington on the map

As the nearest large settlement Kidlington's presence should be felt at both the airport and Oxford Parkway station. Information boards should be provided detailing local attractions, accommodation and facilities. Wider promotion of Kidlington as an attractive place to live, work and visit should highlight the village's townscape, landscape and economic assets and its proximity to attractions such as Blenheim Palace and Otmoor Nature Reserve.

Strong first impressions

The Kidlington roundabout area could be enhanced so that it acts as a positive arrival point or 'gateway' to the village from the south. Options to be explored include public art on the roundabout incorporating the prominent poplar trees, or grass verges to the north, new welcome signage to point visitors to Kidlington attractions, and enhanced footpaths and cycling routes to the station and Stratfield Brake. The gateway from the north into Kidlington at the junction of Oxford Road and Langford Lane could be enhanced with a comprehensive public realm scheme including welcome signage and improved views and access onto the Canal and Langford Lane Wharf Conservation Area. Improvements should be delivered in conjunction with the expansion of employment uses at Langford Lane.

Positive additions to Kidlington's townscape character

High quality design will be required across all new development in line with Local Plan policy ESD 15. The design of new homes will be guided by the planned Cherwell District Design Guide SPD and principles outlined under Theme 2: Creating a Sustainable Community.

Enhance biodiversity across the village

There is an opportunity to create a designated green corridor of informal amenity and natural open space to the west of the Canal, making use of land which is at risk of flooding. This would provide an enhanced recreation and biodiversity network extending from Stratfield Brake to Rushy Meadows SSSI and beyond. Biodiversity enhancements could include the restoration or maintenance of habitats through appropriate management and new habitat creation to link fragmented habitats in accordance with the targets set out for the Lower Cherwell Valley Conservation Target Area (CTA) and Local Plan Policy ESD11.

Enhancements to wildlife habitats across the village will be supported. A community based conservation group already works on St Mary's Fields Nature Reserve and with the collaboration of landowners this approach could be adopted at other sites in conjunction with greater public access. The Council is working with the landowners to improve the management of the Langford Meadows Local Wildlife Site and this could also provide potential for organised educational and public site visits and group conservation tasks.

Increase accessibility and awareness of the landscape and heritage assets

The Historic Village Trail around Church Street and Mill End could be connected to the village's other assets such as the Canal and Village Centre by improved cycling and clearly signposted walking routes running east-west.

There is also an opportunity to create or enhance existing medium and longer distance circular walks to encourage an appreciation of the village's attractive landscape setting and improve connectivity for healthy walking. The majority of connections are already in place, but need clearer signage and additional information for example in leaflet form or a map/information display board in the Village Centre. This wider network of footpaths can be promoted as alternatives to routes through areas of high ecological sensitivity, where there is concern about the impact of recreational use.

Canal recreational corridor

In line with Local Plan Policy ESD16 the Framework supports increased access to and recreational use of the Oxford Canal corridor. Roundham Bridge and locks are already a focus for activity on the Canal and have the potential to act as a hub with increased facilities and connectivity. The bridge and railway level crossing to the west provide a footpath and informal cycle link between Begbroke and Kidlington Village

Centre, and north and south along the Canal towpath. These links should be improved to provide formal cycle ways to Begbroke Science Park and Langford Lane employment areas. Yarnton Lane, which connects from the Canal at Sandy Lane / Yarnton Road via another level crossing to the A44 on the south side of Yarnton, should be improved as a walking and cycling corridor. In addition, poorly used green spaces on the eastern bank of the Canal have potential to be turned into pocket parks to improve the setting of the Canal, support biodiversity and address the greenspace shortfall. These spaces could provide an opportunity for design and management by the local community. Increased recreational activity along the Canal will need to be balanced carefully against biodiversity objectives.

The vacant triangle of land to the east of Roundham locks could be a good location for a small scale facility such as a local marina and café which relates well to the Canal and encourages recreational use of the corridor. Opportunities to increase access from residential estates to the east of the Canal should be explored to create connections for leisure and commuting.

Theme 2: Creating a sustainable community

Objectives

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

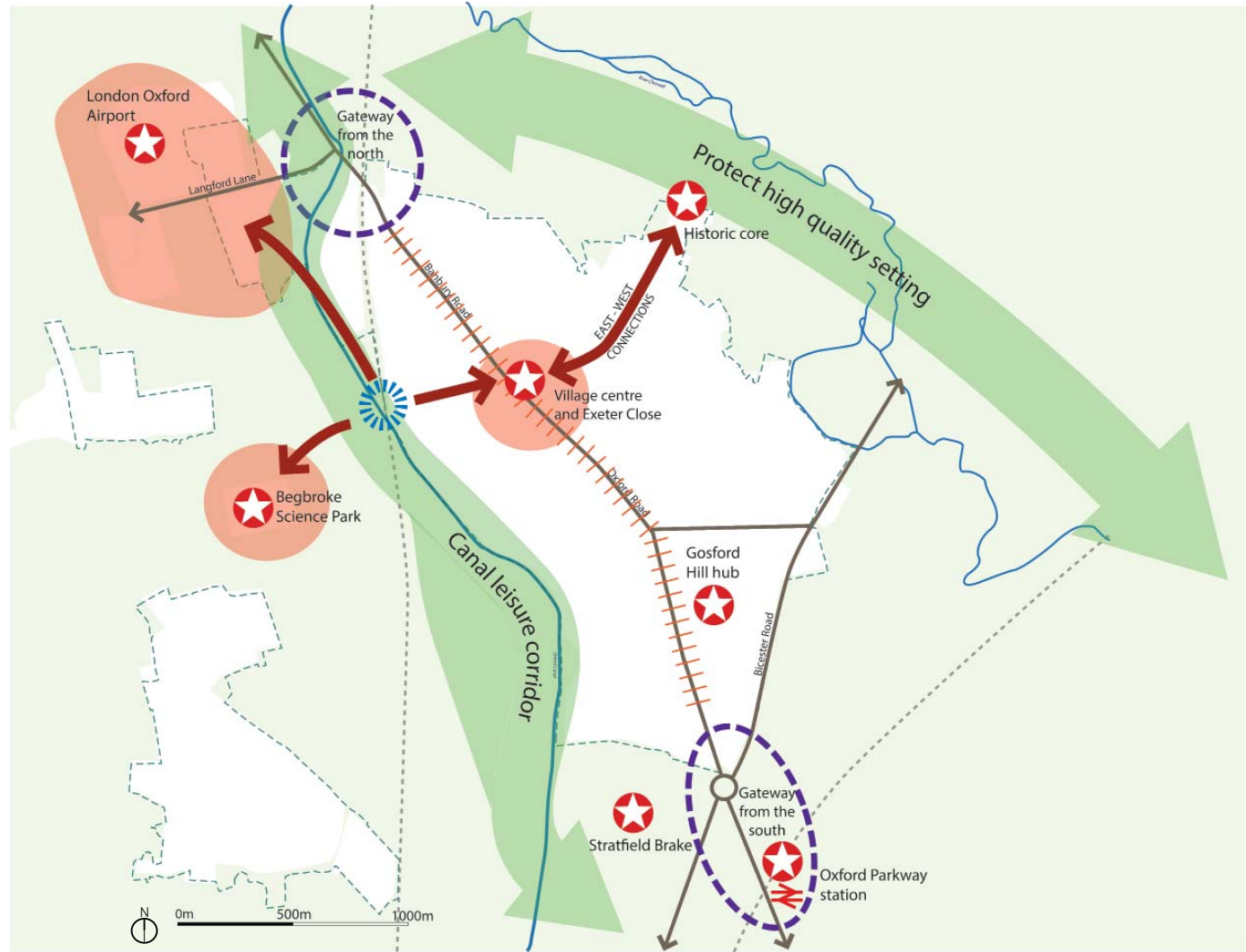
To deliver high quality new homes within the village which add positively to the overall character of Kidlington.

Understanding local housing needs

Policy BSC3 of the adopted Local Plan requires all proposed developments at Kidlington that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), to provide at least 35% of new housing as affordable homes on site. Opportunities for the provision of extra care, specialist housing for older and/or disabled people and those with mental health needs and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities.

Policy BSC4 seeks to provide a mix of housing that has regard to the Council's most up-to-date evidence of housing need and available evidence from developers on local market conditions. The Local Plan highlights the SHMA's conclusions on the required mix for market and affordable homes. The Council's Housing Investment and Growth Team provide advice on the precise tenure and unit form of the affordable housing required having regard to local information where available.

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



Spatial concept

Approach to housing development

A range of options for development within the existing built-up area should be considered including appropriate redevelopment, intensification and infill while protecting Kidlington's key assets. This may involve increasing housing densities, reconfiguring land uses and introducing mixed use development.

Make best use of land within the village boundaries

Managing the use of previously developed land is important in maintaining the appearance of the village and to the well-being of our communities. It can also provide opportunities for enhancing biodiversity. This means ensuring that land and buildings earmarked for development are not underused and that we make the most of vacant and derelict land and buildings. In general, new housing should be provided at a net density of at least 30 dwellings per hectare (Policy BSC 2 of the Local Plan). However, the density of housing development will be expected to reflect the character and appearance of individual localities and development principles that are appropriate to the individual circumstances of sites.

Potential development opportunities within the village identified to date include the following (housing capacity figures are indicative):

- **Village Centre sites** – Policy Kidlington 2 states that residential development will be supported in appropriate locations in the Village Centre except where it will lead to a loss of retail or other main town centre uses. Car park sites to the north and south of High Street have potential for residential development as part of a mixed use scheme. Within High Street and on Oxford Road opportunities for residential are limited to the upper storeys to ensure the ground floor is prioritised for retail. Estimate of total housing capacity: 200-280 homes with an emphasis on apartments.
- **Exeter Close** – This site is within the Village Centre area of search as defined in the Local Plan and housing could form part of a scheme to help strengthen the Village Centre in accordance with Policy Kidlington 2 of the Local Plan. A more efficient arrangement of community uses on this site could release land for small scale residential development. Estimate of housing capacity: 15-20 homes.
- **Thames Valley Police HQ:** The site is in existing employment use and is not currently available for development. However, in the event of all or part of the site being vacated, some housing may be acceptable as part of a mixed use scheme provided that this complies with Policy SLE1 and would not limit the amount of land available for employment use. Redevelopment of the site for residential use would need to be considered through Local Plan Part 2.

Other small scale sites within the village could include: infill on garage courts or on leftover spaces within existing estates, and development within large back gardens. These smaller sites should be carefully considered in the context of the wider plan to ensure that they do not prejudice other strategic objectives. Proposals for development within the built-up limits of the village will be required to comply with Policy Villages 1 and 2 of the adopted Local Plan.

Rural exception sites

In accordance with Policy Villages 3, small scale affordable housing schemes to meet specifically identified local housing need may be brought forward through the release of rural exception sites outside the settlement boundary. Proposals for community self-build or self-finish affordable housing may also be permitted where they will meet a specific, identified local housing need. In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the impact of development, for example on the appearance of the village, the surrounding landscape or to the historic environment.

It will be particularly important that proposals for developments in the Green Belt are able to demonstrate that there are no alternative sites outside of the Green Belt that could reasonably meet the identified needs.

Securing high design standards

Significant importance will be placed on conservation of the historic environment and securing high quality urban design in protecting and enhancing the character of the Village and ensuring that Kidlington is an attractive place to live and work. High design standards are critical in ensuring development is appropriate and secures a strong sense of place and clear sense of arrival at points of entry into the village. The design of the site layout, access arrangements, scale, massing and appearance will be required to demonstrate a positive relationship with the immediate surrounding context of the site and respect and enhance the townscape character of Kidlington as a whole.

Early dialogue with Council Development Management officers will be required to establish the critical design considerations for individual sites.

In appropriate locations, the Framework identifies the potential for development to drive a change in character. For example, to the west of Oxford Road, buildings of up to 3-4 storeys, with a continuous frontage would signify 'Village Centre' character and provide a sense of enclosure to the street.

Conversions of existing houses to flats should maintain the external appearance of the original property and deliver appropriate amenity space, parking and refuse storage to minimise impacts on the character and appearance of the surrounding area and existing residential amenity. This is particularly important where proposals involve the conversion of one half of a semi-detached pair.

Innovative building techniques and technologies should be applied where possible to drive up levels of sustainability in all new development and to help make efficient use of land in what is a constrained area.

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

Improve the quality of existing homes and neighbourhoods

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

Theme 3: Strengthening Kidlington Village Centre

Objectives

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

Redefine the character of Kidlington Village Centre

The Village Centre should be the focus for significant change and improvement which will bring obvious benefits to local businesses and residents and will be important in changing wider perceptions of Kidlington for the better. In line with Local Plan Policy Kidlington 2, the designated boundary of Kidlington Village Centre should be expanded to include land to the west of Oxford Road and Exeter Close. The rear of Exeter Close, North Kidlington School, the Fire Station and Sorting Office, and historic properties on Banbury Road several of which contain retail/office uses should be considered for inclusion within the boundary. These areas form the setting of the core Village Centre and contain or have potential to accommodate town centre and community uses.

The Framework establishes design principles for the Village Centre and identifies potential development sites. Particular importance is placed on environmental improvements and encouragement of the evening economy.

Village Centre design principles

Townscape

New development on the High Street should aim to bring coherence to the street scene, responding to the height and set-backs of adjacent buildings and creating a continuous frontage to the street.

Locally appropriate materials (limestone and local brick, slate or clay tile roofs) should be the primary materials used on elevations fronting the public realm.

The potential expansion of Village Centre uses to the west of Oxford Road should be reflected in buildings of an appropriate character and increased scale (up to 3-4 storeys) to provide enclosure to the street.

A hierarchy of streets should be established with High Street and Oxford Road reading as the principal streets and development on Sterling Road Approach subservient to this in scale and massing.

Connectivity and public realm

Key Village Centre streets and pedestrian routes should be the focus for high quality public realm treatments. This includes the transformation of Oxford Road from a traffic dominated highway to a pleasant, people friendly street. On the High Street the public realm character of the western section could be extended eastwards to reduce the dominance of the carriageway.

The potential for an improved network of secondary pedestrian routes is identified to increase connectivity between east and west, and provide opportunities for additional development frontage. This includes a new walking route between the Co-op and Red Lion car parks to enhance access to the shops on Oxford Road.

Potential for new and improved public spaces as part of development proposals. The largest space at Watts Way has the potential to become a focus for Village Centre daily life and special events. Small scale retail/residential development on the existing car park would create a new frontage to the square which would define and enlarge the public space.

Car parking and servicing

Indicative locations for small scale single deck car parks are suggested to decrease the surface area occupied by car parking and release sites for residential and retail development.

Development and new uses

New development should create active ground floor frontages to the primary and secondary pedestrian routes and streets.

The following uses would be particularly conducive in strengthening the retail offer and encouraging use of the Village Centre in the evening: retail and services, food & drink, leisure and cultural uses (e.g. gym, cinema, local museum), offices, residential, community facilities (e.g. library, healthcare, children's centre), public open space.

The frontage to High Street and the central section of Oxford Road is the focus for primary retail/ food & drink or community uses on ground floor, but could have a broader mix of uses including residential and offices above. Opportunities to increase the range of retail premises available should be supported including identifying opportunities for larger floorplate units and premises for small businesses.

The growth of A3 uses (food & drink) and the evening economy should be supported, to provide greater choice for local residents and an attractive destination for after work leisure time and weekends. In particular evening economy and high quality food and drink establishments could be supported along Oxford Road, where a cluster has already developed.

In line with Local Plan Policy Kidlington 2, there is potential for residential development in appropriate locations within the Village Centre. This will help to increase spending power and vibrancy within the Village Centre and will support the growth of retail, services and the evening economy.

To the south, the focus is on community facilities and creating a strong link to Exeter Close.

Office uses (B1) should focus on small to medium scale premises with an emphasis on supporting local residents wishing to start up their own business.

Transform Oxford Road from highway to street

Public realm improvements to Oxford Road are proposed to change the character from 'highway' to village centre 'street' signifying arrival into the Village Centre. In consultation with the Highways Authority, pedestrian priority will be increased between Exeter Close and Benmead Road, providing the right setting for high street uses to flourish and creating stronger east-west walking and cycling routes towards the Canal.

Development proposals for central Kidlington should include consideration of the following in conjunction with both the County and District Councils:

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

Expand the Village Centre through new mixed use development

The Framework identifies a number of sites which could be considered for redevelopment to enhance the character and mix of uses within the Village Centre (subject to assessment through Local Plan Part 2). A comprehensive approach will be required for their development:

- The Skoda garage site on a highly prominent corner site to the west of Oxford Road.
- Co-op car park.
- Rationalisation and redevelopment of car parks to the north of the High Street.
- Exeter Close. Potential reconfiguration of the site to create an enhanced community hub and flagship recreation space with new accommodation for community and health facilities currently located on the site.
- Several low rise and/or low quality properties with high street frontage.

Development quantum

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

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

Theme 4: Supporting community needs**Objectives**

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

Exeter Close community hub

Land and buildings at Exeter Close provide an opportunity for redevelopment and reconfiguration of the site in the interests of providing modern facilities, improvements to the built environment and more efficient use of land. Design principles which should be considered include:

- Retention of the current mix of uses with an emphasis on community facilities including healthcare, children's services, community hall, sports and recreation space and potential introduction of a small element of residential.
- New accommodation for Exeter Hall, the Health Centre and other community uses should be situated close to the Village Centre to create a strong frontage to Oxford Road.
- Creation of a multi-functional community hub building suitable for the co-location a range of facilities and services which are currently dispersed in individual buildings.
- Retention and reconfiguration of sports facilities including pitches, tennis courts, bowling green and pavilion.
- Relocation of the children's play area to a more central location within the site where it can relate better to the Village Centre, and sports facilities. Together the sports and play elements would offer a flagship recreation space at the heart of the village.

- Pedestrian routes through the site should be retained and improved with cycle access to connect the existing residential areas to Exeter Close and the Village Centre.
- The design of surface car parking is currently inefficient. In developing a plan for the site the area allocated to car parking and potentially also the total number of spaces should be reduced to release land for other uses. Cycle parking should be provided to serve all facilities.
- Assuming the satisfactory rehousing and reconfiguration of existing services, car parking and sports facilities within the site in a more efficient layout and the inclusion of land to the south, there is an opportunity for a small number of new homes to be built to help fund the development.

Improve access and quality of sports pitches, parks and amenity space

The consultation undertaken in preparing the Framework highlighted the importance to Kidlington residents of access to localised recreation spaces and how well-used and highly valued the existing spaces are for various types of formal and informal recreation. There were also clear aspirations expressed for further improvements to the quality of the open space, sport and recreation provision at Kidlington. Suggestions made through the consultation on the SPD included increased facilities for teenagers as well as for very young children; Kidlington could seek to develop a 'flagship' play area with high quality equipment aimed at a range of ages, potentially with a café on site to encourage longer stays.

Smaller scale 'leftover' greenspaces within existing residential areas and alongside the Canal could become play spaces, gardens, community orchards or allotments. Opportunities for these spaces to be designed and managed by the local community should be explored.

Theme 5: Supporting future economic success**Objectives**

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

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

A joined up approach to employment growth

A joined up approach to future development of Begbroke Science Park and London Oxford Airport/Langford Lane and proposed Oxford Technology Park areas to the west of Kidlington will be beneficial to ensure proposals are complementary to each other and support the economic success of the wider village. This should take place while maintaining the two areas as distinct and separate in line with the Local Plan. Alongside the small scale Green Belt review informing the Local Plan Part 2, the following should be considered in an overarching economic strategy for Kidlington's employment growth areas:

- The quantum of development and size/type of premises that are required and where these are best located.
- Potential ways to create a more cohesive employment area with a joined up identity and marketing strategy.
- The potential for a business centre with shared support services, meeting and conference space.
- The potential for supporting uses such as small scale convenience/ food & drink, hotels and other related infrastructure which can offer a better place for employees to work and serve the wider community in north Kidlington (however these should not be to the detriment of the Village Centre). Locations towards Oxford Road should be explored where they would form part of the 'gateway' to Kidlington from the north.
- Improvements to the public realm which could improve the attractiveness of the area and 'gateway' to Kidlington.
- And importantly, improved connectivity between the sites and with the Village Centre.

Support employment growth in key sectors

Begbroke Science Park is important to the economic fortunes of the area, benefitting not only Kidlington but the wider district. Similarly, London-Oxford Airport is a key draw for the area, supporting the employment needs of the area and those of the local community. In principle, the growth of the airport within its present boundaries should be supported. There are two key sectors which are important to the Kidlington area, and the growth of these sectors should be supported:

- Advanced Manufacturing, particularly relating to London-Oxford Airport.
- Scientific Research & Development, particularly relating to activities around Begbroke Science Park.

Other important sectors for the area includes: automotives particularly with the motor park and links to Silverstone, and digital, publishing and media. There are significant opportunities to grow these sectors with Kidlington's proximity to Oxford providing the possibility to benefit from spin-outs from the city and surrounding areas. Future growth of employment areas including the Airport will be managed through the Local Plan and Development Management process which will assess the potential for impacts on local amenity e.g. pollution and noise.

Provide business support to the employment cluster

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

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

In order to support a more prosperous centre, a number of improvements are proposed to connect the employment growth areas, existing businesses and the Village Centre which go beyond the land use policies in the Local Plan. This includes measures to:

- Improve opportunities to travel between Langford Lane and Begbroke Science Park and the Village Centre by means other than by car including new walking and cycling links to the centre.
- Ensure good public transport links between the new rail station, the Village Centre and to all employment areas (including London Oxford Airport). This is critical to the future of both of these areas. This is in line with the long term proposals for bus based Rapid Transit routes set out in the County's Oxford Transport Strategy.

Opportunities for enhanced social integration include:

- Establishing a business-led partnership.
- Establishing a working hub in the Village Centre with business support facilities and a cafe, where individuals or small groups can work or hold meetings on an ad hoc basis.
- Business sponsorship of Village Centre, community or sports events.
- Businesses working in partnership with schools or through youth initiatives such as Young Enterprise.
- Skills training and local job fairs.

Develop synergies with surrounding areas

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

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

Create quality places

A high quality of design, layout and landscaping will be required in accordance with Policies ESD13 and ESD15 of the Local Plan. Development proposals will be required to build on the design and place shaping principles set out in Policy Kidlington 1. Particular importance will be placed on the creation of a gateway with a strong sense of arrival including when arriving from the airport; a well-designed approach to the urban edge, which achieves a successful transition between town and country environments; development that respects the landscape setting of the site; a comprehensive landscaping scheme to enhance the setting of buildings on-site and to limit visual intrusion into the wider landscape and a high quality design and finish, with careful consideration given to layout, architecture and materials.

Theme 6: Integration and connectivity

Objectives

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

To reduce the highways dominance of Oxford Road (A4260) while integrating planned improvements to public transport in line with Oxfordshire County Council's Oxford Transport Strategy.

Balance movement in favour of pedestrians and cyclists

The needs of pedestrians and cyclists should be prioritised first, before public transport and lastly the private car. This shift in mind-set is necessary if the barriers created by car-based estate layouts, and traffic dominated highways (such as Oxford Road) are to be designed out of future developments, in favour of walkable neighbourhoods and active streets. Any development proposals affecting the highway would require discussion with Oxfordshire County Council as Highway Authority.

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

The A4260 Oxford Banbury Road is proposed as a focus for public realm improvements and carriageway reconfiguration to increase the priority given to pedestrians and cyclists in line with the objectives of Local Plan Policy ESD 15: The Character of the Built and Historic Environment. The design of improvements to Oxford Road should be integrated with longer term proposals identified in the Oxford Transport Strategy (part of the County Council's Local Transport Plan) namely:

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

Opportunities include:

- Reconfigure the existing wide pavements and verges to include new segregated cycleways as part of the Cycle Premium Routes.
- Provide more appropriately designed street lighting with human scale lighting of foot and cycleways.
- Provide segregated bus lanes. The benefits of this would need to be assessed on a corridor-wide basis and in relation to the level of congestion experienced along the route either now or in the future as demand grows. Alternative bus priority measures could include:
 - Prioritisation at junctions including bus detection at signals and early release gates for buses.
 - Improved bus stop arrangements to include removal of laybys to allow easier re-entry to the main carriageway for buses and longer stops to accommodate multiple services.
- Where space allows tree planting could be introduced to soften and enclose the street, creating an attractive boulevard character.

Connecting economic hubs by bus

There is a need to increase bus connections between London Oxford Airport/Langford Lane and Kidlington which currently only operate during peak hours. The proposals for Rapid Transit (including an A44 Park & Ride near Bladon Roundabout with principal bus lines running along Oxford Road) set out in the Oxford Transport Strategy would achieve this, should they be implemented. In addition the following opportunities have been identified which could be explored further with the County Council:

- A circular 'reverse park and ride' connecting all the significant employment assets in the local area including the Village Centre.
- Improved bus connections between the rail station/Oxford city and Kidlington's employment sites to be routed via Oxford Road and not to bypass the Village Centre.
- Provision of orbital bus routes to Oxford's 'Eastern Arc'. This area provides more employment than Oxford city centre but is currently difficult to reach from Kidlington other than by car.

Connected cycle routes

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

Langford Lane, with its strategic employment locations, is an important movement corridor which currently has no formal cycle provision between the A44 and A4260. This could be addressed by future improvement schemes, possibly including a formalised crossing of the A44 on the south side of the junction with Langford Lane.

A connecting cycle link could be created from the Village Centre, heading west along Lyne Road, over Roundham Bridge and on to Begbroke Science Park. Opportunities for a new connection on the eastern side of the Canal from Roundham Bridge, to Station Fields Business Park should also be explored. This would provide an alternative route towards Langford Lane.

Yarnton Lane, which connects from the Canal at Sandy Lane / Yarnton Road via another level crossing to the A44 on the south side of Yarnton, should be improved as a walking and cycling corridor. Opportunities to enhance the Canal towpath for use by commuting and leisure cyclists as an alternative to Oxford Road should be explored.

There is an opportunity to reintroduce cycling to the pedestrianised section of the High Street. The evidence regarding cycling in pedestrianised areas is that they pose few safety concerns and that cyclists tend to moderate their behaviour depending on the volume of pedestrians. The Department for Transport (Traffic Advisory Leaflet 9/93) has produced guidance on the subject following analysis of video observation from many sites in the UK and abroad. The guidance advises that no factors were found to justify excluding cyclists from pedestrianised areas. It noted that accidents between cyclists and pedestrians were very rare with only one recorded in 15 site years of analysis.

Any public realm improvement scheme or development should incorporate appropriate levels of convenient and secure cycle parking to encourage a shift towards cycling for local journeys. Provision for cyclists (showers, secure storage) should be provided at all employment sites.

Improved leisure and walking routes

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

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

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

Action plan and next steps

The need for a pro-active approach

This Framework provides a coordinated consideration of the planning issues facing Kidlington and identifies key principles and objectives to support the implementation of adopted Local Plan policies. It also identifies a number of supporting actions which will assist in meeting the policy objectives set out in the LDP and further developed in this Framework Masterplan.

A key issue in delivering these objectives relates to funding availability for the provision of affordable housing, social infrastructure, open spaces and leisure facilities which will be dependent to a significant extent on developer contributions through s106 obligations and in the future potential Community Infrastructure (CIL) payments. This will be challenging given limited development opportunities within the village and, given the resources available, it will be necessary to prioritise infrastructure items.

It will be necessary to adopt an approach which makes best use of assets, land and resources to maximise development potential and secure funding for necessary infrastructure provision. The focus must be on a comprehensive approach which avoids piecemeal development. Briefs could also be prepared for key development sites which identify infrastructure requirements and funding.

In accordance with Local Plan Policy INF 1, infrastructure must be provided as an integral part of any development in order to achieve the vision and objectives of the Framework and the involvement of landowners and developers will be essential. Infrastructure requirements are set out in the Council's Infrastructure Development Plan. Employment development to the west of Kidlington and development to strengthen Kidlington Village Centre (as permitted by Policies Kidlington 1 and Kidlington 2) will provide particular opportunities to attract investment in new infrastructure.

Implementation of the proposals in the Local Plan and Framework Masterplan will be dependent on key public bodies such as the District Council, Parish Council and Oxfordshire County Council working together with the private sector and other stakeholders over the long term. The Council, particularly, its Planning and Economic Development Teams are available to help facilitate and bring partners together to achieve implementation and delivery.

Priority projects

The following 6 project areas have been identified as priorities. It is recommended that a number of working groups are established to promote partnership working in taking these forward.

1. **Village Centre:** implementation of the Framework's principles for the Village Centre to manage the growth of the Village Centre, car parking and public realm; to support economic activity and raise the quality of the built environment.
2. **Exeter Close:** implementation of the Framework's principles in considering the opportunities for the comprehensive redevelopment of Exeter Close.
3. **Sports and recreation improvements:** to assess opportunities for improvements to village recreation areas and sports facilities.
4. **Canal improvement strategy:** to co-ordinate improvements to the Canal corridor.
5. **Employment cluster strategy:** to develop a joined-up approach to employment growth.
6. **Oxford Road corridor transformation:** improvements to transform Oxford Road from a highway to a street.

A co-ordinated action plan

The full list of opportunities identified in the Framework are summarised in an Action Plan which identifies the delivery body / partners, possible funding sources and likely timeframe for implementation (short-medium or longer term opportunities). Ultimately a flexible approach to delivery will be required which reflects funding availability and market conditions, but there are a number of key catalytic projects which will act as drivers for further investment and wider economic benefits. The focus will be on working with existing businesses and landowners and the local community to make best use of existing assets and to maximise development opportunities and available funding. This will demonstrate the intent of Cherwell District Council and its partners to work together in taking forward the objectives for Kidlington.

1.0 Introduction

1.1 Background

This is a Framework Masterplan for Kidlington. It provides planning guidance that will be used in the consideration of relevant development proposals that affect the village. Kidlington is one of Cherwell's three urban areas. It is an important residential, employment and retail centre; one of Cherwell's largest communities but one influenced by the proximity of Oxford.

Kidlington is surrounded by the designated Oxford Green Belt and has a number of important environmental assets including the Oxford Canal corridor. It has a close relationship with the neighbouring villages of Begbroke and Yarnton, it is home to London-Oxford airport, and Oxford University's Begbroke Science Park is nearby.

The Framework focuses primarily on the built-up limits of Kidlington and the village's immediate setting. Its purpose is to help improve the environment of Kidlington village and respond to local planning issues.

The Cherwell Local Plan 2011-2031 (Part 1) was adopted on 20 July 2015. It provides a vision, objectives and policies to meet Cherwell's development needs to 2031. It seeks to encourage the development of a sustainable economy, to improve Cherwell's town centres and transport connections, to build sustainable communities, to provide good quality housing and investment in infrastructure, to protect and enhance our distinctive natural and built environments and to conserve our natural resources. The Plan highlights key challenges and priorities for Kidlington and its immediate area.

This Framework has been prepared as a Supplementary Planning Document to build upon and provide more detailed advice and guidance on the policies in the Local Plan. It is a statutory planning document but, unlike the Local Plan, does not form part of the adopted Development Plan. It cannot allocate sites for development or create new Development Plan policy.

The Framework expands upon Local Plan policies generally, but in particular adds further detail for Kidlington to those listed here.

Key Local Plan Policies which the Framework supports:

- Policy PSD 1: which supports sustainable development
- Policy SLE 1: which supports employment proposals within the built up limits of Kidlington
- Policy SLE 2: which seeks to secure dynamic town centres
- Policy SLE 3: which supports tourism growth
- Policy SLE 4: which seeks to improve connectivity and encourage the fullest possible use of public transport, walking and cycling
- Policy BSC 2: which seeks the effective and efficient use of land including the re-use of previously developed land
- Policy BSC3: which requires provision of affordable housing
- Policy BSC 4: which seeks an appropriate mix of housing in new developments to meet identified needs
- BSC 7: for meeting education needs
- BSC 8: for securing health and well-being
- BSC9: for providing public services and utilities
- Policy BSC 10: for ensuring that sufficient quantity and quality of open space, sport and recreation facilities are provided with convenient access
- Policy BSC 11: for protecting and enhancing outdoor recreation provision
- Policy BSC 12: for protecting and enhancing the quality of indoor sport and community facilities
- Policy ESD 3: which promotes sustainable construction
- Policy ESD10: which seeks to protect and enhance biodiversity and the natural environment
- Policy ESD 11: which seeks to enhance Conservation Target Areas
- Policy ESD13: which seeks to protect and enhance local landscape
- Policy ESD14: which seeks to maintain the Oxford Green Belt boundaries
- Policy ESD 15: which requires new development to complement and enhance the character of the built and historic environment
- Policy ESD 16: which seeks to protect and enhance the Oxford Canal corridor
- Policy ESD 17: which seeks to maintain and enhance green infrastructure
- Policy Kidlington 1: which seeks to accommodate high value employment needs
- Policy Kidlington 2: which seeks to strengthen Kidlington Village Centre
- Policy Villages 1: which provides for small scale housing development within the built-up limits of the villages
- Policy Villages 2: which provides for some additional housing at 'Category A' villages including Kidlington
- Policy Villages 3: which provides the opportunity for Rural Exception Sites to be identified
- Policy Villages 4: for meeting the Need for Open Space, Sport and Recreation
- Policy INF 1: infrastructure delivery

The Council is currently preparing two other Local Plan documents that in time may have implications for the Kidlington area:

1. Cherwell Local Plan Part 2: this will contain smaller allocations of land and development management policies for the district in conformity with Local Plan Part 1. This will include a small scale review of the Green Belt to accommodate identified high value employment needs as provided for by Policy Kidlington 1 of the adopted Cherwell Local Plan 2011-2031 (Part 1). This affects two distinct locations:

(A) Langford Lane / Oxford Technology Park / London-Oxford Airport.

(B) Begbroke Science Park.

2. Partial Review of the Cherwell Local Plan 2011-2031 (Part 1): paragraph B.95 of the adopted Local Plan commits the Council to helping Oxford meet its unmet housing need. On 26 September 2016, the Oxfordshire Growth Board decided on an apportionment of the agreed unmet need to each of the district councils. Cherwell has been asked to accommodate an additional 4,400 homes. The Council is considering whether and how these homes could be sustainably accommodated through the Partial Review of the Local Plan. Potential areas of search and strategic development sites across the district are being considered.

The Framework cannot pre-determine the final proposals of these further Local Plan documents. It can only respond to the existing policy framework. It is, however, a forward looking document; one that will also be informative to future policy making.

1.2 The Role of the Kidlington Framework Masterplan

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

The Framework expands on and provides further detail to Local Plan policies for the village of Kidlington. The Framework examines local issues and options with a view to meeting Local Plan objectives to 2031 and identifying specific development opportunities. It also provides the opportunity to identify longer term issues for future Local Plan reviews.

It is based on an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village's expanding economic role. Preparation of the Framework has also taken into account previous work undertaken by Kidlington Parish Council including the 2007 Village Centre Health Check and subsequent Action Plan.



Figure 1.1 Stakeholder consultation

The Framework covers the parishes of Kidlington and Gosford and Water Eaton and land within the adjacent Parishes of Yarnton and Begbroke, with a focus on the urban area of Kidlington, plus employment sites around Langford Lane / London Oxford airport and Begbroke Science Park. .

1.3 Strategic Planning Context

The Cherwell District Local Plan Part 1 was adopted on 20 July 2015 and together with relevant national and strategic policy provides the context for the Kidlington Framework Masterplan. It is the adopted Local Plan that the Framework supports but it will also inform future work on non-strategic site allocations in the preparation of the Cherwell District Local Plan Part 2.

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

- Exploit its position in the Oxford/ Cambridge Corridor.
- Allow for appropriate growth plans at Begbroke Science Park and Langford Lane.
- Connect with the Oxford economy.

- Create new opportunities for additional retail, leisure and cultural activities and environmental improvements in an extended Village Centre.
- Secure the growth potential from the presence of London-Oxford Airport.

A small Green Belt review is being undertaken to accommodate high value employment needs as provided for by Policy Kidlington 1 of the adopted Local Plan. This is being pursued through the preparation of Local Plan Part 2. There is no requirement to remove land from the Oxford Green Belt for new housing to meet Cherwell's housing needs identified in the Local Plan Part 1.

The Cherwell Local Plan 2011- 2031 (Part 1) meets Cherwell's identified development needs. However, in the Local Plan (para. B.95), the Council 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. 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. The six Councils work together cooperatively, on an on-going basis, through what is known as the Oxfordshire Growth Board - a Joint Committee.

The commitment in 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..."

The two year timescale requires the Council to complete the Partial Review by July 2017. It will then be subject to public examination.

Since November 2014, a joint programme of work has been undertaken by the Oxfordshire Growth Board. This work programme was recently completed for the purpose of apportioning Oxford's unmet housing need. On 26 September 2016, having considered the outputs from that programme, the Oxfordshire Growth Board decided on an apportionment of approximately 15,000 homes to the district and city councils. Cherwell District has been asked to consider the accommodation of 4,400 homes in addition to its existing Local Plan commitments (some 22,840 homes) by 2031. The potential accommodation of these 4,400 homes is now being tested

through the Council's statutory Local Plan process. An Issues Paper was consulted upon in January 2016. An Options Paper is currently (November 2016) being consulted upon.

Work is also on-going on the Cherwell Local Plan Part 2 which will contain more detailed planning policies to help determine planning applications and allocate smaller non-strategic sites for development for a range of uses. A consultation paper was published in January 2016 outlining the key issues that the Local Plan Part 2 may need to address. An Options Paper is expected to be consulted upon early in 2017.

1.4 Approach

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

- The study commenced in 2013, with a baseline review of existing studies and background material, including Cherwell District Council's Draft Local Plan evidence base, site visits, spatial analysis and dialogue with individual stakeholders, developers and Kidlington Parish Council.
- An initial spatial and socio-economic picture of Kidlington was established - its challenges and its assets.
- Stakeholder workshops in September 2013 were used to test this picture, and establish a 'vision' for the future of the village and priorities for change.
- The spatial opportunities which emerged are described in the Framework under six key themes reflecting the priorities identified in the workshops.
- In March 2016 the draft Framework was subject to public consultation and has been amended in response to the comments received.

1.5 Structure of the Framework

Chapter 2 provides a summary of the key issues facing Kidlington today. Chapter 3 builds on the evidence base to identify an overall vision for Kidlington and the opportunities for realising key objectives. Objectives and proposals are identified including development opportunities, environmental improvements, economic development and community facilities.

The focus of the Framework Masterplan is on:

- guidance which can be applied and opportunities which can be progressed within the context of the adopted Local Plan
- potential opportunities which can be explored further through Local Plan Part 2, and
- issues for consideration in future reviews of the Local Plan.

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

The Framework is accompanied by the following evidence base documents:

- **Part 2: Kidlington Today - Baseline Information**

This is a review of baseline information and the current planning policy context within which the Framework has been developed. It considers key social, economic and environmental characteristics of the village and identifies key influences and issues to be addressed. A summary of key issues is provided in Chapter 2.0.

- **Kidlington Framework Masterplan Consultation Statement, December 2016**

The Consultation Statement provides details of the public and stakeholder consultation undertaken in preparing the Framework and explains how the Framework has evolved in response to the comments received.

1.6 Acronyms

The following acronyms and abbreviations are used throughout this document:

KPC :	Kidlington Parish Council
CDC:	Cherwell District Council

The Framework: The Kidlington Framework Masterplan Supplementary Planning Document (this document).

2.0 Kidlington today: understanding the issues

This chapter looks at Kidlington today and provides a summary of the key issues which are addressed in the Framework Masterplan. Full details are provided in the accompanying document Part 2: Kidlington today – Baseline information.

2.1 Location and context

Kidlington is located around 5 miles north of Oxford, 4 miles south east of Woodstock and 8 miles west of Bicester. Most of the village falls within the Parish of Kidlington, with the exception of the south eastern neighbourhoods which fall within Gosford and Water Eaton Parish.

Cherwell District, and therefore Kidlington, is located within two LEPs (Local Enterprise Partnerships), the Southeast Midlands LEP and Oxfordshire LEP which both play a key role in determining local economic priorities to provide a catalyst for economic growth and the creation of local jobs. To the south west, Oxford's Northern Gateway is a major employment led growth area which is proposed for the development of up to 90,000 sqm of employment space and 500 homes by 2026 (Northern Gateway Area Action Plan, 2015). The village has good strategic road and rail connections - links to the M4 and motorway network connect the village into the wider city network of Birmingham, Reading and London. Oxford Parkway station provides direct east-west rail connections to Bicester, Oxford and London Marylebone. The village is well connected by road and bus routes with the A4260 running through the centre of the village, creating a direct connection to Oxford city centre and Banbury, and the A34 linking to Bicester.

Kidlington is closely linked with the city of Oxford and its wider network of surrounding settlements in terms of business, education, transport and retail, with high levels of in and out commuting.

The Oxford Canal and River Cherwell running along the east and west boundary edges of the village link Kidlington to Oxford whilst providing an attractive leisure corridor, in particular for Canal boat hire, walking and cycling.

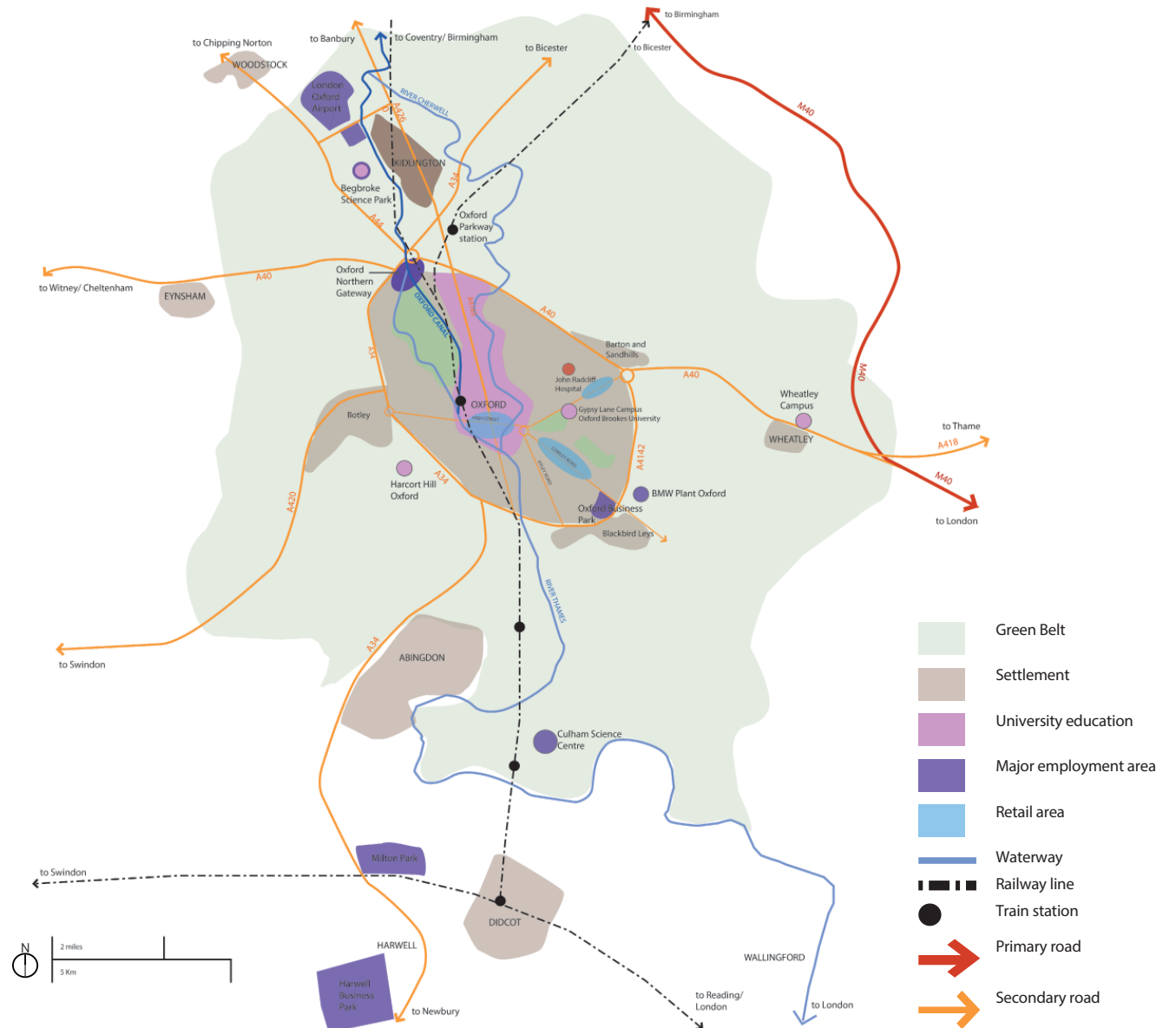


Figure 2.1 Local context

2.2 Village character

From its origins as a small rural settlement close to the River Cherwell, Kidlington grew gradually over many centuries, its shape and form changing in response to new roads, canals and the availability of land. It was not until the mid-twentieth century that Kidlington began to grow at a much greater pace due to rapid housing development.

The Green for which Kidlington was once famous has been lost, but the majority of historic properties remain in pockets, protected by Listed Building designation and conservation area status. In 2011, the built up area of Kidlington (including Gosford) had a population of 15,046.

Kidlington has a number of high quality, distinctive townscape and landscape assets including the Canal, historic village core and River Cherwell landscape. The village is physically separate from Oxford and the surrounding villages of Begbroke and Yarnton and has retained its independence as a settlement. However, many of the assets are hidden at the edges of the village and are not evident to visitors. First impressions are of a primarily suburban linear settlement comprising ribbon development on the A4260 through the village and late 20th century inward facing estates which make up much of the housing stock and lack local distinctiveness. Access to the Canal from the adjacent housing estates is extremely limited with garage courts and back fences fronting on to the water. The Village Centre lacks a distinctive architectural style and does not relate to the historic core.

2.2.1 Key issues

Key issues to be addressed include poor connectivity and weak identity which may discourage visitors and investment particularly in the Village Centre; the relative attractiveness of competing destinations and leakage of spending from the Village Centre to other centres and the protection and enhancement of built heritage and village character.

There are opportunities for improved access from the village to the Canal and River Cherwell and improved connectivity between key activity zones. There is also potential to enhance the landscape setting of the village and to rediscover and more effectively promote its assets.

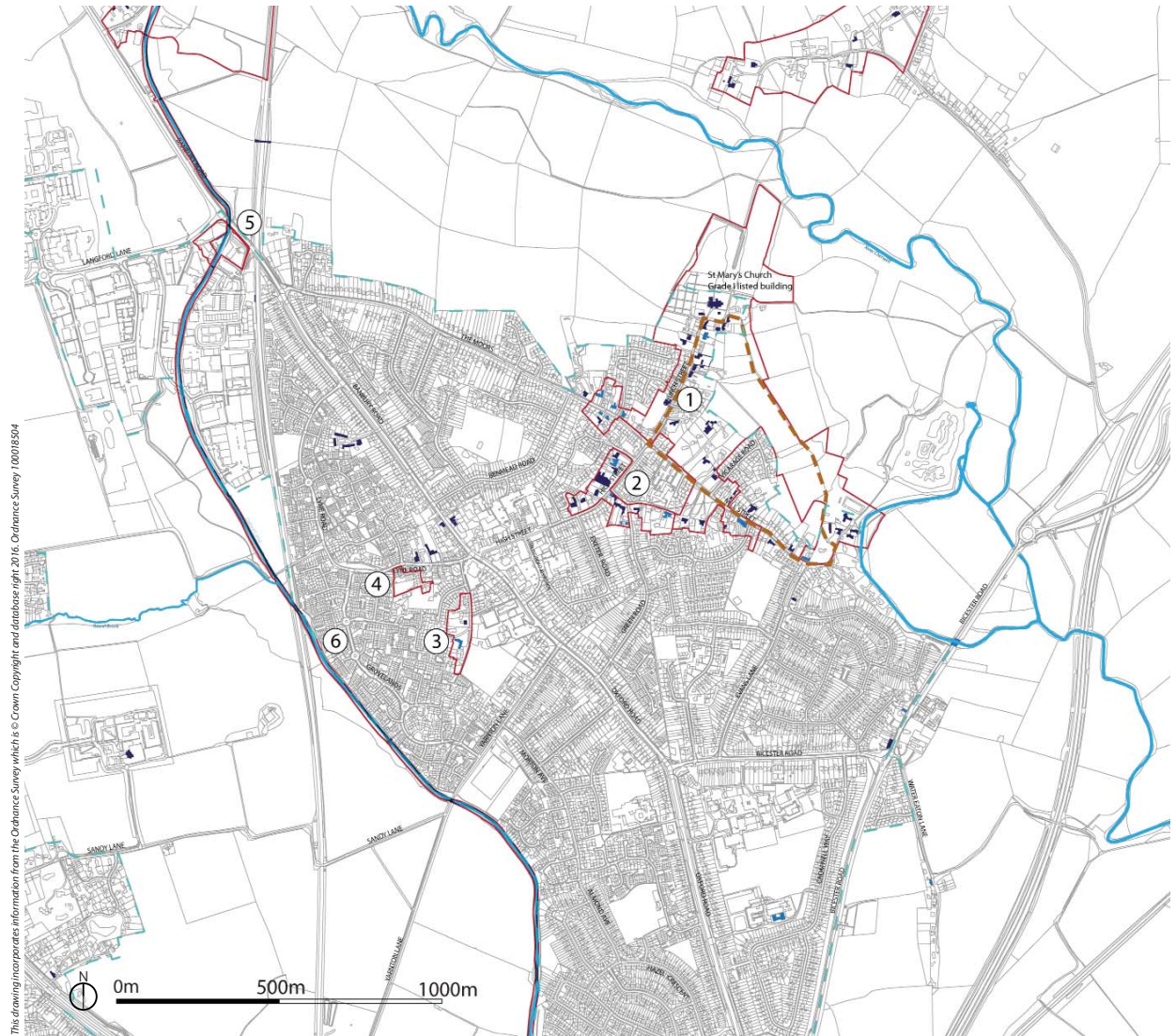


Figure 2.2 Heritage designations

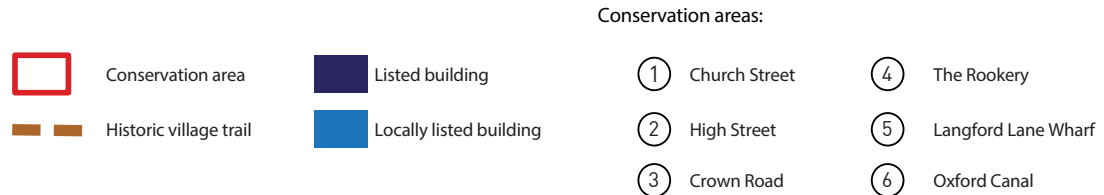




Figure 2.3 Village Centre - High Street



Figure 2.4 Village Centre - Exeter Close



Figure 2.5 Historic core - St Mary's Church



Figure 2.6 Historic core - limestone houses with views of the church spire



Figure 2.7 Ribbon development - Oxford Road

2.3 Green infrastructure

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

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

Consultation undertaken in preparing the Framework Masterplan highlighted the importance to Kidlington residents of access to localised recreation spaces and how well-used and highly valued the existing spaces are for various types of formal and informal recreation. There are clear aspirations for further improvements to the quality of the open space, sport and recreation provision at Kidlington.

The village has a high quality and varied landscape setting and a number of important areas of ecological value such as Rushy Meadows Site of Special Scientific Interest, Stratford Brake woodland and River Cherwell and Oxford Canal corridors. The Oxford Green Belt has served to prevent urban sprawl and coalescence.



Figure 2.8 Oxford Canal - Views along Oxford canal

2.3.1 Key issues

Whilst the Canal is an important feature of the area, there are limited facilities its length. There are also gaps in habitat networks and walking routes which should be addressed together with qualitative and quantitative deficiencies in open space provision. There is a shortage of parks and gardens and amenity green space in parts of the village as highlighted in the Green Spaces and Playing Pitch Strategy (as updated by 2011 Open Space Update) but considerable areas of underutilised 'left-over' space which could be enhanced. This has also highlighted a shortage of playing and training facilities for football clubs and there is limited capacity at Stratford Brake to accommodate new users.

Opportunities to improve the quality of habitats and amenity space; make better use of the Canal and create a more integrated green network with improved access to open space and countryside should be explored. Key issues to be addressed include the provision of facilities for formal recreational use.



Figure 2.10 Kidlington Fields - Distinctive views towards St Mary's Church



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Figure 2.9 Green infrastructure



2.4 Community facilities and Village Centre

Kidlington has two large clusters of community and retail facilities, both of which are located on Oxford Road. The first comprises Kidlington Village Centre, including the High Street, Tesco and Kidlington Centre, North Kidlington Primary School and the nearby community facilities of Exeter Close. This is located at the geographic centre of the village. It serves as a local service centre with a regular market.

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

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

- Exeter Hall: hall and meeting rooms, Kidlington and District information centre, CAB, Cherwell District Council and Kidlington Parish Council offices.
- Exeter Close Health Centre: Key Medical Practice, Pharmacy, Family Planning Clinic, NHS Dentist surgery.
- Forum Youth Centre: used by Meadowcroft Academy (with multi-use outdoor games area).
- Kaleidoscope Children's Centre: provision for a variety of activities, adult learning, parenting courses and drop-ins for families with children under 5. (This service is to be withdrawn in January 2017).
- Exeter Close Pavilion (Kidlington Forum Table Tennis Club), plus football changing and various sports and leisure activity sessions.
- Bowls Club.
- Tennis Courts.

- Exeter Close has a large area of surface car parking, recycling facilities and landscaped garden area. It adjoins a football pitch/recreation field and a children's play area.

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

Other facilities are scattered across the village and include:

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

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



Figure 2.11 Watts Way Piazza and toilets



Figure 2.12 Kidlington Centre shopping mall



Figure 2.13 High Street public realm



Figure 2.14 Surface car parking



Figure 2.15 Exeter Close



Figure 2.16 Health centre, Exeter Close

2.4.1 Key issues

A key challenge relates to the Village Centre which is identified for expansion in the Local Plan but is currently underperforming with low levels of comparison retail, low demand for new premises and lack of vitality and activity. Oxford Road acts as a barrier to movement and has a lack of high quality frontage and there are limited vehicle access points to the Village Centre which limits footfall from passing trade. Buildings on the High Street are of varied architectural quality and there has been a lack of investment in good quality design leading to poor quality townscape and public realm. The pedestrianisation scheme has not delivered anticipated benefits. There are continued pressures for change of use in the Village Centre which may lead to a loss of retail uses and active frontage and adversely affect the vitality of the centre.

Exeter Close relates poorly to the town centre. Stakeholder discussions and site analysis undertaken to inform preparation of the Framework Masterplan has shown that the layout of the site is inefficient and buildings are outdated and poorly integrated. Sports clubs within the village are dispersed and pitches generally located to the rear of housing areas with some facilities in need of updating. Stakeholders have identified that the sports facilities at Stratford Brake are at capacity.

There is potential for rationalisation and redevelopment of buildings in Exeter Close to provide an integrated community hub and to release land for development. In the Village Centre, there is identified capacity to support additional convenience and comparison retail floorspace; potential to rationalise Village Centre car parking to release development land which needs to be further explored and the opportunity for further expansion of the programme of markets and events. Employment and housing growth could create demand for extended retail offer and facilities in Village Centre. There is a need to address the barrier to connectivity presented by Oxford Road taking into account its strategic highways function.

It will be necessary to identify funding for new community facilities and the potential for developer contributions and to work with existing occupiers and businesses in the Village Centre and Exeter Close to bring forward proposals.



Figure 2.17 Distribution of community facilities and local centres

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



Figure 2.18 Box junction markings dominate the Oxford Road junction



Figure 2.19 Double yellow lines remain despite High Street pedestrianisation



Figure 2.20 Frequent bus services in Kidlington

2.5 Movement and connectivity

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

The village is located on the Oxford to Banbury Road (A4260) which runs broadly north-south and forms the movement spine through the centre of the village. Banbury lies 17 miles to the north, and Oxford 5 miles to the south. The A4260 is used by through traffic and local traffic with annual average daily motor vehicle flows of 13,400 vehicles in 2014 down from a peak of 16,000 in 2002. Cars and taxis make up the greatest proportion of traffic (81%) and there is a noticeably higher proportion of light goods vehicles (15%) than the A44 and A34. HGVs account for 3% of flows in comparison to 11% on the A34 and 4% on the A44. (Source: DfT traffic count data www.dft.gov.uk/traffic-counts).

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

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

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

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

2.5.1 Key issues

Kidlington has excellent connections by public transport and road to external destinations including Oxford, Bicester and Banbury but internal connectivity within the village is poor and is dominated by car movements. The A4260 Oxford to Banbury Road forms a strong north-south movement spine to the village, but is dominated by traffic and creates a barrier to east-west pedestrian movement and the numerous dead-ends in the residential estates create an impermeable, car based layout. Rat-running occurs on the small number of through routes to the east and west of Oxford Road.

The lack of physical connectivity creates a sense of separation between different neighbourhoods, the Village Centre and employment areas. The rail and Canal corridors have few crossings and act as a physical barrier to movement between the employment areas /Begbroke and Yarnton and Kidlington village. Bus services to London-Oxford Airport are limited to the peak hours only and cycle routes and footpaths are fragmented and poor/low quality in places, with limited connections to nearby villages. There is a danger that employment growth to the west of the village with no improvement in the number/frequency of public transport services and quality/ location of cycling and walking connections will result in continued lack of integration between this area and the Village Centre. The out of town location of Oxford Parkway station could encourage increased car use and through traffic.

Oxfordshire County Council updated its Local Transport Plan (LTP4) in July 2016. Key objectives of the plan include improving connections, making more efficient use of the existing transport network and encouraging travel by sustainable modes. To this end, LTP4 includes specific strategies for Science Transit, Rail, Bus and Active & Healthy Travel that are relevant to Kidlington. In particular, a new outer Park & Ride site is proposed on the A44 corridor near London Oxford Airport connected to Oxford by a Super Premium bus route running along Oxford Road, and a new Cycle Premium Route is proposed to run from Langford Lane to Oxford city centre via Oxford Road.

The proposals for a new bus-based Rapid Transit system connecting the airport to Oxford could dramatically improve journey times to the city centre and to the important employment areas in Oxford's 'Eastern Arc'. Opportunities should also be explored for improvements to Oxford Road to increase pedestrian and cycling priority whilst recognising the strategic highways functions of this important route. The upgrading of the Canal tow path presents opportunities for improved walking and cycling for leisure activities and commuting into Oxford. The feasibility of the rail station at Lyne Road could also be re-examined in the context of improved rail services in the area.

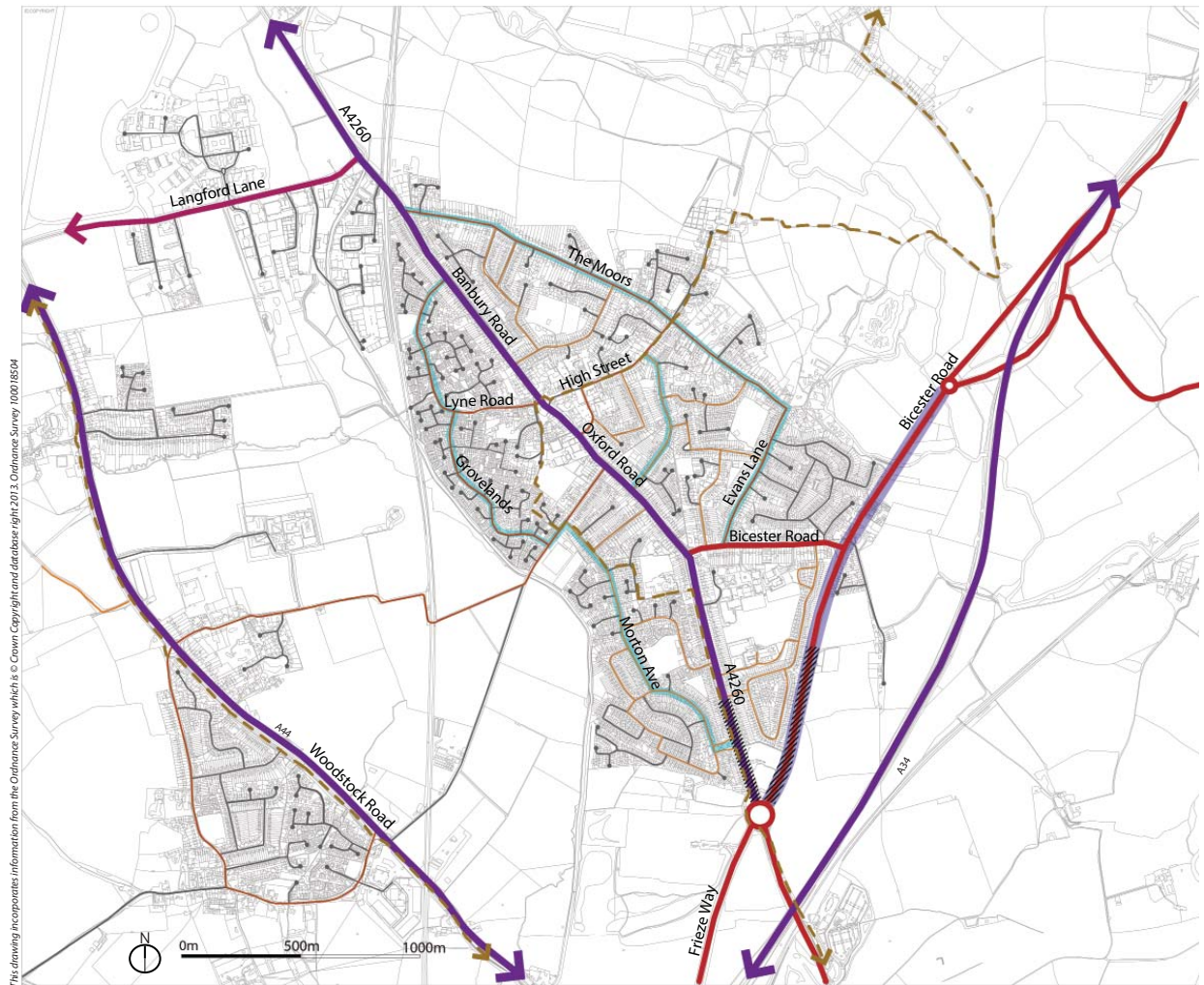
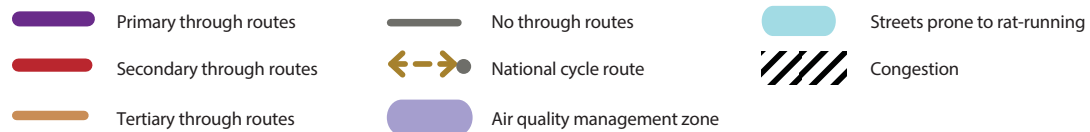


Figure 2.21 Existing street network



2.6 Socio-economic context

A below average population growth was recorded in the Census 2011 (+1%) most recent APS shows stronger growth (+4%), which is higher than Cherwell, the South East and England. Population figures show that the population is ageing and the implications are likely to be seen in terms of increased pressure on resources demand for specialist housing and healthcare, alongside a reduction in the economically active population.

Between Census 2001 and Census 2011 Kidlington experienced an increase in the proportion of highly qualified residents as well as a decrease in the proportion of those with no qualifications. This change in Kidlington was in line with the national, district, and local averages. The more recent data from the ONS Annual Population Survey, 2014 shows the proportion of 16-64 year olds in Cherwell with a qualification equivalent to an NVQ Level 4 or above was equal to 35% which is an increase on the proportion reported by Census 2011. This increase is in line with the regional and national level (+5 points) and slightly lower than Oxford (+7 points) over the same time period. Median weekly income has increased since 2011 but is still lower than comparator areas which could signify that employment is lower-value than surrounding areas.

The Indices of Multiple Deprivation 2015 (IMD) provide a measure of relative deprivation among residents at a small area level of geography across England. Data is available for the wards of North Kidlington, South Kidlington and Yarnton, and Gosford and Water Eaton. The maps indicate that whilst Kidlington in general performs extremely well in terms of the overall indices and the income domain, there are localised issues. North Kidlington ward has an overall ranking that puts in the least 20% of deprived areas in England. This indicates low deprivation, although the ranking is less encouraging for education and for access to housing and services and this implies some issues relating to accessibility to key local services in North Kidlington.

South Kidlington ranked among the least 30% of deprived areas in England. But the results for access to housing and services also imply some barriers in South Kidlington that are similar to those for North Kidlington. Yarnton, Gosford and Water Eaton also has an overall ranking in the least 20% of deprived areas in England. The area is among the very least deprived in terms of issues crime and health. Once again, access to housing and services appears to be more of an issue with the area ranked in the bottom 50%.

2.6.1 Key issues

Opportunities should be considered to improve access to housing and services in North Kidlington and South Kidlington and to address increased demand for services for the elderly. It will also be necessary to consider the implications of population trends for service provision, particularly the demand for services associated with an ageing population.

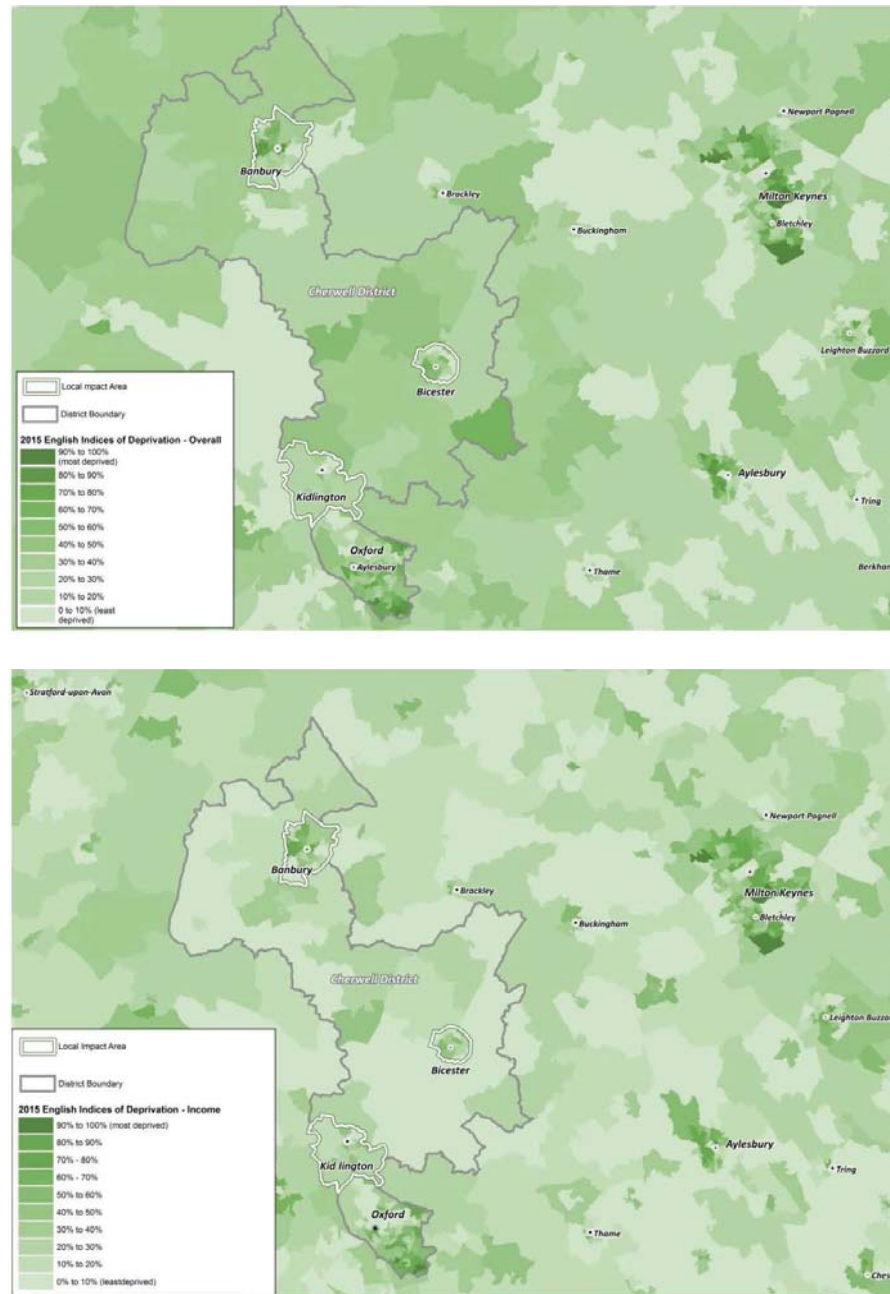


Figure 2.22 Top- IMD map overall. Bottom- IMD Income. Source: English Indices of Deprivation 2015

2.7 Economy and employment

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

Overall, there is a net inflow of commuters into Kidlington to work demonstrates the important role that Kidlington continues to play as an employment location for other areas. However, there is a net outflow of almost 2,600 working residents to Oxford although the net outflow of commuters to London is modest at fewer than 50 residents (data is from the 2011 Census).

The ONS Business Register & Employment Survey for 2014 shows that the largest proportion of employee jobs in Kidlington is in public administration and defence (1,600 jobs). This high share is underpinned by the presence in Kidlington of the headquarters for Oxfordshire Fire and Rescue Service and the Thames Valley Police. Other, notable high employment sectors include retail (800 jobs) publishing (500 jobs) and manufacture of computer, electronic and optical products (300 jobs). There are a number of sectors in Kidlington which have relatively high specialisations compared to the national average. This reflects the activities concentrated in Kidlington, including those located at key employment sites such as Begbroke Science Park, Langford Lane and London Oxford Airport. Scientific Research & Development (R&D) is primarily associated with the activities located at Begbroke Science Park. This science park is owned and managed by Oxford University. It has over 30 businesses, mostly operating in R&D in biotechnology, pharmaceuticals, materials, and environmental sciences.

The Local Plan recognises that there is potential for Kidlington to play a significant role in Cherwell diversifying its economic base. This will involve a local, small scale, review of the boundaries of the Oxford Green Belt around the existing Begbroke Science Park and Langford Lane/Oxford Airport (Oxford Technology Park) locations. It is intended to reinforce their roles as part of a high tech “cluster” of existing businesses that includes university “spin off” companies with good short term growth prospects.

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

There are several key growth sectors which already have an above average concentration of activity in Kidlington including advanced manufacturing and scientific R&D and the potential for growth in key sectors is identified in national and local policy. Kidlington also benefits from proximity to Oxford which is identified as one of the five key drivers of the UK economy and proximity to Oxford Parkway presents economic benefits in terms of direct links to Oxford, Bicester and London.

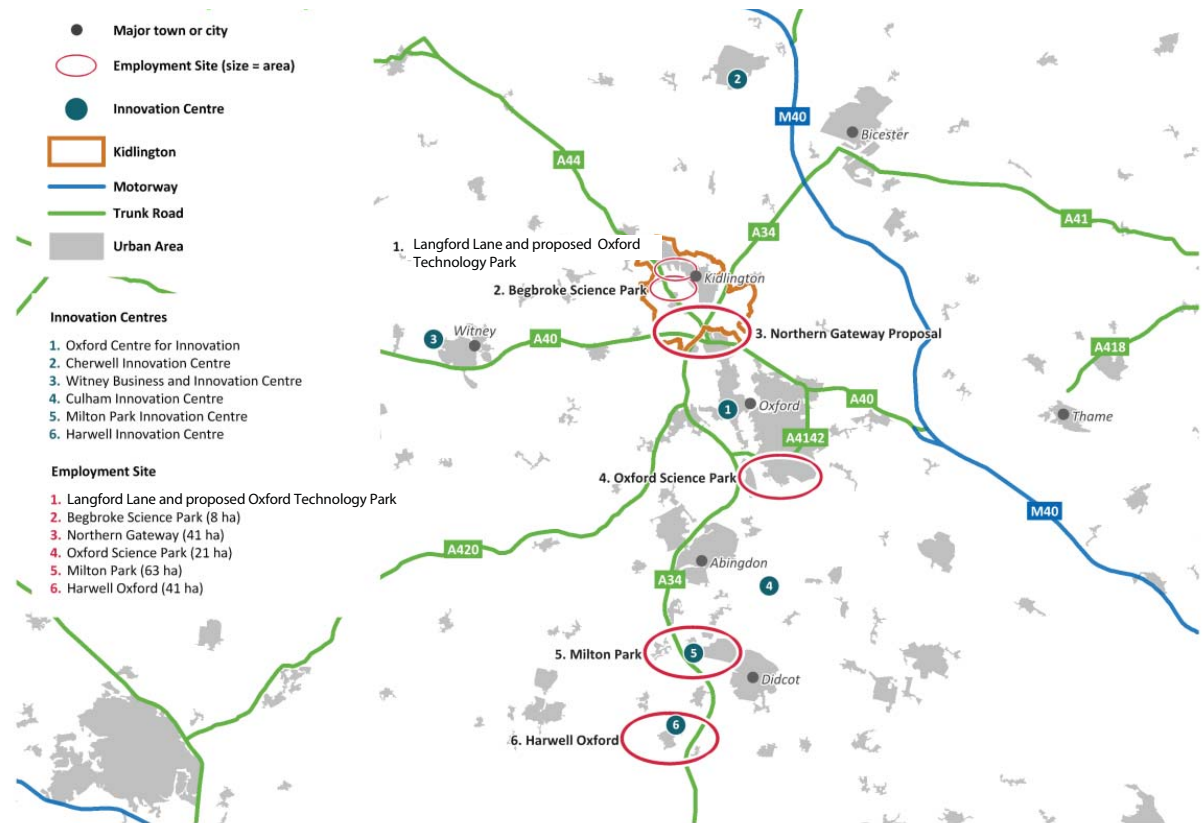


Figure 2.23 Innovation Parks and Innovation Centres in Oxfordshire. Source: Digital Mapping Solutions from Dotted Eyes © Crown Copyright. All rights reserved. Licence Number 1000199918.

2.7.1 Key issues

There is potential for significant employment growth. The ELR (2012) identifies the potential for significant growth of B1 (business) uses at Kidlington (which could be a constraint if development does not come forward).

However, at the present time employment areas are detached from Kidlington and there is a lack of engagement between businesses and the rest of the village and is poor integration and synergy between employment areas. There is currently a lack of facilities to support business tourism - such as overnight accommodation, Village Centre food and drink and a range of retail. Growth in the number of jobs in Kidlington has also been sluggish in recent years, with indexed performance lower than all other comparator areas and Kidlington suffers from a weak identity as highlighted in the Cherwell Economic Analysis Study. Competition will continue from other centres notably Oxford including the Oxford Northern Gateway.

Growth potential at Begbroke Science Park and Langford Lane cluster is identified within the Local Plan. The plans for expansion at Begbroke Science Park provide an opportunity for Kidlington to retain the growing firms from the incubation centre as well as the spin-out companies that may arise from commercialisation of research undertaken on the site. London Oxford Airport also offers growth potential but the environmental implications of expansion in air services must be fully assessed. There is a need to ensure coordination between proposed developments at Langford Lane, Oxford Technology Park, Oxford London Airport and Begbroke Science Park to maximise opportunities for the development of a high quality technology cluster.

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

Opportunities should be considered for enhancing the tourism offer including promoting use of the Oxford Canal to attract more leisure visitors by boat as well as providing a focus for activities such as walking, cycling, boat trips and fishing and providing general visitor interest. Improvements to public spaces and the retail offer could make Kidlington a more interesting destination.

2.8 Housing

Kidlington is directly affected by pressures in the Oxford housing market. Evidence points towards significant affordability pressures, both in regard to the (un)affordability of market housing and in terms of a shortage of affordable housing. The growth of smaller households including single person households and the growth of households headed by people over 65 are the most significant demographic drivers. These factors point strongly towards a need to deliver more homes in the future in order to ensure that young households can form a home or get a foothold on the housing ladder.

The full Objectively Assessed Needs (OAN) for Cherwell can be met over the plan period without the need to remove land from the Oxford Green Belt. Housing development will largely be concentrated on strategic sites at Bicester and Banbury in accordance with the overall strategy set out in the Local Plan. The Council is committed 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). This is being addressed in the partial review of the Local Plan currently being undertaken by the Council.

The Strategic Housing Land Availability Assessment (SHLAA) undertaken as part of the evidence base for the Local Plan provides an informed estimate of land availability for housing at a given point in time, to inform plan-making and to help maintain a five-year supply of housing land. The SHLAA confirms that the capacity for new housing development within Kidlington is limited by land availability. The 2014 SHLAA Update identified only one site within the settlement boundary of Kidlington as having potential for development taking into account issues of deliverability and planning policy. Taking into account sites with planning permission or potential for development within the settlement boundary and small site windfalls, the SHLAA estimates a potential housing land supply in Kidlington equivalent to 320 homes in the period up to 2031.

2.8.1 Key issues

Limited land is available for housing within the settlement boundary and the majority of development will comprise windfall sites arising from redevelopment and conversion of existing property. The Local Plan provides for the full Objectively Assessed Needs (OAN) for Cherwell to be met over the plan period without the need to remove land from the Oxford Green Belt for new housing. Best use must therefore be made of development opportunities within the existing urban area. In particular, there may be potential to reconfigure sites in and around the Village Centre to accommodate housing as part of mixed use development and to redevelop underutilised sites and buildings.

The Green Belt constraints on the release of land will limit the quantum of new housing that can be provided at Kidlington and restrict local access to the market. This increases the cost of accessing housing and will make providing specialist housing, including housing for the elderly, more difficult. The level of housing development will also impact on the funding available for improvements to services and facilities in the village and affordable housing provision.

Intensification of development through the redevelopment and conversion of existing sites and buildings must be carefully managed to ensure there are no adverse impacts on the character of the village and residential amenity. Design guidance will be required to ensure that the highest standards are achieved in new development.

Policy Villages 3 of the adopted Local Plan provides the opportunity for Rural Exception Sites to be developed to meet specific, identified local housing needs that cannot be met through the development of sites allocated for housing. This could provide for exceptional releases of land within the Green Belt subject to policy criteria being met.

3.0 Framework vision and themes

3.1 Vision statement

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

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

The vision statement captures the essence of what the village hopes to achieve over the coming years and the type of place that Kidlington could become. Its themes are drawn from the strategic vision and objectives set out in the Local Plan, the strategic aims identified through the Kidlington Healthcheck (Kidlington Parish Council, September 2007) and subsequent Strategic Vision (KPC, updated 2012) and the analysis and consultation which have been undertaken as part of the Framework study. (Please refer to the accompanying Consultation Statement for details of consultation undertaken to date).

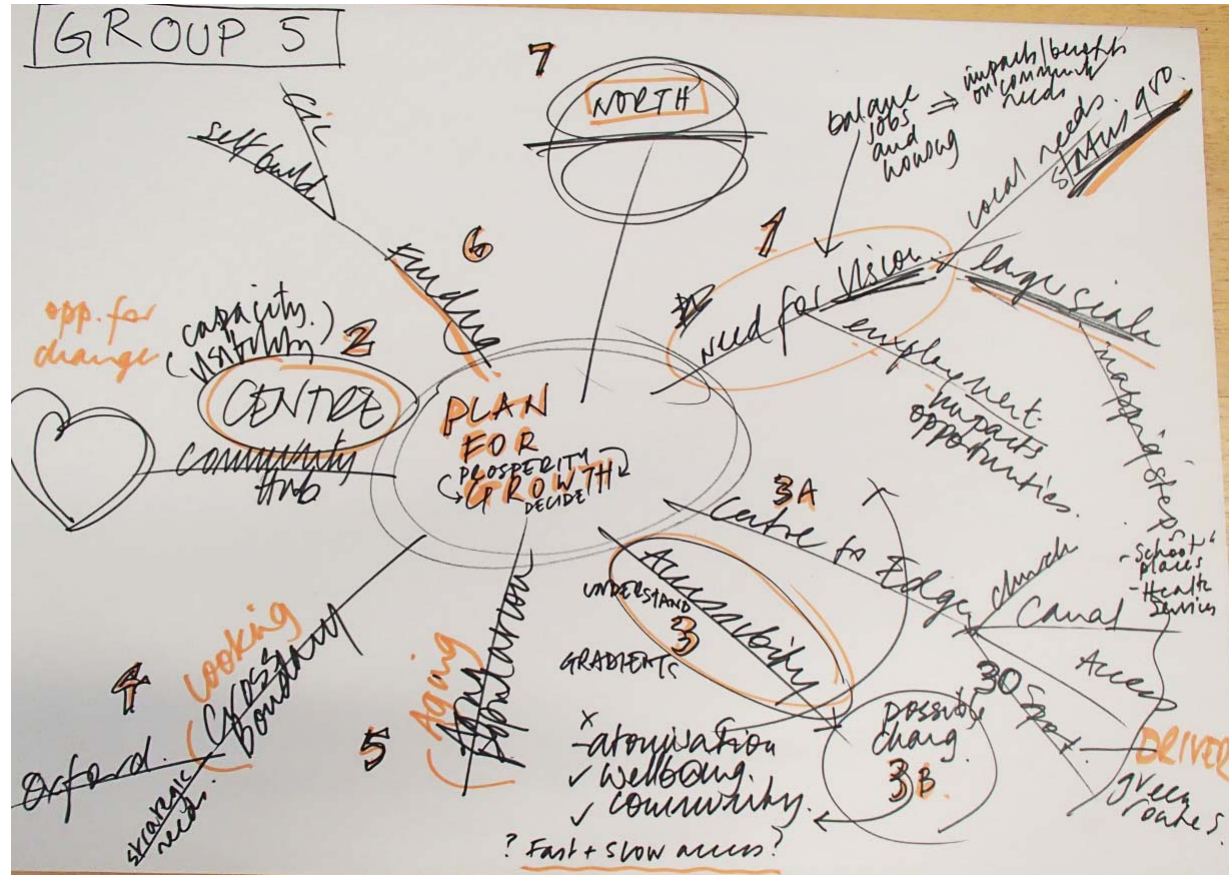


Figure 3.1 Stakeholder consultation September 2013: visioning

3.2 Spatial concept

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

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

3.3 Framework themes and objectives

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

1. Revealing Kidlington's distinctive identity

- To strengthen Kidlington's distinctive character of a 'village set in the landscape' and reveal its hidden gems to a wider audience.
- To establish an attractive Kidlington townscape character through the high quality design of new buildings and public spaces.

2. Planning for a sustainable community

- To build a sustainable community with opportunities for all and access to housing, jobs and high quality community facilities.
- To deliver high quality new homes within the village which add positively to the overall character of Kidlington.

3. Strengthening the Village Centre

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

4. Supporting community needs

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

5. Supporting future economic success

- To support the growth of an integrated cluster of high value employment uses to the west of the village including Langford Lane, London Oxford Airport and Begbroke Science Park.
- To integrate the employment areas with the rest of the village, to maximise benefits to employers and employees, the village as a whole and the wider district.










6. Integrating and connecting

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

- To reduce the highways dominance of Oxford Road (A4260) while integrating planned improvements to public transport in line with Oxfordshire County Council's Oxford Transport Strategy.

The Action Plan sets out the next steps in delivering the Framework opportunities. Areas where further detailed investigation is required to strengthen the evidence base are identified.

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

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

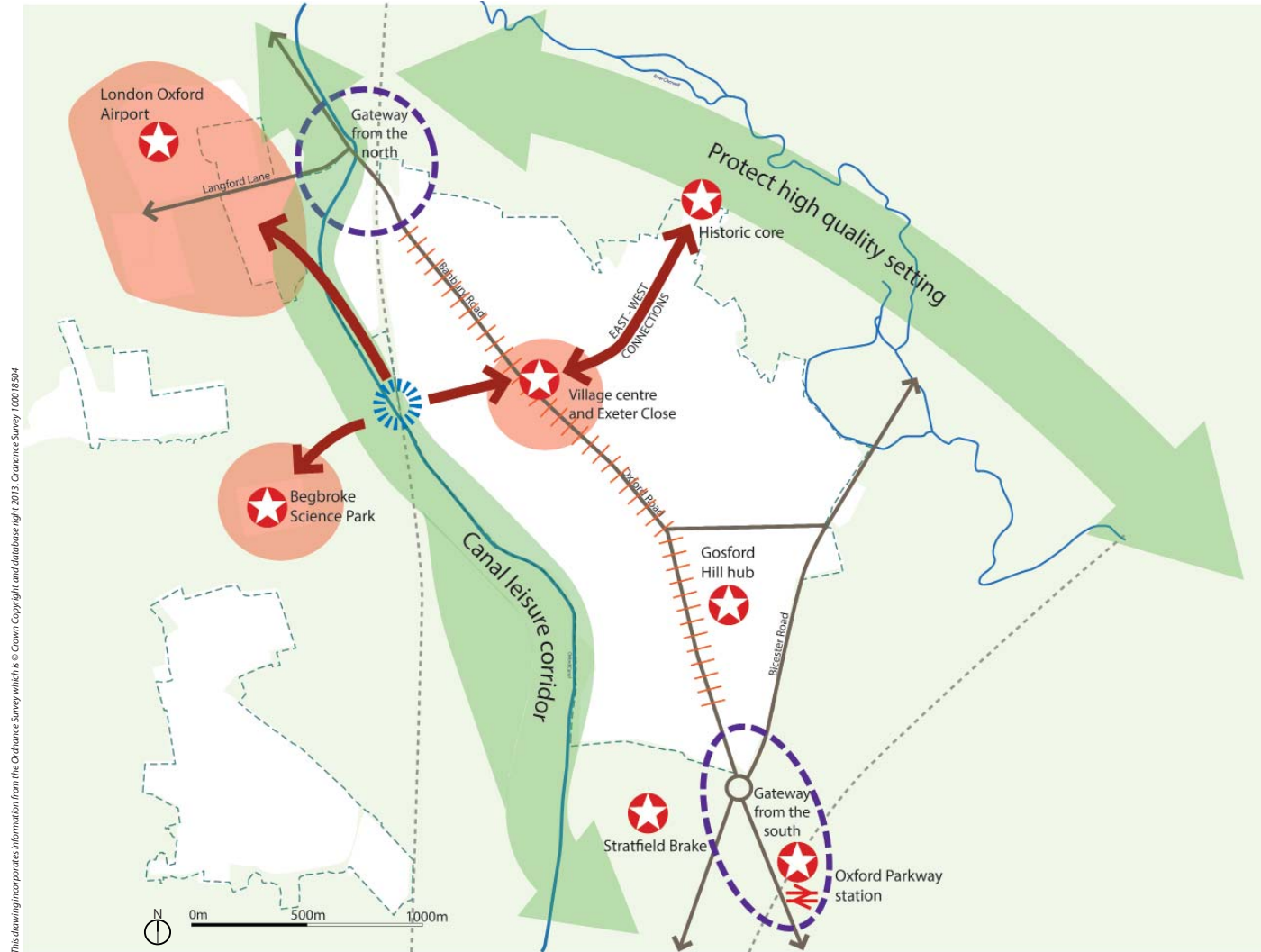


Figure 3.2 Spatial concept

4.0

Theme 1: Revealing Kidlington's distinctive identity

4.1 Summary of key issues

- Kidlington has a number of high quality, distinctive landscape and townscape assets including the Canal, historic village core and River Cherwell landscape. However, they are hidden at the edges of the village and are not evident to many visitors.
- The Canal and river corridors contain important wildlife habitats which could be affected by increased recreational use and these aspects need careful balance.
- First impressions are of a primarily suburban linear settlement comprising of ribbon development on the A4260 through the village and late 20th century inward facing estates which make up much of the housing stock and lack local distinctiveness.
- Access to the Canal from the adjacent housing estates is extremely limited with garage courts and back fences fronting into the Canal.
- The Village Centre is located to the east of the main road and is easy to miss. It lacks a strong sense of place or distinctive architectural style and does not relate to the historic core.
- The village is surrounded by Green Belt and physically separate from Oxford and the surrounding villages of Begbroke and Yarnton. It is keen to remain so, retaining its independence as a settlement rather than becoming a suburb of Oxford.
- Kidlington's status as the second largest village in England is a quirky fact but does not reflect the size of the settlement or its importance for service provision, employment and its weekly market.

4.2 Objectives

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

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

To protect and enhance Kidlington's landscape and biodiversity assets.

4.3 Relevant policies

In order to meet these objectives, proposals will be developed in accordance with the following Local Plan policies:

Policy SLE 3: Supporting Tourism Growth

Policy ESD 10: Protection and Enhancement of Biodiversity and the Natural Environment

Policy ESD 11: Conservation Target Areas

Policy ESD 13: Local Landscape Protection and Enhancement

Policy ESD 14: Oxford Green Belt

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 16: The Oxford Canal

Policy ESD 17: Green Infrastructure

4.4 Opportunities

4.4.1 Put Kidlington on the map

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

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

4.4.2 Strong first impressions

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

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

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

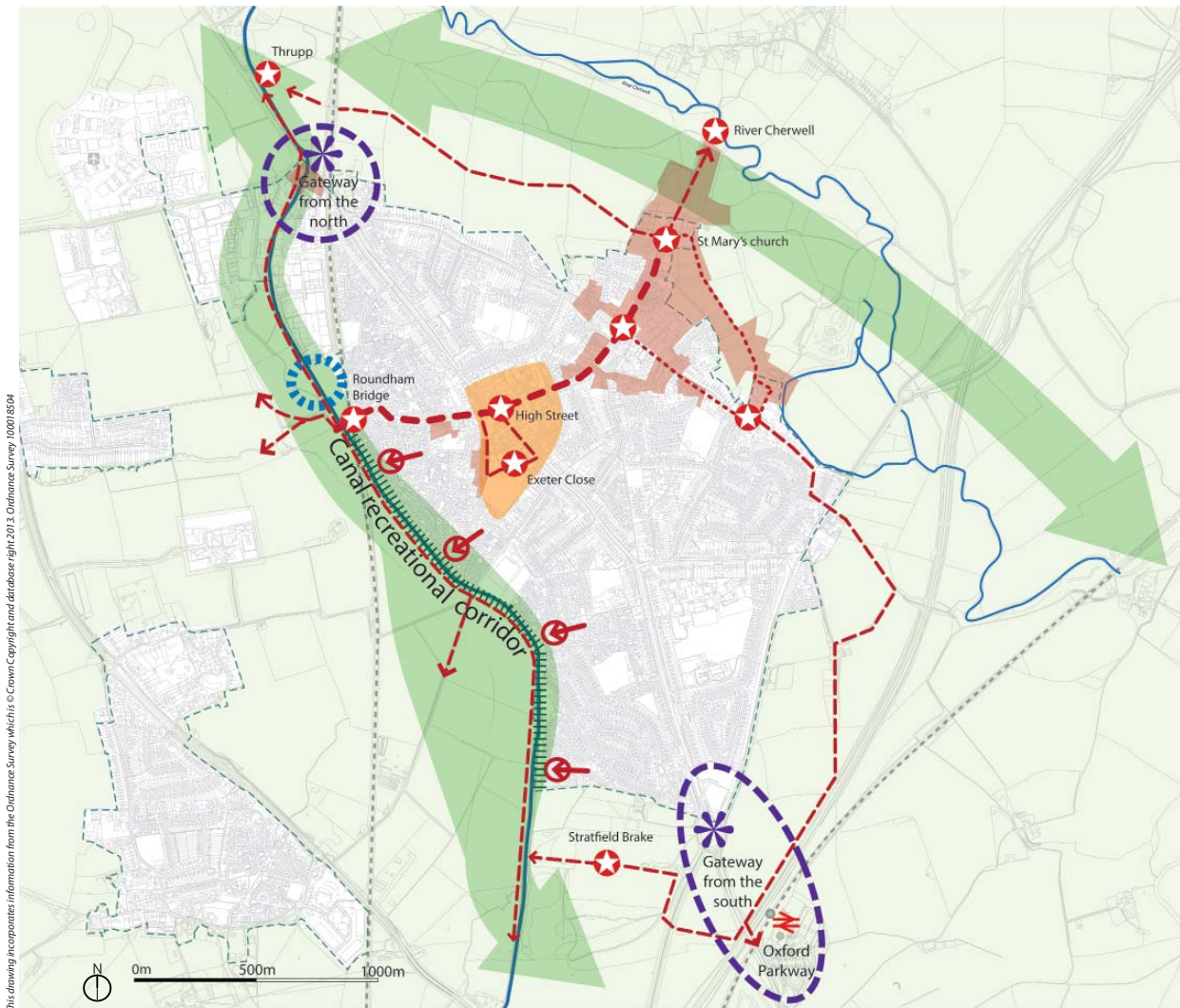


Figure 4.1 Revealing Kidlington's distinctive identity



Figure 4.2 Oxford Canal, Kidlington



Figure 4.3 Way finding, Kidlington Village Centre



Figure 4.4 Kidlington Fields- Footpaths through Kidlington fields



Figure 4.5 Western Gap- large open fields surrounding Begbroke Science Park

4.4.3 Positive additions to Kidlington's townscape character

High quality design will be required across all new development in line with Local Plan policy ESD 15.

The design of new homes will be guided by the planned Cherwell District Design Guide SPD and principles outlined under Theme 2: Creating a Sustainable Community.

Theme 3: Strengthening Kidlington Village Centre provides guidance on the quality and character that is expected of future development in the expanded Village Centre. This will assist planning officers in working with developers to ensure a high quality of design and development.

4.4.4 Enhance biodiversity across the village

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

Biodiversity enhancements could include the restoration or maintenance of habitats through appropriate management and new habitat creation to link fragmented habitats in accordance with the targets set out for the Lower Cherwell Valley Conservation Target Area (CTA) and Local Plan Policy ESD11.

Enhancements to wildlife habitats across the village will be supported such as:

- Proposals set out in Cherwell's Corporate Biodiversity Action Plan (BAP) 2016/17.
- Potential for improved management and community conservation at Local Wildlife Sites and District Wildlife Sites.

The Cherwell Corporate BAP 2016/17 includes a proposed new action to investigate the potential for a water vole project based on the Oxford Canal through Kidlington in association with the Berks, Bucks and Oxon Wildlife Trust and the Canal & River Trust. This could involve local residents in surveys/ conservation tasks and help to make the village more aware of the Canal's value for biodiversity and could develop into a Green Gym/ Friends of the Canal Group for Kidlington.

A community based conservation group already works on St Mary's Fields Nature Reserve and with the collaboration of landowners; this

approach could be adopted at other sites in conjunction with greater public access. The Council is working with the landowners to improve the management of the Langford Meadows Local Wildlife Site and this could also provide potential for organised educational and public site visits and group conservation tasks.

4.4.5 Increase accessibility and awareness of the landscape and heritage assets

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

There is an opportunity to create or enhance existing medium and longer distance circular walks to encourage an appreciation of the village's attractive landscape setting and improve connectivity for healthy walking. The majority of connections are already in place, but need clearer signage and additional information for example in leaflet form or a map/information display board in the Village Centre. This wider network of footpaths can be promoted as alternatives to routes through areas of high ecological sensitivity, where there is concern about the impact of recreational use.

4.4.6 Canal recreational corridor

In line with Local Plan Policy ESD16 the Framework supports increased access to and recreational use of the Oxford Canal corridor. Roundham Bridge and locks are already a focus for activity on the Canal and have the potential to act as a hub with increased facilities and connectivity:

- The bridge and railway level crossing to the west provide a footpath and informal cycle link between Begbroke and Kidlington Village Centre, and north and south along the Canal towpath. These links should be improved to provide formal cycle ways to Begbroke Science Park and Langford Lane employment areas.
- Yarnton Lane, which connects from the Canal at Sandy Lane / Yarnton Road via another level crossing to the A44 on the south side of Yarnton, should be improved as a walking and cycling corridor.
- The vacant triangle of land to the east of Roundham locks could be a good location for a small scale facility such as a local marina and café which relates well to the Canal and encourages recreational use of the corridor. This would provide moorings which are within walking distance of the Village Centre.

Opportunities for longer distance cycle routes are outlined in section 9.4.

Opportunities to increase access from residential estates to the east of the Canal should be explored to create connections for leisure and commuting. This could include the reconfiguration of garage courts and footpaths to enable cycle and pedestrian access, and the creation of a towpath on the eastern bank of the Canal. A detailed study will be required to identify appropriate locations and assess potential impacts on Canal side properties.

As outlined above, there is the opportunity to create a corridor of informal amenity and natural open space to the west of the Canal, making use of land which is at risk of flooding. In addition, poorly used green spaces on the eastern bank of the Canal have potential to be turned into pocket parks to improve the setting of the Canal, support biodiversity and address the greenspace shortfall. These spaces could provide an opportunity for design and management by the local community. Increased recreational activity along the Canal will need to be balanced carefully against biodiversity objectives.

4.5 Possible Longer term opportunities

The following opportunities could be considered in the longer term:

4.5.1 Development opportunities

Mixed use development of an appropriate scale and design (in line with Policy ESD 15 of the adopted Local Plan) could be used to strengthen the village gateways and create a stronger sense of arrival. For example, development around the southern gateway could provide a stronger frontage to the main road.

Development of facilities to the west of Canal to provide moorings and visitor facilities, subject to policy constraints.



Figure 4.6 Precedent of an opportunity for greater canal side activity



Figure 4.7 Oxford Canal-canal boat moorings near Roundham Lock

5.0 Theme 2: Creating a sustainable community

5.1 Summary of key issues

Kidlington is an attractive place to live benefitting from:

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

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

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

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

Currently, Kidlington is only designated for small scale development in the Local Plan Part 1 the potential for the village to grow is limited:

- By physical constraints – floodplain, rail and Canal barriers, sensitive landscapes.
- By planning policy - the designation of the Oxford Green Belt limits development opportunities around the village.
- By local concerns about coalescence with adjacent settlements and the retention of village character and setting.
- By a lack of available sites within the built up area.

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

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

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

5.2 Objectives

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

To deliver high quality new homes within the village which add positively to the overall character of Kidlington.

5.3 Relevant policies

In order to meet these objectives, proposals will be developed having regard to the following Local Plan policies:

Policy PSD1: Presumption in Favour of Sustainable Development

Policy BSC 2: The Effective and Efficient Use of Land -Brownfield land and Housing Density

Policy BSC 3: Affordable Housing

Policy BSC 4: Housing Mix

Policy ESD 3: Sustainable Construction

Policy ESD 15: The Character of the Built and Historic Environment

Policy Villages 1: Village Categorisation

Policy Villages 3: Rural Exception Sites

5.4 Opportunities

5.4.1 Understanding local housing needs

The Oxfordshire SHMA (2014) provides information relating to housing needs at a district-wide and county level but does not provide a breakdown of housing needs for sub-market areas in the District, including Kidlington.

Policy BSC3 of the adopted Local Plan states requires all proposed developments at Kidlington that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), to provide at least 35% of new housing as affordable homes on site. Opportunities for the provision of extra care, specialist housing for older and/or disabled people and those with mental health needs and other supported housing for those with specific living needs will be encouraged in suitable locations close to services and facilities.

All qualifying developments are expected to provide 70% of the affordable housing as affordable/social rented dwellings and 30% as other forms of intermediate affordable homes.

Policy BSC4 seeks to provide a mix of housing that has regard to the Council's most up-to-date evidence of housing need and available evidence from developers on local market conditions. The Local Plan highlights the SHMA's conclusions on the required mix for market and affordable homes. The Council's Housing Investment and Growth Team provide advice on the precise tenure and unit form of the affordable housing required having regard to local information where available.



Figure 5.1 Examples of high quality residential development from around the country

5.4.2 Approach to housing development

A range of options for development within the existing built-up area should be considered including appropriate redevelopment, intensification and infill while protecting Kidlington's key assets. This may involve increasing housing densities, reconfiguring land uses and introducing mixed use development.

5.4.3 Make best use of land within the village boundaries

A key principle underpinning the Framework is to make best use of previously developed land within the Village. Managing the use of previously developed land is important in maintaining the appearance of the village and to the well-being of our communities. It can also provide opportunities for enhancing biodiversity. This means ensuring that land and buildings earmarked for development are not underused and that we make the most of vacant and derelict land and buildings.

In general, new housing should be provided at a net density of at least 30 dwellings per hectare (Policy BSC 2 of the Local Plan). However, the density of housing development will be expected to reflect the character and appearance of individual localities and development principles that are appropriate to the individual circumstances of sites.

Potential development opportunities within the village identified to date include the following (housing capacity figures are indicative):

- **Village Centre sites:** Policy Kidlington 2 states that residential development will be supported in appropriate locations in the Village Centre except where it will lead to a loss of retail or other



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

- **Exeter Close:** This site is within the Village Centre area of search as defined in the Local Plan and housing could form part of a scheme to help strengthen the Village Centre in accordance with Policy Kidlington 2. A more efficient arrangement of community uses on this site could release land for small scale residential development. Estimate of housing capacity: 15-20 homes.
- **Thames Valley Police HQ:** The site is in existing employment use and is not currently available for development. However, in the event of all or part of the site being vacated, some housing may be acceptable as part of a mixed use scheme provided that this complies with Policy SLE1 and would not limit the amount of land available for employment use. Redevelopment of the site for residential use would need to be considered through Local Plan Part 2.

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

Proposals for development within the built-up limits of the village will be required to comply with Policy Villages 1 and 2 of the adopted Local Plan.



Particular regard will be given to the following criteria:

- Whether significant adverse impact on heritage or wildlife assets could be avoided.
- Whether development would contribute in enhancing the built environment.
- Whether satisfactory vehicular and pedestrian access/egress could be provided.
- Whether the site is well located to services and facilities.
- Whether necessary infrastructure could be provided.
- Whether the development would have an adverse impact on flood risk.

5.4.4 Rural exception sites

In accordance with Policy Villages 3, small scale affordable housing schemes to meet specifically identified local housing need may be brought forward through the release of rural exception sites outside the settlement boundary. Proposals for community self-build or self-finish affordable housing may also be permitted where they will meet a specific, identified local housing need. In identifying suitable sites, it will be necessary to balance the advantages of providing affordable housing with the impact of development, for example on the appearance of the village, the surrounding landscape or to the historic environment.

It will be particularly important that proposals for developments in the Green Belt are able to demonstrate that there are no alternative sites outside of the Green Belt that could reasonably meet the identified needs.

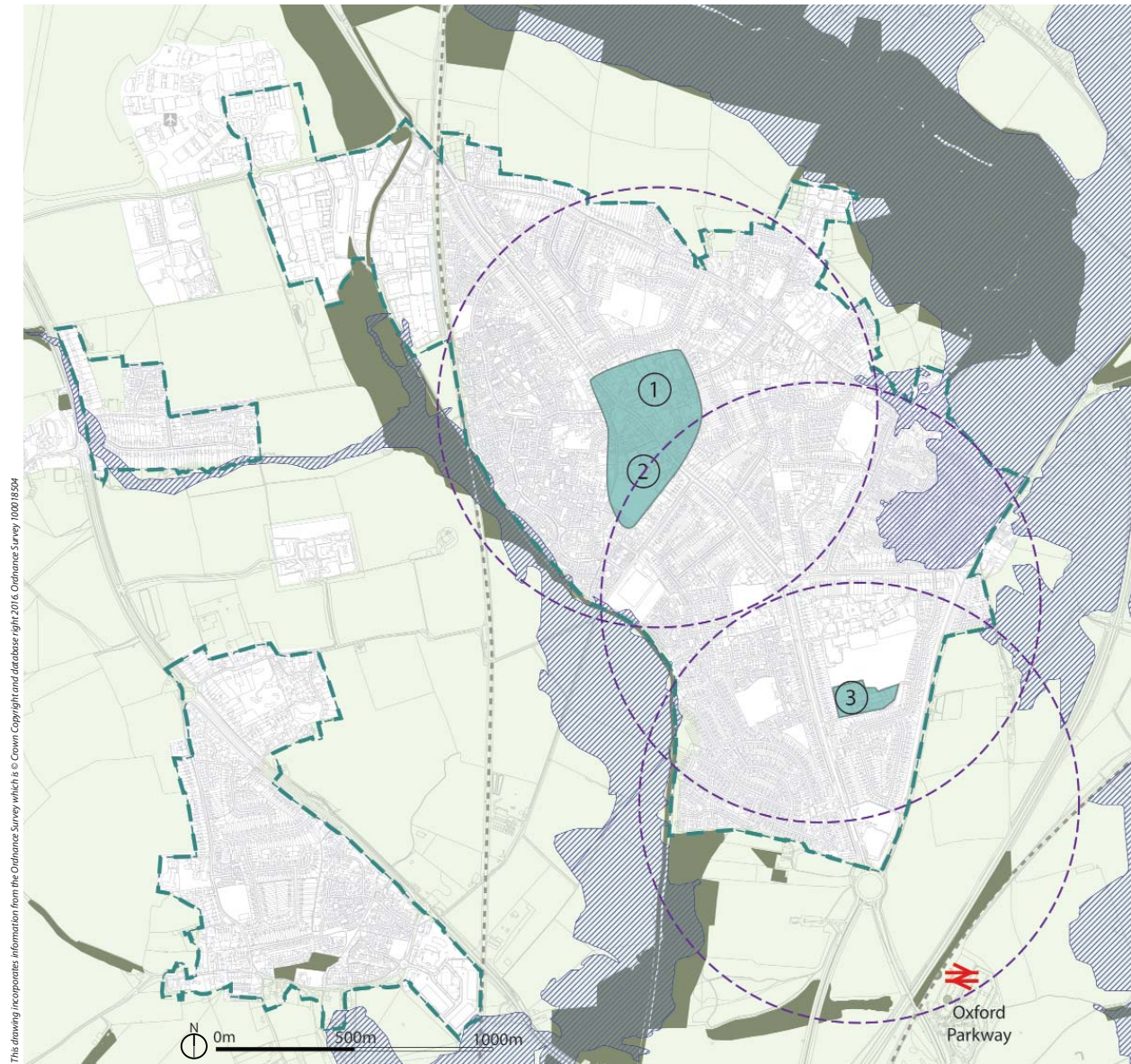
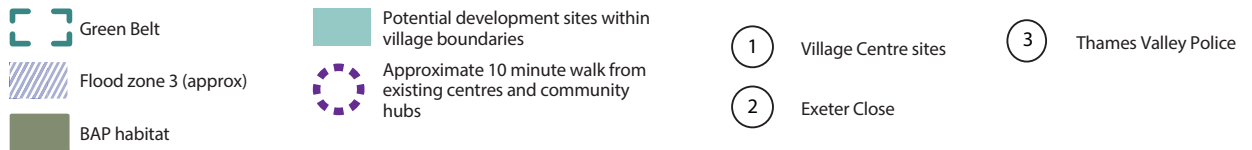


Figure 5.2 Planning for sustainable growth



5.4.5 Design quality

Securing high design standards

Significant importance will be placed on conservation of the historic environment and securing high quality urban design in protecting and enhancing the character of the Village and ensuring that Kidlington is an attractive place to live and work. High design standards are critical in ensuring development is appropriate and secures a strong sense of place and clear sense of arrival at points of entry into the village. Particular sensitivity is required where development abuts or takes place within the designated Conservation Area.

Cherwell District Council is preparing a District-wide Design Guide SPD which will set quality guidelines for all residential developments.

In accordance with the adopted Local Plan Part 1, residential developments will predominantly be within the settlement boundary on sites identified through the Framework Masterplan and other 'windfall' sites. The design of the site layout, access arrangements, scale, massing and appearance will be required to demonstrate a positive relationship with the immediate surrounding context of the site and respect and enhance the townscape character of Kidlington as a whole.

Policy ESD15 requires all new development to be of a high design quality. New development proposals should:

- Be designed to deliver high quality safe, attractive, durable and healthy places to live and work in. Development of all scales should be designed to improve the quality and appearance of the area and the way it functions.
- Deliver buildings, places and spaces that can adapt to changing social, technological, economic and environmental conditions.
- Support the efficient use of land and infrastructure, through appropriate land uses, mix and density/development intensity.
- Contribute positively to an area's character and identity by creating or reinforcing local distinctiveness and respecting local topography and landscape features, including skylines, valley floors, significant trees, historic boundaries, landmarks, features or views.
- Conserve, sustain and enhance designated and non-designated 'heritage assets' including buildings, features, archaeology, conservation areas and their settings, and ensure new development is sensitively sited and integrated.

- Include information on heritage assets sufficient to assess the potential impact of the proposal on their significance.
- Respect the traditional pattern of routes, spaces, blocks, plots, enclosures and the form, scale and massing of buildings. Development should be designed to integrate with existing streets and public spaces, and buildings configured to create clearly defined active public frontages.
- Taking into account the particular characteristics of Kidlington, emphasis should be placed on the following:
 - Raising the standard of urban design and architecture across the village, with a particular requirement for exemplary design standards within the Village Centre, at the gateways to the village and adjacent to Conservation Areas and landscape assets.
 - The provision of a connected street network, avoiding the creation of further dead-ends.
 - Arranging buildings to provide an appropriate sense of enclosure to the public realm (particularly on the frontage to Oxford Road) and a clear definition of public / private boundaries.
 - Ensuring set-backs, boundary treatments, building arrangements, typologies, heights and rooflines are in keeping with adjacent buildings (unless these fail to provide a positive precedent). The aim is to create a simple and coherent street scene which is of an appropriate character for the location of the site within the settlement.
 - The need to avoid the loss of trees, front gardens and historic boundary treatments to the street, and the importance of introducing new elements of soft landscape to soften the street scene.
 - The importance of designing appropriate car parking for the location and type of property be that on-street parking, on plot parking or small communal parking courts.
 - The use of traditional building materials including limestone, brick and slate and clay tiles and high quality detailing in keeping with the character of the District in both traditional and contemporary architectural forms.

Early dialogue with Council Development Management officers will be required to establish the critical design considerations for individual sites for example: the appropriate extent of development,

access arrangements, mix of uses, appropriate building typologies, local precedents, street hierarchy and design, appropriate building materials and detailing.

In appropriate locations, the Framework identifies the potential for development to drive a change in character. For example, to the west of Oxford Road within the proposed extension to the Village Centre, the current low rise buildings set far back from the road result in a weak street scene which is dominated by the width of the carriageway. Buildings of up to 3-4 storeys, with a continuous frontage, set close to the pavement would be more appropriate here and in keeping with the Village Centre location. This change in character would signify arrival in the 'Village Centre', while taller buildings would provide greater enclosure to the street, reducing the visual dominance of the highway which in turn will assist in slowing traffic.

Conversions of existing houses to flats are subject to the same requirements for high quality design set out in Policy ESD15 of the adopted Local Plan as new builds. Particular attention should be paid to maintaining the external appearance of the original property and delivering appropriate amenity space, parking and refuse storage to minimise impacts on the character and appearance of the surrounding area and existing residential amenity. This is especially important where proposals involve the conversion of one half of a semi-detached pair, where conversion should not diminish the overall symmetry of the buildings and their front gardens.

Innovative building techniques and technologies should be applied where possible to drive up levels of sustainability in all new development and to help make efficient use of land in what is a constrained area.

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

Improve the quality of existing homes and neighbourhoods

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

- Improving the energy performance of homes (learning from the experience at North West Bicester).
- Establish residents associations or community management groups to manage local open spaces and public realm, for example to reintroduce hedges and street trees to the Garden City.

6.0 Theme 3: Strengthening Kidlington Village Centre

6.1 Summary of key issues:

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

6.2 Objectives

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

6.3 Relevant policies

Proposals will be required to have particular regard to the following Local Plan policies:

Policy SLE 2: Securing Dynamic Town Centres

Policy SLE 4: Improved Transport and Connections

Policy BSC 2: The Effective and Efficient use of Land

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 17: Green Infrastructure

Policy Kidlington 2: Strengthening Kidlington Village Centre

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

'Shopping, leisure and other 'Main Town Centre Uses' will be supported within the boundary of Kidlington Village Centre. Residential development will be supported in appropriate locations in the Village Centre except where it will lead to a loss of retail or other main town centre uses. The change of use of sites used for main town centre uses in the Village Centre for residential development will normally be permitted if proposals contribute significantly to the regeneration of the Village Centre. Mixed use schemes will be encouraged'.

Paragraph C.235 of the Local Plan states that it is proposed to expand the geographical area defined as Kidlington Village Centre to include land on the western side of the Oxford Road and other small areas of commercial uses. The exact boundary will be determined in Part 2 of the Local Plan. It states that the aim of the extension is to:

- Support the viability and vitality of the existing Village Centre.
- Encourage economic activity.
- Assist with the connectivity between the existing Village Centre and the civic community and green open space at the Exeter Hall area.



Figure 6.1 Food and drink- Brixton Market



Figure 6.2 Food and drink



Figure 6.3 Markets

- Contribute to and maximise the benefits of improvements to the character and appearance of the Village Centre and the public realm.

It is appropriate therefore that this Framework supports these objectives without predetermining the identification of a precise boundary in Local Plan Part 2.

6.4 Opportunities

6.3.1 Redefine the character of Kidlington Village Centre

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

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

The Framework establishes design principles for the Village Centre and identifies potential development sites which are listed below. Particular importance is placed on environmental improvements and encouragement of the evening economy. These principles should be tested and developed in a comprehensive Village Centre masterplan. This will establish detailed design guidance on the appropriate layout scale, quality and character that is expected of future development drawing from the planned District Design Guide SPD in relation to residential development. It will require further background studies to understand land ownership, site availability and develop a strategy for car parking to ensure the proposals are deliverable.

6.3.2 Village Centre design principles

Development within the Village Centre should be of an exemplary standard, reflecting the public role of the Village Centre and its importance in shaping perceptions of the village as a whole. The following principles should be considered in greater detail through the Village Centre masterplan in support of the proposals within the Framework, Local Plan Policy Kidlington 2 and ESD 15.

Townscape

- The existing character of the centre of Kidlington is mixed. There is little architectural coherence, with varied materials, heights and styles. New development on the High Street should aim to bring coherence to the street scene, responding to the height and set-backs of adjacent buildings and creating a continuous frontage to the street.
- Locally appropriate materials (limestone and local brick, slate or clay tile roofs) should be the primary materials used on elevations fronting the public realm.
- The potential expansion of Village Centre uses to the west of Oxford Road should be reflected in buildings of an appropriate character and increased scale (up to 3-4 storeys) to provide enclosure to the street.
- A hierarchy of streets should be established with High Street and Oxford Road reading as the principal streets and development on Sterling Road Approach subservient to this in scale and massing.

Connectivity and public realm

- Key Village Centre streets and pedestrian routes (identified on Figure 6.5) should be the focus for high quality public realm treatments. This includes the transformation of Oxford Road from a traffic dominated highway to a pleasant, people friendly street (further details are provided below) to support the proposed expansion of Village Centre uses to the west of Oxford Road. On the High Street the public realm character of the western section could be extended eastwards to reduce the dominance of the carriageway.



Figure 6.4 Example of a characterful new Village Centre at Poundbury, Dorset

- The potential for an improved network of secondary pedestrian routes is identified to increase connectivity between east and west, and provide opportunities for additional development frontage. This includes a new walking route between the Co-op and Red Lion car parks to enhance access to the shops on Oxford Road.
- Potential locations for improved public squares are identified at Watts Way Piazza, the junction of Oxford Road/High Street and the entrance to Exeter Close. Where redevelopment proposals come forward for these areas it will be expected that they assist in delivering these improvements to help achieve Policy Kidlington 2 and ESD 15 of the Local Plan. The largest space at Watts Way has the potential to become a focus for Village Centre daily life and special events. Small scale retail/residential development on the existing car park would create a new frontage to the square which would define and enlarge the public space.

Car parking and servicing

- Indicative locations for small scale single deck (2 level) car parks are suggested to decrease the surface area occupied by car parking and release sites for residential and retail development. A survey of car parking use and need would assist in establishing the opportunities to reconfigure car parking provision and management in the town centre, but not to the detriment of Village Centre trade.
- As a supporting action to the spatial proposals of the Framework free car parking could be managed (potentially through permits or tokens or a reduction in long stay parking) to ensure that it is used by those visiting Village Centre shops and facilities rather than purely for park and ride to Oxford.
- In considering any proposals for redevelopment, retail service areas should be reviewed to limit conflict between pedestrians/cyclists and motor vehicles.

Development and new uses

- New development should create active ground floor frontages to the primary and secondary pedestrian routes and streets, with particular emphasis on High Street and Oxford Road.
- The following uses would be particularly conducive in strengthening the retail offer and encouraging use of the Village Centre in the evening: retail and services, food & drink, leisure and cultural uses (e.g. gym, cinema, local museum), offices, residential, community facilities (e.g. library, healthcare, children’s centre), public open space.
- The frontage to High Street and the central section of Oxford Road is the focus for primary retail/ food & drink or community uses on ground floor, but could have a broader mix of uses including residential and offices above. Opportunities to increase the range of retail premises available should be supported including identifying opportunities for larger floorplate units and premises for small businesses.



Figure 6.5 Indicative plan to illustrate potential extent of development (subject to options testing)

- The growth of A3 uses (food & drink) and the evening economy should be supported, to provide greater choice for local residents and an attractive destination for after work leisure time and weekends. In particular evening economy and high quality food and drink establishments could be supported along Oxford Road, where a cluster has already developed.
- In line with Local Plan Policy Kidlington 2, there is potential for residential development in appropriate locations within the Village Centre. Sites could include land released through the reconfiguration of the northern car parks, Co-op car park and small scale development at Exeter Close subject to the satisfactory reconfiguration of existing uses. This will help to increase spending power and vibrancy within the Village Centre and will support the growth of retail, services and the evening economy.
- Over time, the current single storey houses to the west of Oxford Road could be replaced with 2-3 storey buildings with retail or community uses, to mirror the scale of the eastern side of the street and create a stronger sense of enclosure to denote entry to the Village Centre. Any future redevelopment should be of high quality with well landscaped public spaces and tree planting.
- To the south, the focus is on community facilities and creating a strong link to Exeter Close.
- Office uses (B1) should focus on small to medium scale premises with an emphasis on supporting local residents wishing to start up their own business.

6.3.3 Transform Oxford Road from highway to street

Land to the west of Oxford Road is identified within the area of search for an expanded Village Centre. However, the character of Oxford Road is currently dominated by the highway, is not conducive to east-west pedestrian movement and is not an appropriate character for a Village Centre location.

Public realm improvements to Oxford Road are proposed to change the character from 'highway' to village centre 'street' signifying arrival into the Village Centre. Pedestrian priority will be increased between Exeter Close and Benmead Road, providing the right setting for high street uses to flourish and creating stronger east-west walking and cycling routes towards the Canal.

The detail of public realm proposals will need to be developed in consultation with the County Council as Highways Authority to ensure that Oxford Road's status as a priority route and any approved proposals emerging from the Local Transport Plan and its Oxford Transport Strategy can be accommodated.

Development proposals for central Kidlington should include consideration of the following in conjunction with both the County and District Councils:

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

Figure 6.6 illustrates one potential way to alter the character of Oxford Road to support the expansion of retail uses and to improve pedestrian and cycle connectivity and access to bus services. Such a scheme should tie in with planned Cycle Premium Route and Bus Rapid Transit improvements along the Oxford Road corridor. The potential impacts would need to be fully tested with the County Council as Highway Authority before implementation and should not significantly increase traffic congestion or delay public transport services.









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



Figure 6.6 Village Centre indicative public realm improvements



Figure 6.7 Village Centre existing highway arrangements

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

6.3.4 Expand the Village Centre through new mixed use development

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

- A. The Skoda garage is a large site (0.4ha) on a highly prominent corner site to the west of Oxford Road. The current building scale, car park forecourt and advertising banners are detrimental to the appearance of the Village Centre. The site would be ideal for a new retail anchor, community or arts facility such as a theatre providing an attractive western frontage to the square. The site could be developed in a manner which encourages links west to the Canal.
- B. Co-op car park (0.3ha). The site presents an opportunity for residential, small scale retail or office above and around a car park. A new pedestrian link from the rear Co-op entrance through to the Red Lion pub could be created, strengthening the retail 'loop' between the High Street and Oxford Road. A deck above the car park could provide residential amenity space or additional parking.
- C. Rationalisation and redevelopment of car parks to the north of the High Street could provide smaller retail units and residential. This should be designed to create an attractive frontage to the public square and a strong walking route between the remaining car parks, Curtis Road and High Street. Car park decks could be used where this provides a viable means of releasing development land while retaining parking.
- D. Exeter Close. Potential reconfiguration of the site (3.7ha) to create an enhanced community hub and flagship recreation space with new accommodation for community and health facilities currently located on the site. There may be potential for small scale residential development here. (See Chapter 7.0).

Smaller potential development sites include:

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

In the longer term the following opportunity sites could be considered for redevelopment subject to site availability:

- F. Properties to the west of Oxford Road between Lyne Road and Exeter Close are predominantly residential and presumably in multiple ownerships. Site assembly would be necessary to deliver a comprehensive and coherent scheme. The focus should be on providing a strong, continuous frontage of retail/ community uses onto the street with residential or office uses above.
- G. Fire station and post office sorting office site, if surplus to future operational requirements.

Development quantum

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

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

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

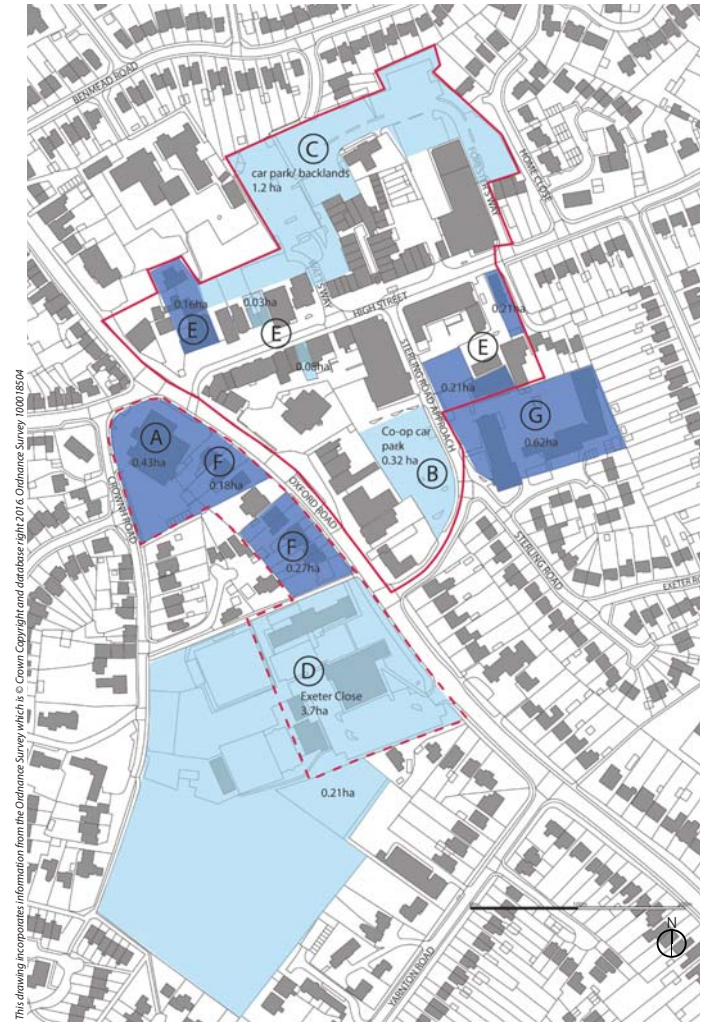


Figure 6.8 Potential Village Centre sites

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

6.3.5 Early project opportunities

In addition to the above land use possibilities, ancillary projects, marketing and management arrangements could be used to help strengthen the Village Centre. While these are not objectives that can be secured through this Supplementary Planning Document they are included in the Action Plan and highlighted below as important elements in improving central Kidlington as a place to visit and to work and live in.

Prior to significant development the following opportunities could be explored:

- Shop front improvements such as introducing canopies to shops around the Oxford Road square to create an appealing and consistent appearance.
- Extended events programme e.g. themed Sunday or evening markets, arts or craft events or outdoor music.
- Development of niche food offer.
- Projects to incentivise local spending.
- Potential to establish a business organisation and designate a Business Improvement District.

- Supporting the growth of the weekly market and increasing the range of specialist markets. This could include expansion of the market into the Oxford Road square to give it greater prominence to passing trade.
- Improving the Watts Way square by introducing small retail kiosks on the southern side of the square to bring activity.
- Setting up a working group with retailers / landowners at the western end / north side of the High Street to investigate opportunities for land assembly to enable a new rear access route, rationalisation of parking and retail servicing and provision of affordable commercial premises to the rear of the high street.

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

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

7.0

Theme 4: Supporting community needs

7.1 Summary of key issues

- Kidlington has a wide range of community facilities, sports facilities and good schools but facilities are concentrated in central and southern Kidlington. North Kidlington is less well served.
- Exeter Close provides a range of community facilities and recent landscape works have improved the entrances, but the site still relates poorly to the town centre, buildings are outdated and the site layout is inefficient.
- The Local Plan identifies the need for the expansion of one existing primary school.
- The southern part of Kidlington / Gosford is served by shops around The Broadway and a large Sainsbury's Supermarket. Retail facilities in the northern part of the village are limited to a convenience store.
- Kidlington is well served by playing fields dispersed across the village but there is limited access to all-weather pitches. The modern sports facilities of Stratfield Brake are at capacity.
- Kidlington's larger recreation areas (Orchard Rec., Parkhill Rec., Ron Groves Park and Exeter Close) provide vital amenity space for a local catchment and have a range of on-site facilities some of which would benefit from improvement / updating.
- There is a shortage of parks and gardens, allotments, pitches and amenity greenspace which is highlighted in Local Plan Policy Villages 4. However, considerable areas of 'left-over' green space exists within estates and alongside the Canal which could be put to better use.

7.2 Objectives

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

7.3 Relevant policies

Relevant Policies Proposals will need to have regard to the following Local Plan policies:

Policy BSC 7: Meeting Education Needs

Policy BSC 8: Securing Health and Well-Being

Policy BSC 9: Public Services and Utilities

Policy BSC 10: Open Space, Outdoor Sport and Recreation Provision

Policy BSC 11: Local Standards of Provision -Outdoor Recreation

Policy BSC12: Indoor Sport, Recreation and Community Facilities

Policy Kidlington 2: Strengthening Kidlington Village Centre

Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation

Policy INF 1: Infrastructure

7.4 Opportunities

7.4.1 Exeter Close community hub

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

Design principles which should be considered include:

- Retention of the current mix of uses with an emphasis on community facilities including healthcare, children's services, community hall, sports and recreation space and potential introduction of a small element of residential.
- New accommodation for Exeter Hall, the Health Centre and other community uses should be situated close to the Village Centre to create a strong frontage to Oxford Road. New buildings could be up to 3 storeys in height surrounded by high quality amenity space and retained mature trees.
- Creation of a multi-functional community hub building suitable for the co-location a range of facilities and services which are currently dispersed in individual buildings.
- Retention and reconfiguration of sports facilities including pitches, tennis courts, bowling green and pavilion.
- Relocation of the children's play area to a more central location within the site where it can relate better to the Village Centre and sports facilities.. Together the sports and play elements would offer a flagship recreation space at the heart of the village.
- Pedestrian routes through the site should be retained and improved with cycle access to connect the existing residential areas to Exeter Close and the Village Centre.

- The design of surface car parking is currently inefficient. In developing a plan for the site the area allocated to car parking and potentially also the total number of spaces should be reduced to release land for other uses. Cycle parking should be provided to serve all facilities.
- The main vehicle access to the site will be taken off Oxford Road, with secondary access from Crown Road.
- Opportunities for additional pedestrian or vehicle access from Yarnton Court or Judges Close should be explored.
- Vacant land between Exeter Close and Yarnton Road (approx. 0.2 ha) could be brought into the development.
- Assuming the satisfactory rehousing and reconfiguration of existing services, car parking and sports facilities within the site in a more efficient layout and the inclusion of land to the south, there is an opportunity for a small number of new homes to be built to help fund the development. It is estimated that the available land could be around 0.5 hectares, which could deliver upwards of 15 new homes. These should be located to the rear of the site, potentially accessed off Crown Road or Judges Close. Development should be a maximum of 3 storeys (subject to an assessment of impact on the setting of the adjacent Crown Road Conservation Area) and positively relate to the other uses on the site.

A suggested arrangement of uses is provided in Figure 7.1.

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

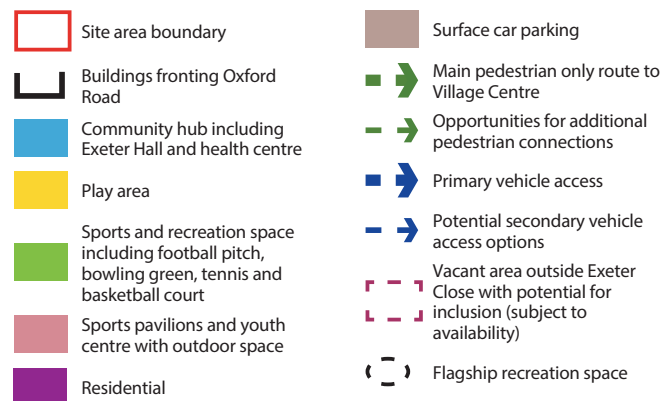
7.4.2 Local community hubs

Gosford Hill School / Leisure Centre forms a hub of facilities serving Gosford and southern Kidlington. If in the longer term, the adjacent Thames Valley Police HQ site were to become available, it could be considered for additional facilities or as a residential site.

Any housing growth in the longer term should be matched by the provision of additional community facilities. The location for facilities should be carefully considered to ensure they are within walking distance of the residents they serve. Growth in the north of Kidlington for example, could be a catalyst for a third community hub to be developed serving the needs of existing and future residents. Cross boundary working with adjacent parishes will be necessary to ensure effective service provision.



Figure 7.1 Indicative arrangement of uses at Exeter Close



7.4.3 Developer Contributions

Development at Kidlington may produce financial developer contributions to improve existing sport, recreation and community facilities.

7.4.4 Improve access and quality of sports pitches, parks and amenity space

The consultation undertaken in preparing this SPD highlighted the importance to Kidlington residents of access to localised recreation spaces and how well-used and highly valued the existing spaces are for various types of formal and informal recreation. There were also clear aspirations expressed for further improvements to the quality of the open space, sport and recreation provision at Kidlington.

Suggestions made through the consultation on the SPD included increased facilities for teenagers as well as for very young children; Kidlington could seek to develop a 'flagship' play area with high quality equipment aimed at a range of ages, potentially with a café on site to encourage longer stays. The opportunities and design principles highlighted for redevelopment at Exeter Close (above) include open space, sport and recreation provision at that site.

Smaller scale 'leftover' greenspaces within existing residential areas and alongside the Canal could become play spaces, gardens, community orchards or allotments. Opportunities for these spaces to be designed and managed by the local community should be explored.

Part 2 of this Framework highlights the existing levels of provision and the deficiencies in terms of sport and recreation at Kidlington. The Council has commissioned an update to the evidence base on sport and recreation provision to inform the planning policies to be contained in the Local Plan Part 2. This includes an assessment of existing provision, the development of a strategy to deliver and maintain the required indoor and outdoor sports facilities across the district, and the preparation of a playing pitch strategy.

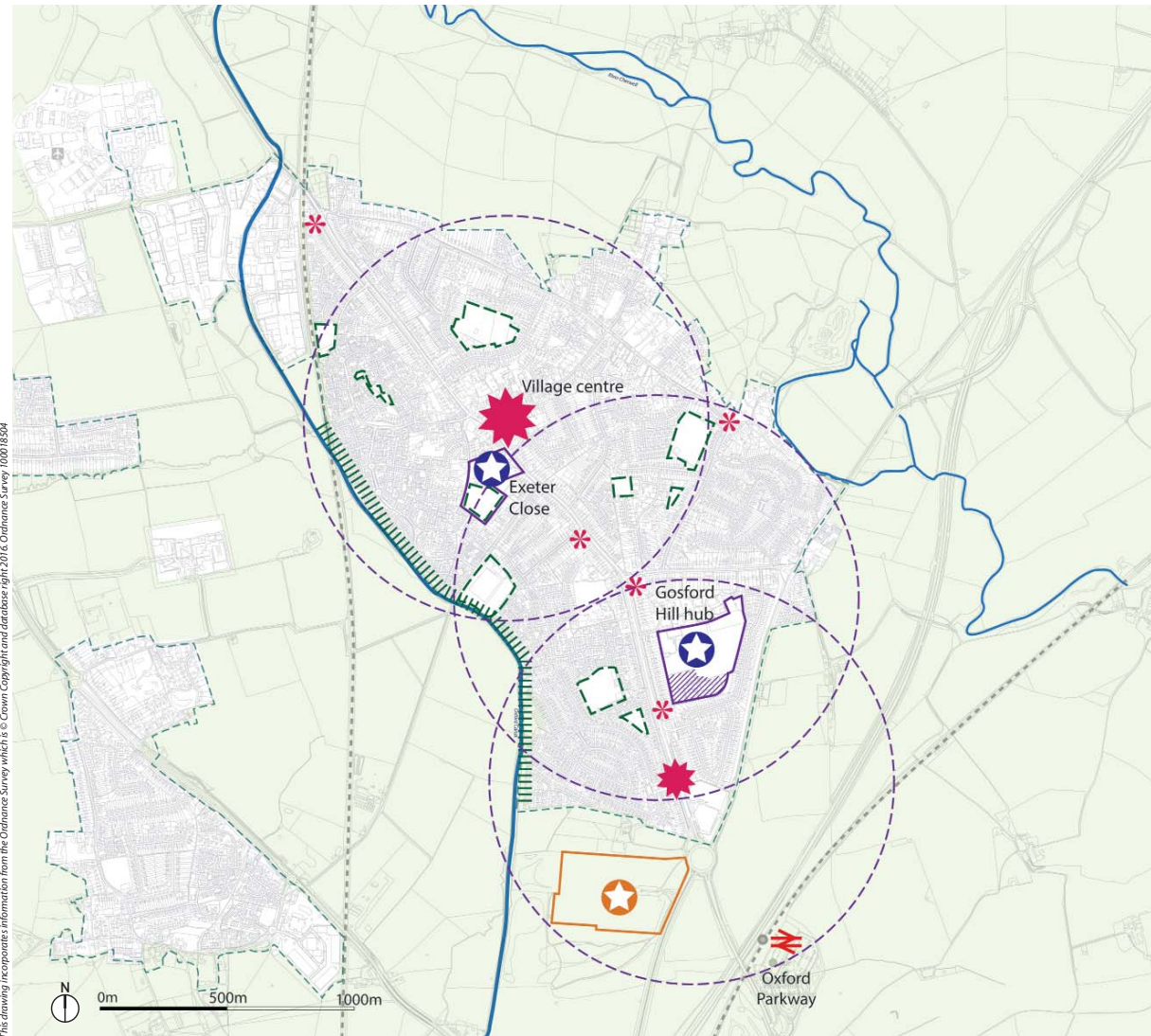


Figure 7.2 Supporting community needs



8.0

Theme 5: Supporting future economic success

8.1 Summary of key issues

- Kidlington has a high level of economically active and qualified residents but Kidlington jobs offer below average workforce pay.
- There are significant volumes of in-commuting as well as out-commuting, with the strongest flows between Kidlington and Oxford.
- Policy Kidlington 1 of the adopted Local Plan provides for the expansion of high value employment uses in two locations to the west of the village. This entails a small scale Green Belt review which is being taken forward through the preparation of Local Plan Part 2. On 10 October 2016, the Council granted planning permission (14/02067/OUT) for a new Technology Park within one of two locations identified by Policy Kidlington 1.
- There is potential for a joined up strategy to ensure that existing business parks and new employment areas are connected and provide benefits for the local area rather than operating as independent areas. Employment areas are presently physically detached from Kidlington and there is a lack of social engagement between businesses and the rest of the village. Connectivity could be improved while respecting Green Belt purposes.
- There is considerable competition from nearby sites e.g. Oxford's Northern Gateway but also potential mutual benefits arising from a spine of economic activity.

8.2 Objectives

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

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

8.3 Relevant policies

Proposals will be required to have particular regard to the following policies:

Policy SLE 1: Employment Development

Policy SLE 3: Supporting Tourism Growth

Policy ESD 15: The Character of the Built and Historic Environment

Policy ESD 14: Oxford Green Belt

Policy Kidlington 1: Accommodating High Value Employment Needs

There is the opportunity for Kidlington to play a significant role in diversification of Cherwell's economic base. Kidlington plays an important role in the District's wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base.

The District can take advantage of its location on the hi-tech corridor between London and Cambridge, and the proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector.

Policy Kidlington 1 seeks to enhance Kidlington's economic role and economic development will be supported in order to:

- Exploit its position in the Oxford/Cambridge corridor.
- Allow for appropriate growth plans at Begbroke Science Park and in the vicinity of Langford Lane Industrial Estate.
- Take advantage of the opportunities for connection with the Oxford economy.
- Create new opportunities for additional retail, leisure and cultural activities, and environmental improvements, in an extended Village Centre.
- Secure the growth potential of London-Oxford Airport.

Local Plan seeks to improve the quality of the employment offer at Langford Lane and, in doing so, establish a new gateway at this northern entrance to Kidlington. Employment growth cannot, however, be accommodated within the existing urban area and a small scale local review of the Green Belt will be undertaken as part of Local Plan Part 2 to accommodate identified high value employment needs at Langford Lane /Oxford Technology Park/ London –Oxford Airport and Begbroke Science Park.

8.4 Opportunities

8.4.1 A joined up approach to employment growth

Whilst the Begbroke Science Park and London Oxford Airport/ Langford Lane and proposed Oxford Technology Park areas to the west of Kidlington provide significant opportunities for employment growth, these employment areas have developed in an ad hoc way. A joined up approach to future development will be beneficial to ensure proposals are complementary to each other and support the economic success of the wider village. This should take place while maintaining the two areas as distinct and separate in line with the Local Plan.

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

- The quantum of development and size/type of premises that are required and where these are best located.
- Potential ways to create a more cohesive employment area with a joined up identity and marketing strategy.
- The potential for a business centre with shared support services, meeting and conference space.
- The potential for supporting uses such as small scale convenience/ food & drink, hotels and other related infrastructure which can offer a better place for employees to work and serve the wider community in north Kidlington (however these should not be to

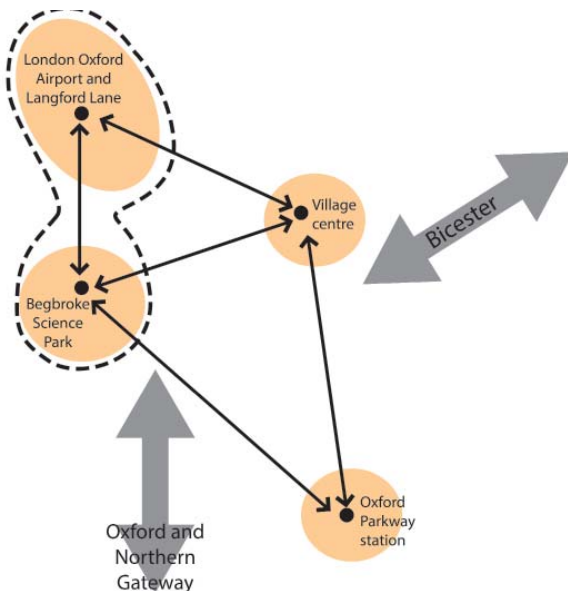


Figure 8.1 Need for a joined-up approach between economic hubs

the detriment of the Village Centre). Locations towards Oxford Road should be explored where they would form part of the 'gateway' to Kidlington from the north.

- Improvements to the public realm which could improve the attractiveness of the area and 'gateway' to Kidlington.
- And importantly, improved connectivity between the sites and with the Village Centre.

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

8.4.2 Support employment growth in key sectors

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

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

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

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

Future growth of employment areas including the Airport will be managed through the Local Plan and Development Management process which will assess the potential for impacts on local amenity e.g. pollution and noise.

8.4.3 Provide business support to the employment cluster

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

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

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

In order to support a more prosperous centre, a number of improvements are proposed to connect the employment growth areas, existing businesses and the Village Centre which go beyond the land use policies in the Local Plan. This includes measures to:

- Improve opportunities to travel between Langford Lane and Begbroke Science Park and the Village Centre by means other than by car. This should include new walking and cycling links to the centre from both Begbroke and Langford Lane and connections to the Canal towpath (see Chapter 9.0).

- Ensure good public transport links between the new rail station, the Village Centre and to all employment areas (including London Oxford Airport). This is critical to the future of both of these areas. This is in line with the long term proposals for bus based Rapid Transit routes set out in the County Council's Oxford Transport Strategy (see Chapter 9.0).

Opportunities for enhanced social integration include:

- Establishing a business-led partnership. Kidlington Voice is an extremely active partnership; however representation from the private sector is currently poor. There is potential to establish a (potentially separate) business-led partnership with stronger representation from the local employers and businesses. This could include representatives from the Village Centre together with the employment areas or focus mainly upon the employment areas alone. The latter could result from any economic strategy or masterplan for the employment growth areas.
- Establishing a working hub in the Village Centre with business support facilities and a cafe, where individuals or small groups can work or hold meetings on an ad hoc basis. Underused office space within the library could be a potential location for this.
- Business sponsorship of Village Centre, community or sports events.
- Businesses working in partnership with schools or through youth initiatives such as Young Enterprise.
- Skills training and local job fairs.

8.4.5 Develop synergies with surrounding areas

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

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

8.4.6 Create quality places

A high quality of design, layout and landscape design will be required in accordance with Policies ESD13 and ESD15 of the Local Plan. Development proposals will be required to build on the design and place shaping principles set out in Policy Kidlington 1. Particular importance will be placed on the following:

- Creation of a gateway with a strong sense of arrival including when arriving from the airport.
- Improvements to public transport links to the area.
- A well designed approach to the urban edge, which achieves a successful transition between town and country environments.

- Development that respects the landscape setting of the site.
- A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape.
- Preservation and enhancement of biodiversity, with the restoration or creation of wildlife corridors.
- A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses.
- The height of buildings to reflect the scale of existing employment development in the vicinity.
- Provision for sustainable drainage, including SuDS.
- Demonstration of climate change mitigation and adaptation measures.
- An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary.

8.5 Longer term opportunities

The locational advantages presented by proximity to Oxford Parkway station and Oxford's Northern Gateway development area together with improved east-west rail links and connections to Oxford could give rise to longer term opportunities for employment development. These opportunities would be strategic issues for consideration through the partial review of the Local Plan or a wider Local Plan review.

Consideration could be given to mixed use development such as offices, conference centre and a larger hotel to reinforce the high value employment areas.

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

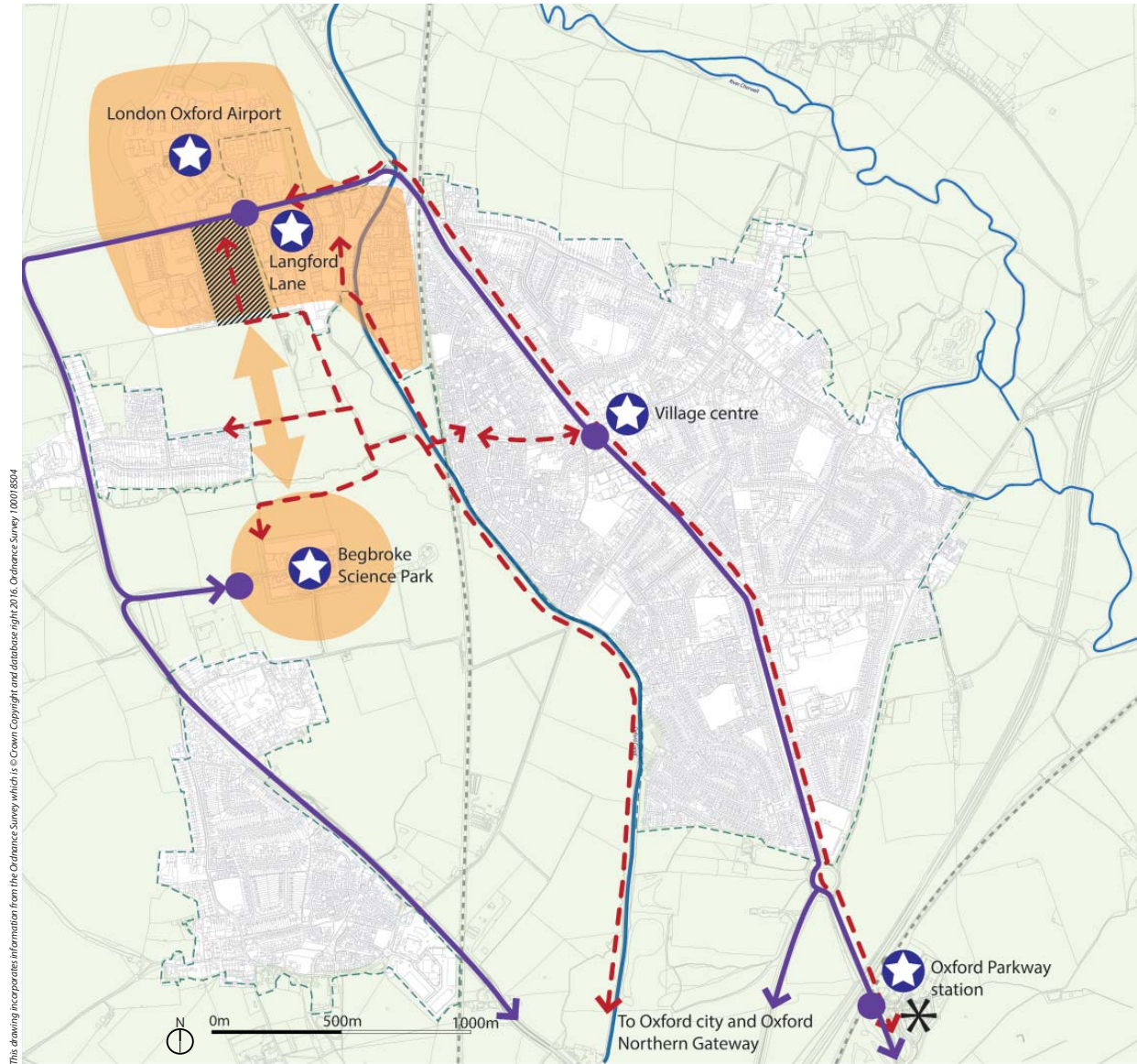


Figure 8.2 Supporting future economic success

9.0

Theme 6: Integration and connectivity

9.1 Summary of key issues

Kidlington has extremely good connections by public transport and road to external destinations, but internal connectivity within the village is poor and is dominated by car movements. In particular, the A4260 Oxford to Banbury Road forms a strong north-south movement spine through the village, but creates a barrier to east-west pedestrian movement, as do the rail and Canal corridors. The lack of physical connectivity creates a sense of separation between different neighbourhoods, the Village Centre and employment areas. Proposals for a new bus-based Rapid Transit system connecting the airport to Oxford could dramatically improve journey times to the city centre and to the important employment areas in Oxford's 'Eastern Arc'. Opportunities should also be explored for improvements to Oxford Road to increase pedestrian and cycling priority whilst recognising the strategic highways functions of this important route.

Key issues are summarised as follows:

- Frequent buses to Oxford and Bicester and park and ride services at Water Eaton, although connections to smaller local settlements are infrequent.
- Direct trains to Bicester and London Marylebone from Oxford Parkway with services to Milton Keynes in the next few years.
- Good access to the strategic highway network including the A34, A44 and M40.
- The possibility of short-haul commercial flights from London Oxford Airport in the future.
- Internal connectivity within the village is poor and is dominated by car movements:
- The A4260 Oxford to Banbury Road forms a strong north-south movement spine to the village, but is dominated by traffic and creates a barrier to east-west pedestrian movement. Its character is strongly driven by its strategic movement function, rather than

the residential and Village Centre neighbourhoods through which it travels.

- The impact on Kidlington of Oxfordshire County Council's proposed changes to the A40 to the north of Oxford need careful consideration. Increased capacity can reduce congestion, potentially making it quicker to travel across the county for residents. However, such an increase will also attract additional traffic with the potential to increase the number of vehicles passing through the village unless suitable traffic management measures are put in place. Should the County's proposals go ahead the traffic impacts would need to be the subject of detailed modelling to ensure they do not hamper the delivery of the objectives.
- The numerous dead-ends in the residential estates create an impermeable, car based layout.
- Rat-running occurs on the small number of through routes to the east and west of Oxford Road.
- The rail and Canal corridors have few crossings and are a physical barrier to movement between the employment areas /Begbroke and Yarnton and Kidlington village.
- Surface level parking dominates parts of the Village Centre, creating a poor quality environment. Anecdotal evidence suggests that the long stay parking is used by commuters, which provides little benefit to the village economy.
- Bus services to the London Oxford Airport are limited to the peak hours only.
- Cycle routes and footpaths are fragmented and of poor quality in places, with limited connections to nearby villages.
- A lack of physical connectivity creates a sense of social separation between different neighbourhoods, the Village Centre and the employment area.

9.2 Objectives

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

To reduce the highways dominance of Oxford Road (A4260) while integrating planned improvements to public transport in line with Oxfordshire County Council's Oxford Transport Strategy.

9.3 Relevant policies

Proposals will be required to have regard to the following Local Plan policies:

Policy SLE 4: Improved Transport and Connections

Policy Kidlington 2: Strengthening Kidlington Village Centre.











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



Figure 9.1 Integration and connectivity

9.4 Opportunities

9.4.1 Balance movement in favour of pedestrians and cyclists

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

9.4.2 Oxford Road – changing the character from ‘highway’ to ‘street’

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

This is particularly necessary:

- At the gateways to the village which are important in connecting the village to Langford Lane and Oxford Parkway rail station
- In the central section between Benmead Road and Bicester Road where the highway currently discourages walking to the Village Centre.
- The design of improvements to Oxford Road should be integrated with longer term proposals identified in the Oxford Transport Strategy, July 2016 namely:
 - A new bus-based Rapid Transit route on Oxford Road connecting the airport to Oxford city centre.
 - A new Cycle Premium Route on Oxford Road running from Langford Lane to the city centre.

The proposals in the Framework should be tested in detail and fully integrated with the proposals set out in the Oxford Transport Strategy to provide a strategy detailing the opportunities against which investment can be secured from future development along the route.

The impact of improvements to Oxford Road on residential streets which currently act as ‘rat-runs’ should be carefully considered and mitigated against where necessary. The potential impacts of such a scheme would need to be fully tested before implementation and should not significantly increase traffic congestion or delay public transport services.

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



Figure 9.2 Cycle way



Figure 9.3 Nantes guided busway

9.4.3 Connecting economic hubs by bus

There is a need to increase bus connections between London Oxford Airport/Langford Lane and Kidlington which currently only operate during peak hours. The proposals for Rapid Transit (including an A44 Park & Ride near Bladon Roundabout with principal bus lines running along Oxford Road) set out in the Oxford Transport Strategy would achieve this however this is unlikely to be delivered within the next ten years.

Earlier interventions could take the form of a circular 'reverse park and ride' connecting all the significant employment assets in the local area – Kidlington Village Centre, London Oxford Airport, Langford Lane, Begbroke Science Park and Oxford's Northern Gateway with the new station and transport interchange. This should be explored with bus operators, and delivered alongside the growth of the employment areas.

It is important that improved bus connections between the rail station/Oxford city and Kidlington's employment sites are routed via Oxford Road and do not bypass the Village Centre.

An important element of the Oxford Transport Strategy and one that should also be pursued with bus operators in advance of the Rapid Transit routes is the provision of orbital bus routes to Oxford's 'Eastern Arc'. This area provides more employment than Oxford city centre but is currently difficult to reach from Kidlington other than by car.

9.4.4 Connected cycle routes

The proposed Cycle Premium Route will, if properly designed with adequate allocation of space, provide a safe and attractive route running from Langford Lane to the Village Centre and Oxford city centre along Banbury Road and Oxford Road. It will encourage a shift towards cycling for local journeys and commuting into Oxford, as well as towards the Oxford Parkway station. The existing National Cycle Network route 51 which runs through the village must be integrated into the route. The connections from NCN 51 to villages to the east and to National Cycle Network route 5 to the west help improve east-west connections through the village and have the potential to encourage more people to take up cycling.

The Premium Cycle Route described above would establish a safer route along the main road, which avoids the circuitous detour to the NCN51 route. The proposals would be extended northwards along Banbury Road and Langford Lane to connect with the employment

areas. The timetable for delivery of the Cycle Premium Route is unclear but many of the measures set out above can be delivered in the short term.

Langford Lane, with its strategic employment locations, is an important movement corridor which currently has no formal cycle provision between the A44 and A4260. Improved cycle links should be addressed by future development proposals, possibly including a formalised cycle crossing of the A44 on the south side of the junction with Langford Lane.

A connecting cycle link should be created from the Village Centre, heading west along Lyne Road, over Roundham Bridge and on to Begbroke Science Park.

Opportunities for a new connection on the eastern side of the Canal from Roundham Bridge, to Station Fields Business Park should be explored. This would provide an alternative route towards Langford Lane.

Yarnton Lane, which connects from the Canal at Sandy Lane / Yarnton Road via another level crossing to the A44 on the south side of Yarnton, should be improved as a walking and cycling corridor.

Opportunities to enhance the Canal towpath for use by commuting and leisure cyclists as an alternative to Oxford Road should be explored.

There is an opportunity to reintroduce cycling to the pedestrianised section of the High Street. The evidence regarding cycling in pedestrianised areas is that they pose few safety concerns and that cyclists tend to moderate their behaviour depending on the volume of pedestrians. The Department for Transport (Traffic Advisory Leaflet 9/93) has produced guidance on the subject following analysis of video observation from many sites in the UK and abroad. The guidance advises that no factors were found to justify excluding cyclists from pedestrianised areas. It noted that accidents between cyclists and pedestrians were very rare with only one recorded in 15 site years of analysis.

Any public realm improvement scheme or development should incorporate appropriate levels of convenient and secure cycle parking to encourage a shift towards cycling for local journeys.

Provision for cyclists (showers, secure storage) should be provided at all employment sites.

9.4.5 Improved leisure and walking routes

As described in Chapter 4.0, walking routes for leisure should be enhanced through improved signage and where necessary improved surfacing to create short and longer distance routes and circular routes. The Canal plays an important part in this network and opportunities to create new sections of towpath on its eastern side and new bridges and access points should be explored.

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

The Oxford Transport Strategy, forming part of the County's Local Transport Plan, will have a significant impact on the village if implemented and the development of these proposals should be informed by the wider objectives for Kidlington set out in the Framework and in the future Local Plan Part2.

The Cycle Premium Route and bus-based Rapid Transit Route proposed for Oxford Road have the potential to transform sustainable travel to Oxford from Kidlington, creating safe and attractive new cycle routes and quicker more modern bus services with enhanced connections to the airport. However, the careful design of these schemes along Oxford Road will be crucial if the character of Oxford Road is to be changed from a 'highway' to a 'street'.

9.5 Longer-term opportunities

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

9.4.7 Longer term proposals identified with the Oxford Transport Strategy

The Oxford Transport Strategy proposes new outer Park and Ride sites rather than expansion of the current city-edge sites. These include a new site to the north west of Kidlington on the A44 corridor near London Oxford Airport (at Bladon Roundabout), which would be served by new rapid transit lines along the A4260 Oxford Road through the heart of the village. With 1,100 spaces proposed, the introduction of this site would present the opportunity for parking within the Village Centre to be better managed to discourage commuter use. It would also potentially release land at existing park and ride locations for development.

10.0 Action plan and next steps

10.1 The need for a pro-active approach

This Framework provides a coordinated consideration of the planning issues facing Kidlington and identifies key principles and objectives to support the implementation of adopted Local Plan policies. In doing so it identifies, longer term opportunities for consideration in other Local Plan documents. It also identifies a number of supporting actions which will assist in meeting the policy objectives set out in the LDP and further developed in this Framework Masterplan.

A key issue in delivering these objectives relates to funding availability for the provision of affordable housing, social infrastructure, open spaces and leisure facilities which will be dependent to a significant extent on developer contributions through s106 obligations and in the future Community Infrastructure (CIL) payments. This will be challenging given limited development opportunities within the village and, given the resources available, it will be necessary to prioritise infrastructure items.

It will be necessary to adopt an approach which makes best use of assets, land and resources to maximise development potential and secure funding for necessary infrastructure provision. The focus must be on a comprehensive approach which avoids piecemeal development. Briefs could also be prepared for key development sites which identify infrastructure requirements and funding.

In accordance with Local Plan Policy INF 1, infrastructure must be provided as an integral part of any development in order to achieve the vision and objectives of the Framework and the involvement of landowners and developers will be essential. Infrastructure requirements are set out in the Council's Infrastructure Development Plan. Employment development to the west of Kidlington and development to strengthen Kidlington Village Centre (as permitted by Policies Kidlington 1 and Kidlington 2) will provide particular opportunities to attract investment in new infrastructure.

Implementation of the proposals in the Local Plan and Framework Masterplan will be dependent on key public bodies such as the District Council, Parish Council and Oxfordshire County Council working together with the private sector and other stakeholders over the long term. The Council, particularly, its Planning and Economic Development Teams are available to help facilitate and bring partners together to achieve implementation and delivery.

The Priority Projects and Action Plan for implementation are set out below.

10.2 Priority projects

The following 6 project areas have been identified as priorities. It is recommended that a number of working groups are established to promote partnership working in taking these forward.

- 1. Village Centre:** implementation of the Framework's principles for the Village Centre to manage the growth of the Village Centre, manage car parking and improve the public realm; to support economic activity and raise the quality of the built environment.
 - Possible further studies: car parking need and usage assessment; land ownership and site availability assessment.
 - Possible joint working arrangements: Village Centre management board / establish working group to include CDC, KPC, landowners, Market Traders Co-operative, local businesses.
- 2. Exeter Close:** implementation of the Framework's principles in considering the opportunities for the comprehensive redevelopment of Exeter Close.
 - Possible further studies: definition of service provider requirements including car parking.
 - Possible joint working arrangements: working group comprising Oxfordshire County Council, CDC, KPC, sports clubs, schools, existing occupiers.
- 3. Sports and recreation improvements:** to assess opportunities for improvements to village recreation areas and sports facilities.
 - Possible further studies: playing pitch strategy (forthcoming from the Council).
 - Possible joint working arrangements: working group comprising Oxfordshire County Council, CDC, KPC, sports clubs. This could potentially be combined with the Exeter Close Working Group.
- 4. Canal improvement strategy:** to co-ordinate improvements to the Canal corridor.

- Possible further studies: review of biodiversity and leisure/recreation opportunities and funding streams.
- Possible joint working arrangements: working group comprising CDC, KPC, The Canal and River Trust, Sustrans, residents groups.

- 5. Employment cluster strategy:** to develop a joined-up approach to employment growth in accordance with Local Plan Policy Kidlington 1.

- Possible further studies: consideration of the synergies and working practices between existing and new employers; combined Travel Plan.
- Possible joint working arrangements: working group: CDC, Oxfordshire County Council, KPC, developers, London Oxford Airport, existing occupiers, bus companies.

- 6. Oxford Road corridor transformation:** improvements to transform Oxford Road from a highway to a street.

- Possible further studies: co-ordination of proposals with the County Council's Local Transport Plan (LTP4); preparation of a funding strategy.
- Possible joint working arrangements: working group: CDC, KPC, Oxfordshire County Council, Sustrans, bus operators, local transport stakeholders.

10.3 A co-ordinated Action Plan

Ultimately a flexible approach to delivery will be required which reflects funding availability and market conditions, but there are a number of key catalytic projects which will act as drivers for further investment and wider economic benefits. The focus will be on working with existing businesses and landowners and the local community to make best use of existing assets and to maximise development opportunities and available funding. This will demonstrate the intent of the Council and its partners to work together in taking forward the objectives for Kidlington.

The process of change can start immediately through the use of available funding (such as S106/New Homes Bonus), community/business led initiatives and the co-ordination of actions through the working groups.

10.4 Kidlington Framework Masterplan: Action Plan

Opportunity	Short-medium term	Longer term	Delivery body/Partners	Potential funding sources
Theme 1: Revealing Kidlington's distinctive identity				
Put Kidlington on the map				
Develop branding strategy based on key assets and arrival points	X		Kidlington Parish Council Cherwell District Council Oxfordshire County Council Tourist Board Local businesses	Capital and revenue budget Local businesses/ sponsorship
Strong first impressions				
Public Realm improvements / public art / welcome signage at village gateways	X		Cherwell District Council Kidlington Parish Council Local businesses	Section 106 Capital and revenue budget Local businesses/ sponsorship Arts Council grants Lottery funding
Possible longer term opportunity: mixed use development at village gateways		X	Cherwell District Council Kidlington Parish Council Gosford and Water Eaton Parish Council Local businesses	
Positive additions to Kidlington's townscape character (see Themes 2 & 3)				
Enhance biodiversity across the village				
Establish green corridor to the west of the Canal		X	Cherwell District Council Kidlington Parish Council Canal and River Trust Landowners Local groups and organisations	Capital and revenue budget Section 106/CIL Lottery funding
Improved habitat management and creation including volunteer/group conservation tasks	X	X	Cherwell District Council Kidlington Parish Council Canal and River Trust Berks, Bucks and Oxon Wildlife Trust Residents Landowners Local groups and organisations	Capital and revenue budget Section 106/CIL Lottery funding

Opportunity	Short-medium term	Longer term	Delivery body/Partners	Potential funding sources
Increase accessibility and awareness of the landscape and heritage assets				
Signage strategy and implementation	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Local businesses	Section 106 Capital and revenue budget Local businesses/ sponsorship
Establish circular walks linking village, Canal and River and develop interpretation material	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Landowners Local groups and organisations	Section 106 Lottery funding Local businesses/ sponsorship Fund raising

Theme 2: Creating a Sustainable Community				
Understanding local housing needs				
Provision of affordable and specialist housing	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Landowners	Landowners / developers CIL Section 106
Approach to housing development / Make best use of land within the village boundaries				
Review development opportunities within village	X		Cherwell District Council Kidlington Parish Council Landowners and developers/ occupiers/residents	
Rural exception sites				
Identify appropriate rural exception sites	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Landowners Registered Providers	
Securing high design standards/ improve quality of existing homes and neighbourhoods				
Deliver high standards of housing design	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Landowners / developers	Landowners / developers
Improve quality of existing homes and neighbourhoods	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Residents Groups Developers	Community Land Trusts CIL Section 106

Opportunity	Short-medium term	Longer term	Delivery body/Partners	Potential funding sources
Theme 3: Strengthening the Village Centre				
Redefine the character of Kidlington Village Centre / Village Centre design principles/ Expand the Village Centre through new mixed use development				
Village Centre Working Group to develop and take forward Framework design principles for Village Centre	X		Cherwell District Council Kidlington Parish Council Landowners Businesses	Capital and revenue budget Landowners/ businesses
Car parking survey, management / raconfiguration strategy	X	X	Cherwell District Council Kidlington Parish Council Local businesses	Capital and revenue funding
Public square improvements (Watts Way, Oxford Road / High Street junction / entrance to Exeter Close)	X		Cherwell District Council Kidlington Parish Council Local businesses	Section 106 Capital and revenue funding Local businesses/ developers
Transform Oxford Road from highway to street				
Public realm improvements on Oxford Road	X	X	Cherwell District Council Kidlington Parish Council Oxfordshire County Council Local businesses	Section 106 Capital and revenue funding
Early project opportunities				
Shop front improvements	X		Cherwell District Council Local business organisation Businesses/ property owners	Portas or other subsequent funding Capital and revenue budget Local businesses Potential BID
Expanded market and events programme	X		Cherwell District Council Kidlington Parish Council Stall holders/ local businesses Farmers/ Craft Market Organisers Local Economic Partnership	S106 Contributions Capital and Revenue Budget Local businesses/ sponsorship Local Economic Partnership (LEP)
Development of niche food offer	X		Cherwell District Council Kidlington Parish Council Stall holders/ local businesses Farmers/ Craft Market Organisers Local Economic Partnership	Local businesses
Projects to incentivise local spending	X		Cherwell District Council Kidlington Parish Council Stall holders/ local businesses Farmers/ Craft Market Organisers Local Economic Partnership	Local businesses/ sponsorship Local Economic Partnership (LEP)
Establish Local Business Organisation / Management Board or BID	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Local businesses	Capital and Revenue Budget Local businesses/ sponsorship Local Economic Partnership (LEP)

Opportunity	Short-medium term	Longer term	Delivery body/Partners	Potential funding sources
Introduce retail kiosks to Watts Way piazza	X		Cherwell District Council Kidlington Parish Council Stall holders/ local businesses Farmers/ Craft Market Organisers	Capital and Revenue Budget Local businesses
Working group to establish opportunities to the rear of the High Street (north west)	X	X	Cherwell District Council Kidlington Parish Council Landowners / occupiers	Capital and revenue funding
Theme 4: Supporting Community Needs				
Exeter Close community hub				
Establish working group of Exeter Close operators and prepare masterplan / development brief and funding strategy for redevelopment of multi-functional community hub.	X	X	Cherwell District Council Kidlington Parish Council Existing occupiers Clinical Commissioning Group (CCG) Community	Capital and revenue funding Section 106 Development value
Local community hubs				
Improved community facilities in wider village	X	X	Cherwell District Council Kidlington Parish Council Service providers Gosford Hill School Local groups and organisations	Capital and revenue funding Development value Section 106 Lottery funding
Improve access and quality of sports pitches, parks and amenity spaces				
Review and enhance recreational provision	X	X	Cherwell District Council Kidlington Parish Council Sports clubs Local groups and organisation Community	Development value Section 106 Lottery funding Community Trusts
Theme 5: Supporting future economic success				
A joined up approach to employment growth / Support employment growth in key sectors				
Develop and implement strategy for employment growth around Begbroke Science Park, Langford Lane and London Oxford Airport	X	X	Cherwell District Council Kidlington Parish Council Oxford City Council Oxfordshire County Council Local Economic Partnership Landowners/ developers Airport Occupiers	Development value Section 106 Business rates retention scheme
Provide business support to the employment cluster				
Business centre at Langford Lane	X		Cherwell District Council Local Economic Partnership Landowners / developers Airport Occupiers	Development value Section 106

Opportunity	Short-medium term	Longer term	Delivery body/Partners	Potential funding sources
Improve physical and social links between key employment areas and the centre of Kidlington				
Establish Business-led Partnership to lead partnership working with schools, business sponsorship of community events, skills training and local job fairs.	X		Cherwell District Council Kidlington Parish Council Businesses Community	Section 106 Business contributions
Establish working hub in Village Centre	X		Cherwell District Council Kidlington Parish Council Businesses Community Local Economic Partnership	Capital and revenue budget Local businesses / sponsorship
Improve linkages with station and Village Centre (see also Theme 6)	X		Cherwell District Council Kidlington Parish Council Oxfordshire County Council Transport operators	Section 106 Capital and revenue budget Local businesses/ sponsorship
Develop synergies with surrounding areas				
Establish partnership working with wider District and Oxford.	X		Cherwell District Council Kidlington Parish Council Oxford City Council Local Economic Partnership Businesses	Capital and revenue budget Business contributions
Create quality places				
High quality design, layout and landscaping	X	X	Cherwell District Council Landowners / developers Businesses	Development value
Theme 6: Integration and Connectivity				
Balance movement in favour of pedestrians and cyclists				
Sustainable movement approach for cycling, walking and bus improvements	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Oxfordshire County Council Bus/ train operators Sustrans Businesses	Capital and revenue budget Section 106 CIL Operators Business contributions
Oxford Road - changing the character from highway to street				
Oxford Road transformation including integration of planned Oxford Transport Strategy proposals	X	X	Cherwell District Council Kidlington Parish Council Gosford & Water Eaton Parish Council Public transport operators Oxfordshire County Council	Capital and revenue budget Section 106 CIL Operators

Opportunity	Short-medium term	Longer term	Delivery body/Partners	Potential funding sources
Connecting economic hubs by bus				
Increased bus connections and reverse park and ride	X	X	Cherwell District Council Oxfordshire County Council Kidlington Parish Council Gosford and Water Eaton Parish Council Public transport operators	Capital and revenue budget Section 106 CIL Operators
Connected cycle routes				
Cycle Premium Routes on Oxford Road		X	Cherwell District Council Oxfordshire County Council Kidlington Parish Council Gosford and Water Eaton Parish Council Sustrans Public transport operators	Capital and revenue budget Section 106 CIL
Improved routes to Langford Lane, Begbroke Science Park and Yarnton and along Canal	X		Cherwell District Council Oxfordshire County Council Kidlington Parish Council Landowners Canal and River Trust Sustrans	Capital and revenue budget Section 106 CIL
Reintroduction of cycling to High Street	X		Cherwell District Council Kidlington Parish Council Sustrans Oxfordshire County Council	Capital and revenue budget Section 106
Improved leisure and walking routes (see Theme 1)				
Securing maximum benefit for Kidlington from Oxfordshire County Council's Local Transport Plan (see above)				
Longer term opportunities				
Additional park and ride sites (Oxford Transport Strategy)		X	Cherwell District Council Oxfordshire County Council Public transport operators	
Establish feasibility / deliver potential new station at Station Fields	X	X	Cherwell District Council Kidlington Parish Council Oxfordshire County Council Train operator/ Network Rail	

Appendix

Illustrative Oxford Road improvements

Illustrative Oxford Road improvements

The plans below show how the character of Oxford Road varies in different sections. They show illustrative ideas for how road space might be reappropriated in the different sections of Oxford Road.

The proposals are illustrative only. Final proposals should be worked up in collaboration with Oxfordshire County Council.

Southern Oxford Road between Kidlington roundabout and Bicester Road

Existing:

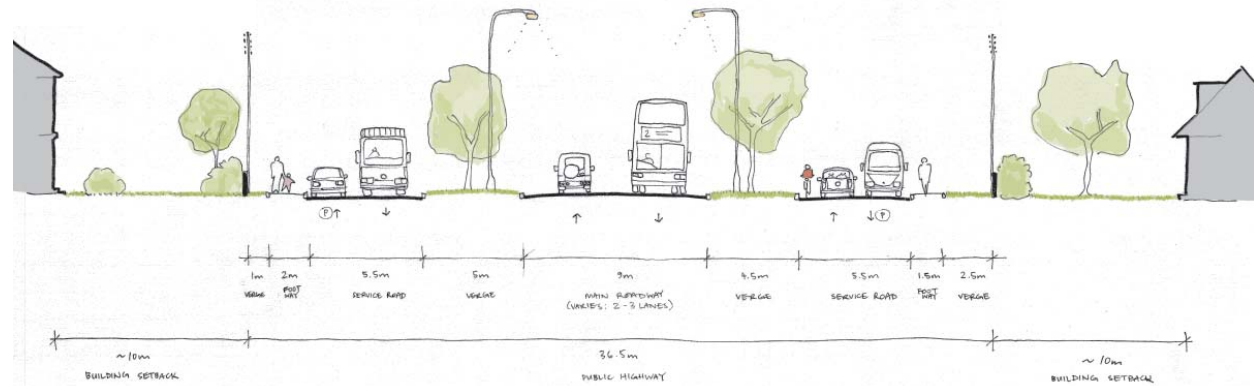
- Congested two way service roads used for on-street parking, property access and cycling.
- Constrained space for cycling on main route to station/ Oxford.
- Narrow pavements.
- Highway lighting only, on main roadway.

Opportunities for Southern Oxford Road:

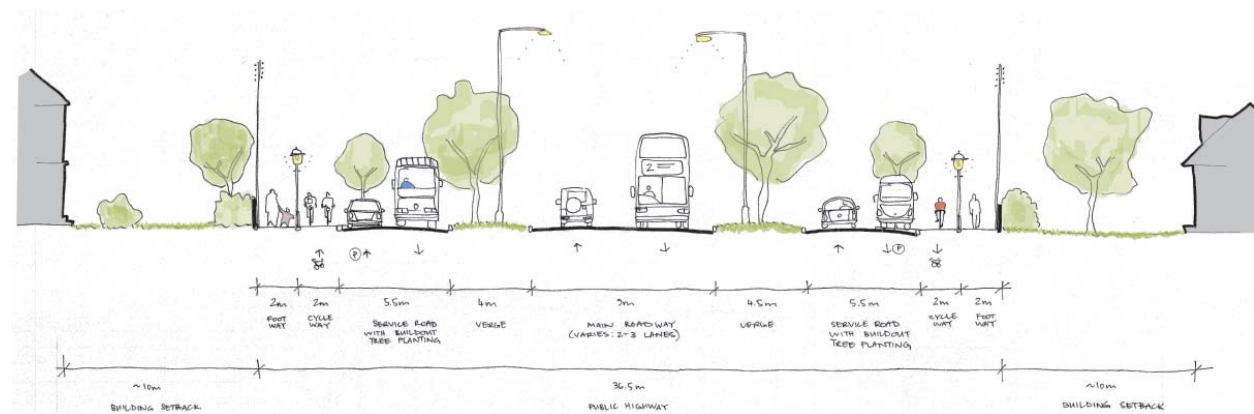
- Reconfigure verges and service roads to allow for wider footways.
- New segregated cycleways as part of the 'Cycle Premium Routes' (possibly on-carriageway routes where service roads are present).
- Provide more appropriately designed street lighting with human scale lighting of foot and cycleways.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

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

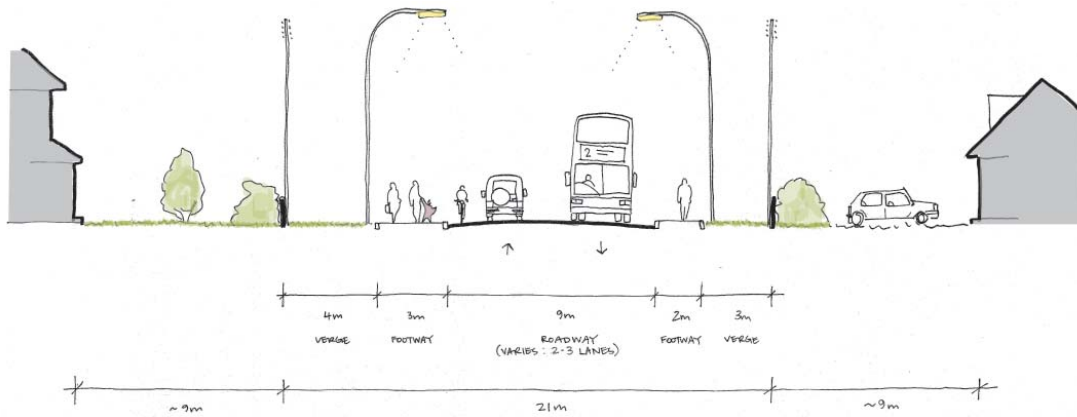
- Prioritisation at junctions including bus detection at signals and early release gates for buses.
- Bus lanes in one direction where there are areas of congestion that could be bypassed.
- Improved bus stop arrangements to include removal of laybys to allow easier re-entry to the main carriageway for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



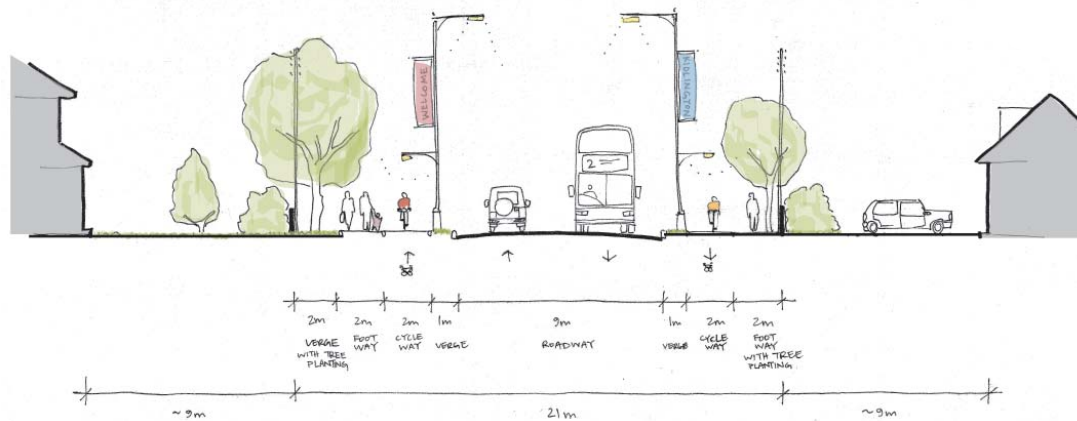
Existing - Southern Oxford Road - view north



Illustrative potential improvements - Southern Oxford Road - view north



Existing - Central Oxford Road - view north



Illustrative potential improvements - Central Oxford Road - view north

Existing:

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

Opportunities for Central Oxford Road:

- Reconfigure the existing wide pavements and verges to include new segregated cycleways as part of the Cycle Premium Routes identified in the Oxford Transport Strategy, July 2016.
- Provide more appropriately designed street lighting with human scale lighting of foot and cycleways.
- There is sufficient space along central Oxford Road to provide dedicated bus lanes to help deliver the Super Premium bus route running along Oxford Road, as identified in the Oxford Transport Strategy. This would require further narrowing of the verges to achieve a 14m carriageway carrying two bus lanes and two general running lanes. The benefits of this would need to be assessed on a corridor-wide basis and in relation to the level of congestion experienced along the route either now or in the future as demand grows. Alternative bus priority measures could include:
 - Prioritisation at junctions including bus detection at signals and early release gates for buses.
 - Bus lanes in one direction where there are areas of congestion that could be bypassed.
 - Improved bus stop arrangements to include removal of laybys to allow easier re-entry to the main carriageway for buses and longer stops to accommodate multiple services.
 - Where space allows depending on the options pursued above tree planting could be introduced to soften and enclose the street, creating an attractive boulevard character.

A combination of these approaches could be used on Banbury Road north of the Village Centre.

Alan Baxter

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Reviewed by Clare Coats

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Final issued December 2016

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Kidlington Framework Masterplan Supplementary Planning Document Part 2: Kidlington Today – Baseline Information Cherwell District Council December 2016

FOR ADOPTION



Kidlington Framework Masterplan Supplementary Planning Document Part 2: Kidlington Today – Baseline Information Cherwell District Council December 2016

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Aerial photo of Kidlington

Preface

This Appendix sets out the evidence base and background information which has informed preparation of the Kidlington Framework Masterplan under the following topic headings:

- Location and Context
- Village Character
- Green Infrastructure
- Community Facilities and Village Centre
- Movement and Connectivity
- Socio-economic Context
- Economy and Employment
- Housing
- Planning Context

Acronyms

The following acronyms and abbreviations are used throughout this document:

KPC: Kidlington Parish Council

CDC: Cherwell District Council

1.0 Location and context

1.1 Location

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

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



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



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

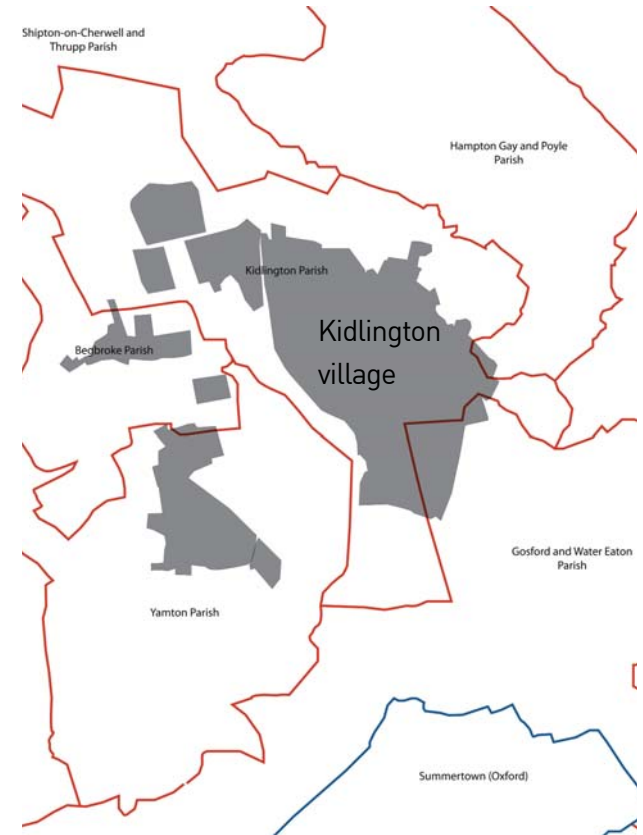


Figure 1.3 Parish Council and District ward boundaries

1.2 Context

1.2.1 Global relationships

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

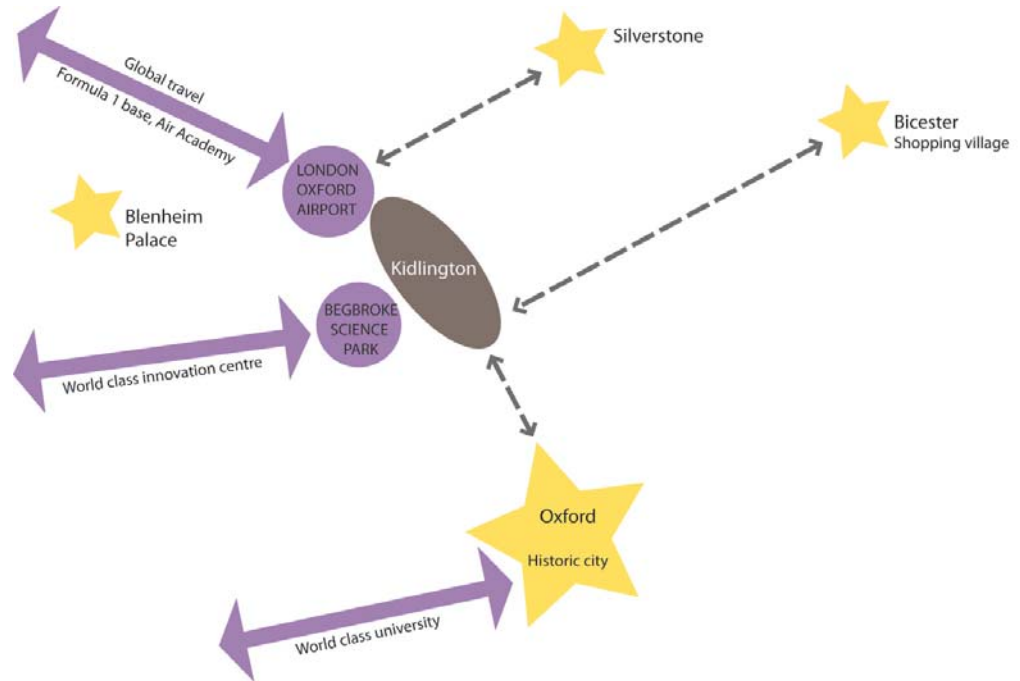


Figure 1.4 Global links and attractions in the Kidlington area

1.2.2 Regional relationships

- Kidlington sits within an arc of thriving settlements from Cambridge to Reading which have generally witnessed continued economic growth and investment. The arc ranks high for income levels, employment opportunities and close links to Oxford and Cambridge Universities.
- Kidlington is situated within two LEPs (Local Enterprise Partnerships), the Southeast Midlands LEP and Oxfordshire LEP which both play a key role in determining local economic priorities to provide a catalyst for economic growth and the creation of local jobs.
- Kidlington has good strategic road connections - links into the motorway network connect the village into the wider city network of Birmingham, Reading and London.
- Oxford Parkway station, part of the proposed east-west rail link, provides direct rail connections from Kidlington to Bicester, Oxford (from December 2016) and London Marylebone.

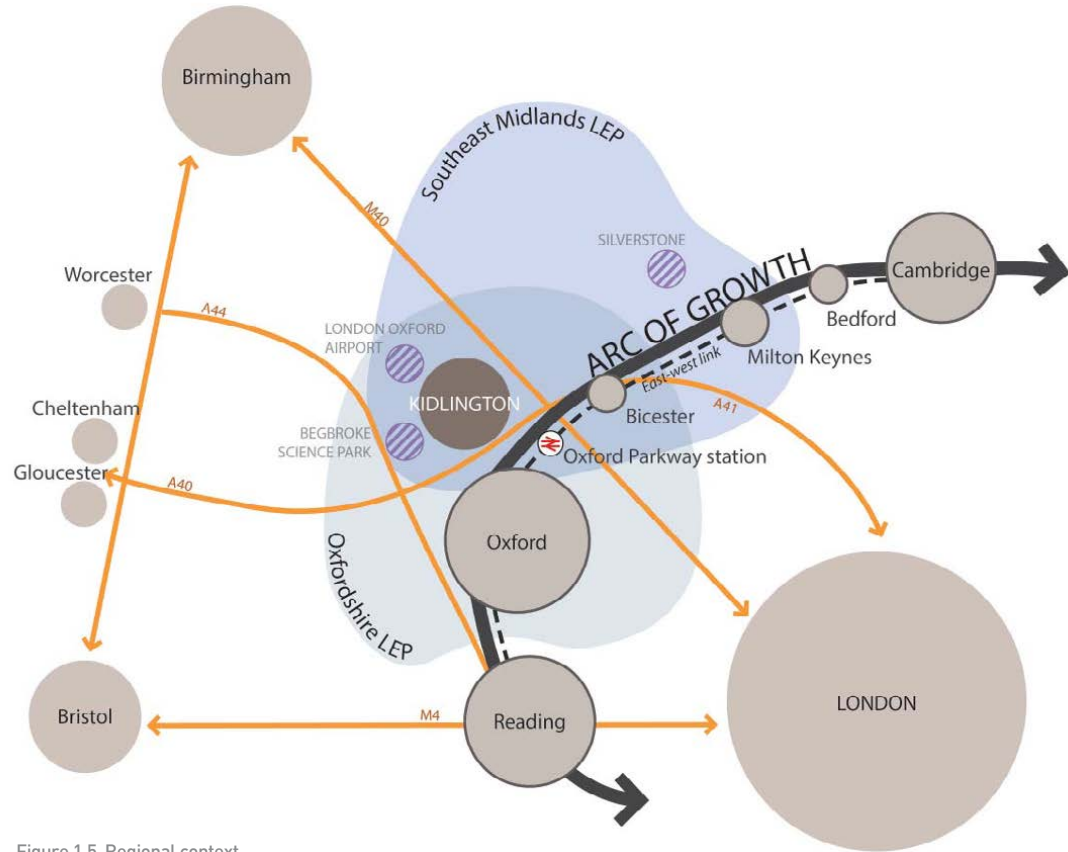


Figure 1.5 Regional context

1.2.3 Local relationships

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

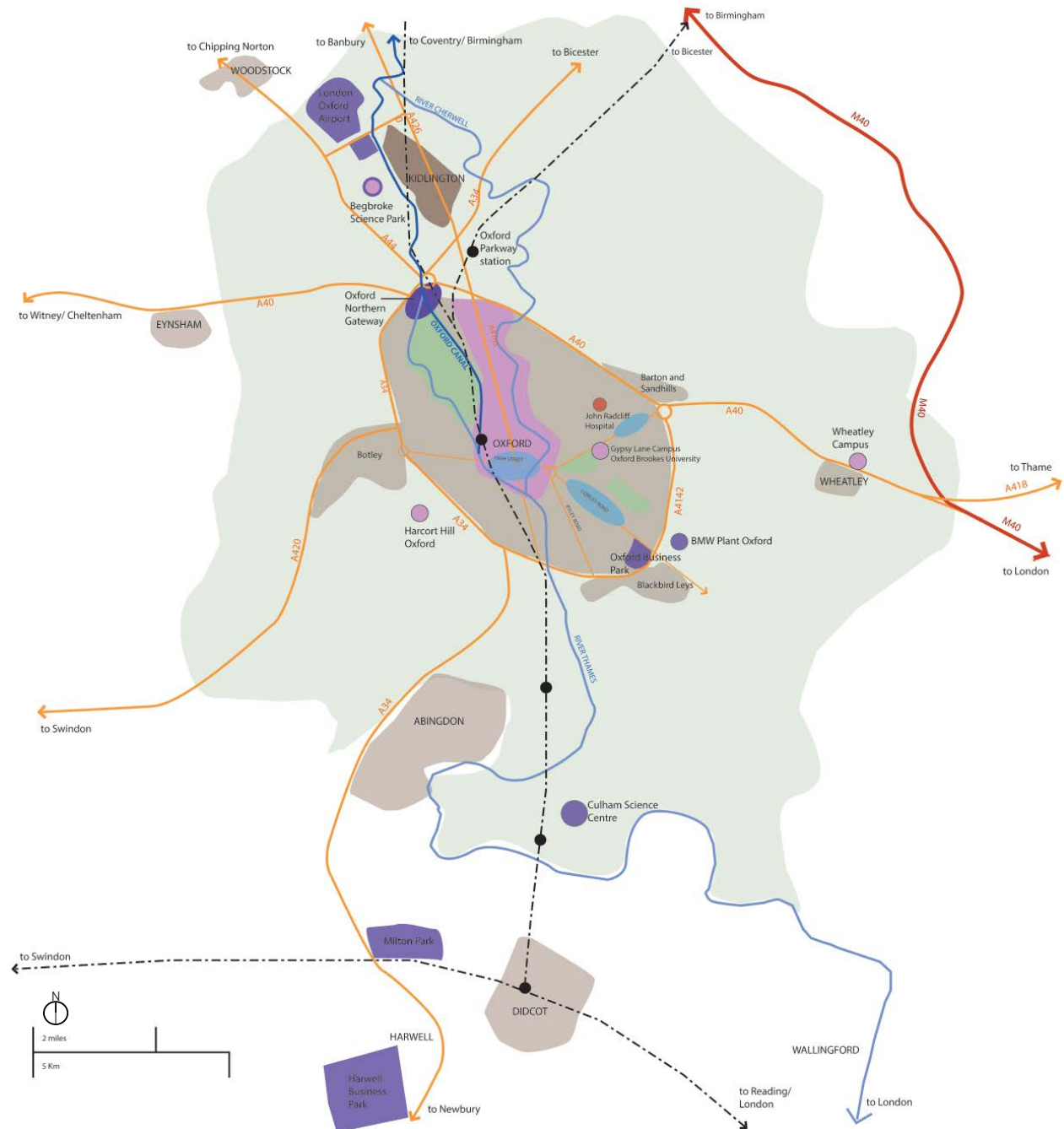
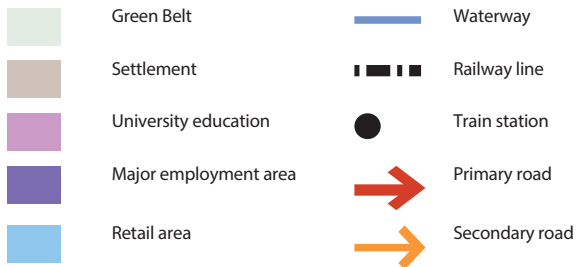


Figure 1.6 Local context

2.0 Village character

2.1 Evolution of the Village

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

2.1.1 Kidlington-on-the-Green

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

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

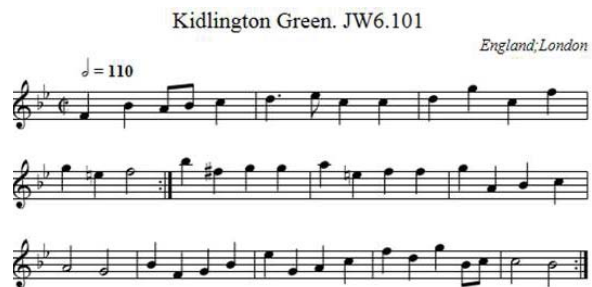


Figure 2.1 Kidlington on the Green was celebrated as an English folk song

2.1.2 Growth to the west

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

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

2.1.3 Early 20th century ribbon development

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

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

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

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

2.1.4 20th century rapid growth

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

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

2.1.5 Late 20th and early 21st Century

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

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

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

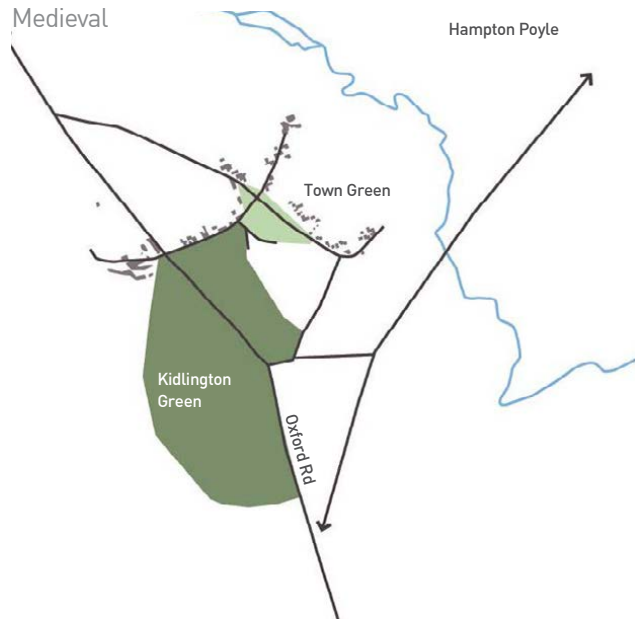


Figure 2.2 Medieval

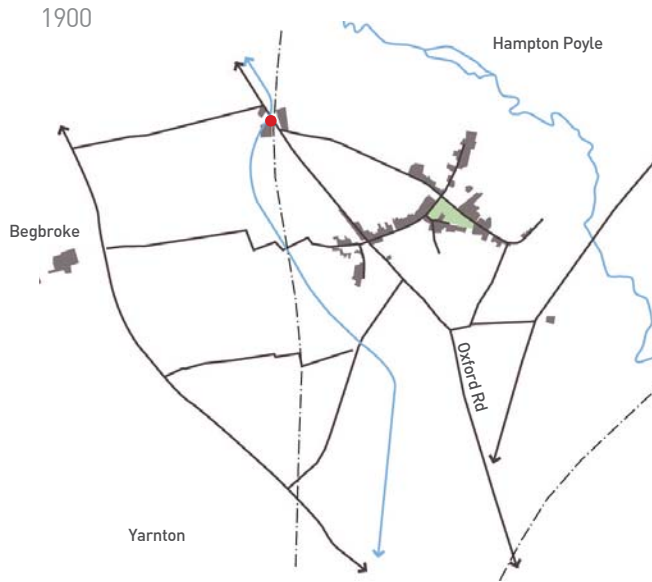


Figure 2.3 1900

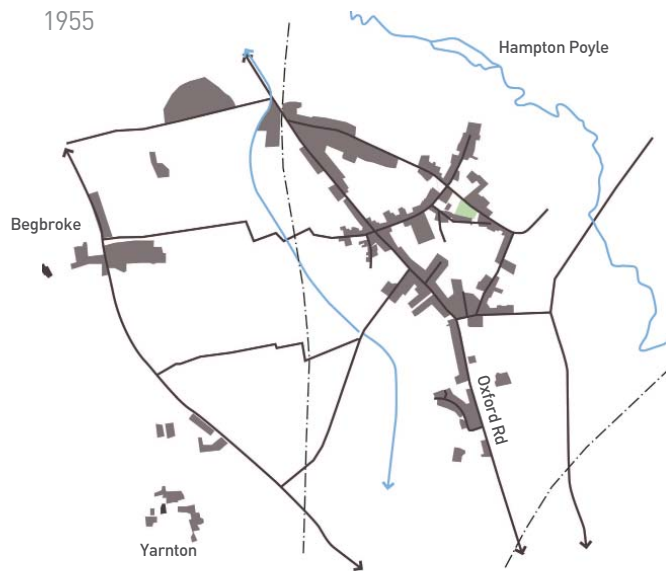


Figure 2.4 1955

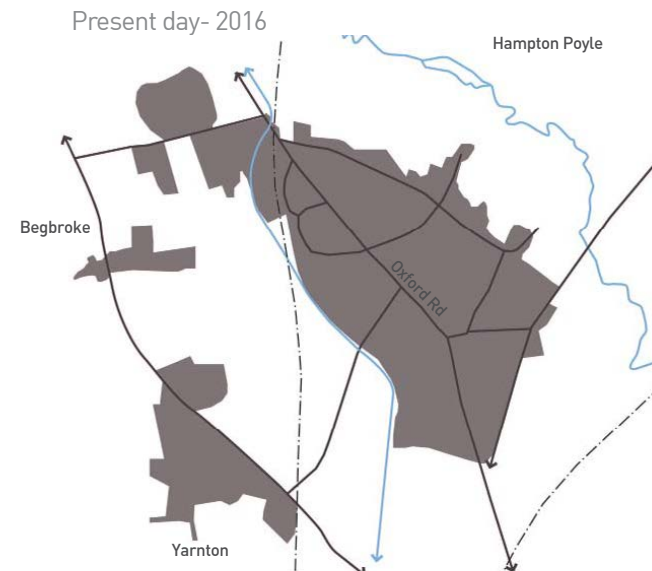


Figure 2.5 2016

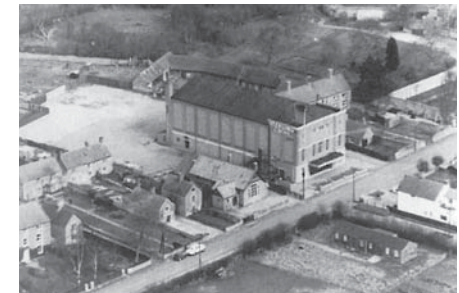


Figure 2.6 From top: Church Street, 1904; Banbury Road outside the Black Bull pub, early C20th; High Street before 1980s redevelopment; Orchard Tea Gardens (now site of the Audi Garage) on Oxford Road. Source: All images taken from John A. Amor (2003). Kidlington Past and Present. Oxfordshire Books

2.2 Historic assets

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

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

The majority of statutorily listed buildings are situated within the Church Street and High Street conservation areas to the north-east of the Village Centre and include St Mary's church (the village's only Grade I listed structure), The Old Priests House, Manor Farmhouse, Dovecote, The Old Vicarage and Mill House. Kidlington's Historic Village Trail described in leaflet form, takes in fifteen of the areas important buildings in the Church Street and Mill Street area. Buildings materials reflect local geology with limestone walls giving a distinctive character and roofs of clay tile, slate and thatch.

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

In addition, there are a number of locally listed structures which are recognised by the Council as historically important and worthy of retention. These buildings of local interest are not graded or protected by law unless they are situated within a conservation area. Conservation area appraisals for all areas have been produced by the Council.



Figure 2.7 Historic assets within conservation areas

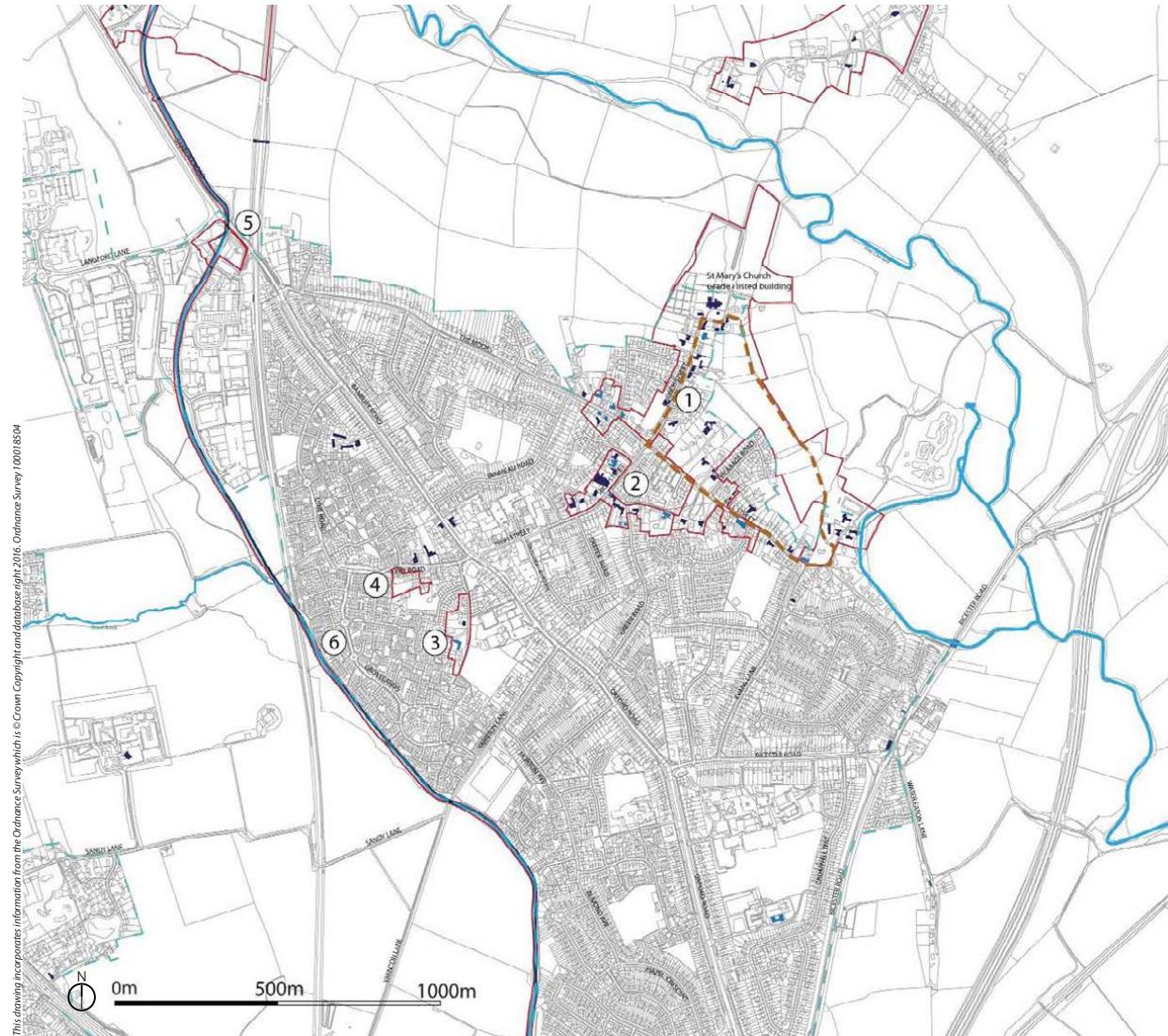



Figure 2.8 Heritage designations

- | | | | |
|---|------------------------|---|-------------------------|
|  | Conservation area |  | Listed building |
|  | Historic village trail |  | Locally listed building |

Conservation areas:

- | | | | |
|---|---------------|---|---------------------|
|  | Church Street |  | The Rookery |
|  | High Street |  | Langford Lane Wharf |
|  | Crown Road |  | Oxford Canal |

2.3 Topography and geology

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

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

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

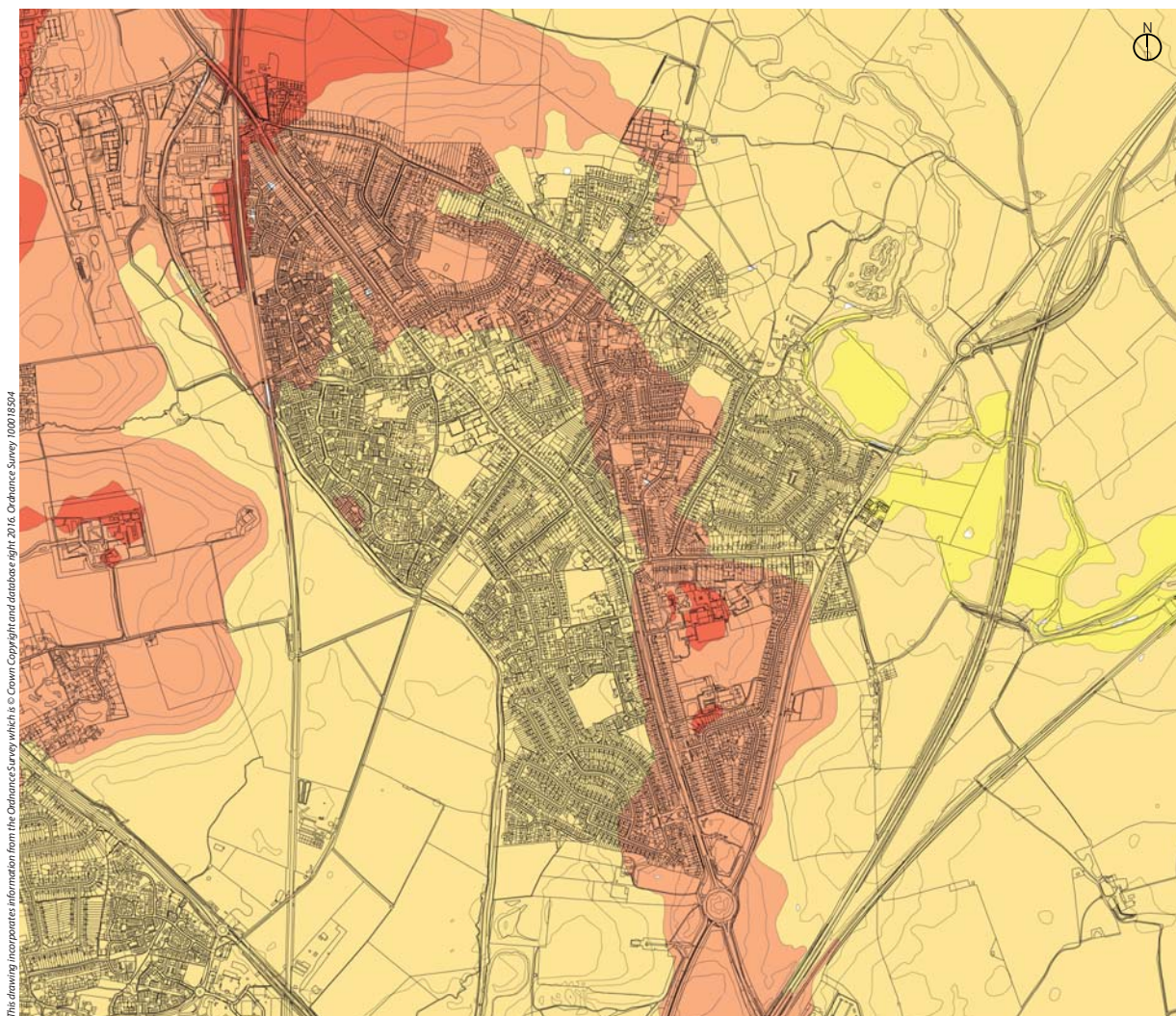
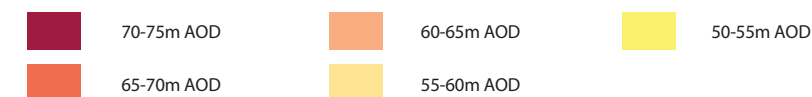


Figure 2.9 Topography



2.4 Character and setting

2.4.1 First impressions and hidden gems

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

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

2.4.2 Townscape and landscape character areas

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

Townscape	4d The Moors
1 Village centre	5 Business Park
2 Historic village	6 London Oxford Airport
3 Ribbon development	Landscape
Residential estates	7 Oxford Canal
4a Late 20th century cul-de-sac estates	8 Kidlington fields and River Cherwell
4b Garden City and mid 20th century housing	9 Stratfield Brake and surrounds
4c Gosford	10 Western Gap

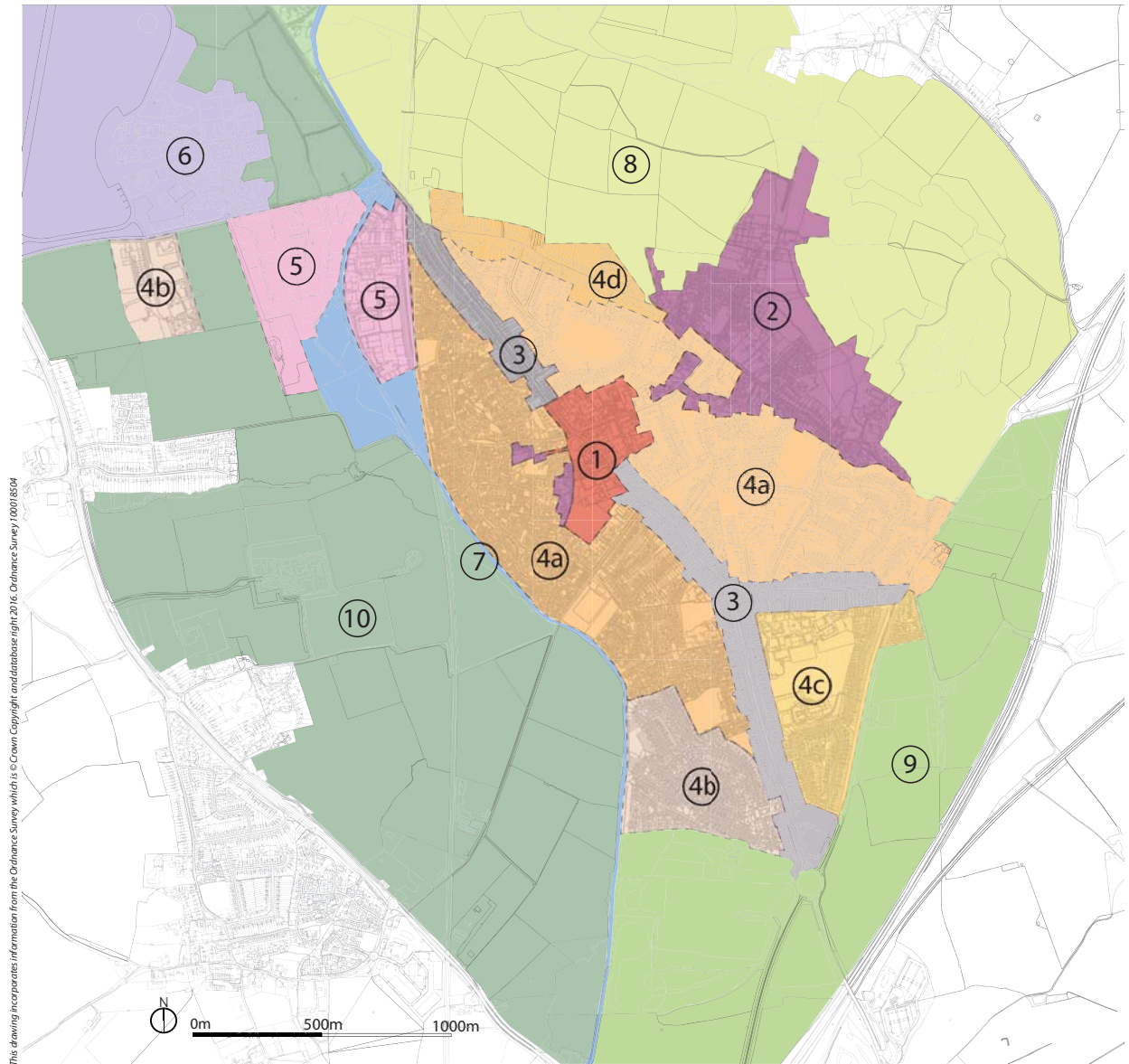


Figure 2.10 Character areas

1 Village centre

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

2 Historic village

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

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

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

The character area also contains two discrete pockets of similar character: Crown Road and The Rookery conservation areas.

3 Ribbon development

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



Figure 2.11 Village centre- High Street



Figure 2.12 Village centre- Exeter Close



Figure 2.13 Historic Core- St Mary's church



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



Figure 2.15 Ribbon development- Oxford Road

4. Residential estates

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

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

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

4b Garden City and mid 20th century housing

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

4c Gosford

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

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



Figure 2.16 Late 20th century housing



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



Figure 2.18 Garden city tree lined streets and green public spaces



Figure 2.19 Garden city semi-detached housing



Figure 2.20 Gosford - leisure centre



Figure 2.21 The Moors- detached homes

4d The Moors

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

5 Business Park

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

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

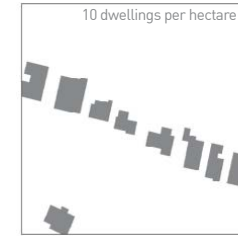
6 London Oxford Airport

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

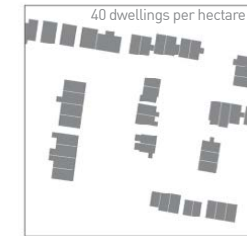


Figure 2.22 Figure ground comparison between The Moors and

The Moors (4d)



Grovelands Estate (4a)



Grovelands Estate
Figure 2.23 Business Park situated off Langford Lane



Figure 2.24 London Oxford Airport



Figure 2.25 Oxford Canal- Views along Oxford canal



7 Oxford Canal

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

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



Figure 2.26 Oxford Canal-canal boat moorings near Roundham Lock



Figure 2.27 Kidlington Fields- Footpaths through Kidlington fields

8 Kidlington Fields

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



Figure 2.28 Kidlington Fields- Distinctive views towards St Marys church



Figure 2.29 Stratfield Brake sports facilities

9 Stratfield Brake and surrounds

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



Figure 2.30 Western Gap- large open fields surrounding Begbroke



Science Park
Figure 2.31 Long views to St Mary's Church

2.5 Views and setting

2.5.1 Village edges

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

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

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

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

2.5.2 Approaches

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

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

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

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



Figure 2.32 High Street clock tower



Figure 2.33 Aircraft on view from Langford Lane



2.5.3 Key views and landmarks

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

- The spire of St Mary's is visible from all directions across St Marys and Kidlington fields and from Hampton Poyle. It is the village's most distinctive and identifiable landmark.
- Within the Village Centre, the most prominent building is the square clock tower which sits at the Oxford Road / High Street and is a visible landmark from Oxford Road to the south.
- The aircraft are visible at London Oxford Airport from Langford Lane.
- Long distance views within much of the village are restricted as a result of the cul-de-sac / curving layouts of many of the residential estates, which make orientation and legibility difficult. Where estates back onto the canal's eastern edge the overgrown vegetation and buildings prevent clear views of the water. There are small pockets of green space where the canal can be viewed.

Longer distance views are available in the following locations:

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

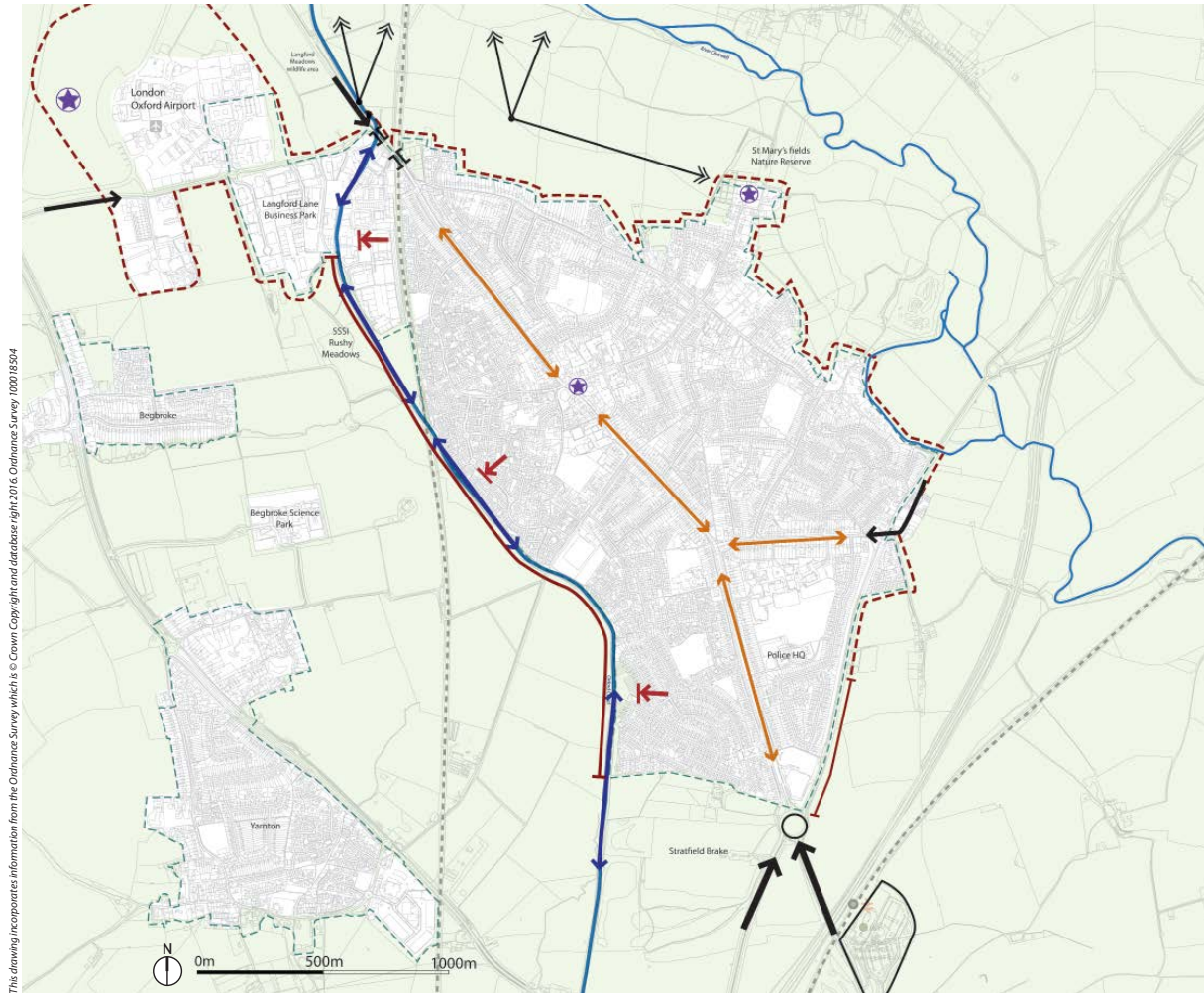
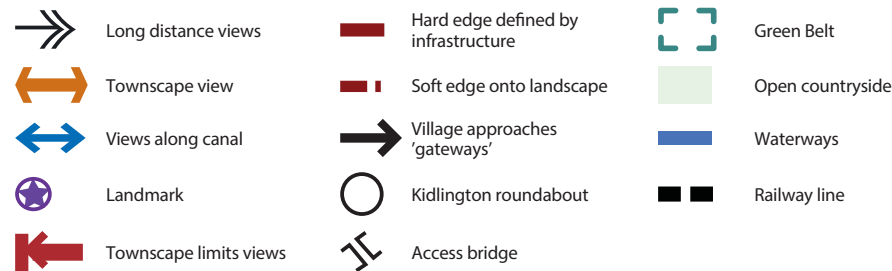


Figure 2.34 Views and approaches



3.0 Green infrastructure

3.1 Introduction

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

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

3.2 Planning Policy Context

A number of existing deficiencies and future shortfalls in green space provision have been identified in Kidlington. **Local Plan Policy Villages 4:** Meeting the Need for Open Space, Sport and Recreation states:

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

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

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

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

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

The Oxford Canal is an iconic historic structure running the length of the District and is of historic, ecological and recreational significance.

Policy ESD16 states:

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

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

- Green Belt
- National Cycle Network
- Public Rights of Way
- Site of Special Scientific Interest (SSSI)
- District Wildlife Sites
- Local Wildlife Sites
- Woodland Trust Sites
- Species of Principal Importance (NERC S41 Act)
- Conservation Target Areas
- Allotments
- Amenity Green Space
- Cemeteries and Churchyards
- Natural and Semi Natural Greenspace
- Outdoor Sports Facilities

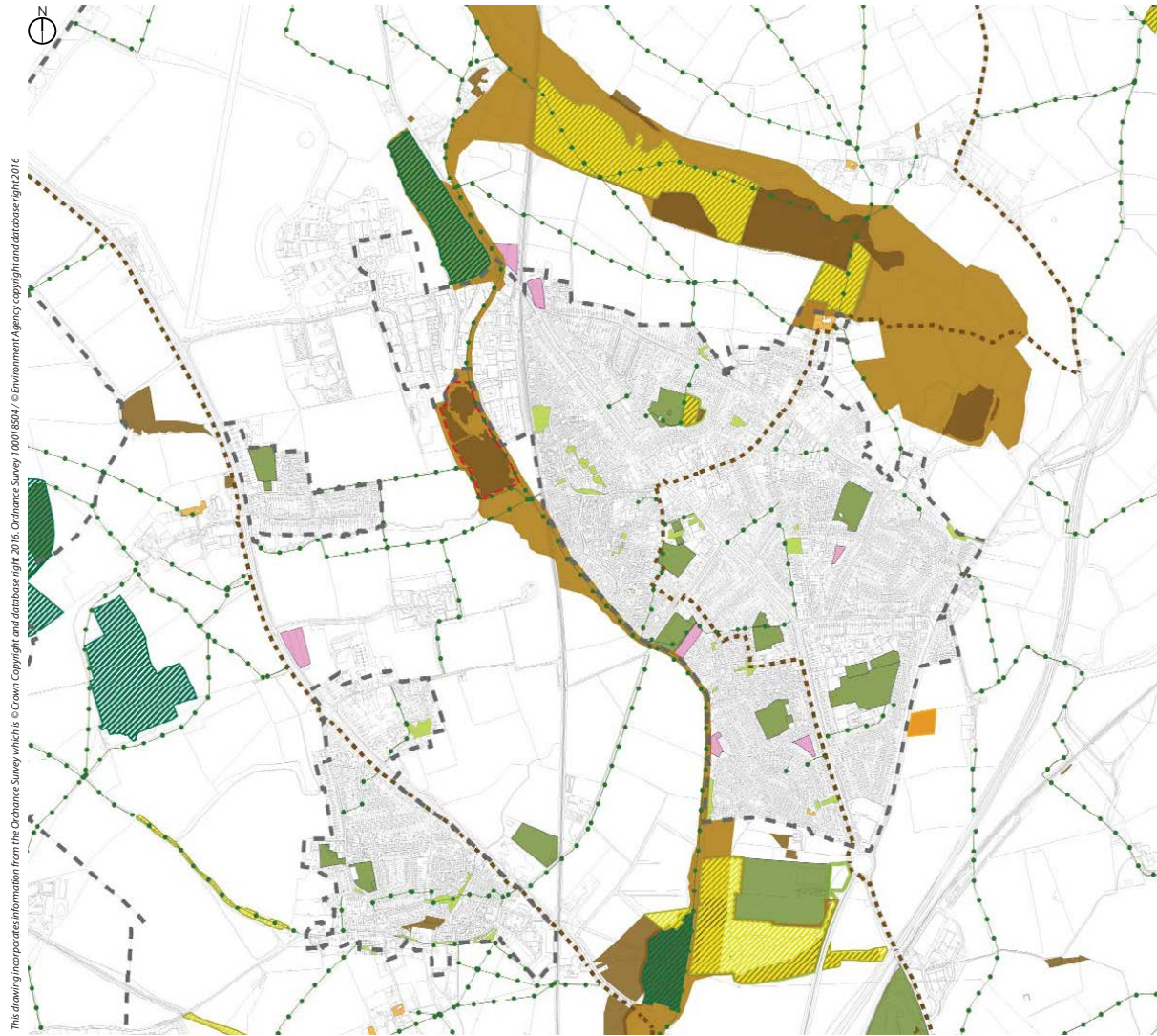


Figure 3.1 Green infrastructure

3.3 Waterways

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

3.3.1 Oxford Canal

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

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

The majority of the settlements it passes through provide popular mooring spots for narrow boats. Kidlington provides permanent residential moorings but there is a lack of temporary moorings for visitors, although these are provided to the north at Thrupp alongside The Jolly Boatman canal side pub. Other facilities at Thrupp include boat servicing, boat hire and Annie's tearooms.

3.3.2 River Cherwell

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

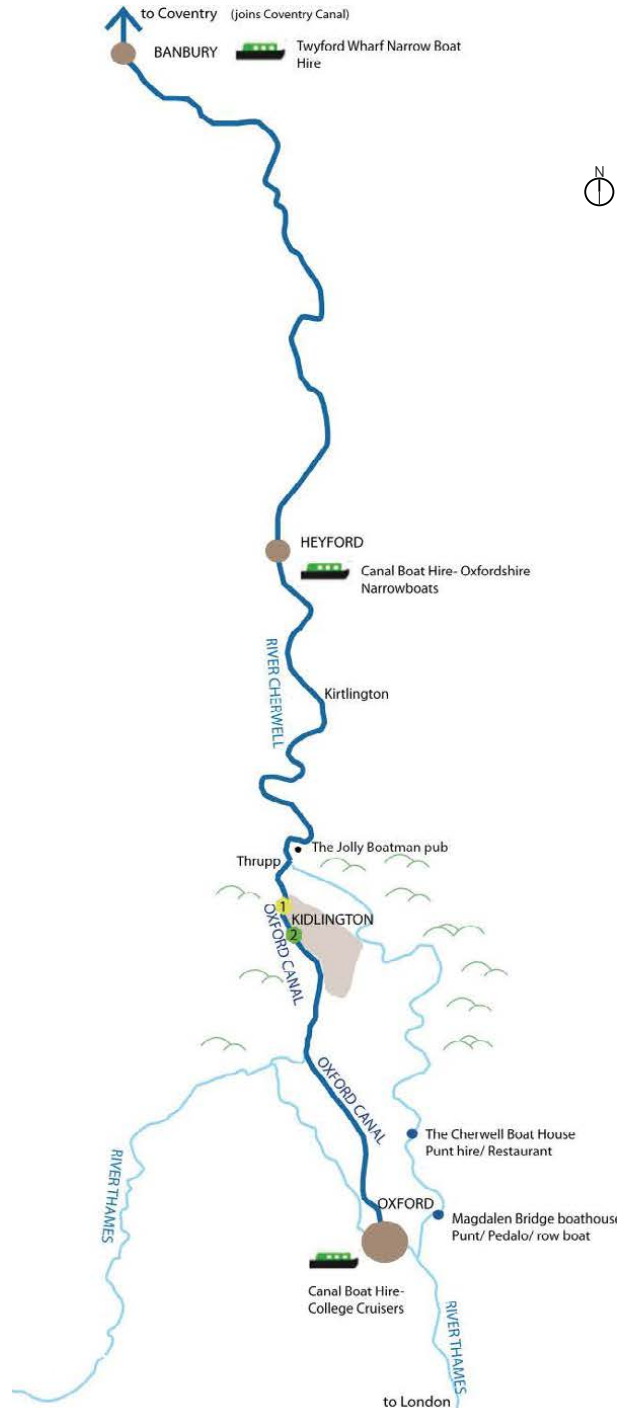


Figure 3.6 Waterway network



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



Figure 3.3 Oxford punting. Source: www.oxfordpunting.co.uk



Figure 3.4 Canal boat mooring



Figure 3.5 Roundham Lock

3.4 Flood Risk

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

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

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

3.5 Biodiversity

3.5.1 Lower Cherwell Valley Conservation Target Area

Conservation Target Areas (CTAs) in Oxfordshire have been mapped by the Thames Valley Environmental Records Centre (TVERC) in consultation with local authorities and nature conservation organisations in Oxfordshire. The Target Areas have been identified to focus work to restore biodiversity at a landscape scale through the maintenance, restoration and creation of UK BAP priority habitats, and this is their principle aim. Conservation Target Areas represent the areas of greatest opportunity for strategic biodiversity improvement in the District and as such development will be expected to contribute to the achievement of the aims of the target areas through avoiding habitat fragmentation and enhancing biodiversity.

Part of the Lower Cherwell Valley Conservation Target Area (CTA) lies within the area covered by Kidlington Framework Masterplan. The CTA is characterised by River Meadowlands with small areas of Clay Vale. Along the canal at Kidlington there are small areas of Lowland Village Farmlands and Alluvial Lowland. (Please refer to figure 3.1).

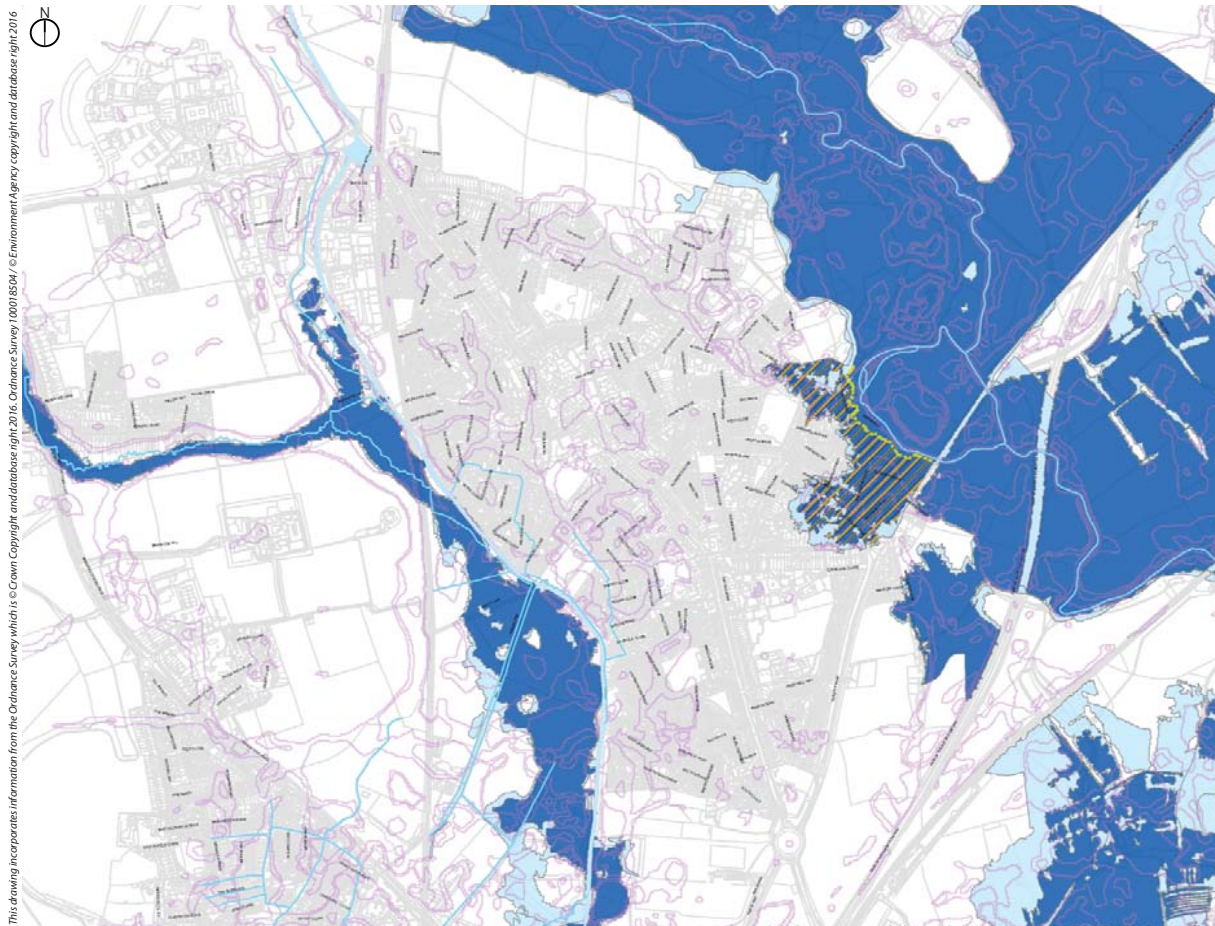
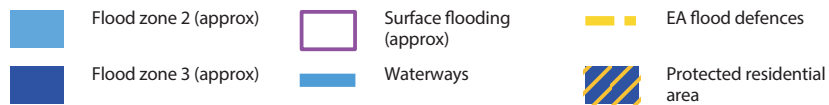


Figure 3.7 Flood risk. Based on Environment Agency EA Flood Zones, 2016



Principal features of biodiversity interest within the CTA comprise:

- **Reedbed:** there are areas in the area east of Kidlington and an area has been created next to the canal south of Kidlington.
- **The canal south:** the main site is Rushy Meads SSSI at Kidlington. There are remnant areas in the meadows east of Kidlington, in a meadow near Pigeon Lock and canal side fields at Yarnton.
- Some parts of the area are floodplain grazing marsh, such as Langford Meadows, which is wet grassland and some meadows near Yarnton.
- **Scrub:** a Cherwell Biodiversity Action Plan (BAP) priority habitat. The main site is St. Mary's Field Parish Nature Reserve at Kidlington.
- **Species:** the Oxford Canal is a key site for water vole. The area holds populations of BAP bird species including reed bunting, skylark yellowhammer and grey partridge. Lapwing and curlew have declined.

General targets for maintenance, restoration and creation of habitats have been set for each area, to be achieved through a combination of biodiversity project work undertaken by a range of organisations, agri-environment schemes and biodiversity enhancements secured in association with development.

The targets associated with this CTA may be summarised as follows:

- **Lowland meadow:** management, restoration and creation.
- **Floodplain grazing marsh:** management, restoration and creation (for breeding waders in particular).
- **Lowland Fen (including swamp):** management and restoration.
- **Reedbed:** management and creation.
- **Rivers:** management and restoration (including management for water vole).

These targets are in the process of being made more specific in terms of the amount of each habitat type to be secured within each CTA.

Biodiversity enhancements to be sought in association with development could include the restoration or maintenance of habitats through appropriate management, new habitat creation to link fragmented habitats, or a financial contribution towards biodiversity initiatives in the CTA.

3.5.2 Important Habitats

Priority habitats are recognised as being of principal importance for the conservation of biodiversity (see figure 3.1). Within Kidlington the following areas include priority habitat and support priority species including water vole, reed bunting, skylark and grey partridge:

- **Rushy Meadows:** generally lowland meadow with an area of fen and swamp. The importance of this area is recognised through its designation as a Site of Special Scientific Interest which are protected by legislation
- **Langford Meadows Local Wildlife Site**
- **Meadows west of the Oxford Canal Local Wildlife Site**
- **The River Cherwell and Oxford Canal**
- **St Mary's Fields Nature Reserve (proposed Local Wildlife Site with two adjacent meadows)**
- **Branson's Lake and Scrub (proposed Local Wildlife Site)**
- **Parkhill Copse District Wildlife Site**
- In addition, areas of woodland located north of the Moors, Kidlington and west of Hampton Poyle are identified as Thrupp Community Woodland District Wildlife Site
- Woodland to the south of Stratfield Brake playing fields is managed by the Woodland Trust and so is a protected habitat area for a variety of wildlife species as well as being identified as a District Wildlife Site.

3.6 Natural and semi-natural green spaces

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

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

3.7 Sports and recreation

Kidlington has a range of amenity and recreation facilities with a variety of different typologies ranging from small pocket parks to formal recreation grounds. Consultation undertaken in preparing the Framework Masterplan highlighted the importance to Kidlington residents of access to localised recreation spaces and how well-used and highly valued the existing spaces are for various types of formal and informal recreation. There are clear aspirations for further improvements to the quality of the open space, sport and recreation provision at Kidlington.

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

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

- **Exeter Close:** contains a small civic garden adjacent to Exeter Hall, with a large open area for informal play to the rear, together with a football pitch, Football Foundation funded sports pavilion, multi-use court and children's play area.
- **Ron Groves Park, Maple Avenue,** leased and managed by Kidlington Recreational Trust. The park contains two football pitches, a pavilion and children's play area. It is the home ground of the Garden City Football Club.
- **Parkhill Recreation Ground, Benmead Road,** leased and managed by Kidlington Recreational Trust. A small area of woodland, two small pitches, plus children's play area and multi-use court. The site has no toilet or shop facilities for the football pitch users but does contain a small hall used by a children's nursery.
- **Orchard Park Recreation Ground, Evans Lane,** leased and managed by Kidlington Recreational Trust. The ground has a children's play area, youth shelters and 3-4 football pitches. It is the home ground of Kidlington Youth Football Club who manages the pavilion.

- Yarnton Road, an NLS Step 4 Stadium leased to Kidlington Recreation Trust and sub-leased to Kidlington Football Club who play here. The adjacent social club is leased by Kidlington Football Club.
- Stratfield Brake, this purpose built sports facility includes a pavilion, two cricket grounds, three rugby pitches, a football pitch. It is managed by a joint committee of Kidlington Parish Council and Gosford and Water Eaton Parish Council. It is the home of Kidlington Cricket Club, Gosford All Blacks Rugby Club and Kidlington Running and Athletics Club . Existing users include Garden City FC (10 teams), Kidlington Youth FC (23 teams).

Local Plan Policy Villages 4: Meeting the Need for Open Space, Sport and Recreation identifies the current shortfall in provision and likely future requirements for open space and sports facilities based on the findings of Cherwell’s Playing Pitch Strategy and Green Space Strategy (as updated by the 2011 Open space Update). Full details of this policy are provided in section 3.2.

Further pitches, parks, natural space, amenity space and allotments will be required to meet future needs (see table 3.1).

3.7.1 Football Clubs

Kidlington has around 8 adult and youth grassroots football clubs which play at the green spaces listed above.

The following sites have received Football Foundation investment in the past 14 years for a variety of projects and are subject to a 21 year funding agreement for the continued provision of football:

- Evans Lane
- Exeter Close
- Kidlington FC
- Orchard Recreation Ground
- Park Hill Recreation Ground
- Ron Groves Park
- Stratfield Brake

In line with the FA National Games Strategy (2015-19) participation objective of more people playing football more often, Oxfordshire FA have published the following growth and retention targets for Cherwell District:

- 10% increase in Mini Soccer Teams
- 5% increase in Youth Male Teams
- Retain (and increase) Youth Female Teams
- Retain Adult Male Teams
- Retain (and increase) Adult Female Teams
- 15% increase in Male Disability Teams
- Retain Female Disability Teams

A new Playing Pitch Strategy is being prepared by the Council in line with updated 2013 Sport England methodology. Any loss of facilities would need to be reprovided on an equivalent or enhanced basis.

Consultation with football club representatives and the Football Association has revealed the following issues:

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

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

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

4.0 Community facilities and Village Centre

4.1 Planning Policy Context

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

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

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

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

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

The Council is preparing a new retail study which will inform Local Plan Part 2.



Figure 4.1 Watts Way Piazza and toilets



Figure 4.2 Kidlington Centre shopping mall



Figure 4.6 Exeter Close



Figure 4.3 High Street public realm



Figure 4.4 Surface car parking



Figure 4.5 View north along Oxford Road towards High Street junction



Figure 4.7 Health centre, Exeter Close

4.1 Location of facilities

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

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

Other facilities are scattered across the village and include:

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

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

Details of recreation and amenity space provision are provided in section 3.7.

Community facilities:

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



Figure 4.8 Distribution of community facilities and local centres



4.2 Village Centre

4.2.1 Distribution of land uses

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

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

- There is a sudden change of land use from retail to residential to the east of Tesco, with a dramatic drop-off in footfall and activity. At this point the historic village core to the east is not evident.
- The junction of Oxford Road and High Street is dominated by a large Skoda car showroom. This is a prime site with excellent visibility from the main road.

- The pubs and food and drink outlets on Oxford Road offer a small scale 'evening economy'. However there is a lack of arts / cultural venues into the centre to attract evening visitors.
- The majority of retail units have either residential, retail storage or office accommodation above. To the north of High Street a block of apartments has recently been built overlooking the car parks and adjacent to a historic terrace of cottages.
- An important asset is the twice weekly market along High Street and the piazza, and occasional producer and specialist markets which bring vitality, colour and activity to the streetscape. The weekly market is managed by the Kidlington Market Traders Co-operative.
- Community facilities and edge of centre uses such as the Library, Fire Station, Postal Sorting Office and St John's Ambulance HQ are located to the south of the High Street and at Exeter Close. Kidlington North Primary School is located to the north of the High Street with access from Benmead Road.
- Although located outside the Village Centre, the large Sainsbury's supermarket provides a significant amount of convenience and comparison goods floorspace and forms an important part of the retail offer of the village. It serves as a gateway at the south of Kidlington and provides a large number of jobs.



Figure 4.9 Eastern end of High Street



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

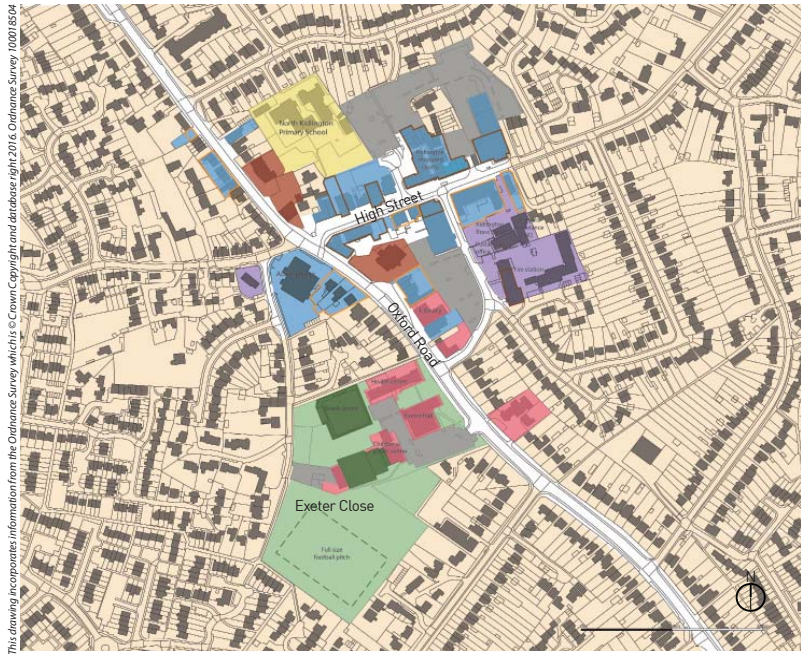


Figure 4.11 Village Centre landuses



Figure 4.12 Village Centre building heights

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



Figure 4.13 Entrance to the Kidlington Centre

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



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

4.2.2 Townscape character

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

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

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

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

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

4.2.3 Public realm

4.2.3.1 High Street

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

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

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

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

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

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

4.2.3.2 Oxford Road

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

4.2.4 Parking

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

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

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

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

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

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

- Long stay – usually 100% occupancy
- Short stay – usually 50% occupancy, except Friday (market day) when it increases to around 80%.

Current occupancy levels for other Village Centre car parks are not known.

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

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



Figure 4.15 Village Centre townscape quality

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



Figure 4.17 Poor quality design of prominent recent schemes



Figure 4.18 Parade of shops to the east of Oxford Road

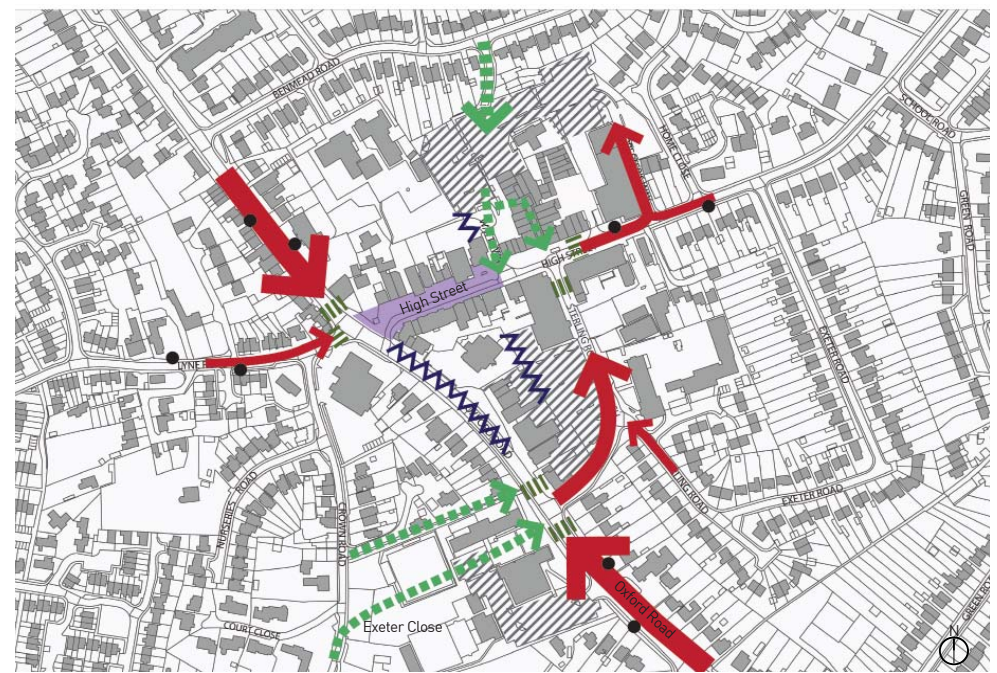


Figure 4.16 Village Centre movement and access

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



Figure 4.19 Box junction markings dominate the Oxford Road junction



Figure 4.20 Double yellow lines remain despite High Street pedestrianisation

4.2.5 Village Centre retail provision

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

Kidlington is dominated by independent retailers and lacks key multiple occupiers, particularly fashion operators. Kidlington falls just below the national average in the proportion of comparison units and 9.42% below the national average in terms of comparison floorspace. The majority of comparison retailers are independent and concentrated on the High Street and in the Kidlington Centre.

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

The convenience offer comprises the Co-op, Tesco and Iceland stores. Representation remains above the national average.

See section 9.6 for details of current development proposals relating to the Co-op, a decision on which has not been issued.

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

The 2010 Retail Study Update (CBRE) indicates there is capacity to support additional convenience and comparison retail floorspace in Kidlington in the period up to 2026 (the figures in the 2010 study are dated but provide a guide). This is summarised in the table 4.2. The study estimates there is capacity for 3,211 m² net additional convenience floorspace by 2026 if the overtrading of existing convenience stores is addressed or 1,092 m² if no allowance is made. In terms of comparison floorspace, the study concludes there is capacity to support up to 7,941 m² net additional floorspace by 2026 if allowance was made for overtrading of existing comparison floorspace or 2,557 m² net if overtrading is not addressed.

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

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

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

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

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

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

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



Figure 4.21 Kidlington Centre

4.3 Exeter Close

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

- Exeter Hall: hall and meeting rooms, Kidlington and District information centre, CAB, Cherwell District Council and Kidlington Parish Council offices
- Exeter Close Health Centre: Key Medical Practice, Pharmacy, Family Planning Clinic, NHS Dentist surgery
- Forum Youth Centre – used by Meadowcroft Academy (with multi-use outdoor games area)
- Kaleidoscope Children’s Centre: provision for a variety of activities, adult learning, parenting courses and drop-ins for families with children under 5. (This service is to be withdrawn in January 2017)
- Exeter Close Pavilion (Kidlington Forum Table Tennis Club), plus football changing and various sports and leisure classes and activities
- Bowls Club
- Tennis Courts
- Exeter Close has a large area of surface car parking, recycling facilities and landscaped garden area. It adjoins a football pitch/recreation field and a children’s play area.

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

- | | |
|---|---|
| 1 Exeter Hall: Parish Council offices and information centre | 7 Bowling green |
| 2 Health centre and dental clinic | 8 Children’s playground and recreation field |
| 3 Youth centre | 9 Full size football pitch |
| 4 Kaleidoscope children’s centre with outdoor space | 10 Landscaped amenity space |
| 5 Exeter Close Pavilion | Surface car park |
| 6 Tennis court and basketball court | Vehicle access |
| | Pedestrian access |
| | Line of trees |



Figure 4.22 Distribution of facilities at Exeter Close



Figure 4.23 Exeter Hall



Figure 4.24 Bowling Green



Figure 4.25 Landscape setting

4.4 Education

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

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

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

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

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

There is one Children's Centre in the Kidlington area, the Kaleidoscope Children's Centre in Exeter Close which offers a crèche, drop in sessions and support plus other sessions with midwives etc. However, this facility is to close in January 2017 as a result of Oxfordshire County Council funding cuts.

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

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

4.5 Health

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

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

There are two GP Practices in Kidlington: The Key Medical Practice, is located at Exeter Close and the Gosford Hill Medical Centre is located on Oxford Road.

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

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

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

5.0 Movement and connectivity

5.1 Road network

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

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

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

The character of the A4260 reflects its strategic highways function:

- The road speed is generally 30mph through the village (from Langford Lane to near Gosford Hill School), increasing to 40mph on the outskirts Village Centre. The road generally has a single carriageway in either direction, with slip lanes on the approach to junctions and central reservations. South of the junction with Bicester Road, and to the north of Benmead Road the road corridor widens to accommodate verges, service roads and a bus lane.
- Properties front onto the road, but are set back behind gardens or parking areas with access either directly off the A4260 or via a

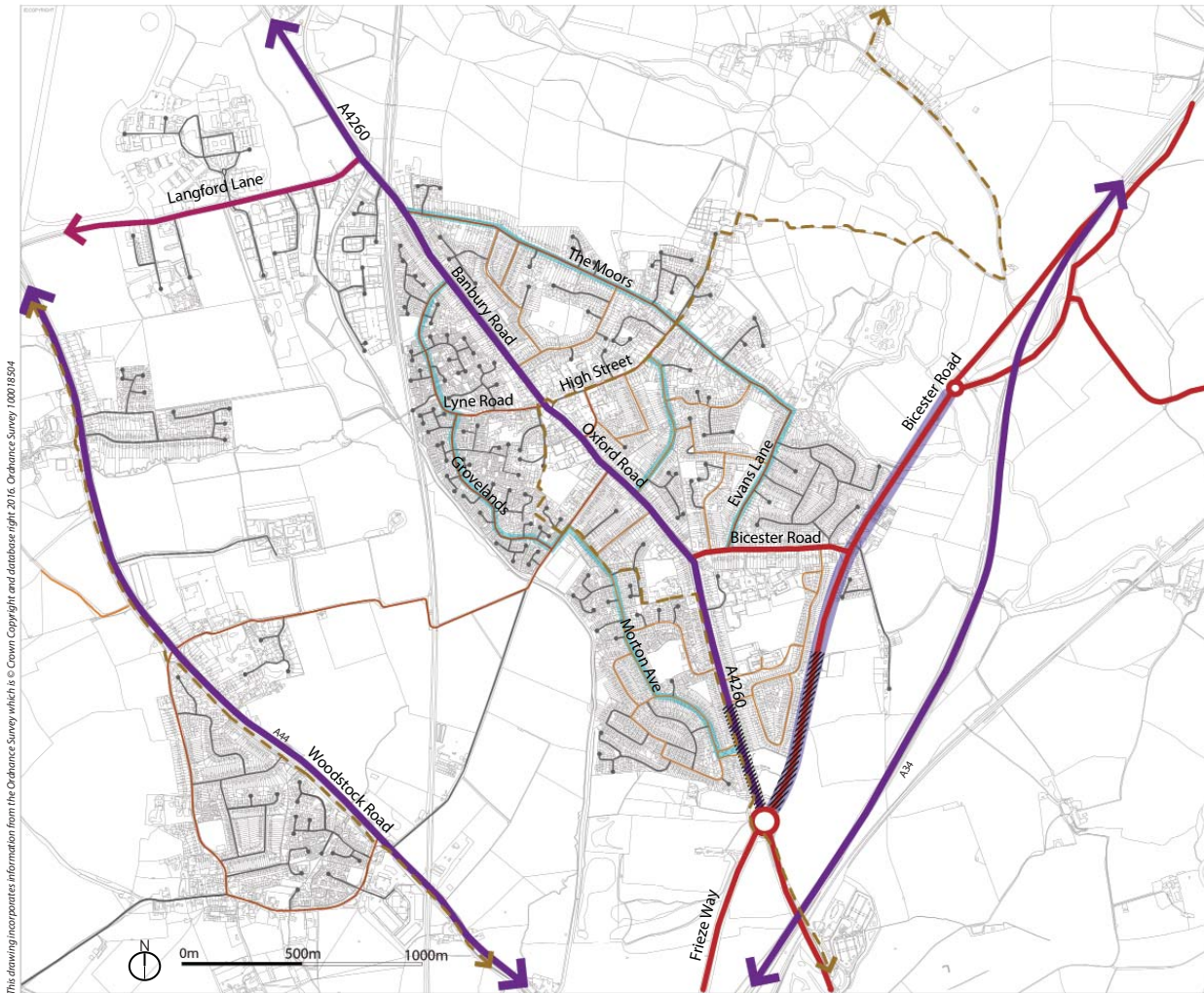
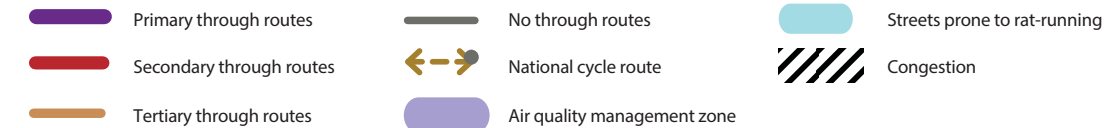


Figure 5.1 Existing street network



service road, resulting in a lack of street enclosure.

- Pedestrian crossing points are limited.
- Congestion is reported at peak hours around the major junctions, with particular problems in the southern part of the village on the approach to Kidlington roundabout and Oxford Parkway station / Water Eaton Park and Ride.

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

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

5.1.1 Car Parking

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

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

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

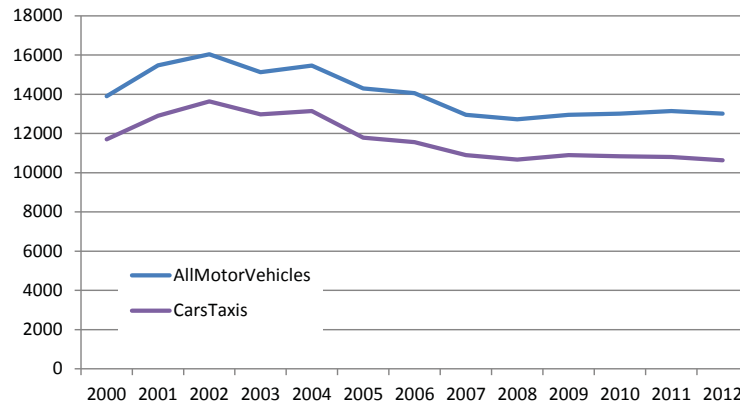


Figure 5.2 DfT daily average traffic counts for A4260

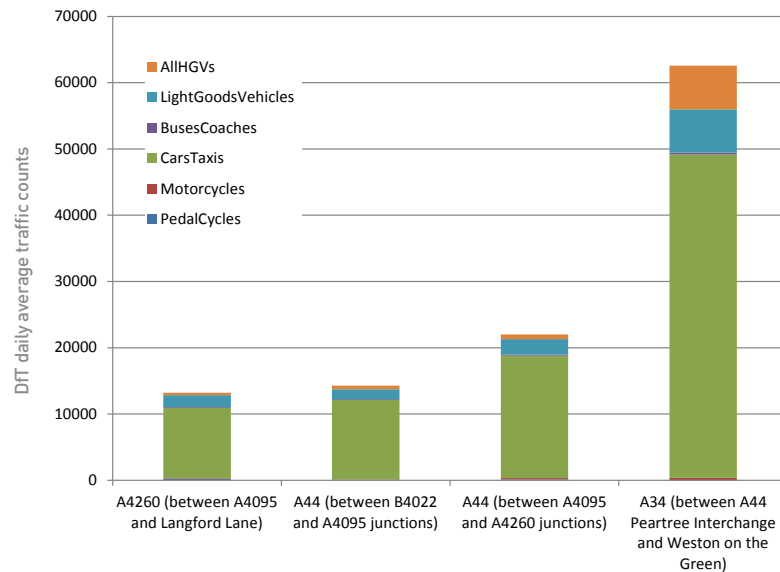


Figure 5.3 Comparison of traffic counts and modal split

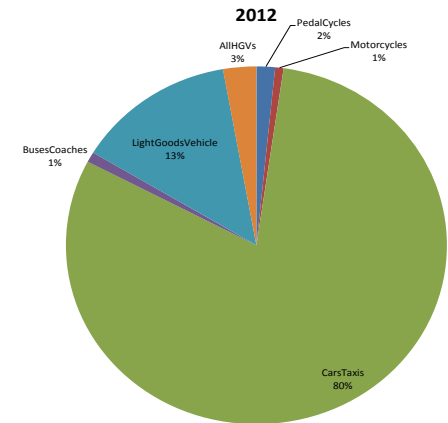


Figure 5.4 Modal split on the A4260

5.2 Public transport

5.2.1 Buses

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

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

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

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

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

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



Figure 5.6 Frequent bus services in Kidlington

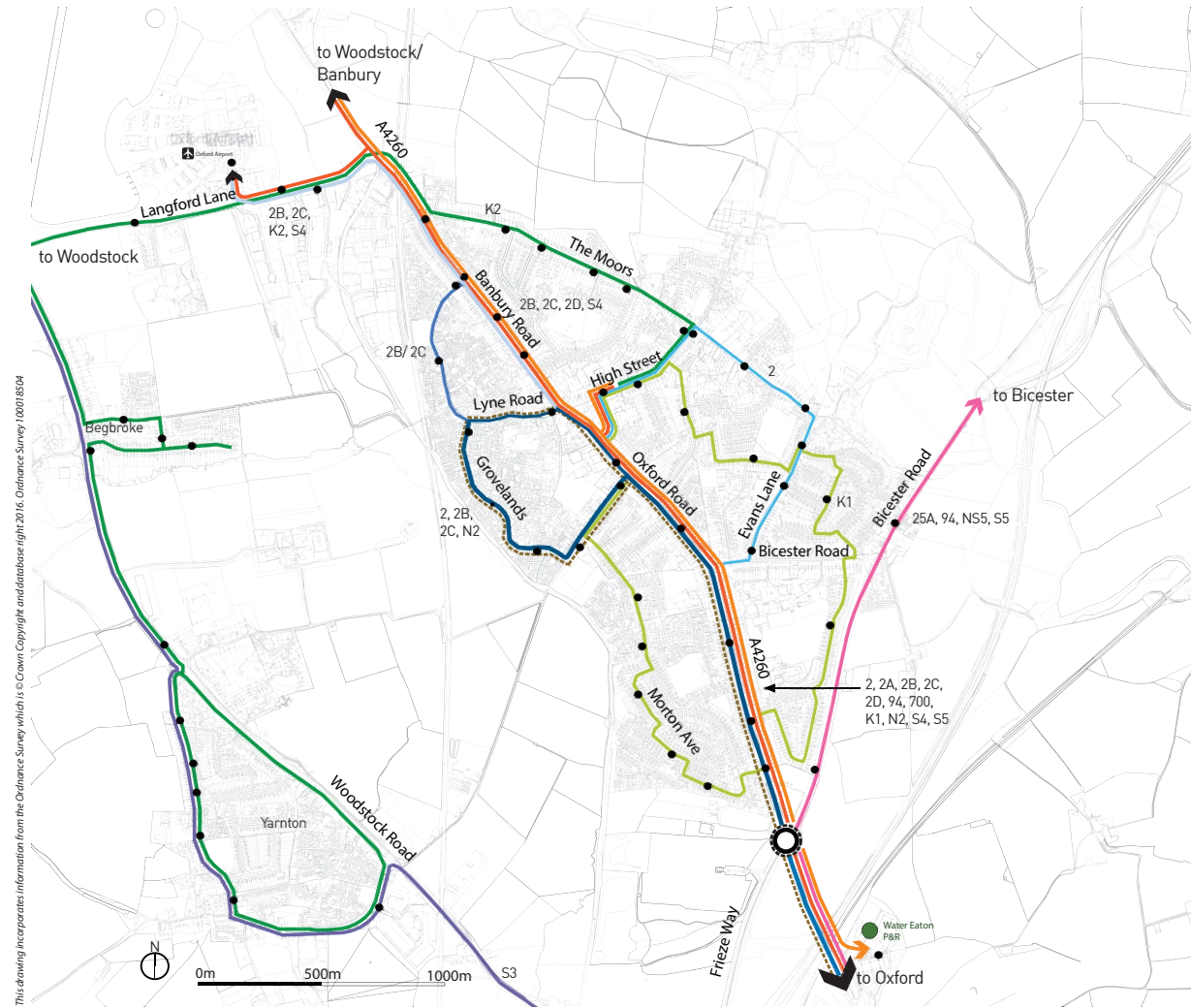


Figure 5.5 Bus network (correct at November 2016)

To Oxford

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

Banbury to Oxford

- █ S4 *M-F: every hour / Sun: 4 buses daily. Oxford Airport to Oxford M-F: 4/5 buses*

To Bicester

- █ 25, 94, S5 *M-Sat: every hour M-F: every 5-15 mins M-F: every 10-20 mins Sat: every 20 mins, Sun: every half hour*

- █ Oxford to Chipping Norton

To Woodstock

- █ W10 *M-F: 4 buses, Sat: 1 bus*

Local buses- Go Ride CIC

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

- Bus stop

5.2.2 Rail

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

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

5.2.2.1 London to Banbury line

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

off Partridge Place, by canal underpass, and by vehicle level crossings on Yarnton Lane and Sandy Lane. The latter is noted as a dangerous junction.

Outline consent was granted in 2004 for a new rail stop on the Oxford to Banbury line, on land safeguarded for a station at Lyne Road, Kidlington. This scheme was not progressed and is not included in the Local Transport Plan. The site remains vacant and KPC are keen for the viability of this opportunity to be reviewed once the impact of Oxford Parkway Station has been assessed and in the light of employment growth at Langford Lane.

5.2.2.2 Cowley Branch Line

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

5.2.3 Air

London-Oxford Airport has historically been the UK's most active general aviation (GA) airport. It specialises in general and business aviation and is home to Oxford Aviation Academy, formerly Oxford Aviation Training, the largest air training school in Europe. The airport has been the fastest growing for private and business aviation in the UK since 2007. It is the only ICAO-listed civilian airport in Oxfordshire.

The airport does not currently operate scheduled air services although, it has operated regular passenger services in the past to destinations including Dublin, Edinburgh and Jersey. From March-August 2013 these were operated by Minoan Air. In December 2015, the UK government confirmed funding support for a proposed reinstatement of the Oxford - Edinburgh route.

Airport data published by the Civil Aviation Authority indicates that there were 44,020 aircraft movements (take-off and landings) in 2015 of which 5,882 (13%) were commercial and 28,359 (64%) related to test and training. London Oxford Airport is open from 06:00 to 22:30, seven days a week.



Figure 5.7 Proposed east west rail line

5.3 Cycling

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

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

A Traffic Regulation Order implemented in April 2012 prevents cycles being ridden through the pedestrianised section of the High Street between 10am and 4:30pm. Sustrans suggest that there is a good case for having a 20 mph speed limit through Kidlington apart from the A4260 to increase safety and encourage cycling

The A44 (Woodstock Road) is also a designated cycle route but its appeal to cyclists is limited due to the large volume of traffic specifically at junctions such as the Wolvercote and Pear Tree roundabouts. Sustrans advise that the Woodstock Road could potentially form part of a link between Kidlington and Oxford if cycle routes were to be developed between Kidlington and the A44 via Sandy Lane (including the Begbroke Science Park) and/or Green Lane and/or the Oxford Canal and/or Frieze Way .

Sustrans advise that the pedestrian/ cycle route to Oxford Parkway and from Oxford is in need of upgrading to make it attractive to users. In particular cycle improvements between Oxford Parkway and

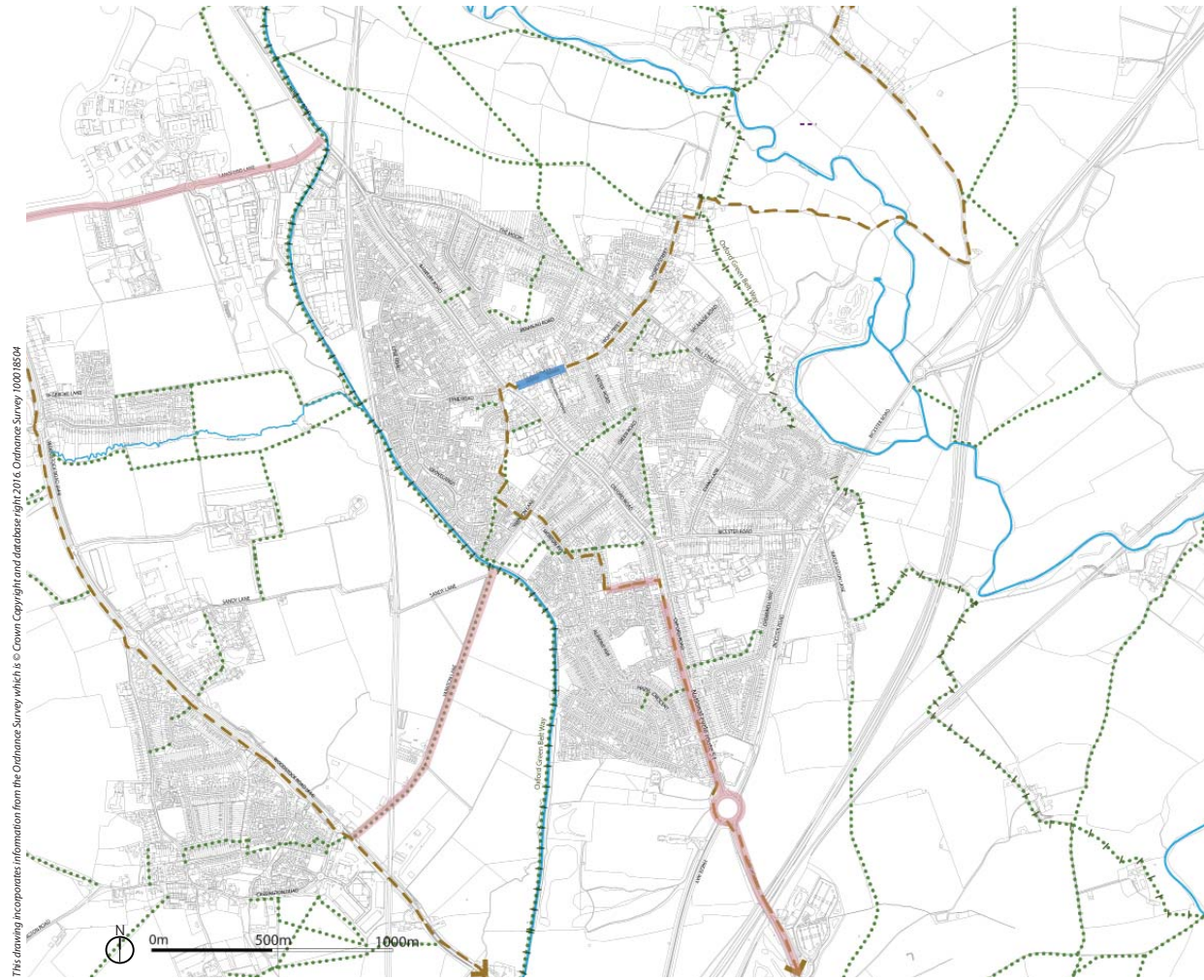


Figure 5.8 Cycling and walking network

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

5.5 Horse Riding

There is a riding school and several liverys in Kidlington. However, there is limited bridleway access from Kidlington to the wider area and riders are required to use roadways. Concerns have been raised by local residents about access to safe riding and the safety of riders due to road traffic. The Cherwell Valley route is primarily geared to cycling but does also include bridleways.

5.5 Oxfordshire Local Transport Plan, 2016

Oxfordshire County Council has updated its Local Transport Plan (LTP4) in July 2016. This document has three overarching goals:

Goal 1 - Supporting growth and economic vitality

Goal 2 - To reduce emissions, enhance air quality and support the transition to a low carbon economy

Goal 3 - Improving quality of life

Key objectives of the plan include improving connections, making more efficient use of the existing transport network and encouraging travel by sustainable modes. To this end, LTP4 includes specific strategies for Science Transit, Rail, Bus and Active & Healthy Travel that are relevant to Kidlington.

In relation to new development, LTP4 states that the County will ensure this adheres to the principles and philosophy set out in DfT's Manual for Streets and supplementary Manual for Streets 2 as well as to local advice such as Oxfordshire's Residential Roads Design Guide.

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

The proposals include:

- New outer park and ride sites, rather than expansion of the current city-edge sites. These include a new site to the north west of Kidlington on the A44 corridor near London Oxford Airport with 1,100 car parking spaces. These could replace existing edge of city, park and ride locations such as Water Eaton with the aim of reducing associated traffic congestion on routes into the city. The A44 site would be connected to Oxford by a Super Premium bus route running along Oxford Road.
- The new P&R locations are indicative but would require release of Green Belt land.
- A new bus-based Rapid Transit route with modern articulated buses running on two routes from the airport (via Oxford Road, the other via the A44) that then split to serve either Oxford city centre or an orbital route serving Oxford's 'Eastern Arc' employment area.
- A new Cycle Premium Route running from Langford Lane to the Oxford city centre via Oxford Road.

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

6.0 Socio-economic context

6.1 Socio-economic data sources

There are a number of data sources, which are drawn upon in the following socio-economic analysis. The Census 2011 is a key source of data at local ward level data and allows for comparisons between Census 2001 and Census 2011. More recent Census data is not available, but where possible we have used the 2014 ONS Mid-Year Estimates which contain updated population and demographic data available at a local ward level, and 2015 ONS Annual Population Survey which is available at a district level.

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

Please note that unless indicated, statistics for “Kidlington” in this section are based on the three local level wards of Kidlington North, Kidlington South and Yarnton, Gosford and Water Eaton. It therefore includes both Kidlington Village and the nearby villages of Yarnton, Begbroke and Water Eaton. Ward statistics are based on the pre-2016 ward boundaries.

6.2 Demographics

6.2.1 Population

Kidlington had a population of 18,370 people in the Census 2011, The population growth between Census 2001 and 2011 was just over 100 people. But the 2014 ONS Mid-Year Estimates of population suggest that the Kidlington population increased by over 700 between 2011 – 2014. This equates to a 4% increase which is faster growth than that for the overall district of Cherwell with population growth of 1% over 2011 to 2014.

Census 2011 figures showed that the Kidlington area working age population (WAP) was 11,800 people and represented 64% of the total population; and that the age of the overall population of Kidlington had increased. The ONS Mid-Year Population Estimates in 2014 suggest the proportion of the population who are of working age was 63%. This proportion is in line with the regional (62%) and national average (63%), but Bicester (66%) and Oxford (72%) have a larger proportion of working age residents. Kidlington has a much higher share of its population aged over 65 years (20%) compared to Cherwell (17%) and neighbouring Oxford (11%); and conversely it's share of young people under the age of 16 years (17%) is lower than surrounding areas. The overall age structure of the Kidlington area is presented in the figure 6.1.

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

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

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

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

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

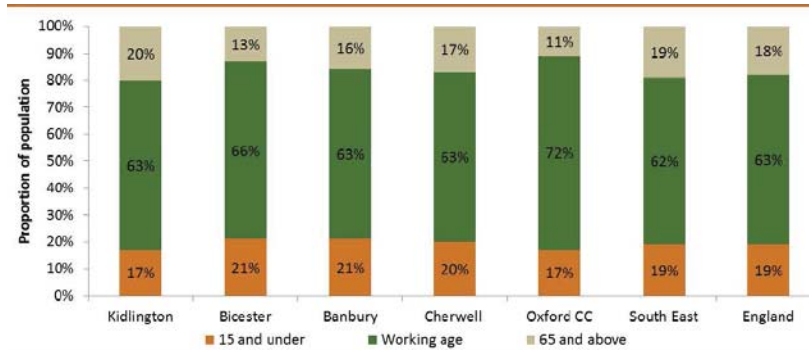


Figure 6.1 Age Structure, 2011. Source: ONS Mid-Year Population Estimates 2014

6.3 Economic activity

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

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

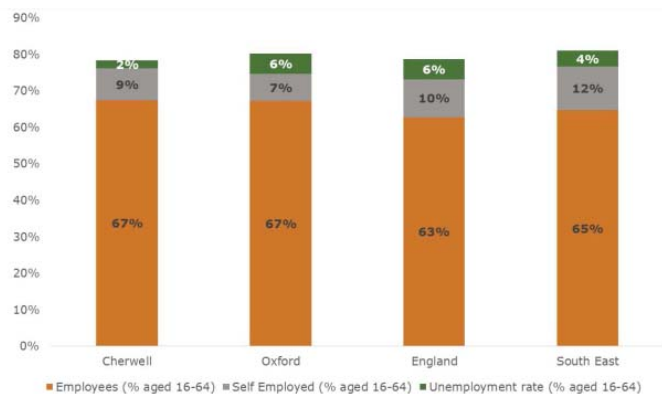


Figure 6.2 Economic Activity, 2011. Source: Annual Population Survey 2015 Note: Survey sizes

Wider Area	2010		2015		Change 2010 - 2015	
	Number	% of total	Number	% of total	Number	% Change
	Cherwell	70,300	78.3	67,500	76.6	-2,800
Oxford CC	78,500	73.8	83,000	74.7	4,500	6%
South East	4,048,800	74.4	4,204,900	75.8	156,100	4%
England	33,979,700	70.0	34,205,900	73.6	226,200	1%

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

6.4 Qualifications and skills

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

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

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

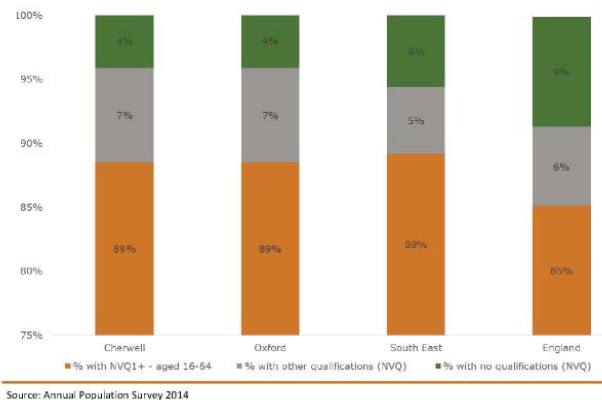


Figure 6.3 Resident qualification levels. Source: Annual Population Survey 2014

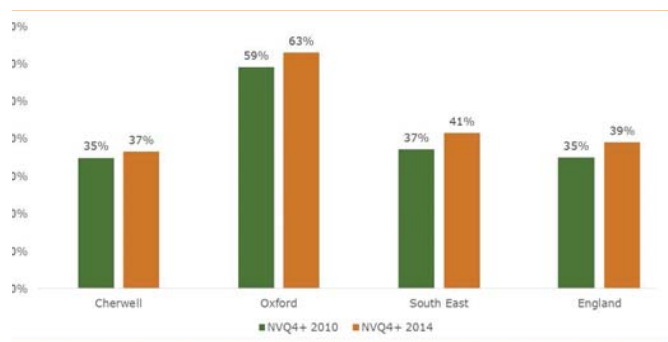


Figure 6.4 Residents achieving NVQ level 4 or higher (2010-2014). Source: Annual Population Survey 2014

6.5 Occupations and earnings

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

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

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

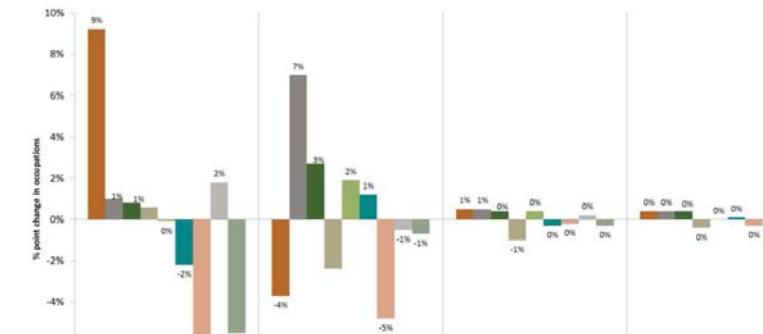
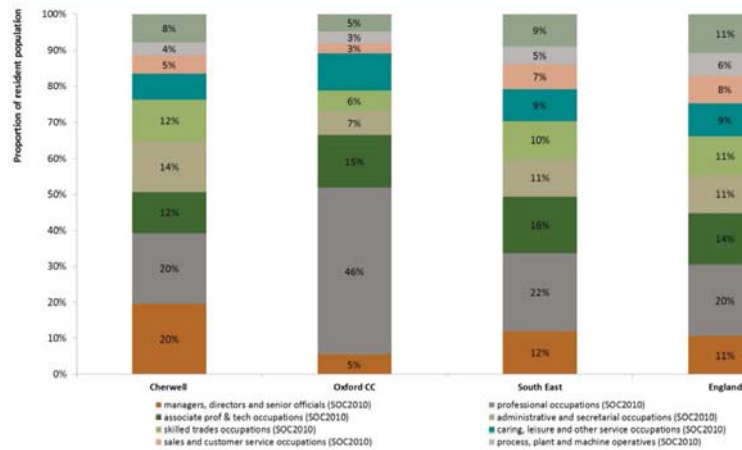


Figure 6.5 Resident occupations 2015. Source: Annual Population Survey 2011 - 2015

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

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

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

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

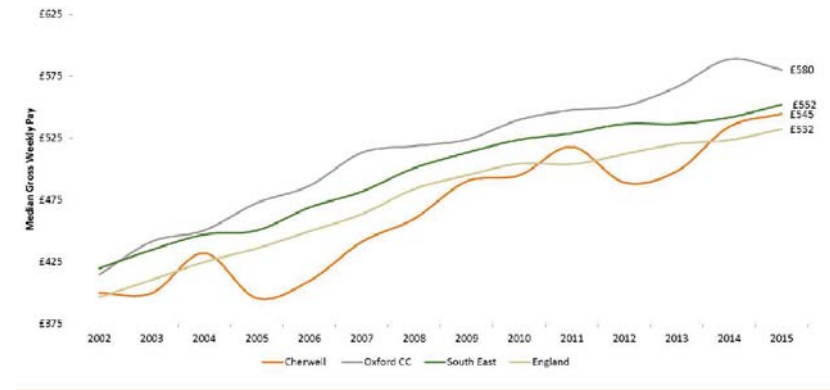


Figure 6.6 Workforce - gross weekly pay 2002-2015. Source: Annual Survey of Hours and Earnings 2015

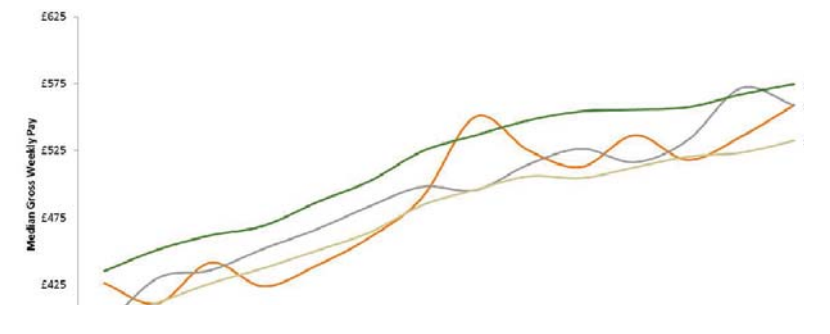


Figure 6.7 Residents- gross weekly pay 2002-2015. Source: Annual Survey of Hours and Earnings 2015

6.6 Deprivation

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

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

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

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

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



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

7.0 Economy and employment

7.1 Planning Policy Context

The Local Plan recognises that there is potential for Kidlington to play a significant role in Cherwell diversifying its economic base. The District can take advantage of its location on the hi-tech corridor between London and Cambridge, and the proximity to Oxford University and Silverstone which is actively investing in the High Performance Engineering sector. Most growth will be directed to Bicester but Kidlington, with a number of unique economic attractors, has the potential to capture some of this investment. The Council's Employment Land Review (2012) and Cherwell Economic Analysis Update (2014) identified a need for additional employment land in the Kidlington area. It is not anticipated that this land can be accommodated on sites within the built-up limits of Kidlington. The adopted Local Plan (Policy Kidlington 1) established that there were exceptional circumstances to justify a small scale local review of the Green Belt to meet high-value employment needs.

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

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

The Local Plan recognises that Kidlington plays an important role in the District's wider employment context and along with Begbroke Science Park has the potential to develop further to support the provision of land for hi-tech university spin-outs and help pave the way for a wider high value, economic base. At Kidlington, London-Oxford Airport and Langford Lane industrial estate form an employment cluster. Due to the implementation of strategic development proposals in the Plan including East West Rail, the new Oxford Parkway station at Water Eaton and a growth in employment

opportunities at Kidlington and Bicester the Council would expect demand for an increased role for the airport. The Council will work with London-Oxford Airport operators and the Civil Aviation Authority and other stakeholders to consider any proposals.

The policies in the Local Plan aim to improve the quality of the employment offer at Langford Lane and, in doing so, establish a new gateway at this northern entrance to Kidlington. **Policy Kidlington 1:** Accommodating High Value Employment Needs states:

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

(A) Langford Lane /Oxford Technology Park/ London – Oxford Airport

(B) Begbroke Science Park

Key site specific design and place shaping principles include:

Creation of a gateway with a strong sense of arrival including when arriving from the airport

Improvements to public transport links to the area

A well designed approach to the urban edge, which achieves a successful transition between town and country environments

Development that respects the landscape setting of the site

A comprehensive landscaping scheme to enhance the setting of buildings onsite and to limit visual intrusion into the wider landscape

Preservation and enhancement of biodiversity, with the restoration or creation of wildlife corridors

A high quality design and finish, with careful consideration given to layout, architecture, materials and colourings to create a Technology Park for high value employment uses

The height of buildings to reflect the scale of existing employment development in the vicinity

Provision for sustainable drainage, including SuDS

Demonstration of climate change mitigation and adaptation measures

An assessment of whether the site contains best and most versatile agricultural land, including a detailed survey where necessary

The small-scale local review of the Green Belt boundary in the vicinity of Langford Lane Kidlington and Begbroke Science Park will be undertaken as part of the Local Plan Part 2.

7.1 Jobs

7.1.1 Number of jobs in Kidlington

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

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

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

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

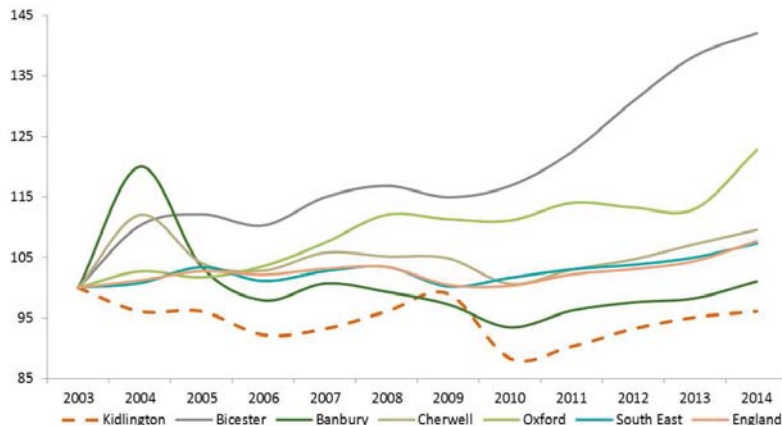


Figure 7.1 Overall Employment, 2003-11. Source: ABI and BRES.

7.1.2 Commuting trends

Figure 7.2 illustrates commuting trends from Kidlington. This data is from the 2011 Census. A positive number means that Kidlington receives more commuters from the respective location, whereas a negative flow means that Kidlington loses more commuters to the respective geography. This demonstrates:

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

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

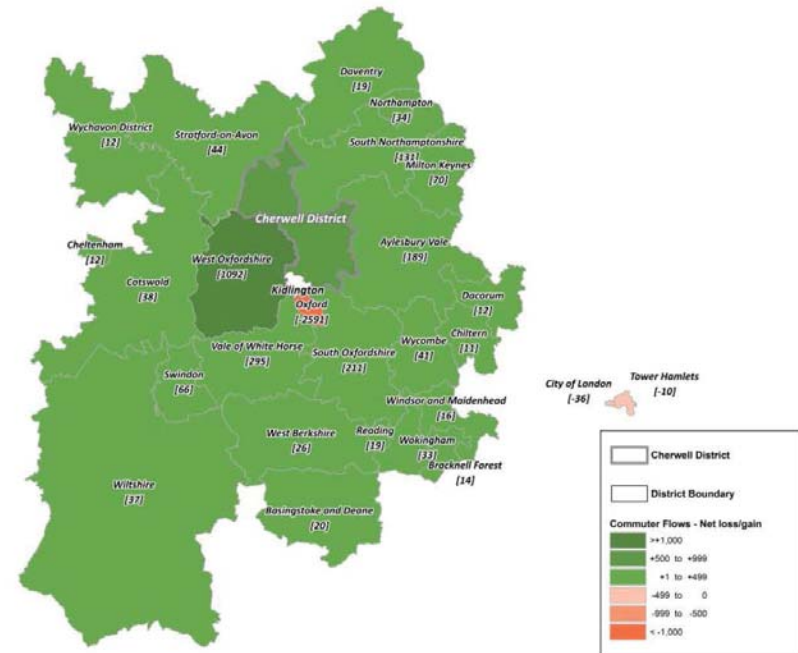


Figure 7.2 Commuting trends for Kidlington (net loss/ net gain). Source: Census 2011

7.2 Key sectors

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

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

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

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

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

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

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

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

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

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

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

7.3 Economic priorities

7.3.1 Economic policy context

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

Key messages

National and sub-regional policy

The Government's current Productivity Plan 'Fixing the Foundation' (July 2015) identifies 'Science' as a key economic infrastructure sector. Kidlington as home to Begbroke Science Park is an important for science and Research & Development.

Kidlington sits within two LEPs. The Oxfordshire LEP (OxLEP) has a Strategic Economic Plan (SEP) which focuses on priority localities at 'Science Vale', a important centre for scientific research in the south of the county; Oxford; and Bicester - investment centres forming a 'Knowledge Spine' along which further economic growth is to be encouraged including at the regional and global scale. This year (2016), 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). In addition to housing affordability, the Plan notes that there is a lack of suitable business premises, particularly for knowledge-based industries, that will allow businesses to 'scale-up' and still remain in the local area.

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. The Southeast Midlands LEP (SEMLEP) incorporates Kidlington, Oxford, Bicester, Milton Keynes and Silverstone.

Local policy

The Cherwell Economic Development Strategy (2011-2016) highlights the importance of Oxford to Kidlington's economy; the significance of Begbroke Science Park as a successful centre for scientific research and its increasingly important role in developing the 'knowledge economy'; and, London-Oxford Airport's growing role in supporting local businesses that require efficient global transportation services. Kidlington's active business network 'Kidlington Voice' is also highlighted with a view to ensuring that Kidlington develops a stronger identity and integrates its facilities better. The Strategy emphasises that Kidlington will need to work hard to retain those aspects of village life that it most treasures, providing an attractive centre around which a sustainable community can thrive; and that it will also benefit from developing stronger links between its resident, shopper, and daytime employee populations.

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

The Strategy also addresses Kidlington specifically, stating that its future development is linked to that of Oxford City; Begbroke Science Park and the London Oxford Airport are two key assets that Kidlington must use to leverage growth particular in high-value knowledge based industries.

The Cherwell Economic Analysis Study (2012 & updated 2014) identifies several challenges to the district's future growth, one of which is its below average population growth and ageing population. In addition, Kidlington lacks a strong identity and could benefit from stronger links between its resident, shopper and daytime employee populations.

The Cherwell District Employment Land Review (2012 & addendum 2014) highlights that demand forecasts estimate that an additional 9.3 – 11.3 ha of additional B1 employment land will be demanded in Kidlington through to 2026.

7.4 Relationship to neighbouring areas

7.4.1 Cherwell

Bicester

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

North-West Bicester was named by the Government as an eco-town. It is in the process of delivering 6,000 eco-homes in the area and the Local Plan aims to roll-out the objectives of Eco Bicester One Shared Vision across the entire town, in order to market it as an attractive, modern, and sustainable location for residents and business alike. In terms of housing, the plan commits to building approximately 10,000 new homes at Bicester by 2031. The country's largest self-build development is planned at Bicester at Graven Hill, a Local Plan allocation for some 2,100 homes.

Strategic development sites for employment include Bicester Business Park (B1 office) and Bicester Gateway (knowledge based economy). The aim is for this development to complement the employment development at Silverstone and part of the technology corridor from Oxford to Northamptonshire and Oxford to Cambridge. In 2014, Bicester was announced by the Government as being a Garden Town.

Banbury

Banbury is Cherwell District's principal town centre and a primary regional centre. Its economy is focused on manufacturing, distribution, service industries, and public administration. The Local Plan aims to diversify the economic base, attracting manufacturing and higher value activities and support the District's growth, both in economic and population terms. A total of about 7,000 new homes are planned to be built by 2031. The Local Plan identifies two new strategic employment sites at Banbury for a mix of employment uses.

7.4.2 Relationship with Kidlington

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

7.4.3 Oxford

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

The Northern Gateway located on the northern border with Cherwell, east of the A34 and bisected by the A44 and A40, is identified as a Strategic Area for employment-led development (B1 use), which will build on Oxford's strengths of education, health, research and development, and knowledge-based industries. The subsequent Northern Gateway Area Action Plan (July 2015) allocates land for up to 90,000 m² of employment floorspace for uses directly related to the knowledge economy of Oxford, alongside residential (500 units), small scale retail (up to 2,500 m²), and a hotel with associated leisure facilities.

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

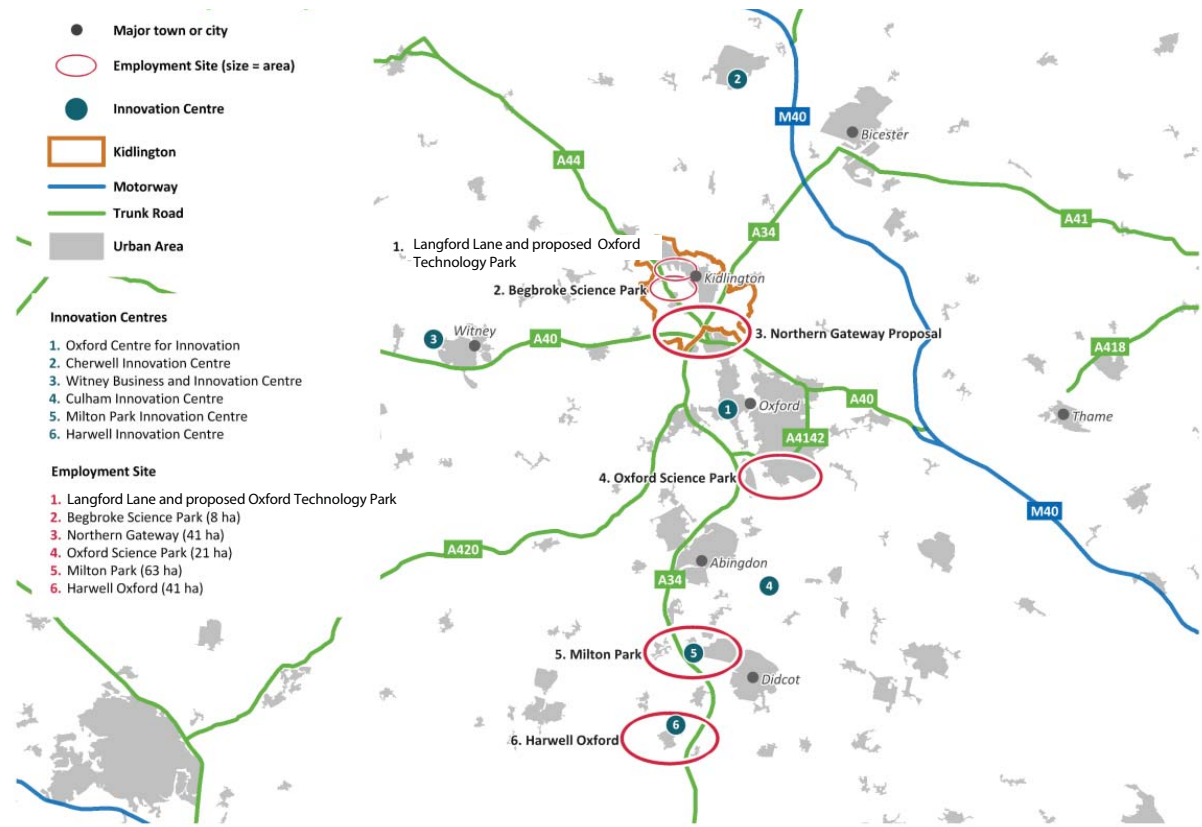


Figure 7.3 Innovation Parks and Innovation Centres in Oxfordshire. Spource: Source: Digital Mapping Solutions from Dotted Eyes © Crown Copyright. All rights reserved. Licence Number 1000199918.

7.5 Innovation parks and innovation centres

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

7.5.1 Oxford

Oxford Science Park: approximately 3 miles to the south-east of Oxford. It was established as a joint venture between Magdalen College, Oxford and Prudential and as at January 2016 more than 530,000 sq ft of office and laboratory space had been completed. Significant further space is proposed through the masterplan for the site. The park targets science, technology and business occupiers. There are currently over 60 companies on the site with key business sectors including: computer hardware/software (31%); bio-science (43%); and other (26%).

Harwell Oxford: is a science, innovation, and business campus. It was developed as a public private partnership joint venture between the UK Atomic Energy Authority, the Science and Technology Facilities Council and international property group Goodman. The site is situated 14 miles south of Oxford City and is comprised of an existing campus spanning 104 acres, with an additional 238 acres available for development and 105 acres reserved for large scale science. As at January 2016, there were over 4,500 people employed on the site, working in around 150 organisations, ranging from research institutes to new start-up companies. Given the centre's emphasis on open innovation, it focuses on commercialisation of information, particular in the sectors of healthcare, medical devices, green enterprise, and computing, amongst others.

Milton Park: is located 11 mile south of Oxford City Centre and is run by commercial property company MEPC, which manages a number of businesses estates throughout the UK. As at January 2016, the site was home to over 165 organisations, which employ upwards of 6,500 people and is a partner of the Science Vale UK. Milton Park is a business estate and science centre comprised of more than 3.4 million sq ft of workspace, which ranges from office, laboratories, and industrial uses. Given the variety employment use class available on the site, the organisations it houses vary significantly from logistics oriented firms such as Oxford Logistics, to research and development firms such as Oxford Genome Sciences.

Northern Gateway: the proposed business and retail development zone located in the north of Oxford City, is being progressed by developers Goodman and Kier Property. The plan includes the construction of 98,000 m² of offices, able to accommodate around 8,000 employees. An additional 3,500 m² of retail space are proposed in addition to a hotel and around 200 residential units. This proposal is supported by Oxford City Council, given that it is one of the few remaining site of its size able to provide the employment space required to accommodate expansion within the city.

7.5.2 Cherwell and Wider Oxfordshire

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

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

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

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

Oxford Centre for Innovation in Oxford: is located within Oxford City Centre and is owned by Science Oxford. It was created as part of a £30 million project to build a cultural centre for science and enterprise, and currently is comprised of 25,000 sq ft of office space. As at January 2016, the centre housed 13 companies, predominately in the high-tech sector, which employ over 130 people. Demand for office space at this site is high, with the number of employees expected to double by the end of 2013, and the centre is being expanded to accommodate this growth.

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

7.6 The role of key Kidlington employment areas

The Local Plan Part 1 identifies two locations for high value employment development at Kidlington to support its contribution to the important role of Oxford in the county's economy. This will involve a local, small scale, review of the boundaries of the Oxford Green Belt around the existing Begbroke Science Park and in the vicinity of Langford Lane/Oxford Airport (Oxford Technology Park). It is intended to reinforce their roles as part of a high tech "cluster" of existing businesses that includes university "spin off" companies with good short term growth prospects. The specific details of this review are a matter for the Local Plan Part 2, albeit two "areas of search" are identified. This is consistent with the Oxford/Oxfordshire City Deal, the Oxfordshire Strategic Economic Plan (March 2014) and the Oxford Innovation Engine report (October 2013), as well as the Economic Analysis Study for Cherwell (August 2012).

7.6.1 Langford Lane

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

The Cherwell District Employment Land Review (2006) recognised the importance of this location to provide employment generating development and noted that the recent developments on Langford Business Park (West side of Canal), "have increased the standard of development for the area along Langford Road" (p. 82). As such, the Review suggests that this cluster, in addition to the neighbouring Station Field Industrial Park (East side of Canal), be protected for high quality employment generating development. The 2012 Employment Land Review Update identifies 6.5 ha of undeveloped land in the Langford Lane Business Cluster.

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



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

Source: Cherwell Employment Land Study (URS, 2012)

Figure 7.4 Kidlington employment areas

Future plans

On 10 October 2016, Bloombridge and Hill Street Holdings had planning permission (14/02067/OUT) granted for a 'New build Technology Park comprising 40,362 m² of office, research and development, laboratory, storage and ancillary space' on land to the south of Langford Lane, Kidlington.

The site, comprising 8.2 ha of Green Belt land, is situated to the south of the airport entrance. The approved application emphasises that Kidlington has experienced significant economic growth due to the strong demand for employment land by firms that have increasingly higher-value operations. However, supply of employment land (particularly B1) is insufficient to meet growing demand.

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

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

However, Kidlington will need to increase the levels of goods and service provision in the area to meet the additional demand the proposed development will generate as a result of the additional workplace and resident population. The development will also support a number of temporary construction jobs during the build phase, which could also benefit the local supply chain and create further employment. In terms of synergy with other nearby facilities, the promoters envisage that Begbroke Science Park would provide phase 1 space and Langford Lane would provide second and third stage space for firms. The growth of Langford Lane is expected to be supported by the growth of London Oxford Airport and other nearby sites such as Silverstone.

7.6.2 London Oxford Airport

The London Oxford Airport is located one mile north of Kidlington Village Centre and is bordered by Langford Lane to the south. The airport is owned by Oxford Aviation Services and occupies a total of 508 acres of land. The airport is used by general aviation and business aviation operators and hosts over 5,500 business aviation flights a years. It also serves commercial passenger aviation, either scheduled airline services of seasonal charter flights, however currently this side of the business is limited. The airport also continues to grow its air cargo activity.

There is capacity for 160,000 movements a year and with currently 40,000 movements a year on average, there is scope for expansion. A key constraint to growth includes the runway length which means that the airport can only be served by planes with up to 100 seats. The airport is also restricted by planning agreements which determine the hours of flying at the airport.

Approximately 1,000-1,200 people are employed on the airfield in all areas of aerospace and engineering support. Key occupiers include the CAE Oxford Aviation Academy, Airbus Helicopters and Gama Aviation.

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

The world-renown CAE Oxford Aviation Training school operate a fleet of 20 aircraft, however recent years have seen a radical change in training techniques with greater use of ground base simulators. Students at the aviation training school are important users of Kidlington town centre. There are generally around 400 students who reside on and off site.

Future plans

The Airport is looking to increase the scope of knowledge-based and high-skilled employment on the site with appropriate amenities for maintenance support providers (hangars, workshops, warehousing etc). They intend to continue their strong tradition of providing training, through enhanced pilot training facilities and student accommodation. Given the constraints on future growth imposed by the restricted runway length and competition from other airports, London Oxford Airport relies heavily on income from their airfield

property portfolio to sustain the operations of the airport. As a result they intend to build upon their established position as a mini-aviation business hub and attract future aviation related support companies.

There have been a number of recent physical improvements to the airport, including widening and strengthening of the runway, establishment of an 8,000 sq.ft. business aviation terminal, 12,500 sq.ft. office building and 48,000 sq.ft. hangar that will support the future growth plans. The London Oxford Airport's catchment mainly covers a one hour drive time.

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

The Airport would like to get back into the commercial sector, but not at any cost. The most likely route to be reinstated would be Oxford-Edinburgh twice a day. Longer term any expansion of the commercial airline side would require expanded passenger facilities.

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

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

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

The growing cluster of high-technology firms located on the airport premise and their relations with surrounding area such as Begbroke

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

7.6.3 Begbroke Science Park

The Begbroke Science Park is owned and operated by Oxford University and offers business incubation space and accommodation for new companies as well as academic research space for departments within the university. The Science Park has outline permission for a total built areas of 21,000 m² within the core science park site.

It is located one mile west of Kidlington Village Centre along Woodstock Road. Firms located on the premises are primarily related to engineering and material science, life sciences, energy, computing, nanotechnology and automotive sectors. University organisations located on site include the University Institute for Advanced Technology and the Centre for Innovation and Enterprise.

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

The University operates a minibus Service which serves the science park.

Future plans

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

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

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

7.6.4 Relationship to Kidlington village centre

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

7.7 Tourism

The North Oxfordshire Tourism Study & Tourism Development Action Plan 2015-2020, October 2014 shows potential for significant future growth in tourism in Cherwell in terms of:

- *“The projected growth in population and increasing affluence in the District and surrounding areas - which will fuel growth in demand for day visits, visits to friends and relatives and weddings and family occasions.*
- *The expansion of Bicester Village and new rail link to Bicester Town from London and Oxford - which should deliver an increase in visitors to Bicester Village.*
- *The possible development of a major new visitor attraction on the former RAF Bicester site.*
- *The potential for existing and new visitor accommodation businesses to capitalise on the forecast national growth in domestic and inbound overseas tourism by positioning themselves as a base for visiting the surrounding major attractions and destinations, or as a stop off point on an extended tour of the country.*

- *The projected development of the District’s economy - which will drive growth in corporate demand for hotel and serviced accommodation and support hotel and other accommodation development.*
- *The potential for the District to capitalise on current tourist accommodation development trends.”*

Kidlington could benefit from these opportunities, in particular:

- Promoting use of the Oxford Canal - The canal has the potential to attract more leisure visitors by boat as well as providing a focus for activities such as walking, cycling, boat trips and fishing and providing general visitor interest. There is a good working partnership and Canal and River Trust committed to promoting the use of the canal for leisure purposes. Priorities include the identification of key sites and opportunities for new canal-side leisure development and boat servicing facilities including marinas, improving physical access to the canal and the creation of hubs of activity.
- The potential for new visitor accommodation - There are no hotels or conference facilities in Kidlington and a limited number of bed & breakfast establishments. The proximity to London Oxford Airport, Begbroke Science Park and the business parks may provide the opportunity for hotel and conference facilities. At present, there are only a small numbers of B&Bs and guest houses in the Kidlington area. The Tourism Study identifies Kidlington as a suitable location for a budget hotel.
- Making Kidlington a more attractive visitor destination - for example through:
 - providing a sense of arrival and welcome
 - creating a ‘sense of place’
 - enhancing the quality of the public realm
 - giving the visitor things to do and a reason to visit i.e.: improving the offer and visitor facilities - hotel accommodation, moorings and facilities for canal users, extending the choice and quality of food and drink offer
 - ensuring there is sufficient orientation and information for visitors.

8.0 Housing

8.1 Introduction

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

Cherwell’s Housing Strategy 2012-2017 has six strategic priorities:

- Strategic priority 1: Increase the supply and access to housing
- Strategic priority 2: Develop financially inclusive, sustainable communities
- Strategic priority 3: Support our most vulnerable residents
- Strategic priority 4: Ensure homes are warm, safe and well managed
- Strategic priority 5: Prevent homelessness
- Strategic priority 6: Maximise resources and be an ‘investment-ready’ district

The County-wide Strategic Housing Market Assessment (SHMA) (2014) confirmed that Kidlington is directly affected by pressures in the Oxford housing market. Evidence points towards significant affordability pressures, both in regard to the (un)affordability of market housing and in terms of an acute shortage of affordable housing. This is borne out in levels of overcrowding in the city, very high land values and the high entry-level house prices which are 10 times the annual earnings of young households. Oxford has some of the highest land values in the region. Lower quartile house prices are 10 times that of annual lower quartile earnings. Tackling affordability has been identified as the primary issue alongside meeting increased demand. The growth of smaller households including single person households and the growth of households headed by people over 65 are the most significant demographic drivers. These factors point

strongly towards a need to delivering more homes in the future in order to ensure that young households can form a home or get a foothold on the housing ladder, particularly in Oxford.

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 could be tested through their respective Local Plans. On 26 September 2016 an apportionment was decided upon by the Oxfordshire Growth Board. Cherwell District has been asked to accommodate an additional 4,400 homes by 2031. The Council is currently (November 2016) considering whether and how Cherwell can sustainably accommodate the additional growth through a Partial Review of Part 1 of the Local Plan.

8.2 Planning Policy Context

No strategic housing growth is proposed at Kidlington in the Local Plan to meet Cherwell’s needs but other housing opportunities will be provided. In considering the scope of new residential development within the built-up limits of Kidlington, the Local Plan states that consideration will be given to its role as a larger service centre and its urban character, the functions that existing gaps and spaces perform and the quality of the built environment.

Kidlington is designated as a Category A Service Village suitable for minor development, infilling and conversions (Policy Villages 1). Policy Villages 2 states that a total of 750 homes will be delivered at Category A villages (including Kidlington). This will be in addition to the rural allowance for small site ‘windfalls’ and planning permissions for 10 or more dwellings as at 31 March 2014. Sites will be identified through the preparation of the Local Plan Part 2, through the preparation of Neighbourhood Plans where applicable, and through the determination of applications for planning permission. Small scale affordable housing schemes to meet specifically identified local housing need may be brought forward through the release of rural exception sites (Policy Villages 3).

Policy BSC2 of the adopted Local Plan states that housing development will be expected to make effective use of land and the Council will encourage the re-use of previously developed land

in sustainable locations. New housing should be provided on net developable areas at a density of at least 30 dwellings per hectare unless there are justifiable planning reasons for lower density development.

Policy BSC3 states that at Kidlington, all proposed developments that include 11 or more dwellings (gross), or which would be provided on sites suitable for 11 or more dwellings (gross), will be expected to provide at least 35% of new housing as affordable homes on site.

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

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

8.3 Housing need

A County-wide Strategic Housing Market Assessment (SHMA) was commissioned jointly by the Oxfordshire local authorities in 2014 to provide a detailed assessment of housing need on a District and County-wide basis. The SHMA identified a need for 1,142 homes per year in Cherwell to support a “Committed Economic Growth” scenario. The adopted Local Plan meets this requirement in full. The Committed Economic Growth Scenario provides for demographic needs but also takes into account the present level of employment commitments in the district and nearby, the very positive prospects for the county’s economy, the relevant county and district Strategic Economic Plans, the Oxford/Oxfordshire City Deal (2014) and the objectives of the two Local Economic Partnerships involved.

The Inspector at the Local Plan Examination concluded that the 2014 SHMA and the modifications to the Local Plan Part 1 arising from it properly address the NPPF's requirements for a "significant boost" to new housing supply and to meet the full Objectively Assessed Needs (OAN) of the District, including for affordable housing, as well as take account of "market signals".

In adopting the Local Plan, the Council 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. This is being addressed in the Partial Review of the Local Plan currently being undertaken.

8.4 Affordable Housing

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

No specific housing needs survey has been undertaken in Kidlington. Planning applications are assessed against the District's affordable housing requirements to establish tenure and mix.

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

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

The Council's Housing Strategy 2012–17 takes into account Government policy on the provision of affordable housing and the Homes and Community Agency's current funding regime. The additional value in the stock of affordable housing can be used by Registered Providers to secure finance for further investment in new housing. The Housing Strategy seeks to increase the supply of, and access to, affordable rented housing. It sets a target of delivering 750 affordable homes in total between 2012 and 2017 which include new homes, the acquisition of market homes by Registered Providers and bringing empty homes back into use. The Housing Strategy highlights the importance of developing sustainable communities. The Housing Strategy recognises the need for affordable homes, and aims to ensure that Cherwell is well-placed to maximise investment by Registered Providers and to respond to opportunities as they arise. Securing new affordable housing on site as part of larger developments is the most significant way in which homes can be provided.

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

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

8.5 Housing mix

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

Policy BSC4 requires the provision of a mix of housing in Cherwell that reflects the needs of an ageing population, a growth in smaller households and which meets the requirements for family housing. The mix of housing needs to enable movement through the market from one house type to another as the needs of households change. Cherwell has substantially more detached and more semi-detached housing and fewer terraced houses and flats than Oxford, reflecting its position as a more rural and suburban area. This means that there will be fewer smaller, more reasonably priced entry level homes affordable to younger, newly formed households.

The Oxfordshire Strategic Housing Market Assessment (SHMA 2014) provides conclusions on a strategic mix of housing for Oxfordshire over the next 20 years. The SHMA analyses the types and sizes of accommodation occupied by different ages of residents, projected changes in the population and estimates of future need and demand for different sizes of homes. The SHMA advises that at an individual local authority level, there is a greater need for 3-bed properties in Cherwell and that the overall mix identified is focused more towards smaller properties than the existing mix of homes in Oxfordshire. The SHMA also advises that in applying policies for housing mix to individual development sites, regard should be had to "...the nature of the development site and character of the area, and to the up-to-date evidence of need as well as the existing mix and turnover of properties at the local level" (paragraph 7.40).

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

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

Retained policies in the adopted 1996 Local Plan are currently applied in the determination of planning applications. These will be replaced by The Local Plan Part 2 will contain Development Management policies relating to the conversion of houses to flats and the provision of an appropriate mix of housing types and tenures in the village.

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

8.6 Tenure

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

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

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

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

Bpha have recently completed a scheme of affordable Extra Care homes in The Moors which has provided 39 rented units.

Cherwell have developed a self-build scheme, based on 'sweat equity' shared ownership. Sweat equity is an interest or increased value in a property earned from labour and is used to describe the value added to property by owners who make improvements by their own work. Families who would otherwise be unable to purchase a home

contribute sweat equity hours to the construction of their own home. If the 'sweat equity' amounts to less than 25% of the total value of a dwelling, the self-builders must purchase additional equity to have the minimum of 25%. Initial schemes are likely to be in Bicester, but Cherwell are actively looking for additional sites to roll out this model including potential rural exception sites, or brownfield sites. Ultimately the land will be transferred to a Community Land Trust.

The Build! Project introduced by Council Build! offers an individual, or group of people, the opportunity to come together to either build a new home, or to renovate and decorate an existing property. In return for the work they put in they can benefit from a reduced purchase price or lower rental rates. Those involved also get a greater opportunity to create a home that is more suited to their individual needs. During 2014 and 2015 in the region of 250 new homes in Banbury and Bicester were created through this project. The properties will be available to buy on a shared ownership or outright sale basis, or to rent at 80% of the open market value.

8.7 Housing land supply

The Council's 2015 Annual Monitoring Report includes a stated position of 5.6 years for the five year period 2016-2021 (and previously 5.3 years for 2015-2020).

On 12 May 2016, an appeal decision relating to a case at Kirtlington (APP/C3105/W/15/3134944 & 14/02139/OUT) was received which confirmed that the Council can demonstrate a five year housing land supply (subject to detailed comments about the district's supply position).

From 2011 to 2016, 226 new homes (net) were completed in Kidlington Parish and at 31 March 2016 a further 37 new homes (net) had planning permission but had not been built. In Gosford and Water Eaton Parish, 13 new homes (net) had permission but had not been built (source: Cherwell District Council).

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

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

The SHLAA identified an expected supply of 86 dwellings on sites with planning permission at 31 March 2014. These were: 54 at Thornbury House (completed 2015/16); 22 dwellings at 1-20 Lakesmere Close (completed 2014/15); and 10 dwellings at 4 The Rookery, which has been superseded by a new permission for 30 dwellings (completed 2015/16).

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

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

The 2014 SHLAA Update also identified three sites (KI095, KI103 and KI104) outside the settlement boundary with a combined capacity of 357 dwellings which could be considered as having housing potential with changes to adopted Green Belt policy. However, it is acknowledged that exceptional circumstances would have to be demonstrated for the release of these sites from the Green Belt.

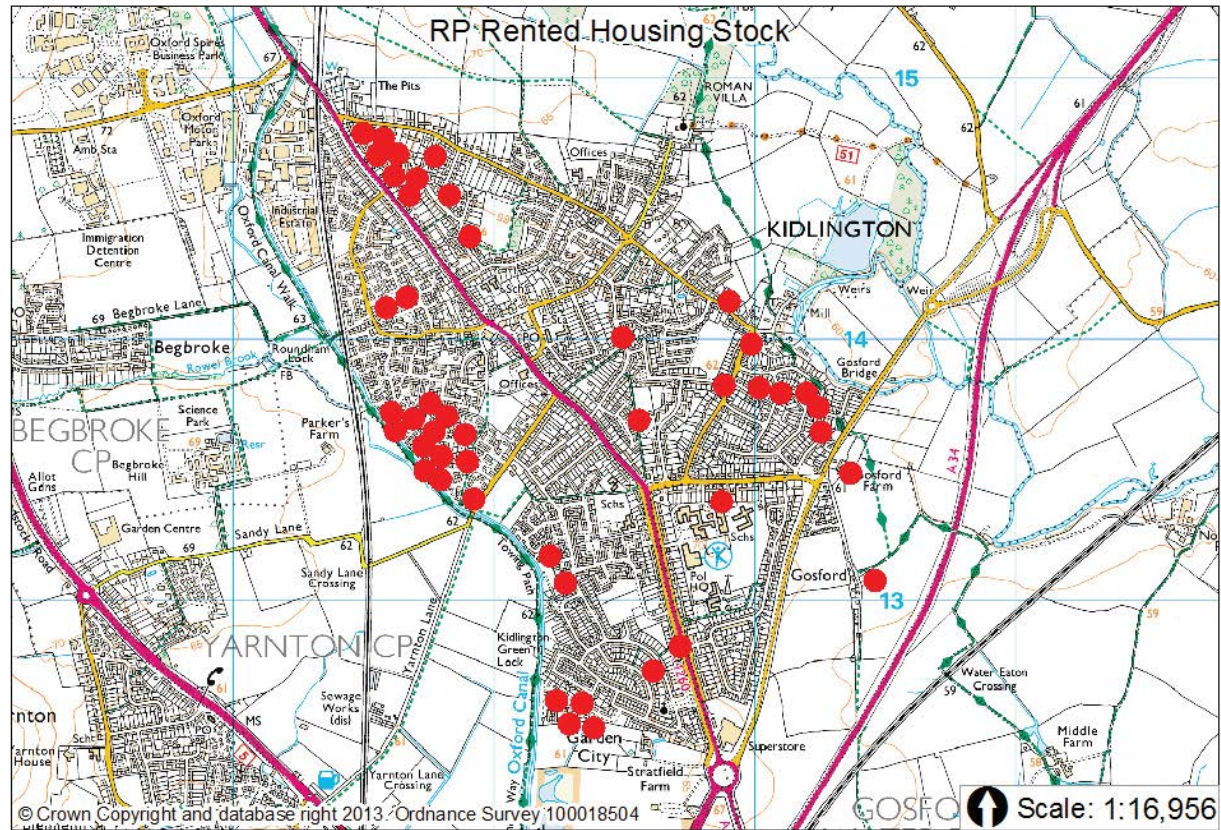


Figure 8.1 Kidlington housing stock. Source: Cherwell District Council, 2013

9.0 Planning context

9.1 National policy

9.1.1 National Planning Policy Framework (NPPF)

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

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

The NPPF reiterates that these roles should not be undertaken in isolation, because they are mutually dependent. Economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities. Therefore, to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system and the planning system should play an active role in guiding development to sustainable solutions.

Pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people’s quality of life, including (but not limited to):

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

The NPPF requires Local Plan making to:

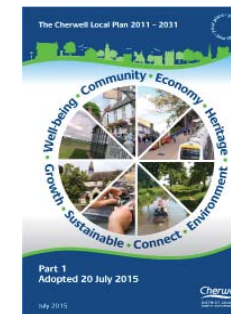
- contribute to the achievement of sustainable development;
- reflect vision and aspirations of local people;
- achieve economic, social and environmental gains;
- avoid significant adverse impacts and to consider development options;
- involve meaningful engagement;
- as far as possible develop a collective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



National: NPPF



Strategic: Oxfordshire 2030



Local: Cherwell Adopted Local Plan Part 1

Figure 9.1 Planning context documents

9.2 Strategic policy

9.2.1 Oxfordshire 2030 Sustainable Community Strategy

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

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

The ambition is to:

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

The objectives for Cherwell include:

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

9.3 Local policy

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

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

Currently (November 2016), the existing statutory Development Plan includes the Cherwell Local Plan 2011–2031 (Part 1) adopted in July 2015 and the saved policies of the adopted Cherwell Local Plan 1996 that have not been replaced by the new Local Plan Part 1 (see Appendix 7 of the adopted Local Plan). The Cherwell Local Plan 1996 was adopted in November 1996 and policies were saved from 27 September 2007. A Neighbourhood Plan has also been made but does not affect the Kidlington area.

As previously highlighted, the Council is undertaking a Partial Review of its Local Plan to help with Oxford's unmet housing need. This is in order to meet a commitment embedded within the Local Plan.

The commitment in the Cherwell Local Plan states (paragraph B.95), 'If this joint work reveals that Cherwell and other Districts need to meet additional need for Oxford, this will trigger a partial review of the Local Plan, to be completed within two years of adoption, and taking the form of the preparation of a separate Development Plan Document for that part of the unmet need to be accommodated in the Cherwell District '.

On 26 September 2016, the Oxfordshire Growth Board considered the results of the joint work programme which has been undertaken since November 2014. The Growth Board decided on an apportionment of approximately 15,000 homes to the district and city councils. Cherwell District has been asked to consider the accommodation of 4,400 homes in addition to its existing Local Plan commitments (some 22,840 homes) by 2031.

A consultation paper was published by Cherwell District Council in January 2016 which outlines the key issues that the Partial Review may need to address. In November 2016, the Council published an options consultation paper. It anticipates consulting on a Proposed Submission document in April/May 2017 before submitting the document for examination in July 2017. Work is also on-going on the Cherwell Local Plan Part 2 which will contain more detailed planning policies to help determine planning applications and allocate smaller non-strategic sites for development for a range of uses. A consultation paper was published in January 2016 outlining the key issues that the Local Plan Part 2 may need to address. An options paper is expected to be consulted on early in 2017. Further consultation on a Proposed Submission document is presently expected in June / July 2017 before submission for examination in September.

9.3.1 Cherwell Local Plan Part 1

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

The vision underpinning the Local Plan is as follows:

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

The key aims of the Local Plan are to:

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

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

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

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

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

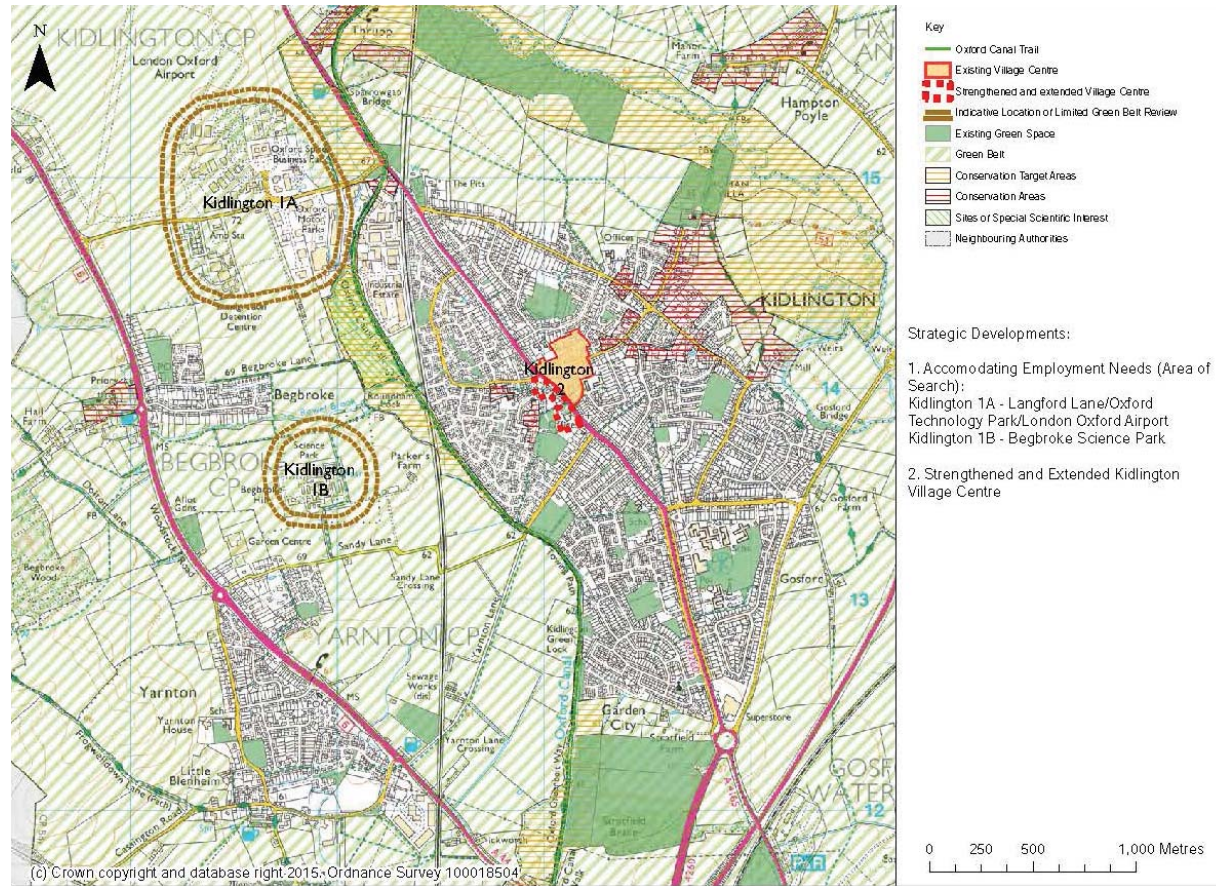


Figure 9.2 Kidlington proposals map, Cherwel; Adopted Local Plan, 2015

9.3.2 Infrastructure Delivery Plan

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

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

The adopted Local Plan states that due to a lack of spare education capacity in the town, expansion of one of the existing primary schools will be required over the plan period and developer contributions will be sought. The Infrastructure Development Plan December 2015 Update identifies the requirement for the expansion of existing primary schools with the location depending on the distribution of rural housing to be identified in Local Plan Part 2. The Local Plan Part 2 will allocate non-strategic sites in the District and provide greater certainty to the specific location of growth in Kidlington and the rural areas. More detailed information on the provision of infrastructure in the rural areas will be provided in the DPD.

Policy INF 1: Infrastructure states:

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

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

9.4 Draft CIL Charging Schedule and Draft Developer Contributions SPD

The purpose of CIL is to raise funds to deliver off-site infrastructure that will support the development proposed within Cherwell. This could include open space, leisure centres, cultural and sports facilities, transport schemes, schools among other requirements. The charging schedule providing the basis of the Levy and must be informed by an assessment of an infrastructure funding gap and the viability of different levels of Levy. The Council published a draft CIL Charging Schedule in November 2016. Should the Council formally resolve to introduce CIL, the proposed Charging Schedule is likely to be submitted for Examination in Spring 2017 in with a view to adoption in Autumn 2017.

The Developer Contributions SPD will establish the contributions required by the Council to support proposed developments. It will outline the general approach to securing developer contributions for different types of infrastructure and make clear what will be secured through legal agreements with developers and what will be secured through the Community Infrastructure Levy. The Council published a draft SPD for consultation in November 2016 and expects to approve the final SPD by Spring 2017.

9.5 Oxford City Council

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

Key Development Plan documents comprise:

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

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

- Huge demand for market housing.
- Pressing need for affordable housing.
- Enabling key employment sectors such as education and R&D to flourish.

- Enabling development needed to maintain city's role as a regional centre for retail, leisure and culture.
- Meeting the day to day needs of residents.

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

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

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

- Employment-led development with supporting infrastructure and complementary amenities
- The maximum employment floorspace for the site is 80,000m² (55,000m² (Class-B) by 2026)
- Complementary uses could include: emergency services, small retail and a hotel
- Residential Development 200–500 homes
- Transport improvements (all modes)
- Sustainable Urban Drainage
- Renewable Energy
- Access to Education.

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

- up to 90,000m² (gross internal area) of employment development;
- up to 500 new homes;
- a range of local scale retail uses (up to a total of 2,500m² gross internal area); and
- a hotel with associated leisure facilities (up to 180 bedrooms)

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

Oxford has also published a 'First Steps' consultation booklet for work on a new Local Plan which will look forward to 2036. The City Council intends to consult on preferred options in June/July 2017 and a final Plan in June/July 2018 with a view to adopting it in 2019.

9.6 Relevant planning history and current development proposals

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

Redevelopment of Co-op car park - outline planning consent granted in July 2007 for residential development on car park to rear of Co-op store. Approval of siting and access but all other details reserved. Maximum height not to exceed 12.5 m. Illustrative scheme showed development with street frontage and car parking retained to rear. Detailed proposals (15/01872/F) have been submitted for 46 x 2 bed flats, 8 x 2 bed flats above store and a remodelled foodstore. A formal decision on the application has yet to be issued.

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

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

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

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

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

Oxford Technology Park - planning permission granted in October 2016 for a 'New build Technology Park comprising 40,362 m² of office, research and development, laboratory, storage and ancillary space' on land to the south of Langford Lane, Kidlington.

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

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

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

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

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



Figure 9.3 Langford Lane employment areas



Figure 9.4 Begbroke Science Park

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

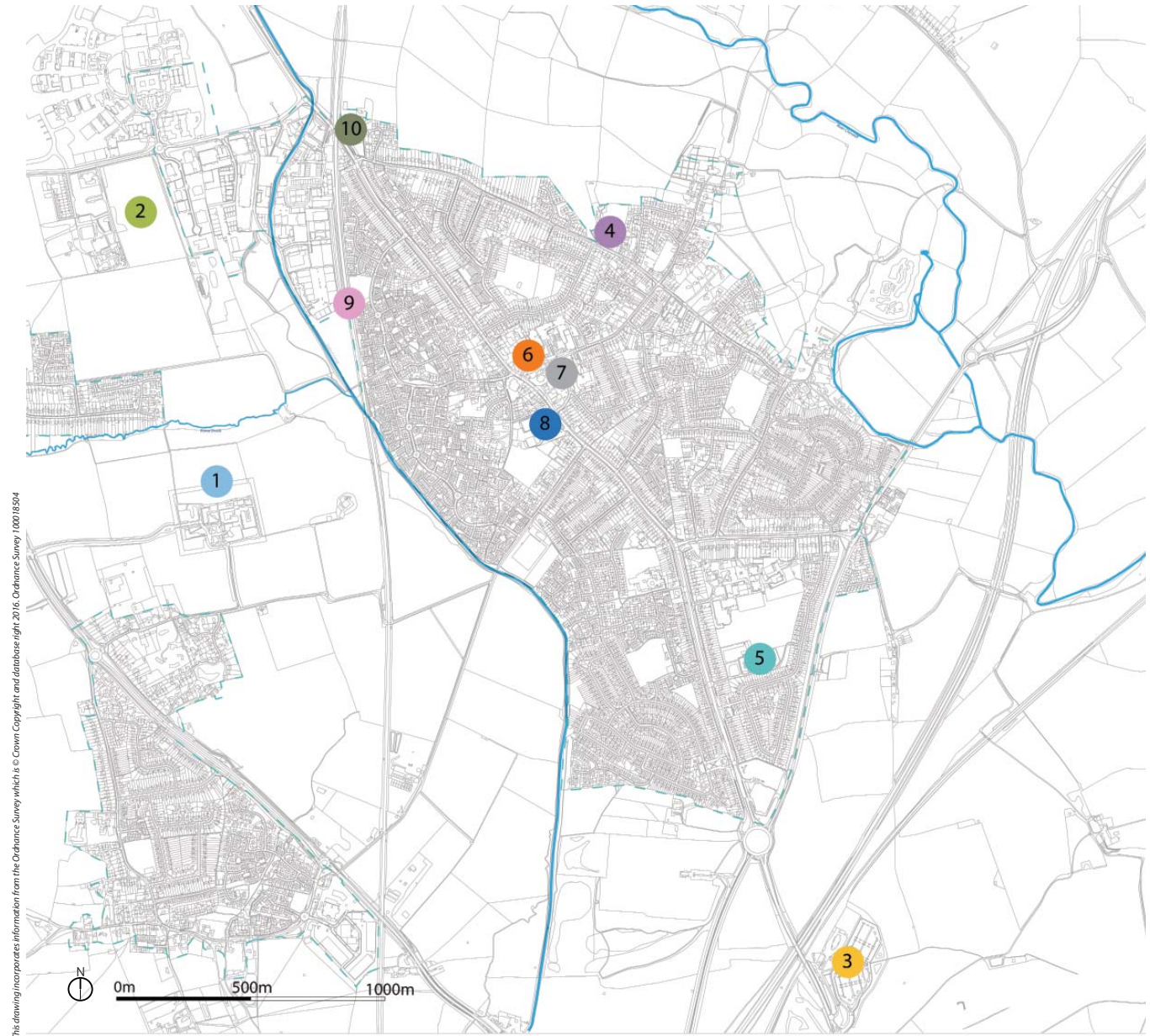


Figure 9.5 Location of planning proposals

Appendix

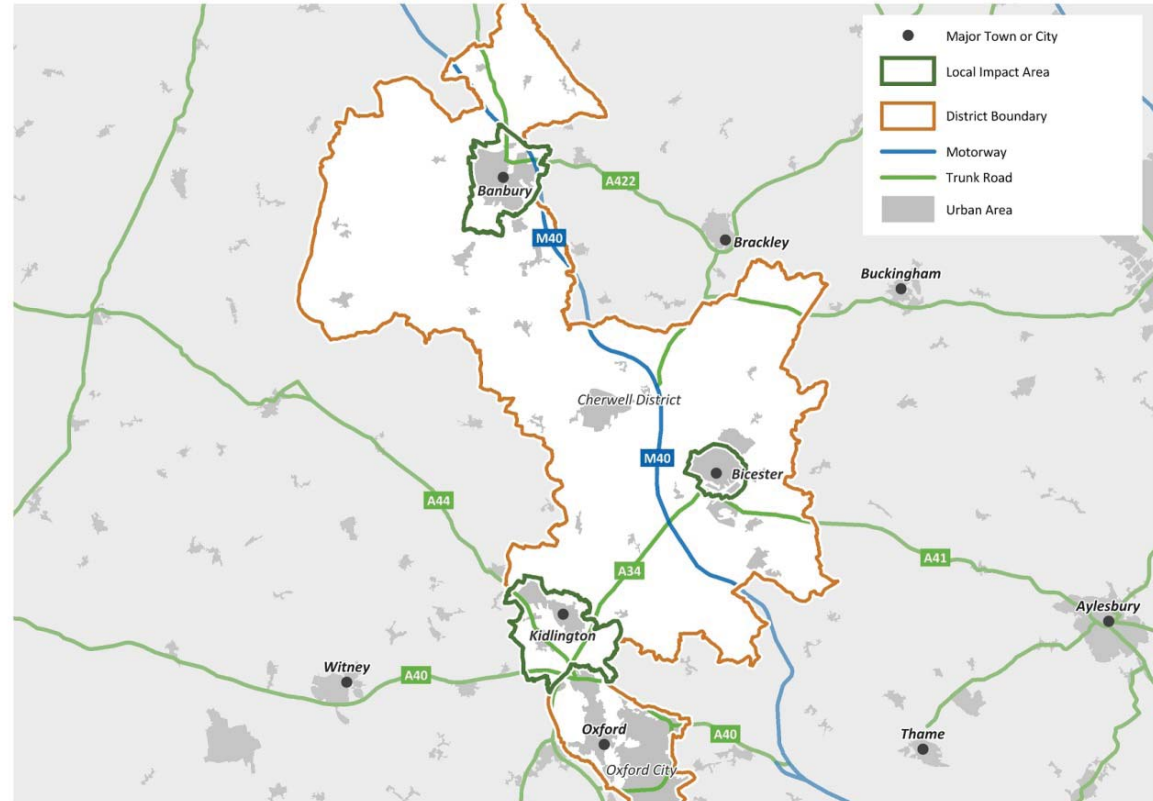
Socio-economic geographies

Socio-economic geographies

The following are the key statistical geographies used to define Kidlington, Bicester, and Banbury (highlighted on the map as local impact areas). These have been agreed with the Council as presenting a best fit for these locations.

Please note, ward boundaries referred to throughout are pre-2016 boundaries.

Statistical geographies	
Areas used	
Kidlington	Wards 2011: North Kidlington, South Kidlington, and Yarnton, Gosford and Water Eaton
Bicester	Wards 2011: Bicester East, Bicester North, Bicester South, Bicester Town, Bicester West
Banbury	Wards 2011: Banbury Calthorpe, Banbury Easington, Banbury Grimsbury and Castle, Banbury Hardwick, Banbury Neithrop, Banbury Ruscote
Cherwell	District: Cherwell
Oxford CC	District: Oxford



Context map

Alan Baxter

Prepared by Alan Baxter Ltd / Joanna Chambers, Changing Cities/ Regeneris

Reviewed by Clare Coats

Issued December 2016

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Kidlington Framework Masterplan SPD Consultation Statement December 2016



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Reviewed by Clare Coats
Issued 09.12.2016 (v7)
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1.0 Purpose and Background

- 1.1 This Consultation Statement has been prepared in line with Regulation 12 (a) of the Town and Country Planning (Local Planning) (England) Order 2012, which states that, before a council adopts a Supplementary Planning Document (SPD), it must produce a statement setting out:
 - i. The persons the local planning authority consulted when preparing the supplementary document;
 - ii. A summary of the main issues raised by those persons;
 - iii. How those issues have been addressed in the supplementary document.
- 1.2 The SPD expands on and provides further detail to Local Plan policies for the village of Kidlington. It examines local issues and options with a view to meeting Local Plan objectives to 2031. It provides planning guidance and identifies potential development opportunities. It includes an examination of demographic, town centre, housing, employment, recreation and infrastructure issues in the context of the constraints of the Green Belt, the relationship of Kidlington to Oxford, and the village's expanding economic role. The SPD also provides design guidance and identifies longer term opportunities.
- 1.4 The SPD does not create new development plan policy, nor does it allocate land for development. However, following formal adoption of the SPD by the Council it will comprise statutory planning guidance including on how current planning policies in the Local Plan, adopted in 2015, should be applied.
- 1.5 Details of the consultations and engagement undertaken during the production of the draft SPD are provided in the following section.

2.0 Summary of consultations

The following stakeholder consultations have been undertaken during preparation of the draft SPD:

- Kidlington Voice workshop, 20 September 2013
- Kidlington stakeholder workshop, 20 September 2013
- Kidlington Public Exhibition, 30 March 2016
- Statutory public consultation on the Draft SPD from Monday 14th March 2016 to Wednesday 13th April 2016.

In addition, consultant meetings were held on a regular basis with Kidlington Parish Council Strategy Group on including on 27 June, 10 October 2013, April 2014 and February 2016. Other meetings occurred between Council Officers and the Parish Council. A Cherwell officer also attended the Parish Council's Annual General Meeting on 10 March 2016.

Discussions were also held with major landowners and developers and Cherwell District Council officers either through meetings, email or telephone calls. The outcomes of the above consultations and engagement have helped inform the preparation of the SPD.

2.1 Previous consultation findings

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

Key issues raised in consultation include:

1. Expansion of village centre- potential to reconfigure Exeter Close facilities to improve the current facilities and services available, recognising that the village is currently underperforming.
2. Improvements to the village centre public realm.
3. Weak connection between the village centre and outlying areas of the village, particularly London Oxford Airport and the business parks.
4. Status and identity- potential to build on the assets of Kidlington in order to enhance the sense of community.
5. Parking and Public transport- the possibility of introducing measures to prevent people from using the village centre as an informal park and ride to Oxford.
6. Local amenities- Oxford Canal is identified as an asset to the village but its potential as a pedestrian route is not currently being realised due to its poor condition, particularly towards the northern edge.

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

Kidlington Healthcheck, 2007 and Action Plan, updated 2012, Kidlington Parish Council.

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

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

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

Consultees were then asked to rate the importance of issues of concern for the short term and the future. The village centre was a key concern for the short and long term, reflecting its importance as the focus for commercial activity and heart of the

community. Maintaining a clean and safe environment came high on the list for the short term, while traffic congestion and traffic flows were important in both periods. For the longer term the need for improved activities for leisure, sports and the young was a key issue as was concern over the growth of the village and the threat to the village's landscape setting and Green Belt. Affordable housing was recognised as an issue but had relatively low priority.

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

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

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

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

How these comments have been addressed in the SPD:

The above were taken into consideration as context for the preparation of the SPD.

2.2 Issues and options consultation, 2013

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

Consultation has involved:

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

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

Kidlington Voice workshop, 20 September 2013

On 20th September 2013 the project team were invited to a breakfast meeting hosted by Kidlington Voice, which was attended by around 20 members including Parish Councillors, businesses and local group and community representatives. The meeting began with a presentation by Alan Baxter followed by an open discussion and Q&A session. A full list of attendees is provided in Appendix 1. Key issues raised during the meeting include:

Oxford Parkway Station

- Development of the new railway station is supported because it will enhance links especially to London and Oxford. It is important to consider people flows from both Kidlington to London and Kidlington to Oxford to gain an understanding of future economic benefits.
- Support for a “reverse Park and Ride” into Kidlington in addition to the existing Park and Ride into Oxford, linking the new train station to London Oxford Airport and the village centre. This service is supported because of heavy road traffic problems particularly in the rush hour.

Connectivity and east- west links

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

Improved pedestrian and cycle routes

- The need for improved pedestrian and cycle links across the village, including improvements to the surface of the canal towpath for walking and cycling.

- New and improved pedestrian crossings and cycle links are needed particularly around the school sites due to high volumes of school run related car traffic.

Heart of the village

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

Affordable housing

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

How these comments have been addressed in the SPD:

The issues raised during the Kidlington Voice workshop have been noted and the SPD has been prepared to include the matters identified. Design issues relating to connectivity and the village centre have been addressed in Theme 3: Strengthening the Village Centre. Comments relating to Housing needs have been dealt with in the adopted Local Plan, 2015, the policies of which have informed the Framework Masterplan .

Stakeholder workshop, Exeter Hall, 20 September 2013

The purpose of the Stakeholder workshop was to bring different interest groups together to examine Kidlington's current strengths / weaknesses and priorities for change. The workshop was attended by 34 delegates representing a range of interests including District and Parish Councillors, officers from CDC and Oxford City Council, landowners and developers, businesses and local organisations and groups. Following presentations by the project team, attendees were divided into groups for detailed discussions around maps. A list of invitees was drawn up with guidance from Cherwell District Council and Kidlington Parish Council and is provided in Appendix 1.

Session 1: Issues, challenges and priorities

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

Strengths

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

Weaknesses

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

- Constraints on development due to Green Belt, railway line, floodplain and major highways.
- Village centre is underperforming and lacks visibility onto Oxford Road.
- Potential threat of coalescence – need to maintain Kidlington’s distinctiveness.

Priorities

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

Vision for the future

- Groups were asked to complete the statement ‘In 2031 Kidlington will be...’. Common themes included:
- A stronger village centre with a greater range of retail brands and a mix of uses to achieve higher footfall, active frontages and enhanced daytime and night time economy.
- The creation of a sustainable community with high quality environment and access to jobs and a full range of high quality community facilities and services.
- Reinforcing the sense of identity and distinctiveness.
- Growth- balancing housing and employment growth with protection of the built and natural environment.
- Integration and connectivity.

Session 2: Opportunities for change to 2031 and longer term

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

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

Village centre and Exeter Hall / enhancing local distinctiveness

i. Village centre and Exeter Hall

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

ii. Enhancing local distinctiveness

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

Technology corridor

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

Improving connections and public realm

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

Meeting community needs

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

How these comments have been addressed in the SPD:

The Stakeholder Workshop identified key themes which have informed the 6 Themes of the SPD. These themes and ideas have also provided the starting point for the design opportunities considered within the SPD.

2.3 Summary of preparatory consultation

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

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

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

2.4 Summary of dialogue with the Parish Council

Over the course of preparation of the SPD there has been periodic dialogue with Kidlington Parish Council and particularly its strategy group. The process of preparing the SPD was explained and Parish Councillors had opportunities to question both the commissioned consultants and Council officers as the Framework Masterplan was progressed.

How these comments have been addressed in the SPD:

Discussion with the Parish Council helped to ensure that key local issues were professionally examined on an evidential basis in preparing the SPD.

2.5 Statutory Public Consultation, March - April 2016

Statutory consultation on the Draft SPD ran from Monday 14th March 2016 to Wednesday 13th April 2016. A public exhibition took place in Exeter Hall, Kidlington on 30th March 2016, from 2pm until 8pm. This event was open to all who live and work in the area to come and comment on the document, which was summarised in eight exhibition boards (see Appendix 3). The full document was available to read at the event, on the Cherwell District Council website and in specified 'deposit' locations from the beginning of the consultation period. The event was advertised in the followings ways:

Overall consultation documents:

- Cherwell District Council website, including a public notice (see Appendix 3),
- Newspaper public notice,
- Mail-out to all on Cherwell District Council's Local Plan Database, and
- Documents in placed deposit locations (such as libraries) (see public notice)

Public exhibition:

- Highlighted in mail-out letter/email, stating, "A public exhibition will be held separately for each Masterplan as follows: Kidlington Masterplan – Weds. 30 March 2016, 2pm to 8pm, Exeter Hall, Oxford Road, Kidlington",
- Exhibition Poster (Appendix 3) on Cherwell District Council website and sent to Kidlington Parish Council to display, and
- Attendance by Planning Policy Team Leader at Kidlington Parish AGM on 10 March 2016.

Comments were recorded on a questionnaire based representation form. Appendix 3 contains a copy of the representation form, public notice, exhibition boards and advertising poster for the consultation.

Response:

The public exhibition attracted approximately 230 people. 264 written responses were received.

A summary of key issues by theme is presented below, and a full summary of the representations can be found in Appendix 4.

Key issues arising from consultation by theme:

Transport

- Concern at high level of traffic through Kidlington, and that the Masterplan's proposals will increase traffic.
- Kidlington needs an all-day frequent bus services from North Kidlington to the village centre. Conversely bus services are excellent; other incentives are needed for people to stop using their cars. Bus services need improving out of the village to areas beyond.

- Bus services information needs updating.
- Kidlington has good public transport – if other villages in the area did then there would be less traffic through Kidlington.
- More buses from Oxford Parkway to Langford Lane are supported.
- More central bus stops are required i.e. at the Health Centre.
- The proposed Bus Rapid Transit route will be a limited stop service between employment areas so it will not provide benefits to residents.
- Comments for and against the ‘reverse Park & Ride’ – may increase traffic through the centre of Kidlington as people may come up from the A34.
- The Masterplan should endorse LTP4 proposals.
- The Masterplan should be more ambitious in improving cycling rates. Cycling must be encouraged and made safer. Support for cycle premium route and prioritising commuter cycling.
- Dedicated cycle lanes not required on the service roads at the southern end of the village (since traffic is already light on these roads) although they are welcomed at the northern part where there are no service roads.
- Strong desire for improved cycle and footpath roads around the village and to Gosford – Cutteslowe – Yarnton – towards Islip – and to Oxford and along the canal, completing an improved route through to Oxford (various including Oxfordshire County Council).
- Improved cycle routes required between Kidlington and the A44, Begbroke Science Park, Green Lane, the Oxford Canal, Frieze Way, Oxford Parkway. Also at the new railway station / Sainsbury’s roundabout
- A new footpath / cycle path should be provided from Langford Lane to Begbroke Lane in Begbroke to assist access to employment areas and other services.
- Support for improvements to east-west pedestrian and safe cycle routes
- Particular concern at school run traffic & parking and safety concerns for children travelling to school by foot or bike
- Need for improved pedestrian/cycle links is important in light of the move to an ageing population (and increased users of e-bikes and mobility scooters).
- Provision of cycle parking is also required (Oxfordshire County Council).
- Impact of increased public transport (buses) on cyclist safety.
- Support for a new train station on the Oxford – Banbury – Birmingham line at Lyne Road to perform as a rail hub for the Langford Lane employment area, London Oxford Airport & increase east/west cycle links across the village / vs. Network Rail has already rejected the idea of a train station in this location.
- Important to also consider the needs of horse riders and improving a network of safe riding routes in the area (joining up routes around Kidlington and maximising opportunities i.e. the disused railway line linking Kidlington and Shipton).
- Further traffic calming is required on the residential streets within Kidlington
- Support for a limit of 20mph on residential streets/traffic calming throughout the village (including Oxfordshire County Council).

- The Masterplan should place a greater emphasis on wider connectivity (with Yarnton, Begbroke, Langford Lane and beyond) given the scope for additional growth over time (Oxfordshire County Council).
- Broader references are required to the Oxford Transport Strategy, LTP4 and Manual for Streets 1 & 2 and to the Oxfordshire Residential Design Guide (Oxfordshire County Council).

How these comments have been addressed in the SPD:

- Added caveats about the need to test public realm and highway improvements to ensure no significant increase in traffic congestion or delays to public transport services;
- Removed Oxford Road street sections to an appendix noting they are illustrative only;
- Added reference to Langford Lane cycle improvements and an additional route to Yarnton via Sandy Lane;
- Added reference to the need for increased cycle parking;
- Added references to accommodating horse riding.
- References to LTP updated to reflect Oxford Transport Plan July 2016.

A4260 Oxford Road

- The A4260 is a strategic link road. The impact of the Masterplan's proposals must be fully assessed and should not significantly increase traffic congestion or delays to public transport (Oxfordshire County Council).
- The speed limit on the Oxford Road is regularly broken and should be enforced or changed to 20mph.
- The use of the Oxford Road by HGVs should be restricted/restrictions should be monitored.
- The Masterplan should consider diverting traffic from the main road.
- Reducing Oxford Road's role as a main road will increase rat running elsewhere.
- Oxford Road will always be a busy road – the transformation to a pedestrian and cycle-friendly street is unlikely given future developments/expansion which will increase traffic. The Masterplan's proposals will not reduce traffic.
- Masterplan proposals are welcomed but feasibility doubted.
- Concern that the proposals for widening/paths for cyclists and pedestrians would impact on trees and green verges which are an attractive feature.
- Concerns about the Sainsbury's exit onto the Oxford Road – a left turn should be allowed and it needs to be made safer.
- A direct cycleway through to Peartree from the Kidlington roundabout should be safeguarded.
- Improvement of Oxford Road is necessary / is unnecessary
- Instead improvements should be focused on the High Street/Oxford Road crossing area

- Support for breaking down the barrier of the Oxford Road in terms of supporting the village centre
- Concern about impact of traffic management/reduction on retailing (Sainsbury's and at the village centre).
- Ribbon development along Oxford Road is not necessarily visually unpleasant.

How these comments have been addressed in the SPD:

- Added caveats about the need to test public realm and highway improvements to ensure no significant increase in traffic congestion or delays to public transport services;
- Removed Oxford Road street sections to an appendix noting they are illustrative only;
- References to LTP updated to reflect Oxford Transport Plan July 2016 and proposals for Oxford Road.

Village Centre/Retail

- Kidlington centre relies on passing trade/availability of parking.
- Proposals for the west side of Oxford Road are unrealistic/will increase congestion. Efforts should be made to improve what is already there before expansion.
- Strong desire for improvements to design quality in the village centre. Need for a village centre design guide.
- The Masterplan should include stronger guidance on appropriate building materials.
- The Masterplan should include limits on building heights in the Centre (3 storeys).
- Concern at current proposals for the Co-op redevelopment.
- Important to maintain residential routes through the Co-op site/to the Red Lion.
- Concern at high level of vacancies in the centre / conversely a low level of vacancies currently
- Cycling should not be permitted in the pedestrianized area of the High Street.
- Need to improve the range of shops to attract visitors/become a 'destination'/do more to keep people shopping locally – e.g. Summertown.
- Support for a heritage centre/museum (linked to protecting historic character of Kidlington).
- The evening economy should be promoted / should not be promoted. Suggestions of a wine café.
- Concern at too many takeaways. Public health should be considered (including dementia friendly public spaces) (Oxfordshire County Council).
- Support for a cinema//large retailer.
- Concern at the impact of bringing in another larger retailer.

- Proposals in the Masterplan for the village centre do not go far enough/not imaginative enough/"more of the same".
- Retail habits are changing; there is no need for further retail in the centre as per the 2012 Retail Study. It could instead be used for housing.
- Retail evidence is flawed/contradicted.
- Concerns raised about hazardous traffic arrangements in the centre in terms of pedestrian safety i.e. bus stops at the Tesco corner.
- Village centre 'piazza' needs improvement.

How these comments have been addressed in the SPD:

- Reference made to the importance of supporting existing village centre businesses with expansion of the centre identified as a potential opportunity to be considered through LPP2.
- Reference to proposed multi-storey car parks in the village centre removed. Statement clarified to refer to decked car parks (maximum 2 levels of parking).
- List of appropriate village centre uses added including museum and cinema in response to comments.
- Reference made the need to test public realm improvements to ensure no significant increase in traffic congestion or delays to public transport services.
- Additional design guidance relating to village centre townscape included.
- References to Audi garage updated to Skoda.

Parking

- Limited support for multi-storey car parks, concerns at their visual impacts.
- Underground car parking should be considered
- Concern at a lack of (long term) parking spaces.
- Loss of parking will impact negatively on trade.
- There are other ways to control parking other than removing spaces – 'smart' parking controls.
- A study should be undertaken to assess parking needs/further evidence required.
- Witney referred to as an example of where free parking has supported a vibrant rural town centre.

How these comments have been addressed in the SPD:

- Reference to proposed multi-storey car parks in the village centre removed. Statement clarified to refer to decked car parks (maximum 2 levels of parking).
- Reference made to the need for a car parking need and usage assessment to inform the strategy for car parking.

Exeter Close

- Support for/objections to the redevelopment of land at Exeter Close. Exeter Hall just requires maintenance not redevelopment.
- Exeter Hall is underused, could be more of a central village hall for the village, for people to hire. It is a central village green.
- Support for reallocation of parking – the Health Centre does not have enough, Exeter Hall has too much.
- Concern at loss of provision for sports clubs.
- Concern at impact of any housing on the site on the Crown Road Conservation Area and the historic character in this part of the village.
- Exeter Close could become a ‘flagship’ central play area; a good location for an all-weather football training facility for all the football clubs in the village as well as hockey football.
- The character areas presented are over simplified.
- More consideration is required as to the use of routes through the site for pedestrians/cyclists and junctions with the Oxford Road (Oxfordshire County Council).

How these comments have been addressed in the SPD:

- Greater commitment to sports and open space provision at Exeter Close to become a flagship recreation space
- Reference made to the need to consider the impact of any development at Exeter Close on setting of Crown Road conservation area
- Reference made to the need to provide cycle parking at Exeter Close
- Exeter Close occupiers information updated

Built & Historic Environment/Urban Design

- The Masterplan should be stronger on ensuring high quality design.
- The Masterplan should seek to protect Kidlington’s assets in terms of historic areas, buildings and character. Existing trees need to be protected.
- There should be more control over conversions of housing to flats. Harmful impact on village character of too many flats and on demographics (encouraging a transient population).
- Not enough reference to Conservation Areas and listed buildings (Historic England).
- Need to protect the high quality/historic character around The Moors, negative impact of traffic on this area.
- Support for public art/public realm scheme at gateways into Kidlington (Historic England) i.e. on the Kidlington roundabout to the south and at the Langford Lane/Oxford Road junction to the north.

- Kidlington roundabout already has landmark features in the form of the 3 poplar trees.
- Support for improved control of/guidance on urban design and materials. The Masterplan should include a design guide rather than leaving this for future action plans.
- There is a need to reduce light pollution.

How these comments have been addressed in the SPD:

- Strengthened guidance in relation to design quality and materials with reference to Policy ESD 15 and proposed District Design Guide SPD for residential development
- Reference made to the need to consider the impact of any development at Exeter Close on setting of Crown Road conservation area
- Village character area analysis amended to emphasis distinctive character of village centre conservation areas
- Reference to landmark poplar trees on Killington roundabout added.
- Increased design guidance in relation to employment led development
- Addition of design guidance in response to problems associated with the conversion of houses to flats.

Natural Environment and Biodiversity

- The natural environment should be central to the Masterplan.
- Concern at flood risk, the role of the Green Belt as flood plain, impact of climate change. Support for sustainability in construction and for opportunities for renewable energy generation i.e. solar panels on canopies covering car parks.
- Should seek to make Kidlington a proud 'green' village. Promotion of energy and carbon efficiency.
- No reference to Air Quality Management Areas/the Council's role in tackling pollution.
- The Masterplan should emphasise the important ecological value of the Green Belt and the species and habitats it supports.
- No information on the strategy to protect biodiversity. Proposals to maintain and enhance biodiversity should either be a separate project or within the 'community needs' workstream.
- The Masterplan promotes amenity and recreation over the welfare of the environment.

How these comments have been addressed in the SPD:

- Opportunities in relation to biodiversity have been strengthened in 'revealing Kidlington's distinctive identity', including the potential for community engagement in nature conservation
- A new objective has been added to specifically highlight the importance of protecting and enhancing biodiversity.
- Greater emphasis on the importance of the canal corridor for biodiversity and the need for this to be considered when looking to increase recreational use of the corridor.
- Green infrastructure mapping and description has been updated and now includes Conservation Target Areas.

Recreation

- Significant but not unanimous objection to the proposals to relocate sports pitches to a new 'sporting hub' at an expanded Stratfield Brake. The Stratfield Farm/Brake site is not accessible to many residents other than by private car, subsequent increase in traffic. Children could not safely access Stratfield Brake independently or freely, cost and equality implications of necessitating car travel. Local access to recreation areas is valued. Health and social benefits of easy access to open space particularly for children and the elderly and in light of obesity concerns & subsequent impact on NHS. Impacts on decreasing participation in sports and removing activities from children with subsequent increases in anti-social behaviour. Splitting the clubs into different teams over different sites as currently ensures that children can play in an age appropriate setting. Concerns that individual clubs would lose their identities; clubs have historic associations with their current locations. The current operation and management of clubs works well. Operated at low cost to the tax payer and through volunteer effort. If the Recreational Trust is forced to close/a private management party/commercial entity is introduced, this will bring increased Council Tax for managing recreation grounds. Club facilities are not only important for sports but also for social activities/private functions and they depend on a central location. Clubs have invested in current facilities and are thriving. Examples given of where moving football clubs to a location outside of the village has not been successful. In their current location on mixed purpose recreation areas, siblings can play in play areas while others are playing sports – preference is for mixed use spaces.
- Stratfield Brake would not get casual footfall to support club facilities, it is rarely used other than for games. Stratfield Brake is unsuitable as a sporting hub – the land floods, pitches become unusable. Parking arrangements are unsatisfactory. Not enough space. Too far from the parking to facilities which will limit the viability of club facilities and make it difficult to transport equipment to pitches. The pitches at Stratfield Brake are open, windy, unpleasant for spectators.
- Open space should be protected and not redeveloped for housing.
- Further consultation is required with the Parish Council as part of the relocation/redesign of sports and recreation areas.

- Support for expansion of Stratfield Brake with improved facilities & access / agreement with improving Stratfield Brake but not with relocating facilities to there.
- Objections were made to wholesale loss of informal recreation areas. The draft Masterplan proposed (Section 14.3) qualitative improvement in amenity space & play equipment to be funded by small scale quantitative loss of some of the green space for new housing on the edges of parks. It states “given the overall shortfall in amenity space and the local catchments served by the larger recreation grounds, the loss of an entire recreation ground for residential development is unlikely to be appropriate” (page 88). Concerns were raised at loss of recreation areas which are well used by the community and highly valued for informal recreation, dog walking, socialising, general exercise, fresh air, easy access to open space for parents with young children/the elderly.
- Concerns at increases in traffic & parking pressures in residential areas if the recreation spaces are used for housing.
- What consideration has been given to the businesses that operate on the recreation grounds/nurseries and school that use these open spaces?
- Existing green infrastructure/open spaces is part of what makes Kidlington special.
- A large play area should be provided on the Exeter Hall site.
- Recreation areas need to be accessible / within walking distance.
- There are shortages in open space and sports provision in Kidlington. A new facility / 4G pitch is required for many teams and summer tournaments. Also a lack of free tennis courts.
- Various representations expressing support for improvement to the quality of play spaces (landscaping, tree planting) and many suggestions that Kidlington receives improvement to recreation provision in the form of a water park similar to examples at Witney and Islip, with a café on site, or an outdoor gym or similar. Also ‘wheeled park’ for skateboarders/scooters is required and facilities for teenagers – basketball nets, ping pong tables, climbing frames.
- Kidlington does not have the same level of recreation provision per population as Banbury and Bicester (disparity in quantitative provision).
- Not enough community provision for 2 year olds
- Recreation spaces will become increasingly important given the level of housing development in the area in future/building of flats/small gardens with new housing.
- West Kidlington Primary School could possibly provide additional sport fields.
- Cherwell’s Playing Pitch Strategy is out of date & an update is required to inform the Masterplan.
- Kidlington FC has been promoted, its progression up the football pyramid means that any new facility must meet FA ground grading criteria for that level (Oxfordshire FA).
- Data on teams and clubs in the village needs correcting and there should be more emphasis on how well the parks are used and valued for informal recreation and play.

- The importance of Kidlington’s green space and allotments in terms of ecological value should be highlighted.
- Masterplan should show definitive Public Rights of Way network in full, these should be recognised as an asset to the village.

How these comments have been addressed in the SPD:

- Existing circular walks around the village and Cherwell Health Walk noted.
- Description of football club facilities, usage and future requirements updated in light of comments from the FA.
- The proposal to investigate the potential for sports pitch relocation and associated small scale residential development at the edge of recreation grounds has been removed in response to strong local opposition.
- Instead the opportunity for enhancement of the existing arrangement of dispersed sports pitches and recreation grounds is highlighted recognising their importance to the local community.

Oxford Canal

- Mixed support for the Masterplan’s proposals.
- Concern at a lack of facilities along the Canal.
- Agreement that the towpath needs improvement – it becomes too muddy. Conversely, concern that any ‘improvements’ will impact upon existing residents/their gardens/tranquillity of the countryside/wildlife/pedestrian safety.
- Any housing provided along the Canal is likely to be high value – Kidlington needs more affordable properties
- Canal towpath needs upgrading for cyclists/walkers in particular between Langford Lane and the A44.
- Improved access to the Canal is required at specific locations: Langford Lane and Langford Quays, and at Stratfield Brake.

How these comments have been addressed in the SPD:

- References strengthened to canal facilities at Thrupp
- Note added to require an assessment of the impact of any new canal towpaths on the amenity and boundaries of canal-side properties.

Services/Facilities/Infrastructure

- The main issue is in terms of implementation – where will the funds for improvement come from?
- The Masterplan should better recognise the links between Kidlington and the areas of Thrupp/Jolly Boatman.
- No reference to the process of identifying community assets.
- Protection required for newly designated Local Green Spaces.

- Concern at ability of infrastructure in Kidlington to accommodate additional development particularly in terms of education and health care (GP surgeries).

How these comments have been addressed in the SPD:

- References strengthened to canal facilities at Thrupp
- Action Plan restructured to identify short, medium, long term projects and identify leading agent for delivery.
- Wording in relation to prioritisation of funding strengthened.

Social/Community Issues

- Not enough content on the needs of the elderly. Housing for the elderly should be developed in the centre of the village near facilities and public transport.
- The high level of flats in Kidlington is affecting the sense of community and demographics.
- If housing supply is scarce then the demographics of the village will change.
- Important to retain Kidlington as a village / vs disagreement on a rural/village focus.

How these comments have been addressed in the SPD:

- Further clarification on the Local Plan's housing policies, including Policy BSC4 on housing mix, provided.
- Addition of design guidance in response to problems associated with the conversion of houses to flats.
- Potential housing opportunities in the village centre emphasised.

Housing

- Concerns at lack of affordability in Kidlington. Prevalence of rental properties and lack of family homes. Concern that any new housing will not be affordable.
- Concerns over local residents not being able to live in the village due to non-Kidlington people moving in.
- The Masterplan should recognise housing pressures on Kidlington from Oxford and elsewhere
- Criticisms of SHMA in terms of overestimating housing need.
- The Council should prioritise addressing the high needs for market and affordable housing in Kidlington. The Masterplan does not go far enough in recognising that Kidlington is a sustainable location for development.
- Opportunities for the delivery of housing should include the availability of suitable sites on the edge of Kidlington.
- Concern that infill housing within the village will increase surface water run-off/flood risk
- Housing should be built at higher / vs. lower density

- Risks of overdevelopment if infill sites are built on for housing.
- Rents are too high
- The constraint in housing land availability is not a weakness but a strength.
- Conclusions on the SHLAA sites presented in the Masterplan are disputed.
- Residential development in the village centre would increase vitality and viability.

How these comments have been addressed in the SPD:

- Further clarification on the Local Plan's housing policies provided.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- Addition of design guidance in response to problems associated with the conversion of houses to flats.
- Potential housing opportunities in the village centre emphasised.
- References to the SHLAA sites outside the settlement boundary removed
- Commentary relating to housing need updated.
- 'Planning for sustainable growth' theme now renamed 'Creating a sustainable community' and emphasis changed to focus on design quality.

Economy/Employment

- There is little unemployment in the local area, why is additional employment development required?
- Kidlington cannot support more businesses
- Promoting the economy seems incompatible with protecting the environment.
- Conversely, Kidlington has potential for high value economic development.
- Employment growth should be supported by housing growth.
- Need to update the Masterplan's section on Oxford Technology Park.
- More emphasis is required on how better integration between the village and its employment areas can be achieved.
- Employment land should be provided not only for high value businesses but for other sectors including B2 industrial use and for smaller service related businesses. The Local Plan objective is for a more locally self-sufficient and sustainable economy not only high value employment.
- More employment land should be released i.e. to the north and west of Kidlington.
- The joined up approach to employment development around Kidlington is welcomed/developers already talk to each other/should be left to the market

How these comments have been addressed in the SPD:

- Description of Begbroke Science Park planning permission and future plans updated.
- Strategic Economic Plans and Kidlington's location on the 'knowledge spine' highlighted.
- References to an economic masterplan replaced by 'joined-up strategy'
- Importance of connectivity between employment areas and Kidlington retained and emphasised.
- Updating of planning status of sites.
- The parameters of the Masterplan as an SPD clarified further.

London Oxford Airport

- Concern at future commercial expansion of the airport
- Queries over the airport data quoted in the Masterplan.
- Pollution and noise concerns.

How these comments have been addressed in the SPD:

- Reference made to the role of the Development Management in assessing the impact on local amenity of potential employment / airport expansion
- Airport operations figures updated.

Green Belt

- Support for continued protection of the Green Belt.
- The Masterplan identifies the Green Belt as an asset to the village but then proposes ways in which it can be eroded.
- The Masterplan should remove references to the SHLAA sites in Appendix B. Green Belt review was rejected by the Local Plan Inspector.
- The Green Belt clearly defines a boundary to Kidlington.
- There is no need for the proposed 'landscape appraisal' to define a boundary for the village.
- Conversely, need to distinguish between the 'strategic' and 'local' aspects of the Green Belt: the Kidlington gap is strategic and critical, other areas are of more local importance.
- Promotion of areas for development north of The Moors
- Suggestions that Green Belt to the west of Kidlington is more appropriate for development to the south
- Conversely, suggestions to locate development to the south of Kidlington around Oxford Parkway.
- Clarification on the Masterplan's relationship with the review of the Green Belt.

How these comments have been addressed in the SPD:

- References to the SHLAA sites outside the settlement boundary removed
- Further clarification on the Local Plan's housing policies provided.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- 'Planning for sustainable growth' theme now renamed 'Creating a Sustainable Community' and emphasis changed to focus on design quality.
- Reference to a landscape appraisal removed as this was felt to be leading towards Green Belt review which is beyond the scope of this document.

Strategy

- The A4260 corridor is considered a sustainable location for development. Increased density of housing and commercial development along existing and future public transport routes is important in improving their viability and resilience (Oxfordshire County Council).
- The Masterplan prioritises development/businesses/landowners/developers over improved life quality and character of the village.
- Why has Kidlington not had the same investment as Bicester? Why provide employment at Kidlington and housing at Bicester – this increases traffic.
- There should be no false distinction between the Masterplan and the Partial Review of the Local Plan to accommodate Oxford's housing needs/progress of the Masterplan should await progress on the Partial Review.
- Support for sustainable urban extensions.
- No development should occur at The Moors, Stratfield Farm or Water Eaton.
- Plenty of building opportunities on industrial land elsewhere in Cherwell i.e. Banbury, Former RAF Upper Heyford.
- Why not build housing at Stratfield Brake? Oxford Parkway.
- Conversely, opposition to any coalescence between Oxford and Kidlington including building around Jordan Hill/around the Oxford Parkway.
- Various support for building around Begbroke/Yarnton/Kidlington with the opportunities linked to the business park and the airport. Canal and railway form a natural divide between the villages. Building here is inevitable/less harmful than in other Green Belt locations.
- Suggestion of land at Langford Lane (recreation ground).
- Concern that the Masterplan overstates Kidlington's role. Kidlington is a village not a town... more development will be detrimental to the community. Kidlington should not be a global or tourist destination. Hidden assets are not a weakness; they are a strength that villagers are well aware of.
- Conversely, the Masterplan focuses too much on the rural aspects of the settlement when in fact it is urban and rural.

- The Masterplan should better acknowledge the socio-economic ties between Kidlington and Oxford at the same time as its spatial independence and the importance of avoiding physical coalescence with Oxford/retaining separate identity.
- Not enough services/facilities/infrastructure to support additional development. Particular concerns about school spaces and health care capacity.
- Instead of building within the village, opportunities for housing development should be found on the fields around the village. Conversely, infill opportunities should be taken before expanding the village.
- General development opportunities mooted including the Post Office sorting depot and the fire service, which would be relocated to the perimeter of the village.
- The link between new development and the support for/retention of community facilities should be clearly highlighted.
- Need to align with OXLEP's Strategic Economic Plan.
- Site specific site promotions made.

How these comments have been addressed in the SPD:

- Further clarification on the Local Plan's housing policies provided.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- The proposal to investigate the potential for sports pitch relocation and associated small scale residential development at the edge of recreation grounds has been removed in response to strong local opposition.
- Instead the opportunity for enhancement of the existing arrangement of dispersed sports pitches and recreation grounds is highlighted recognising their importance to the local community.
- Strategic Economic Plans and Kidlington's location on the 'knowledge spine' highlighted.
- The parameters of the Masterplan as an SPD clarified further. Reference made to the importance of supporting existing village centre businesses with expansion of the centre identified as a potential opportunity to be considered through LPP2.
- List of appropriate village centre uses added including museum and cinema in response to comments.
- Reference made the need to test public realm improvements to ensure no significant increase in traffic congestion or delays to public transport services.

Additional design guidance relating to village centre townscape included.

Masterplan Format

- The relationship between the Masterplan and other DPDs (Local Plan Part 1 Partial Review and the Local Plan Part 2) is not clear. The documents should not proceed in isolation.
- Some good ideas. Support for vision statement.
- What is the geographical extent of the Masterplan – Gosford? Water Eaton? Yarnton? Bebgroke?
- Masterplan needs updating – various statements/facts/figures are out of date. i.e. references to the Audi garage, update on planning applications required.
- Too long, duplication.
- Inaccuracies/Typos.
- Not firm enough on recommendations, most of the proposals are for further work/Action Groups.
- Funding of the initiatives in the Masterplan needs to be addressed/proposals are too reliant on business/developer funding. What is the role of the Community Infrastructure Levy?
- Dislike of A3 format in terms of ease of printing

- Any future working groups should include local residents.

How these comments have been addressed in the SPD:

- The document has been restructured with the original Part 1 now forming a separate Part 2 Baseline Issues document. A summary of baseline issues is included in the main document which now focuses on SPD proposals and called Part 1. An Executive Summary is included at the start of Part 1.
- Planning policy references have been included in individual chapters of Part 1 to support the identified opportunities and objectives.
- Consultation summary chapter has been removed. All consultation findings are now included in this document.
- Position of the SPD in relation to Local Plan Part 1, Part 2 and the Local Plan Partial review updated and clarified.
- General updates to factual information and corrections throughout
- The parameters of the Masterplan as an SPD clarified further.

Consultation

- Concerns with the timing, duration and advertisement of the consultation/length of time taken to prepare the Masterplan vs. length of consultation period. Unable to find documents/consultation form/information required. A revised Draft Masterplan should be published for consultation/further consultation is required with residents.

How these comments have been addressed in the SPD:

This consultation statement explains the consultation and engagement that has taken place and how the feedback and comments received have been considered.

Appendix 1

People and organisations consulted during preparation of the Draft Framework Masterplan, event photos and presentation

Kidlington Voice breakfast meeting, held in Foresters' Hall,
Kidlington, 20 September 2013

List of attendees:

Clare Coats, Alan Baxter and Associates
Joanna Chambers, Maddox & Associates
Emma Manning, Alan Baxter and Associates
Alan Graham, Chair of Kidlington Voice, Kidlington Parish Council
David Betts, Kidlington Parish Council
Tim Emptage, Kidlington Parish Council
David Robey, Kidlington Parish Council
Chris Pack, Kidlington Parish Council
Doug Williamson, Cherwell District Councillor
Malcolm Bromhall, lay pastoral worker Kidlington Methodist Church
Graham Kirby, Voice treasurer, retired banker
Janet Warren, Kidlington vs. climate change
Liz Hounsell, Gosford Hill Schools Careers/ work experience liaison
Martin Hunt, Mittie (Campsfield Removals Centre)
David Meade, Mittie (Campsfield Removals Centre)
Lin MacDonald, Supermack Office Solutions Ltd
Rob Worthy, Solafair
Alastair Redhouse, Redhouse Estate Agency
Mark Brim, Redhouse Estate Agency
Jeremy Sacha, Sacha and Barnes Associates
Gerry Shaw, retired
Alan Sowden, Chapman Robinson & Moore Accountants
Darren Wells, Furniture & Design Ltd.

Stakeholder workshop held at Exeter Hall, Kidlington, 20
September 2013

Facilitators:

Clare Coats, Alan Baxter and Associates
Trenton Williams, Alan Baxter and Associates
Emma Manning, Alan Baxter and Associates
Joanna Chambers, Maddox & Associates
Margaret Collins, Regeneris

Guests:

Tom Ashley, Turnberry Planning Limited
Angus Bates, Hill Street Holdings
Cllr David Betts, Kidlington Parish Council
Dr Stephen Bizley, Gosford Hill School
Andrew Bowe, Cherwell District Council
Tom Bradfield, GVA
Chris Brennan, Sustrans
Henry Brougham, Kidlington & District Historical Society
Nigel Carter, Oxfordshire CCG
Joe Claxton, Kidlington Parish Council

Will Cobley, Terence O'Rourke
Adrian Colwell, Cherwell District Council
Suzi Coyne, Suzi Coyne Planning
Robert Cronk, Chiltern Railways
Richard Cutler, Bloombridge
Jessica Eldridge, Local resident
Cllr Michael Gibbard, Kidlington Parish Council
Cllr Alan Graham, Kidlington Parish Council
Steve Haynes, Kidlington Youth Football Club
Barry Hiles, Kidlington F.C.
Jason Hill, Savills
Cllr Andrew Hornsby-Smith, Kidlington Parish Council
Gary Jackson, Bloombridge / Space Strategy
Dr Caroline Livingstone, Oxford University
Nik Lyzba, JPPC
Gary Owens, Cherwell District Council
Carol Parsons, Local resident
Stewart Pegum, Oxford University
Patricia Redpath, Kidlington Parish Council
Cllr Chris Robins, Kidlington Parish Council
Caroline Roche, Cherwell District Council
Mr C G L Smith, Gosford and Water Eaton Parish Council
Mr Phil Southall, Oxford Bus Company
Bruce Usher, Bloombridge
Richard Venables, VSL&P

Full list of those invited:

Adrian Colwell - Head of Strategic Planning
David Peckford - Senior Planning Policy Officer
Tony Crisp - Cherwell DC
All Kidlington Parish Council members
Clare Mitchell - Design & Conservation Officer
Steven Newman - Economic & Development Officer
Bob Duxbury - Development Control
Caroline Roche - Development Control
Gary Owens - Housing
Jenny Barker - Bicester
Daniel Round - Cherwell Strategy & Infrastructure
Adrian Roche - Planning Policy, Oxford City Council
Mark Jaggard - Planning Policy, Oxford City Council
Richard Byard - Skills & Economic Development
Adam Kendallward - Highways & Transport, Ox County
Will Cobley - Terence O'Rourke
Nik Lyzba - JPPC
Helen Lease - RPS
Suzi Coyne - Suzi Coyne Planning
Roger Smith - Savills
Peter Frampton - Framptons
Richard Venables - VSL&P
Jason Hill - Savills Oxford
Angus Bates - Hill Street Holdings
Richard Cutler - Bloombridge
Tom Ashley - Turnberry Planning Limited
Chris Pattison - Turnberry Planning Limited

Caroline Livingston - Oxford University Begbroke Science Park
James Dillon - Godfray London Oxford Airport
Nicole O'Donnell - Oxfordshire Playing Fields Orgainsation
Charles Routh Natural England
Henry Brougham Kidlington & District Historical Society
James Clifton - Canal River Trust
Rachel Coney - Oxfordshire CCG
Linda Farmer - Kidlington Sheltered Housing (Housing 21)
Afzal Gill - Early Intervention Hub, Kidlington Forum
Steve Gerrish - Kidlington vs. Climate Change
M F Balazs - Kidlington Townswomen
Bob Taylor - Woodstock and Kidlington Rotary Club
Hazel Casey - Womens Institute
Martin Sutton - Stagecoach in Oxfordshire
Phil Southall - Oxford Bus Company
John Hammond - Thames Travel
John Hawkins - Heyfordian
Nigel Holder - Charlton Services
Chris Aldridge - Network Rail
Graham Cross - Chiltern Railways
Patrick O'Sullivan - East West Rail Consortium
Mary Gough - Bicester & Kidlington Ramblers Club
Jeff Wyatt - Canal & River Trust
Peter Challis - Sustrans
Chris Brennan - Sustrans
Chris Weller - Bowls Club
John Moss - Cricket Club
David Platt - Kidlington Football Club (Yarnton Road)
Steve Haynes - Kidlington Youth Football Club
Mark Gardener - Gosford All Blacks Rugby Club
Timothy Hallchurch - OCC
Anthony Gearing - OCC
Maurice Billington - OCC
Michael Gibbard - Ward member: Yarnton, Gosford and Water Eaton
Jeffrey Wright - Begbroke Parish Council
Dr Stephen Bizley - Gosford Hill School
Kidlington Tourist Information Centre
Mr Andrew Zolden - Thames Valley Police
Mr Paul Harris - OCC
Sharon Whiting - Senior Planning Policy Officer
Chris Thom - Planning Policy Officer
Maria Dopazo - Planning Policy Officer (Agency)
Yeun Wong - Planning Policy Officer (Agency)
Fiona Brown - Development Officer, Delivery Team
Dr Ian Scargill - Oxford Green Belt Network
Nicholas Alston - GVA
Mr C G L Smith - Gosford and Water Eaton Parish Council
Lynne Whitley - Yarnton Parish Council
Neville Surtees - Barton Willmore
Graham Flint - Langford Locks
Forum Youth Centre
Lorraine Hurley - Kaleidoscope Centre for Families/ childrens centre
Carol Parsons and Jessica Eldridge, Local residents
Andy Carmichael - Mitre

Carol Cripps - NHS
Caroline Jones – NHS



Photos from stakeholder workshop, 20 September 2013

Alan Baxter
INTEGRATED DESIGN

Kidlington Options Framework Masterplan

Stakeholder Workshop
20th September 2013

Introductory Presentation



Alan Baxter

Programme for the afternoon

1:00 Introductory presentations

1:20 Workshop 1
2:20 *break*
2:30 Feedback

3:00 Presentation
3:10 Workshop 2
4:20 *break*
4:30 Feedback

5:00 Conclusions
5:10-5:30 Close

Alan Baxter

Welcome


Adrian Colwell,
Cherwell District Council

Alan Baxter

Your input today

- Wear several hats
- Respect diverse inputs
- Be creative with ideas
- Think across generations

Chatham House – non attributable



Alan Baxter

Introductions

regeneris
ECONOMICS-RESEARCH-ANALYSIS

socio-economics, housing

Alan Baxter
INTEGRATED DESIGN

masterplanning, transport,
landscape & public realm, heritage


MADDOX & ASSOCIATES

planning, regeneration

Alan Baxter

'Masterplan' project brief

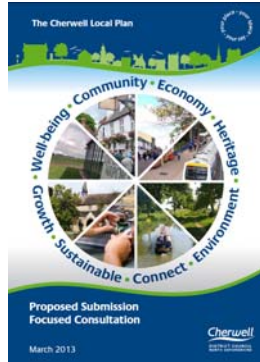
- Builds on recent studies and initiatives including Health Check
- Issues and Options Framework
 - Considers village as a whole
 - Issues and opportunities for key sites
- A non-statutory Planning Document
- Informs Neighbourhoods / Development Management DPD
- Will highlight information gap & next steps



Alan Baxter

Planning background

- Proposed submission Local Plan-focused consultation March 2013
- Submission (Late 2013)
- Examination/adoption (2014)
- Neighbourhoods DPD (2014)
- Limited Green Belt review for employment land (2014)



Alan Baxter

Evolution of Kidlington

Alan Baxter

Local Plan objectives to 2031

- Securing economic future
- Building communities
- Ensuring development is sustainable
- Growth targeted in most sustainable locations
- Protect environment and settlement character
- Limited Green Belt Review to accommodate managed economic growth

Kidlington:

- Accommodating high value employment needs
- Strengthening the village centre
- 50 units housing allocation



Alan Baxter

Evolution of Kidlington

By 1800: Kidlington-on-the-Green

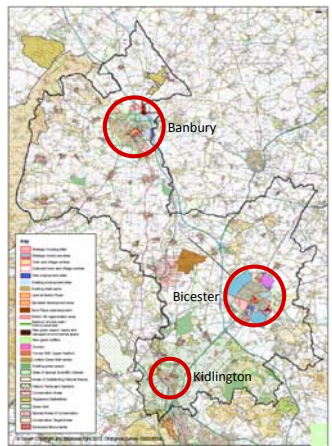
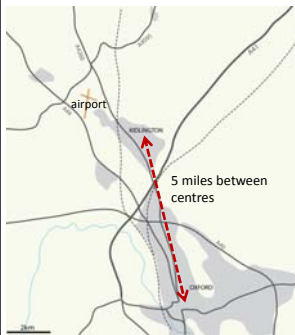


celebrated in a minor English folk song

- Dispersed settlements
- Agriculture
- Community around St Mary's Church (1220)

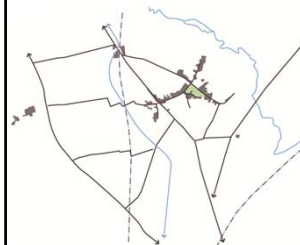
Alan Baxter

Economic roles – local, regional, global



Alan Baxter

By 1900: Growth to the west



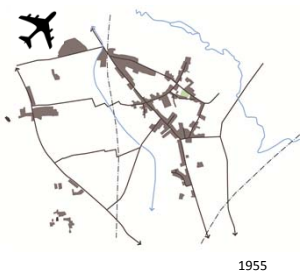
1818 Enclosure Act

- New transport links:
- Oxford Canal, 1790
 - GWR from Oxford to Banbury opened 1850s (station closed 1964)



Alan Baxter

Early 20th century: Ribbon development



1955

- Zoological gardens 1931
- Airport 1933
- Ribbon development along Oxford Road
- Garden city
- Poultry and fruit farming

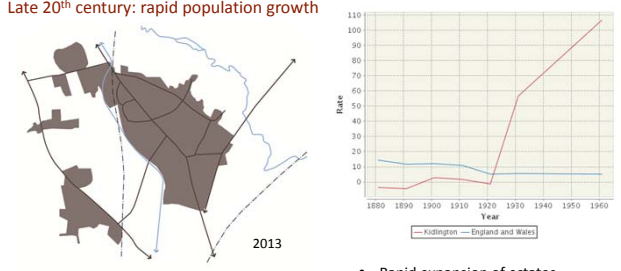
Alan Baxter

Village in the landscape



Alan Baxter

Late 20th century: rapid population growth



2013


- Rapid expansion of estates
- Village centre development
- Employment growth
- London Oxford Airport

2011 population ~15,000 (Kidlington and Gosford)

Alan Baxter

Movement assets

- Excellent bus connections
To Oxford M-F: every 5 minutes
- New rail station → 2015 trains to London Marylebone, longer term to Bedford
- London Oxford Airport




Alan Baxter

Dispersed & hidden assets



Alan Baxter

Poor first impressions



‘The major part of the town consists of some of the ugliest ribbon development in the county, with 1930s semi-detached houses of the most dismal kind for two or three miles along the Oxford-Banbury Road.’
Nicholas Pevsner

Alan Baxter

Village centre

- Local service centre
- High independents / low multiples
- High A2 uses (services, banks etc)
- Regular market
- Low number of vacant units



Alan Baxter

Housing

District-wide:

- Affordable housing need remains high - 300 dwellings pa (2012 SMA Review) (47% of the total)
- 27% increase in households 2006-2031- biggest increase in 1 person households aged over 65

Oxford HMA and BRMA:

- Rents & house prices higher in Kidlington than Bicester and Banbury

Kidlington:

- Limited identified sites within settlement boundary
- Specialist housing for elderly



Alan Baxter

Living and working in Kidlington

Alan Baxter

Employment clusters

- Separate employment clusters
- Assets – proximity to airport and science park
- Demand for B1 higher than other parts of District- science, high tech & research
- 14% of District's employment



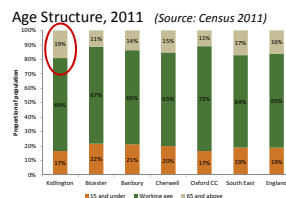
Alan Baxter

Demographics

- Kidlington and Gosford population relatively static:

1991= 15,156
2001= 14,945
2011= 15,046

- Kidlington age structure
 - 64% of working age
 - Slightly high over 65 years (19%) (Cherwell 15% and Oxford 11%)



- 60% population in employment- above regional and national average.

Alan Baxter

Commuting flows

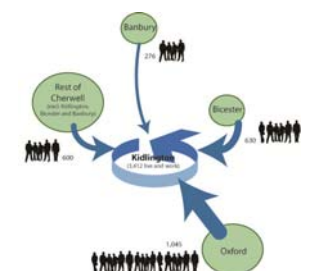
Out commuting

People who live in Kidlington and work in...



In commuting

People work in Kidlington and live in...



Alan Baxter

Planning for economic success : SWOT

Strengths

- Close proximity to Oxford City
- Growing knowledge economy supported by Oxford University's Begbroke Science Park
- London Oxford Airport of growing importance with recent investment in passenger terminal / business hub
- Good quality business location with an active business network 'Kidlington Voice'
- Low levels of unemployment in Kidlington

Weaknesses

- Fairly high levels of employment in lower value industries such as Wholesale and retail (19%); construction (11%); public admin and defence (15%)
- Historic employment growth in Kidlington below other locations such as Bicester
- Dispersed nature of the village
- Village lacks strong identity

Opportunities

- Potential to support diversification of Cherwell economy
- Further expansion plans at Begbroke
- Potential to expand airport related services into a key cluster
- Potential to support higher value uses at Langford Lane

Threats

- Competition from other nearby centres looking to develop employment in high value added sectors
- Limited land readily available for expansion
- Need for the 'right' shops and services to be provided in Kidlington to support future growth and attract workforce
- Securing the right housing / employment balance

Alan Baxter

Workshop 1 questions

1. Issues and strengths of Kidlington 2013

Social, Physical, Economic, Connections, Other

Summarise top 5 issues and top 5 strengths

2. Future vision

Finish the sentence "In 2031, Kidlington will be...."

Alan Baxter

Key questions for the village...

- How to make the most of its physical, social and economic assets?
- How to support a successful village centre?
- How to attract high value businesses?
- How to strengthen the community?
- **What is the future role and distinctive identity of the village:**
 - A commuter suburb ?
 - An employment location attracting in-commuters?
 - A garden village?
 - An eco-town?
 - A tourist magnet?



Alan Baxter

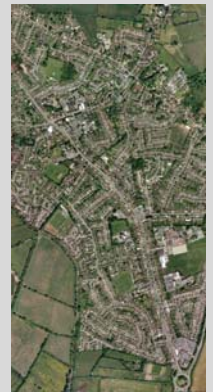
Alan Baxter

INTEGRATED DESIGN

Kidlington Options Framework Masterplan

Stakeholder Workshop
20th September 2013

Kidlington placeshaping



Alan Baxter

Workshop 1: Kidlington 2013 - 2031

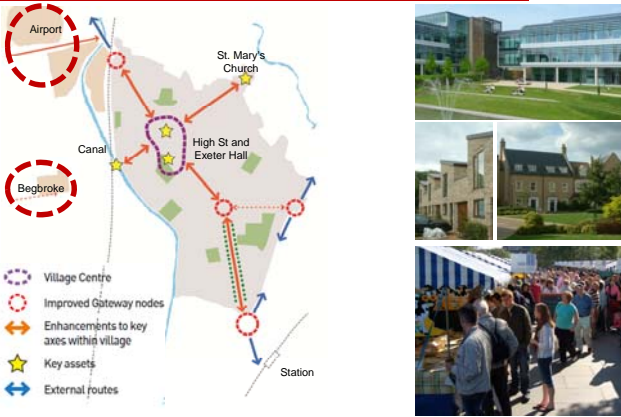
Alan Baxter

How do we achieve the objectives:

- Securing economic future
- Building communities
- Ensuring development is sustainable
- Protect environment and settlement character

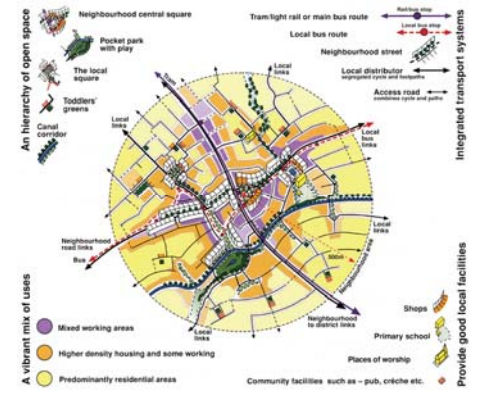
Alan Baxter

Opportunities to strengthen and enhance Kidlington



Alan Baxter

Walkable neighbourhoods



Alan Baxter

Vitality is in the Mix

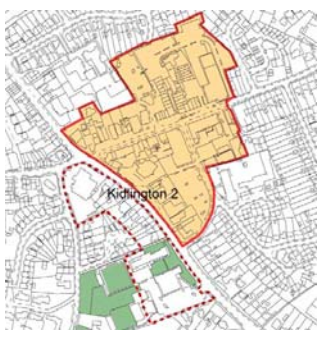
- mix uses
- avoid monotony
- flexibility to allow evolution



Alan Baxter

Retail and community opportunities

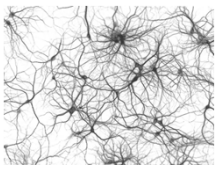
- Capacity identified in retail study for:
 - 1,092 sq m convenience floorspace up to 2026 (3,211 sqm if overtrading addressed)
 - 7,941 sqm comparison floorspace up to 2026
- Potential to increase evening footfall- food & drink
- Increase specialist markets
- Connecting Exeter Close



Alan Baxter

Connectivity

- humans need to be connected
- balance movements



Alan Baxter

Employment space demand

- Estimated demand for 9.3-11.3 ha B1 up to 2026
- Development of cluster of high value companies
- Potential for greater integration between Oxford Airport, the industrial area and the Village centre



Alan Baxter

Future housing opportunities

- Village boundaries tightly drawn
 - Green Belt
 - Floodplain
 - Infrastructure
 - Sensitive landscapes
- Potential for windfalls
- Reuse of brownfield sites
- Rural exception sites
- Kidlington, Gosford, Yarnton & Begbroke



Alan Baxter

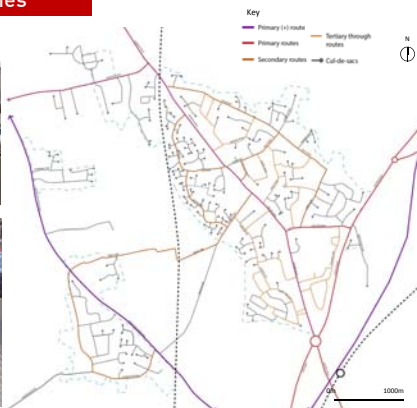
Invest in good design

- Local distinctiveness
- Well contained spaces
- Size and proportion
- Local character and materials
- Distinction of private and public space



Alan Baxter

Movement opportunities



Alan Baxter

Reclaim your space

- Street parties and events
- De-clutter to put people first (not bollards, bins or signs)
- Infill development and temporary uses
- Guerrilla gardening



Alan Baxter

Invest in your front door

- Oxford Road – highly visible
- Importance of the village centre
- Reveal what's on offer



Alan Baxter

Design for future generations



Alan Baxter

Workshop 2: Priorities for change

Alan Baxter

Next steps

- Report back workshop findings
- Draft masterplan report:
Issues and options (Autumn 2013)
- Identify requirements for further studies
- Feed into Neighbourhoods DPD (2014)

Alan Baxter

Workshop questions

Priorities for change:

Group 1: Town centre and Exeter Close

Group 2: Technology cluster

Group 3: Connections and public realm

Group 4: Local distinctiveness

Group 5: Meeting community needs

Alan Baxter

Next steps

Alan Baxter

Appendix 2

Detailed summary of group discussions at Stakeholder Workshop on 20 September 2013

Appendix 2

Detailed summary of group discussions at Stakeholder Workshop on 20th September 2013

Workshop 1: Strengths and weaknesses and Vision 2031

Group A

This group was facilitated by Clare Coats of Alan Baxter. A general discussion of strengths and weaknesses included the following key points:

strengths:

- Public transport- good links to Oxford with well served bus routes.
- A good sense of community.
- A good number of local employment opportunities.
- High quality natural landscape which is accessible with a number of walking routes.
- The need to promote the existing green spaces and sports fields.
- Identified the Green Belt as a strength

weaknesses:

- Public transport - there are poor internal linkages particularly from the Airport and Langford Lane to the village centre. In-commuters are not well served.
- High traffic flows along Oxford to Banbury road and the street layout create the problem of 'rat running' on rear residential streets. This reduces pedestrian's ease of movement and safety while creating a highway separation between east and west of the village. Secondly the railway line creates a barrier to movement and potential safety issue.
- Identified the need to improve access to the village centre.
- Green Belt also as a weakness and constraint to the future development of the village.
- The floodplain must be carefully considered with regards to potential growth prospects.
- The need for improvement in the image of the public realm. This can be achieved through careful design of public spaces, positioning of street furniture and design for pedestrians and cyclists.
- Kidlington's character is poorly defined. A coherent design direction is needed to set out what is expected from developers in the village centre to ensure high quality placemaking- need to define what is in keeping with Kidlington's character.

- Concern about the low housing allocation in the Local Plan and a lack of easy housing sites.

Vision: In 2031 Kidlington will....

- Achieve sustainable growth
- Have a high quality environment and good quality design
- Balance housing and employment

Group B

This group was facilitated by Margaret Collins of Regeneris. The group discussion focused on the following key points:

strengths:

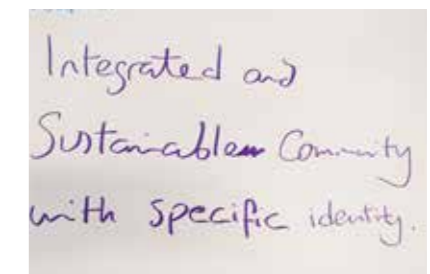
- Proximity to Oxford provides good access to employment as well as retail and cultural facilities (it is recognised that this also brings challenges, particularly in relation to sustainability issues and supporting the town centre).
- Thriving and active community (although it is recognised that there are parts of the community which are not integrated which leads to a lack of social cohesion).
- Good and improving transport links, particularly with the potential for a new train station offering links into London.
- A range of facilities, particularly health and education.
- Prosperous industries, particularly with Begbroke Science Park and areas around Langford Lane Industrial Estate.

weaknesses:

- Historic planning has been poor and resulted in a centre which lacks identity.
- Greenbelt acts as a constraint against growth.
- Lack of central character or offer, with potential to improve the retail and cultural offer as well as the public realm.

Vision: In 2031 Kidlington will be....

- An integrated and sustainable community with specific identity.



Group B notes and map

Group C

This group was facilitated by Trenton Williams of Alan Baxter. The key points focused on:

strengths:

- Proximity to Oxford and excellent bus links provide the benefits of access to all of the facilities and services within Oxford. It is expected that the development of the new station at Water Eaton will further enhance linkages, increase house prices and reduce congestion within Oxford.
- A sense of community is supported by good schools and recreation facilities helping to attract a diverse range of people.
- Strong employment provision within the village centre; fire station, Police, retail and office. Additionally there are the employment areas at Langford Lane although these are considered separate from the village.
- High value of access to open countryside, canal and green spaces and the importance of maintaining the gap between North Oxford and Kidlington.

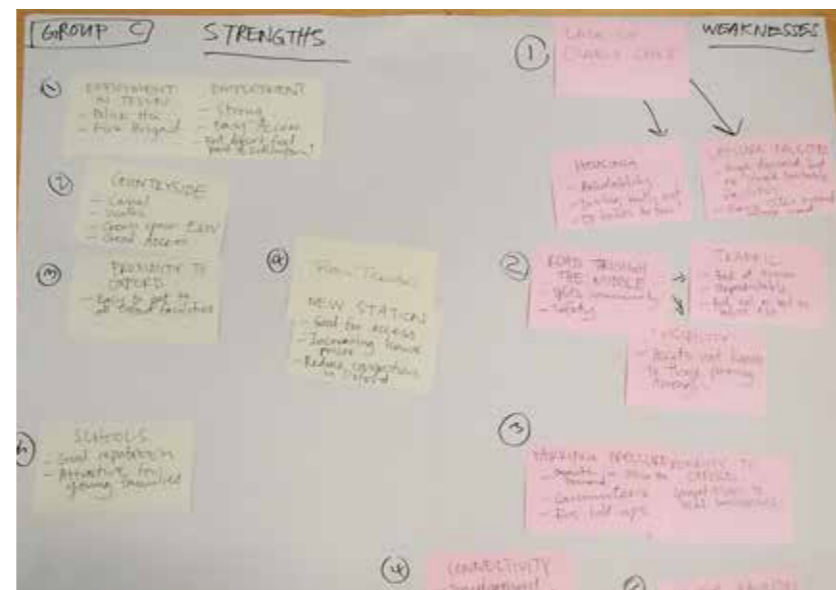
weaknesses:

- Proximity to Oxford creates competition for local business and parking pressures within the village centre; people can park for free and use bus access to Oxford.
- Poor connectivity between the employment areas/ Airport and the village centre due to travel time and inconvenient short stay parking options.
- There is major traffic congestion along Oxford to Banbury Road which is often unpredictable. This causes safety issues, divides the village community and decreases the visibility of the village assets to through traffic.
- Identified the need for improved cycle routes along the canal towpath, to Oxford and towards the village centre. New routes are proposed near Stratfield Brake, The need to improve cycle routes and connections internally and along the towpath towards Oxford.
- Land pressures: a lack of useable sites vs. high demand for affordable housing and leisure facilities;
 - o Higher provision of affordable housing would enable young people to stay
 - o Potential to consolidate recreation facilities on a new larger site to release land.

- A lack of visitor accommodation or hotel.

Vision: In 2031 Kidlington will...

- Have a strengthened village centre
- Have access to the surrounding countryside with good footpaths and cycle links
- Retain identity and individuality
- Be attractive to visitors and investment



Group C annotated map and notes

Group D

This group was facilitated by Joanna Chambers of Maddox & Associates. The main points from their discussion were:

strengths:

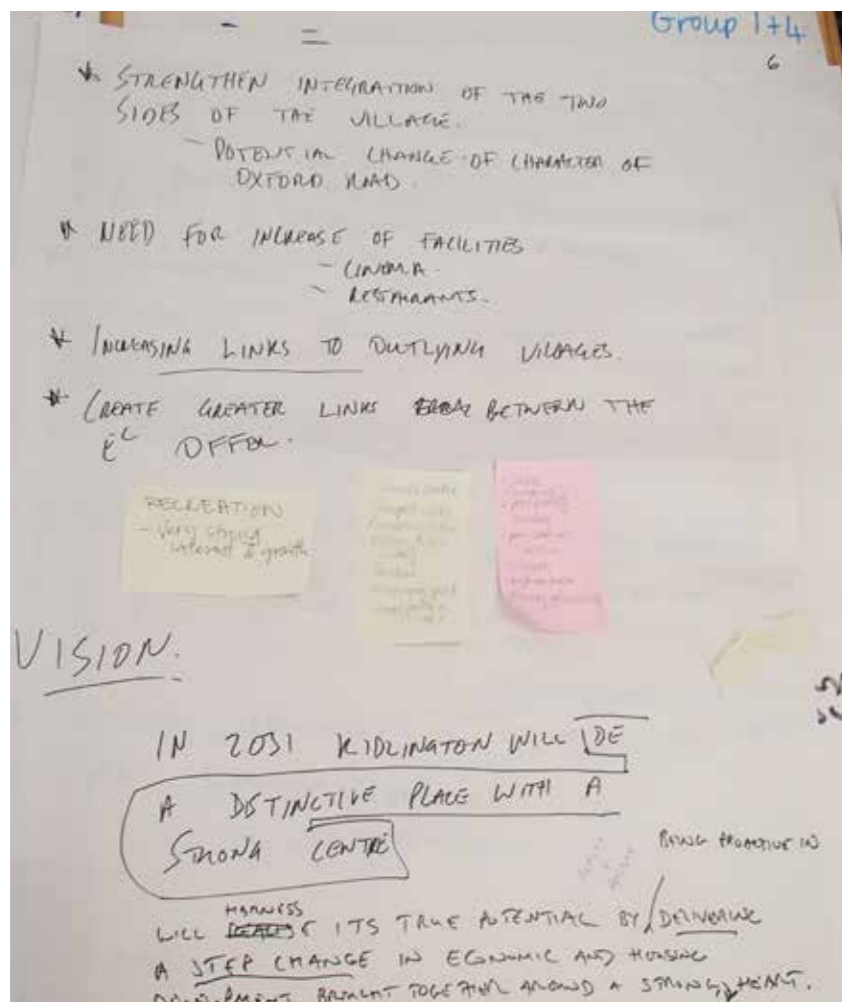
- The size of the village enables easy access to the village centre whilst helping to create a sense of community.
- The identity of Kidlington- whether development remains at a village scale or investigates options for growth as a town.
- Oxford canal is a great asset bringing distinction and identity but is currently underused. Significant changes to enhance the area include; towpath surface improvements, adding more signage and improving accessibility.
- Kidlington has a strong economic role within the district. Consider the potential opportunities for future employment whilst establishing stronger links between the employment offers.
- Strategic location with close proximity to Oxford and Begbroke Science Park connected with good transport links.
- Identified possible sites for larger scale housing development to meet local housing need including affordable housing requirements.
- Need to achieve a balance of Green belt and development with a requirement for growth.

weaknesses:

- The need to consider retaining segregation from Oxford in order to retain a sense of identity and community feel.
- Deliver more high quality facilities particularly those that encourage activity after work hours such as restaurants and a cinema within the village centre to support an evening economy.
- Accessibility to the village centre can be improved by creating new cycle routes.
- Need for public realm improvements along the Oxford to Banbury Road include improving pedestrian crossings to integrate the east and west sides of the village.

Vision: In 2013 Kidlington will....

- Be a distinctive place with a strong centre
- Will harness its true potential by being proactive in delivering a step change economic and housing development brought together around a strong characterful heart.



Group D notes

Group E

This group was facilitated by Emma Manning of Alan Baxter. Their discussion focused on the following key points:

strengths:

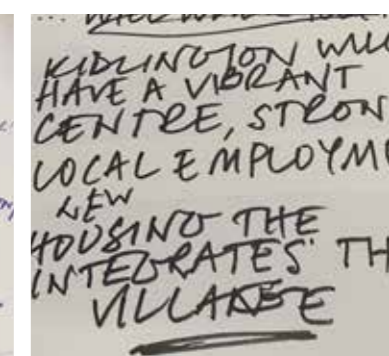
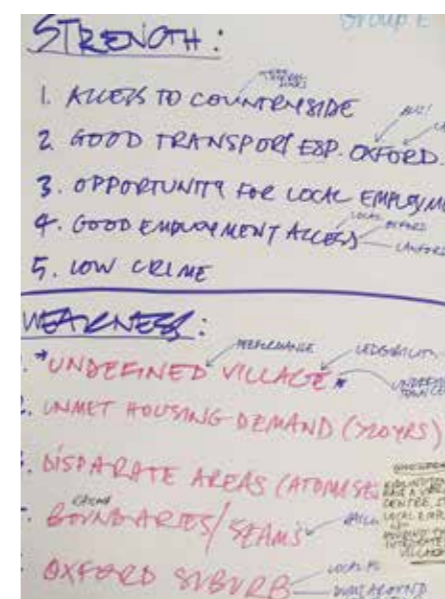
- Strategic location- close proximity to Oxford, London Oxford Airport and Langford Lane business park which bring local employment benefits. It is recognised that the proximity of Oxford also brings economic challenges and puts pressure on the provision of adequate facilities.
- Good access to local employment but there is a need to utilise the employment areas fully.
- Local transport links provide good bus links to Oxford
- Parking needs are met with ample surface car parking within the village centre but there is an opportunity to improve parking access from the north.
- Portrayed as a pleasant place to live with good schools, low crime rates and low unemployment.
- Good connections to a variety of countryside assets.

weaknesses:

- The majority of residential streets are poorly connected and illegible.
- An undefined village centre has resulted from a combination of inactive frontages, poor accessibility and legibility and economic underperformance. The village centre can be strengthened by intensifying retail to bring inward investment and attract visitors.
- A lack of cohesion within the village with disparate communities built around local centres and an undefined village centre.
- Unmet housing demand particularly for affordable housing.

Vision: In 2031 Kidlington will have...

- A vibrant centre
- Strong local employment
- New housing that integrates the village.



Group E notes

Workshop 2: Priorities for the Future

Group 1 & 4:

i. Village Centre, Exeter Hall, ii. Enhancing local distinctiveness

This combined group was facilitated by Clare Coats and Emma Manning. Their key points focused on:

- Identified larger sites within the village centre for longer term development e.g. the car showroom site located at the junction of Oxford Road and High Street which if redeveloped for retail would make the village centre more visible. Other identified sites included: Fire Station, Post Office and Co-op.
- Create a more pedestrian friendly environment which could include introducing a 20mph limit along access roads to the village centre and on Oxford Road and a new square.
- Encourage a diverse range of retailers through attraction of larger retail brands such as Waitrose, Marks & Spencer, Lidl or Aldi to attract people to the village. Smaller specialist shops could also benefit the retail economy and revitalise the centre.
- Appropriate use of street furniture to create an attractive environment, this could include street trees to screen less attractive buildings or barriers.
- Relocating the market to a more central public space or into streets where footfall is higher.
- Scope for redevelopment along the High Street and change of land uses to increase activity at different hours of the day e.g. convert office spaces above the clock tower into residential would ensure public spaces are overlooked in the evening.
- Consider altering the building frontages along the High Street to enhance the appearance. One idea is to use canopies above shop fronts to give a sense of identity.
- Consider the opportunity to reorganise Exeter Close.
- Support for consolidating the football teams, there is a potential development opportunity site at Yarnton Road football club.
- The potential to encourage more activity along the canal by encouraging commercial to front the canal and consideration of a canal based marina.
- Acknowledgement the canal is one of the most attractive areas and therefore improvements to pedestrian routes need to be considered.

- Enhance the visual appearance of Oxford to Banbury Road, for example planting street trees or attaching banners to lamp posts to add colour and draw visitors to the village centre.
- Landscape assets at Langford Meadows and Kidlington Fields which should be accessible with an improved footpath network and possibly creating a linear park.
- Enhancing connectivity and recreation benefits by connecting strong countryside links, potentially along High Street.
- Preserve Green belt land along western edge of canal and land surrounding the river Cherwell due to flood risk.



Group 1/4 annotated map

Group 2: Technology corridor

This group was facilitated by Margaret Collins of Regeneris. Their discussion focused on:

- Strong high tech employment opportunities including Begbroke, London Oxford Airport and Langford. Key sectors include: aerospace science, R +D and advanced technology manufacturing.
- Potential opportunity to capture Oxford spin-outs due to Kidlington's location within the Oxfordshire economy.
- Significance of the Green belt review Strategy TBA, whether this excels or hinders growth potential.
- Potential opportunity to advance technology science with the close proximity of Oxford.
- Careful consideration is needed for the new station at Water Eaton Park and Ride since it is likely that development will occur on development sites close to the station which could impact upon the town centre and the employment areas.
- Begbroke provides a location for 30 companies with 400 employees and has strong links with Oxford University. It has eating facilities, as well as laboratories, workshops and clean rooms. Begbroke provides space for start-up's and mature multi-nationals with firms ranging from 1-2 employees up to 150 employees
- There is a need for additional public realm enhancements around Langford Lane Industrial estate.
- The motor park attracts high technology firms that benefit from proximity to Oxford.

Priorities:

- The need to balance housing and employment needs.
- Deliver a higher number and diverse range of services within the village centre
- Clarity is required around the Green belt review with regards to timing, area covered and local or strategic concern.
- A decision should be made whether Kidlington is in favour of growth.
- The importance of a joined up approach to produce an employment strategy which is appropriate to the village and that enhances the assets of the village through clustered development.

Group 5: Meeting community needs

This group was facilitated by Joanna Chambers of Maddox & Associates. Their key points focused on:

- The need for a clear vision vs. status quo
- A better understanding of local housing needs is required to ensure there is a balance of employment to housing. Potential need to look at larger scale housing and developer contributions to the proposals.
- More clarity is required on employment prospects and pressures on services.
- Create links between employment, housing and services within the village.
- The need for improved accessibility with particular focus on desire lines, linkages and connections.
- Use of a community hub to bring services together. Establish a coherent understanding of social, economic and physical needs. Consider availability of funding for renovation of the existing Exeter Hall facilities or a new facility. Important to keep funding on the agenda by considering CCG savings and increased health benefits.
- The need to address the village centre with regard to visibility, capacity, mix of uses, parking provision and economic impacts.
- Careful consideration of the village's relationship to Oxford, with the need to think cross boundary in order to attract more inward investment. Establish a Plan for Growth under Section 106 guidance.
- The need for improved links from the village centre to the business areas which can be achieved by creating a variety of fast and slow walking and bus routes.
- There is a need for a combined football grounds which the 30 football teams can play on. Potential to combine facilities and improve open spaces and access although the currently the largest site Stratfield Brake has restrictions for further development.
- To establish a green infrastructure through careful use of green edges to form an open space network or circular walk.
- Potential opportunity to relieve some of space pressures on schools through multi-functional use of sites near to the school sites.



Group 5 notes and annotated map

Appendix 3

Advertising, representation form and exhibition boards for March – April 2016 statutory public consultation



**PLANNING AND COMPULSORY PURCHASE ACT 2004
THE TOWN AND COUNTRY PLANNING (LOCAL PLANNING) (ENGLAND)
REGULATIONS 2012 - REGULATIONS 12 & 13**

BANBURY MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

KIDLINGTON MASTERPLAN SUPPLEMENTARY PLANNING DOCUMENT

Cherwell District Council is consulting on Masterplans for Banbury and Kidlington to guide future development proposals.

The draft Masterplans and supporting documents including Consultation Statements will be available for public comment from **Monday 14 March 2016 to Wednesday 13 April 2016**.

The documents will be available on-line at www.cherwell.gov.uk/policypublicconsultation and at the locations specified.

Comments should be received no later than Wednesday 13 April 2016. They can be made by email to: planning.policy@cherwell-dc.gov.uk

or posted to:

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

All comments received during the consultation period will be made available for public inspection.

Representations may be accompanied by a request to be notified of the subsequent adoption of the Masterplans as Supplementary Planning Documents.

For more information contact Planning Policy on 01295 227985

Where and When to Inspect the Documents

On-line at: 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

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 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 (until 24 March then re-opening at Franklins House, Wesley Lane, Bicester, OX26 6JU on 4 April with the same opening hours) 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

(Note: Bicester Library will not be available for these consultations)

S SMITH, CHIEF EXECUTIVE

Kidlington Framework Masterplan

Consultation on the Draft Supplementary Planning Document 14th March - 13th April 2016

Cherwell District Council is preparing new planning guidance which will guide development and change across Kidlington over the next 15 years.

We want to hear your views on the proposals in the draft supplementary planning document and your ideas on the type of place you would like to see Kidlington become.



To find out more and have your say please visit the public exhibition held;

Wednesday 30 March 2016

2pm- 8pm

Exeter Hall, Oxford Road, Kidlington, OX5 1AB

or review the full document and comment online at
www.cherwell-dc.gov.uk/policypublicconsultation

KIDLINGTON FRAMEWORK MASTERPLAN - SUPPLEMENTARY PLANNING DOCUMENT

DRAFT FOR CONSULTATION - MARCH 2016

Representation Form

Cherwell District Council is currently consulting on a Draft Kidlington Framework Masterplan to guide future development proposals in Kidlington.

The document expands upon the principles of Cherwell’s adopted Local Plan Part 1, which sets the overall development strategy for the Cherwell District, includes strategic planning policies and outlines the Council’s allocated sites for development. The draft Kidlington Framework Masterplan provides further detailed guidance for Kidlington and identifies issues and opportunities for development. When approved as a Supplementary Planning Document, the Masterplan will be used alongside the adopted Local Plan to guide planning and economic development in Kidlington.

The document will be available to view and comment on from 14 March – 13 April 2016.

To view and comment on the document, visit www.cherwell.gov.uk/policypublicconsultation.

The document is also available to view at various locations across the District, as detailed on the Public Notice.

Please use this representation form to make your comments. Please note that all comments received will be made publicly available.

Please provide the following details:

NAME:

ADDRESS:
.....
.....

EMAIL:

AGENT
NAME:

AGENT
ADDRESS:
.....
.....

AGENT
EMAIL:

Your details will be added to our mailing list and you will be kept informed of future progress of this document and other Local Plan documents. If you wish to be removed from this mailing list please contact the Planning Policy team. Details are at the bottom of this representation form.

Visit 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 4AA or email to planning.policy@cherwell-dc.gov.uk

Draft Kidlington Framework Masterplan

Consultation Questions

Part 1: Kidlington Today, Understanding the Issues

Section 1: Location and Context

Question 1a:

Do you agree that Kidlington plays a global, regional and local role as described? (in Section 1 of the document)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Section 2: Village Character

Question 2a:

Does the description of village character accurately reflect Kidlington? (Section 2)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Question 2b:

Are there any inaccuracies or important issues that have been missed? (Section 2)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Visit 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 4AA or email to planning.policy@cherwell-dc.gov.uk

Part 2: Kidlington Tomorrow, Realising the Potential

Section 10: Consultation and Engagement

Question 10:

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

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Section 11: Framework Vision & Themes

Question 11:

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

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Section 12: Revealing Kidlington's Distinctive Identity

Question 12a:

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

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 12b:

Do you have any ideas to add? (Section 12)

Please use this space to enter your comments. Please use one response box per question:

Visit 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 4AA or email to planning.policy@cherwell-dc.gov.uk

Please continue on another sheet if necessary

Section 13: Strengthening Kidlington Village Centre

Question 13a:

Do you agree with the objectives and opportunities identified under the theme of 'strengthening Kidlington Village Centre'? (Section 13)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 13b:

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

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 13c:

Do you have any ideas to add? (Section 13)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 14: Supporting Community Needs

Question 14a:

Do you agree with the objectives and opportunities identified under the theme of 'supporting community

Visit 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 4AA or email to planning.policy@cherwell-dc.gov.uk

needs'? (Section 14)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 14b:

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

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 14c:

Do you agree with the design principles for Exeter Close? (Section 14)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 14d:

Do you have any ideas to add? (Section 14)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 15: Supporting Future Economic Success

Question 15a:

Do you agree with the objectives and opportunities identified under the theme of 'supporting future economic success'? (Section 15)

Visit 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 4AA or email to planning.policy@cherwell-dc.gov.uk

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 15b:

Do you have any ideas to add? (Section 15)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 16: Planning for Sustainable Growth

Question 16a:

Do you agree with the objectives and opportunities identified under the theme of 'planning for sustainable growth'? (Section 16)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 16b:

Do you have any ideas to add? (Section 16)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Section 17: Integration and Connectivity

Question 17a:

Visit 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 4AA or email to planning.policy@cherwell-dc.gov.uk

Do you agree with the objectives and opportunities identified under the theme of 'integration and connectivity'? (Section 17)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 17b:

Do you agree with the ideas for public realm improvements on Oxford Road? (Section 17)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Question 17c:

Do you have any ideas to add? (Section 17)

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary

Do you wish to make any other comments on the draft Kidlington Framework Masterplan?

Please use this space to enter your comments. Please use one response box per question:

Please continue on another sheet if necessary.

Thank you for taking the time to respond to this consultation. Please ensure your comments are submitted by Wednesday 13 April 2016.

Visit 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 4AA or email to planning.policy@cherwell-dc.gov.uk

Have your say on the future of Kidlington

Cherwell District Council is preparing new planning guidance which will guide development and change across the village over the next 15 years.

Kidlington is identified in the Cherwell District Local Plan as a location for small scale housing growth, village centre expansion and employment growth.

The Kidlington Framework Masterplan Supplementary Planning Document will provide further guidance on the policies of the Local Plan.

Why is a masterplan needed?

Kidlington has many assets: its location and access to public transport, high tech employment areas, attractive landscapes, waterways and the historic village conservation areas. These qualities make Kidlington a desirable place to live and work.

However it also faces challenges: for a settlement of Kidlington's size the village centre could perform better, there is a lack of space for the village to grow and Oxford Road is dominated by traffic, cutting the village in two.

The Framework Masterplan considers all these issues in a joined-up way. It identifies possible locations for new development and improvements to public transport, public realm, the village centre and local facilities.

It has been developed following stakeholder consultation workshops and meetings with the Parish Council.



We want to hear your views on the proposals in the draft Framework Masterplan and your ideas on the type of place you would like Kidlington to become.

You can review the full document and comment online until 13 April 2016 at:

www.cherwell.gov.uk/policypublicconsultation



Kidlington 2031

A vision for change

Vision statement

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

Its landscape setting, access to high quality homes and community facilities and revitalised village centre make it an attractive place to live and work.

Its strong connections with Oxford and Bicester, rail link to London and London Oxford airport support a growing high value employment base which is well integrated with the wider village.

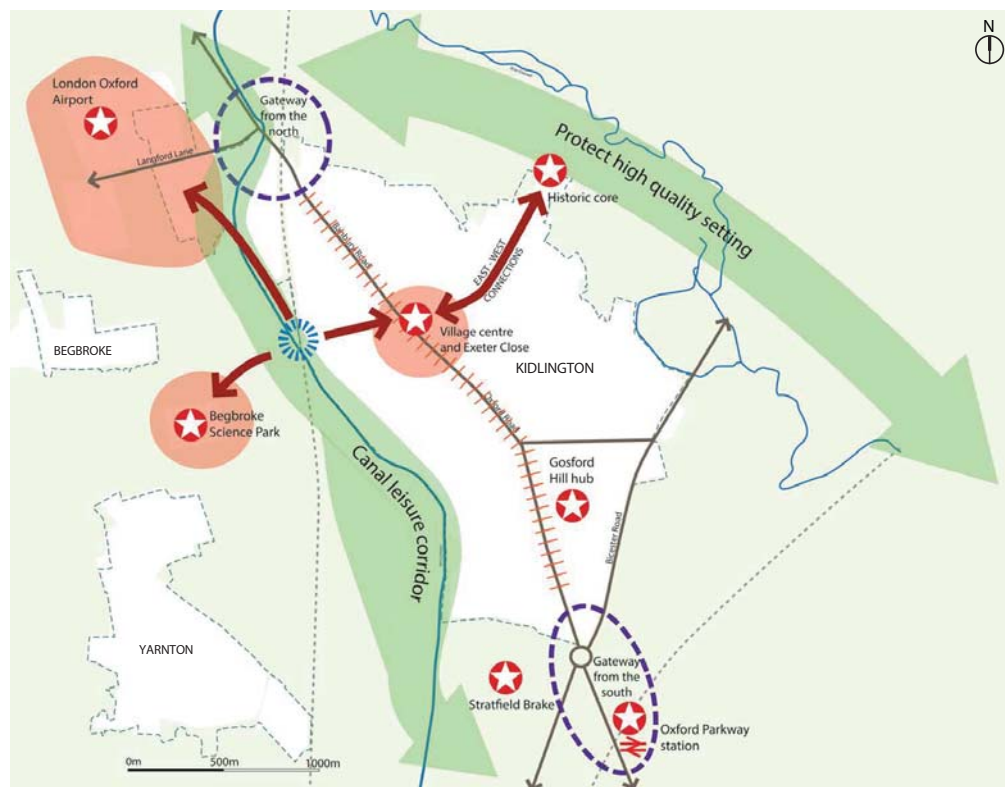
Consultation Questions:

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

Opportunities

The spatial concept plan summarises the main opportunity areas identified within the village. These ideas are described in more detail in the rest of the exhibition.

- Village centre: new mixed use development, street improvements and expansion of the village centre to the west of Oxford Road.
- Village 'gateways': enhancements at the entrances to Kidlington.
- Oxford Road: transforming the character of this busy road from a 'highway' to a pedestrian friendly 'street'.
- Green corridors: Kidlington's landscape setting is protected as Green Belt but access for leisure could be improved.
- Economic growth: a joined up strategy for the growth of high tech business space to the west of the village.
- Improved connections: new east-west cycling routes and footpaths to connect Kidlington's employment areas, village centre and leisure assets.
- New homes: within the village centre and other small sites within the village boundary.



Left: Overall spatial concept map

Key

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

Revealing Kidlington's distinctive identity

Objectives

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

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



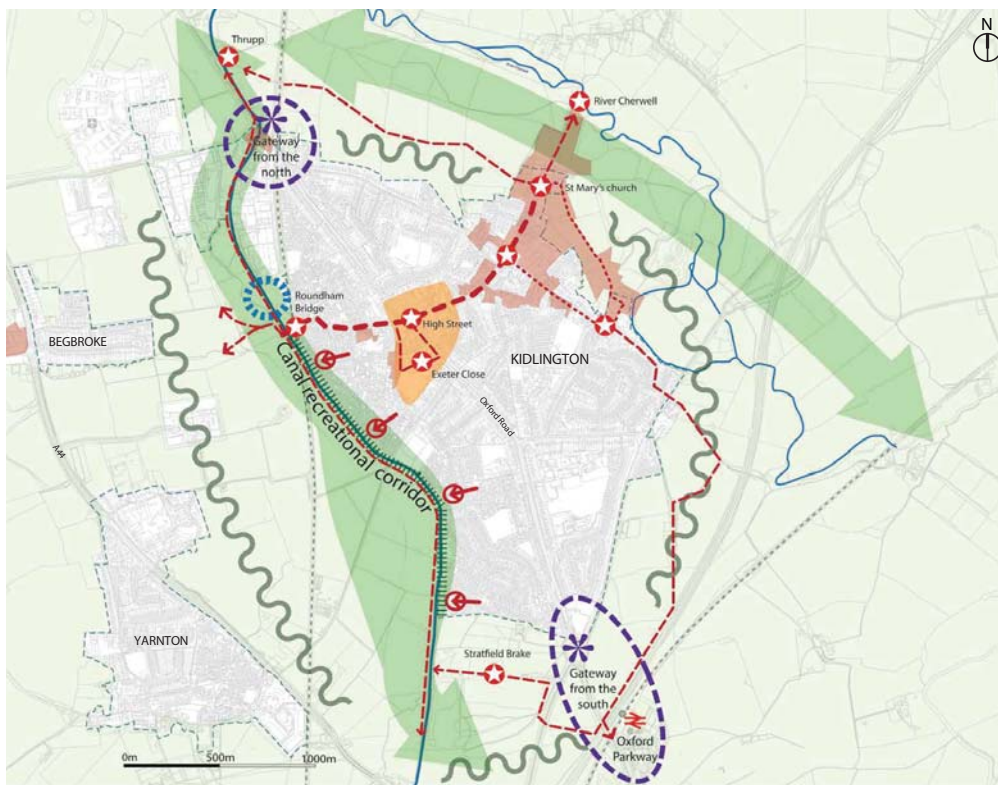
Opportunities

- Wider promotion of Kidlington as an attractive place to live, work and visit, including information boards at the station.
- The landscape, waterways and heritage buildings are great assets for the village. They could be connected by improved walking and cycling routes that are clearly signposted.
- Canal towpath improvements, new access points, new public green spaces and a canal side hub (e.g. a cafe or small marina) at Roundham locks to encourage use of the canal for leisure.
- Public realm improvements at the village 'gateways' at Kidlington roundabout and the Langford Lane/Oxford Road junction to create a welcoming first impression.
- Appraise Kidlington's distinctive landscape setting to identify important features and inform future planning policy.

Consultation Questions:

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

12b. Do you have any ideas to add?



Left: Revealing Kidlington's distinctive identity proposals map

Key:

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

Strengthening Kidlington village centre

Objectives

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

Opportunities

- The village centre could become a focus for significant development and improvement including public realm enhancements, a greater mix of uses including shops, food and drink and new homes. A detailed masterplan and design guidance should be prepared to plan for this.
- Surface car parking in the centre could be reduced or replaced by decked car parks to release land for development. Free car parking could be managed to limit its use for 'park and ride'.
- The village centre boundary is to be expanded westwards across Oxford Road to encourage a village centre character on the main road and connect the shops with Exeter Close.
- Improvements to walking and cycling links through the village centre to provide better connections between shops, Exeter Close and surrounding homes.
- Creation of new public squares to provide high quality spaces for residents and visitors to enjoy.
- Street enhancements and new crossing places on Oxford Road to transform it from a traffic dominated highway to a pleasant, people friendly street.



Above: village centre proposals map

Key:

- | | |
|--|--|
| Kidlington village centre boundary | Potential longer term opportunity site |
| Local Plan proposed extension to village centre boundary | Primary pedestrian route |
| Existing/ proposed active frontages | Potential for secondary pedestrian route |
| Primary retail area | Potential longer term opportunities for pedestrian connections |
| Community uses, secondary retail and residential | New/ improved crossings |
| Potential location for small scale multi-storey car park/ decked car parks | Public realm improvements |
| | Public squares |



Consultation Questions:

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

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

13c. Do you have any ideas to add?

Supporting community needs

Objectives

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

Opportunities

- Reconfigure and improve access to sports pitches and parks within the village. This could include the relocation of some existing football pitches to an expanded Stratfield Brake, releasing land for improved local parks fronted by a small number of new homes. A detailed strategy could be prepared with local sports clubs to investigate this further.
- Exeter Close could be redeveloped to provide modern community facilities fronting Oxford Road and sports facilities. By designing a more efficient layout some land could potentially be released for small scale housing development to the rear.
- Small 'leftover' green spaces within residential areas and along the canal could be improved to become play spaces, gardens, community orchards or allotments which could be managed by community volunteers.



Above: Potential arrangement of uses at Exeter Close

Below: Supporting community needs proposals map

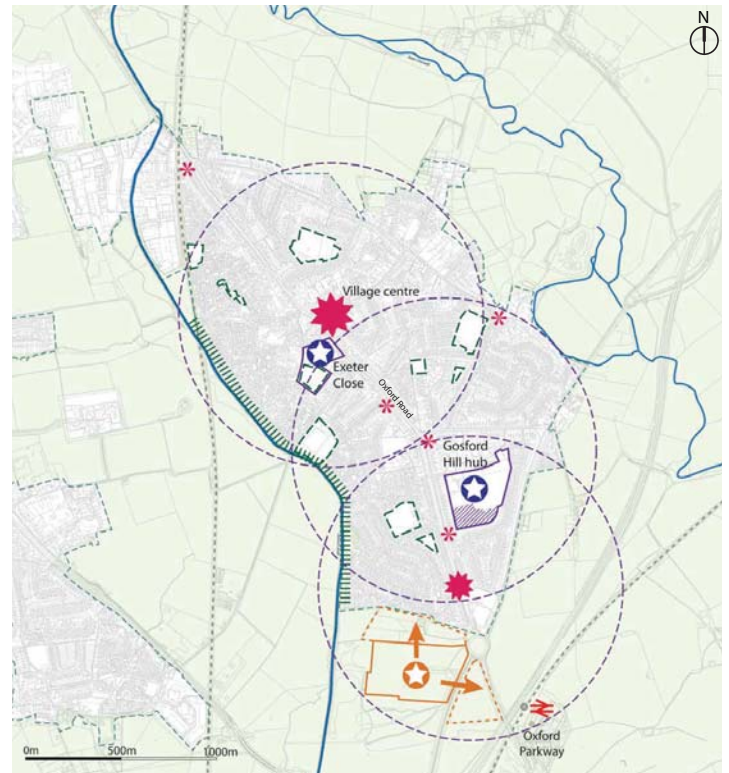
Consultation Questions:

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

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

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

14d. Do you have any ideas to add?



Key		
	Green Belt	
	Village and local centres	
	Local convenience shopping	
	Strengthen community hubs	
	Approximate 10 minute walk from retail / community clusters	

Supporting future economic success

Objectives

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

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

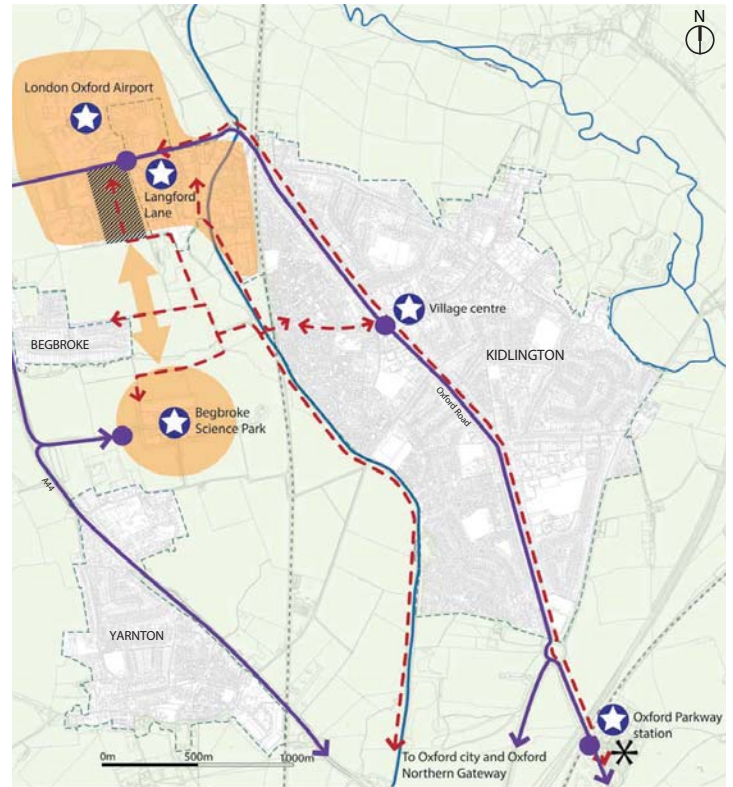
Opportunities

- Growth of high value employment uses to the west of the village, which should be managed in a joined up way through an economic strategy or masterplan. The Local Plan commits to a small scale review of the Green Belt around London Oxford Airport/Langford Lane and Begbroke Science Park to release sites for business development.
- Improved physical and social connections between the employment areas, residential neighbourhoods, station and village centre including:
 - new cycling, walking and public transport routes such as a reverse park and ride to the station.
 - creation of a Kidlington business-led partnership, skills training and other business initiatives within the community.
- Continued support for the growth of advanced manufacturing, scientific research & development and automotive industries which are key employment sectors for Kidlington.
- Provision of a business centre at Langford Lane to provide support to local businesses and encourage networking.
- Consider opportunities for other supporting facilities such as local food and drink uses and a hotel which would complement the village centre facilities.

Consultation Questions:

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

15b. Do you have any ideas to add?

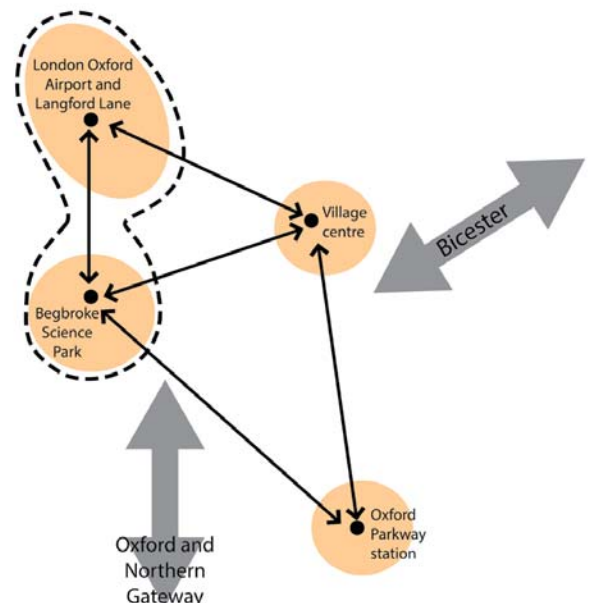


Above: Supporting future economic success proposals map

Key

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

Below: Important economic assets need to be connected and considered in a joined up way.



Integration and connectivity

Objectives

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

Opportunities

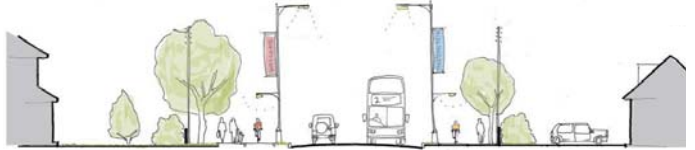
- To improve walking and cycling connections within Kidlington to re-connect the village centre to surrounding neighbourhoods, the canal and river, employment areas and Oxford Parkway station.
- Oxford Road could be transformed from a traffic dominated highway to a pleasant, people friendly street that prioritises and gives more space to pedestrians, cyclists and buses and provides an attractive gateway to the village.
- Longer term proposals include a new bus-based rapid transit route and cycle premium routes on Oxford Road connecting the airport/ Langford Lane to Oxford city centre.

How Oxford Road could look

From this...



...to this. Tree planting and cycle lanes and improved lighting.

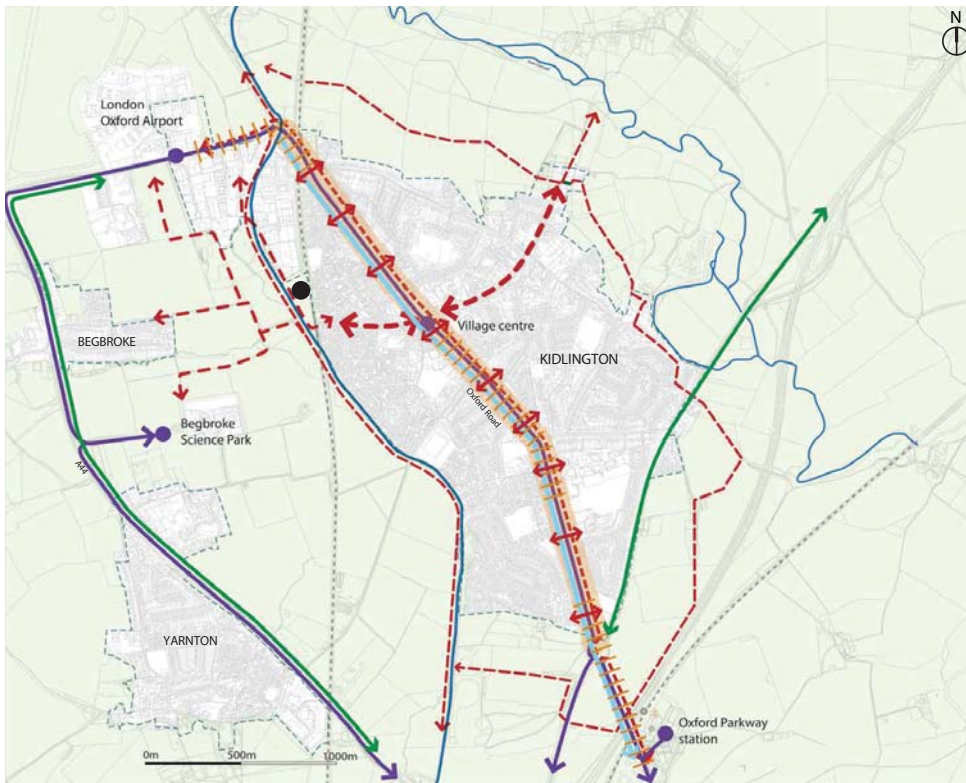


Consultation Questions:

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

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

17c. Do you have any ideas to add?



Left: Integration and connectivity proposals map

Key

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

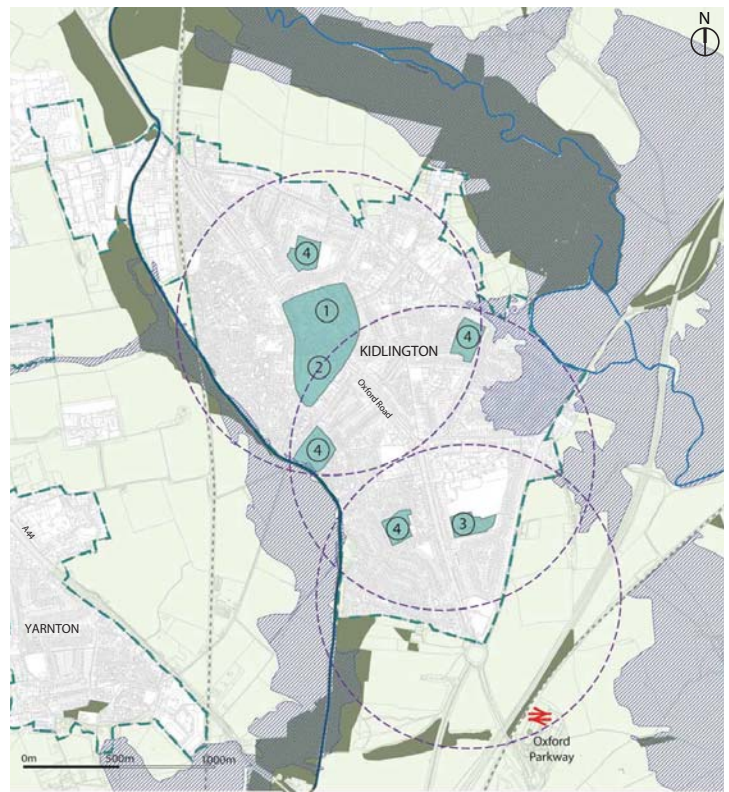
Planning for sustainable growth

Objectives

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

Opportunities

- Identify sites for new homes, prioritising the use of previously developed land within the village boundaries and avoiding flood plain and Green Belt. This could include:
 - land released in the village centre if car parks are reorganised;
 - land released at a reconfigured Exeter Close;
 - land released through the relocation of sports pitches;
 - other small sites such as infill on poorly used garage courts, leftover spaces within existing estates or use of large back gardens;
 - land released if Thames Valley Police HQ relocates - this is a longer term opportunity.
- In the long term small scale affordable housing schemes may be needed, potentially outside the village boundaries on 'rural exception sites'. A local affordable housing needs assessment will be undertaken to plan for this.
- New homes and streets will be of high design quality, making use of sustainable technologies.



Above: Planning for sustainable growth proposals map

Key	Potential sites
Green Belt	① Village centre sites
Flood zone 3 (approx.)	② Exeter Close
BAP habitat	③ Thames Valley Police
Potential development sites within village boundaries	④ Football clubs and recreation grounds
Approximate 10 minute walk from existing centres and community hubs	

Consultation Questions:

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

16b. Do you have any ideas to add?

Find out more and have your say

Consultation on the Draft Supplementary Planning Document runs until 13th April 2016.

You can review the full document and comment online at www.cherwell.gov.uk/policypublicconsultation

Appendix 4

Schedule of representations received during March – April 2016 statutory public consultation

Kidlington Masterplan SPD

Consultation March 2016

Schedule of Representations Received

Representation ID	Representation Name/Organisation
KID-A-001	Roger Prince
KID-A-002	Mrs M Simmons
KID-A-003	Timothy Simmons
KID-A-004	Gill Cohen
KID-A-005	Simon Dickens
KID-A-006	John & Christine Lenton
KID-A-007	Stephen Handsley
KID-A-008	Parish Cllr Mark Turner
KID-A-009	Fiona Thomas
KID-A-010	Mrs Christine Bower
KID-A-011	Gosford & Water Eaton Parish Council
KID-A-012	Mark Prosser
KID-A-013	Peter Webber
KID-A-014	A Duncan
KID-A-015	Kidlington Parish Council
KID-A-016	Ora Sapir
KID-A-017	Mrs Barbara Seymour
KID-A-018	Cllr David Betts
KID-A-019	Bloombridge
KID-A-020	tmd Building Consultancy Ltd
KID-A-021	Nick Duval
KID-A-022	Alex Duncan
KID-A-023	Historic England (including SEA screening response)
KID-A-024	Rupert Page
KID-A-025	David Phipps
KID-A-026	Steve Daggitt
KID-A-027	Ms Tenley Soanes
KID-A-028	Kelly Crozier
KID-A-029	Kate Johnson
KID-A-030	Peter Merrill
KID-A-031	Kate Grebenik
KID-A-032	Trevor Campbell
KID-A-033	Stephen Neale
KID-A-034	Anne Canning
KID-A-035	Gill Simmons
KID-A-036	Alison Martin
KID-A-037	Norman Davies
KID-A-038	Wendy Plowman
KID-A-039	Marcus Neale
KID-A-040	Dr Ann Taylor

KID-A-041	Julian Antonen
KID-A-042	Nina Eagle
KID-A-043	Caroline Drake
KID-A-044	Emily Murphy
KID-A-045	Tina Merry
KID-A-046	Kathy Webb
KID-A-047	Hollie Lord
KID-A-048	Ruth Smith
KID-A-049	Donna Connelly
KID-A-050	Karen & Tony East
KID-A-051	Clare Woodward
KID-A-052	Mary-Ella Tuppenney
KID-A-053	Lucy Smith
KID-A-054	Nita Middleton
KID-A-055	Gill Brain
KID-A-056	Margaret Boggs
KID-A-057	Sarah Trinder
KID-A-058	Michael Tuppenney
KID-A-059	Nickie Rogan
KID-A-060	Michael Tuppenney
KID-A-061	Mrs Ginny Fellows
KID-A-062	Katherine Simpson
KID-A-063	Trevor Elford
KID-A-064	Samantha Henwood
KID-A-065	Mark Lowen
KID-A-066	Amanda Clarke
KID-A-067	Nic Griffiths
KID-A-068	Sarah Innes
KID-A-069	Samuel Jack
KID-A-070	Lee Johnson
KID-A-071	Eliza Charlton
KID-A-072	Elissa Clark
KID-A-073	Sarah Leach
KID-A-074	Kidlington Cricket Club
KID-A-075	Laura Foster
KID-A-076	Lucy Holmes
KID-A-077	Ken Groom
KID-A-078	Julia Haynes
KID-A-079	Hayley Harvey
KID-A-080	Louise Drury
KID-A-081	Mrs Cris Blunsdon
KID-A-082	Mrs Amanda Pipkin
KID-A-083	Liam Walker
KID-A-084	Warren Jones
KID-A-085	Liam Robbins
KID-A-086	Simon Comley

KID-A-087	Miss Sue Castle
KID-A-088	Colin Briggs
KID-A-089	Emma Briggs
KID-A-090	Lorraine Goodgame
KID-A-091	Natalie Brownsill
KID-A-092	Laura Palmer
KID-A-093	Dr Jennifer McGillivray
KID-A-094	Chloe Rochford
KID-A-095	Stephen Holden
KID-A-096	Russell Walker
KID-A-097	Geoff Talboys
KID-A-098	Rachel Wells
KID-A-099	Andy Drury
KID-A-100	Jen Drury
KID-A-101	Sharon Yendle
KID-A-102	Amy Palmer
KID-A-103	Steve Bevis
KID-A-104	Alan Shatford
KID-A-105	Alan, Susan & Laura Nottage
KID-A-106	Laura Doherty
KID-A-107	Bob Sherlock
KID-A-108	Rachel Pittick
KID-A-109	Mark Pepper
KID-A-110	Rachael Turner
KID-A-111	Karl Fellos
KID-A-112	Mrs Louise Crone
KID-A-113	Graham, Charlie, Emily Nutt
KID-A-114	Jane Rendle
KID-A-115	Gary Johnson
KID-A-116	Clarissa Worth
KID-A-117	Helen Matthews
KID-A-118	Jackie & Arthur Tanney
KID-A-119	B Willoughby
KID-A-120	Tom Clark
KID-A-121	Steve Taberner
KID-A-122	Tracey Giles
KID-A-123	Yvonne Sinnott
KID-A-124	Benedicte George
KID-A-125	Susan Simms
KID-A-126	Clare Cooper & Daniel Rand
KID-A-127	David Hughes
KID-A-128	Nick Tanney
KID-A-129	L J Brain
KID-A-130	Jane Hughes
KID-A-131	Fiona Thomas
KID-A-132	Shoana Tanney

KID-A-133	Jenny Williams
KID-A-134	Martin Palmer
KID-A-135	Paul Machin
KID-A-136	Gerry Foley
KID-A-137	David Platt
KID-A-138	Shelley Hopper
KID-A-139	Chris Simmonds
KID-A-140	Alison & David Cook
KID-A-141	Joanne Buckle
KID-A-142	Darren Bray
KID-A-143	Gary Pearson
KID-A-144	Kidlington FC
KID-A-145	Phillip Parker
KID-A-146	Daniel Wise
KID-A-147	Claire Bevis
KID-A-148	Becky Considine
KID-A-149	Giles Puleston
KID-A-150	Adrian Martin
KID-A-151	Ms Simmonds
KID-A-152	Les Deabill
KID-A-153	Henry Brougham
KID-A-154	Kidlington Youth FC under 10s
KID-A-155	Louise Clarke
KID-A-156	Stuart Wilkinson
KID-A-157	Alexandra Carroll
KID-A-158	Emma Foster
KID-A-159	Emma and Robin Wyatt
KID-A-160	Simon Hedges
KID-A-161	Debbie Whitehead
KID-A-162	Sarah Goodwin
KID-A-163	Nicola Holden
KID-A-164	Michaela Stevens
KID-A-165	Mike Gradwell
KID-A-166	Martin Baker
KID-A-167	Mrs Theresa Salcombe
KID-A-168	Gosford Hill School Governors
KID-A-169	Kemp & Kemp - Manor Oak Homes
KID-A-170	Nicholas East
KID-A-171	Katherine Thomas
KID-A-172	Keith Stratford
KID-A-173	Helen Huggins
KID-A-174	Simon Dickens
KID-A-175	Rita Aust
KID-A-176	Margaret Middleditch
KID-A-177	Jacqueline Palmer
KID-A-178	Alan Lodwick

KID-A-179	David Hannaford-Hill
KID-A-180	Canal & River Trust
KID-A-181	Oxfordshire Football Association
KID-A-182	John Wainwright
KID-A-183	The Childrens House Montessori Nursery
KID-A-184	Maureen Morris
KID-A-185	Rosalie & Nigel Simpson
KID-A-186	Betty Agha
KID-A-187	Dr Robert McGurrin
KID-A-188	Chris Gomm
KID-A-189	Jeremy Turner
KID-A-190	Kidlington Community FC
KID-A-191	Kim & Vince Sharp, Janice & Frank Giles
KID-A-192	Lisa Johnson & family
KID-A-193	Liz Benhamou
KID-A-194	Vinny Murphy
KID-A-195	Ivor Davies
KID-A-196	Ian Sykes
KID-A-197	Cecile Hague
KID-A-198	Robbie Jacques
KID-A-199	Laura L Salinas
KID-A-200	Sophie van Houtryve
KID-A-201	Heidi Lancaster
KID-A-202	Richard Hague
KID-A-203	Kidlington Old Boys FC
KID-A-204	Victoria Campbell
KID-A-205	Susan & Anthony Bennell
KID-A-206	Andrew Hornsby-Smith
KID-A-207	Ben Capel
KID-A-208	Lynn Middleton
KID-A-209	Julia Trowles
KID-A-210	Mrs Natalie Sowden
KID-A-211	Sheehan Group of Companies
KID-A-212	Highways England
KID-A-213	Elizabeth Willis
KID-A-214	Alan Sowden
KID-A-215	W Lucy & Co Ltd
KID-A-216	Helen Short
KID-A-217	Paul Blake
KID-A-218	(no. not used)
KID-A-219	James & Kate Hamilton
KID-A-220	SpaceStrategy (Consulting) Ltd
KID-A-221	Dr Lisa Smith
KID-A-222	Alaric Rose
KID-A-223	Linda Ward
KID-A-224	Kidlington FC

KID-A-225	Alan Graham
KID-A-226	Lena Haapalahti
KID-A-227	Steve & Emma Forse
KID-A-228	Suzi Coyne Planning
KID-A-229	Steve Haynes
KID-A-230	J A Pye (Oxford) Ltd
KID-A-231	Rory Bowden
KID-A-232	Sustrans
KID-A-233	CPRE Cherwell South
KID-A-234	Cantay Estates Ltd
KID-A-235	Alex Babic
KID-A-236	Liz & Roy Moore
KID-A-237	University of Oxford & the Tripartite
KID-A-238	Sainsburys Supermarkets Ltd
KID-A-239	Kieron Ward
KID-A-240	Oxfordshire County Council
KID-A-241	Lynn Pilgrim
KID-A-242	John Pilgrim
KID-A-243	Maura Cordell
KID-A-244	M J Warrell
KID-A-245	Rosie Lodwick
KID-A-246	David Jones
KID-A-247	David Jones
KID-A-248	Antionette Finnegan
KID-A-249	Paul Whitford
KID-A-250	Christine & Richard Lodge
KID-A-251	Mrs Ilze Jozepa
KID-A-252	Christiaan Monden
KID-A-253	Richard Venables
KID-A-254	Simon Myers
KID-A-255	Terry Tossell
KID-A-256	Richard & Helen Huggins
KID-A-257	E Townsend
KID-A-258	Simon Myers
KID-A-259	Environment Agency
KID-A-260	Jacquelyn Bevis
KID-A-261	Lee Sherlock
KID-A-262	Charlie Winward
KID-A-263	Dominic Preston - Garden City FC
KID-A-264	Begbroke Parish Council
KID-A-265	Natural England

**Draft Kidlington Masterplan Consultation March 2016
Summary of Representations**

Representation Name/Organisation	ID	Issue
Roger Prince	KID-A-001	Not all of the village is well served by bus transport and the global role of the airport is exaggerated. Kidlington needs an all day frequent bus service from North Kidlington to the village centre asap. There is inadequate parking at Stratfield Brake when several pitches are in use. Pitches flood regularly as drainage is inadequate. The opportunity should be taken for improvements. Do not want any existing recreation areas to be lost completely through consolidation and relocation. If land is so limited for housing why not hold back on the proposed developments for employment? There is little unemployment in the local areas; new jobs will just bring more traffic (ref. Northern Gateway). Over development at the north and south of Kidlington will make traffic problems worse & raise safety concerns. Opportunities for housing in rural exception sites should not be considered for development as they are all in the Green Belt. Concern that the landscape appraisal work referred to in Section 12 is a Green Belt Review. If any land is removed from the Green Belt, this should be further protected as Local Green Space. Proposals for long term development to the west of Oxford Road are over ambitious and unachievable. Efforts should be made to improve what is already there before any expansion. No support for the multistorey car park proposals. Car parks should be underground. Too early to comment on design principles for Exeter Close; this is a complex task. Support for the continued protection of the Green Belt as per national policy.
Mrs M Simmons	KID-A-002	No global role for Kidlington. Concern at lack of long term parking spaces. Support continued protection for the Green Belt. Would there be additional community services/facilities if more development is proposed? Proposed closure of Oxford Road to car traffic is ridiculous. Concern at the focus on commercial land use. Kidlington is a village not a town; there is not enough emphasis on this. Too many people living in the village already compared to the level of services. Buildings in the centre are not in keeping with the origins of Kidlington as a village. Consultation concerns.
Timothy Simmons	KID-A-003	Kidlington has mainly a local role. Imperative that the Green Belt surrounding Kidlington is left alone. Lack of parking available for all the proposed development. No support for reducing surface car parking. Pedstrianisation of Oxford Road is ridiculous. Kidlington doesn't need & cannot sustain any more businesses. Kidlington is a village not a town. It needs more affordable houses and infrastructure improvements. Consultation concerns.
Gill Cohen	KID-A-004	Role of/current description of Kidlington are accurate. Past endeavours to improve the village centre have not been effective. Lack of facilities along Canal. Parking remains an issue although Kidlington is well served by public transport. Concerns at high level of vacancies (offices) in the centre. A3 uses in the evening should be promoted but not more takeaways. Concern about multistorey car parks. Need to improve the range of shops to attract visitors.
Simon Dickens	KID-A-005	Concern at proposals for redevelopment of existing green areas. Kidlington Football Club and the Social Club should not be removed as they are valuable to the community. Kidlington does need more sports facilities, but do not agree that they should all be concentrated at Stratfield Brake area.
John & Christine Lenton	KID-A-006	There should be a cycle/foot path linking Gosford to Cutteslowe and a link across the railway & A34 towards Islip. The plan to redevelop the Coop car park is unpopular, the proposed building is too high. Multistorey car parks are an eye sore. More car parking space is needed.
Stephen Handsley	KID-A-007	Table 3.2 says that there is a shortage of parks/gardens/amenity space so why reduce the green areas in the village.
arish Cllr Mark Turner	KID-A-008	Broad support for the content of the Masterplan. Suggestion made for an outdoor gym like at Cowley Marsh and Oxsrad. Defibrillator required at Stratfield Brake.
Fiona Thomas	KID-A-009	There is a livery yard in Kidlington but there is no safe space to ride with no link from the village to existing bridleways. Similar issues are faced by cyclists. Too much traffic. Masterplan needs more focus on green issues, sustainability, leisure transport and safety issues and a strategy for global warming. Low unemployment around Kidlington which does not justify new business parks, which are then used to justify housing on Green Belt. Concern at potential building on Green Belt sites. Against any further commercial expansion of Oxford Airport but not the airport operations per se. Where is the housing need? Why the never ending spiral of expansion. Highlight that more information is needed on local housing need. Growth at the airport and Northern Gateway both seem detrimental to life in Kidlington and go against decisions to improve quality of life. Promoting the economy seems incompatible with protecting the environment. Building materials in Kidlington used in recent developments are inappropriate. Should promote more sustainable building. Do not agree with reducing car parking. Consultation concerns.
Mrs Christine Bower	KID-A-010	Do not agree with reducing car parking at the Coop site. The village should be kept for retail rather than for residential use. Concerns at rat runs and congestion around the village. Concerns about building on recreation grounds. Concern that a towpath on the east side of the Canal will reduce some people's gardens. Expansion of the village centre to the west of the Oxford Road is unnecessary and will cause more congestion. Promote underground parking and redevelopment of the central retail area with expansion to the east. Need to improve the village centre environment. Agree that the garage site would be good for retail but pedestrainising the Oxford Road is a bad idea. Suggest a bridge to joint east to west Kidlington together. Do not agree that all the sports facilities should be combined into one area as this would lead to loss of identity for individual clubs and cause congestion. Do agree that moving the children's play area to a central location is a good idea along with improving facilities, but people still need small spaces for informal play so the land shouldn't be lost to housing development. Making additional walking and cycling routes is futile as people will continue to use the car. Concern that no housing in Kidlington can ever be affordable. Concern at high density housing. Agree that more buses from Oxford Parkway to Langford Lane is a good idea as is reverse Park & Ride. Bus gates will be unpopular.

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Gosford & Water Eaton Parish Council	KID-A-011	The urban part of Gosford has been included in the Masterplan but rural Water Eaton has not. There should be mention of the new cemetery and allotment site, the circular walk around Kidlington & Gosford and about future flood risk from climate change. Concern that any loss in parking would be detrimental to attracting shoppers. However there should be deterrents against long term commuter car parking in these car parking areas (apply time limits). Concerns about centralising the medical centre and accessibility problems. The Parish Council is against the proposal to construct a new link road between A40/A44 because it will increase traffic congestion and pollution at Kidlington. What about Cherwell's Pollution Action Plan? Need to resolve onstreet car parking problems caused at school drop off. Some additions needed to the map of cycling and walking routes. There is a need to improve the well used path at Stratfield Brake between the Oxford Canal footbridge and to meet up with the stone bound Woodland Trust path network. This becomes too muddy in wet weather. Masterplan should include a section dealing with the elderly. What about the proposal for unitary status?
Mark Prosser	KID-A-012	If sports clubs are to consolidate, the released areas must be used in a way they were set up for i.e. space for exercise not for development. Object to use of sports areas for housing. The reference in section 8 to housing sites in the Green Belt should be deleted. Potential access problems with further development at The Moors. The boundary of Kidlington is clearly defined and protected by Green Belt. There is no need for the proposed landscape appraisal to establish a defensible boundary. There is no further development potential in Kidlington. There are not sufficient services to support further development particularly for young people. Object to the release of land for development at Exeter Close.
Peter Webber	KID-A-013	Need to protect the existing 'townscape' views into the village e.g. into the Church Street/St Mary's area from the historic town to the south east. More recent developments are ugly. Concerns at the Coop proposals. Kidlington has many other (historic) buildings and features which need to be protected. The existing trees need to be protected. Need to do more to make Kidlington a 'destination' for shopping and visiting. The Masterplan has too much focus on formal recreation provision and less on areas for small children to play games etc. Concern at any loss in parking provision which will affect the vitality of shops and pubs. Suggest 'smart' parking controls instead. Reducing parking space in the village will force parking out into residential streets. Bus & train services need improving including a new station on the Oxford-Banbury-Birmingham line. Concerns at any growth to the south of Kidlington; the gap between Jordan Hill and Water Eaton/Kidlington (around the Park & Ride) should not be filled. Priority should instead be given to careful development to the west of Kidlington. Economy- Kidlington has a lot of potential for high tech/high value employment. A Heritage Centre/Visitor Centre/Museum should be considered (at Exeter Close or within the centre). The proposals in the Masterplan need to be considered with development at Begbroke & Yarnton. Growth at the Airport should be unobtrusive and not environmentally damaging. With additional housing comes a need for additional social/community facilities. Support for additional development around Begbroke/Yarnton including affordable housing (opportunities linked to the Business Park & the Airport) & securing planning gain. Do not agree with moving High Street bus stops away from the centre or reducing Oxford Road's role as a main road, which will lead to rat running elsewhere. Do not agree with wholesale relocation of recreation facilities in order to release land for development. Would not support relocation of TVP. Support for high quality design but difficulties in improving energy performance of historic buildings - better to focus on new build.
A Duncan	KID-A-014	Criticisms of SHMA and its over estimates of housing need. The Masterplan's proposals for the village centre are not imaginative enough to create the centre of gravity that Kidlington needs.
Kidlington Parish Council	KID-A-015	The community looks to Oxford in many ways and not really to the rest of the Cherwell District Council area. Coalescence with Oxford to be prevented and to retain Kidlington's identity. Stronger emphasis resising the conversion of houses into flats needed. Concerns over the references to the 2014 SHLAA sites within the Green Belt. Cycling should not be permitted in the pedestrianised area of the High Street. References to the Co-Op site and its car park needs to be updated to reflect the current position. Concerns over the relocation of sport pitches to Stratfield Brake. General principal of additional recreational facilities at Stratfield Farm and potential development of Yarnton Road is supported. Open space should be protected and not redeveloped for housing. More thought on the future of Exeter Close and the facilities provided at the site. Clarification needed that the review of the Green Belt is outside the remit of the Master Plan. More funding to be directed to Kidlington as it is unlikely that S106 contributions in the area will deliver significant benefits. Concern over local residents not being able to live in the village due to people from outside the Kidlington area moving in.
Ora Sapir	KID-A-016	Disagree with reducing surface car parking which will adversely affect businesses and put further pressure on services and traffic. Would not support expansion into the Green Belt. Further building at Kidlington will impact on traffic and all services.
Mrs Barbara Seymour	KID-A-017	Inaccuracy: the airport no longer offers the commercial flights listed in the Masterplan. Mill End is protected by flood defences. There is very little amenity space within the village itself. Traffic through the village causing safety concerns particularly for cycling. Should incentivise non car use i.e. cheaper accommodation to those without cars. Too many cars in the village, with front gardens being used for car parking. However bus service is excellent. Want a height limit on buildings in the centre. Examples of poor design control in the village. 14.1: what is meant by 'put to better use'? Leave these places neutral. Need to reduce light pollution.
Clr David Betts	KID-A-018	Minor factual corrections. The reference to sites in the 2014 SHLAA within the Green belt should be deleted; these are strategic sites and have no place in a document which is not strategic. The Local Plan Inspector was specific that there should be no housing development in the Green Belt. The emphasis of the Masterplan should be on maximising the use of land within the settlement boundary. Want some control of conversions of a semi detached property into flats, leaving the other half unconverted which harms the street scene. Recreation - it is unsafe to ask all young users of open space to relocate to Stratfield Brake. Concern at the 'landscape appraisal' regarding the defensible Green Belt boundary. This is beyond the remit of the Masterplan.

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Representation Name/Organisation	ID	Issue
Richard Cutler, Bloombridge	KID-A-019	The Masterplan should take as its terms of reference both the context of Oxford's unmet needs and the needs of Kidlington and should not draw a false distinction between the two, which would lead to confusion and create an unreasonably short time horizon for the SPD. Kidlington is well placed to help with Oxford's needs and to benefit from a close alignment with the city. It has excellent sustainable accessibility to the city. Factual corrections detailed in representation and specific amendments suggested. There is an opportunity for a public open space on the northern side of Kidlington/country park. Should distinguish between the 'strategic' and 'local' aspects of the Green Belt. The eastern boundary of the Green Belt in this location could be rolled right back to the flood plain. Specific amendments proposed to the Vision Statement to reflect that Kidlington is unlikely to remain a 'village'; this constrains progress. Dismayed that the opportunities identified are only longer term. There are shorter term opportunities around Oxford Technology Park and The Moors that have no impact on the strategic component of the Green Belt. There is a case for housing within Kidlington e.g. at The Moors. The Masterplan should not be constrained by the Inspector's Report; this is not binding and modifications were made solely on the grounds of 'soundness' which is a narrow test and is not commensurate with the statutory duty to deliver sustainable development.
tmd Building Consultancy Ltd	KID-A-020	References to housing sites in the Green Belt should be deleted. These are strategic sites and have no place in a document which is not strategic. There is no need for the proposed 'landscape appraisal' as the village boundary is clearly defined at present and protected as Green Belt and the appraisal sounds like a Green Belt Review, which was found unnecessary by the Local Plan Inspector.
Nick Duval	KID-A-021	If a community area is needed in the north of the village then why did the Parish Council sell public land (the gravel pits) for development. The four recreation grounds in Kidlington should not be used for development as there is a vesting order in place on these areas with the Charity Commission for England and Wales. This lease will run until 2023. Do not agree that children should have to travel a mile to play sport as opposed to playing on recreation grounds near where they live. There are two businesses who lease/rent accommodation on the recreation fields, what consideration has been given to this/compensation etc.
Alex Duncan	KID-A-022	The village centre proposals amount to more of the same which misses an opportunity to create a real centre of gravity for Kidlington. Doubt the feasibility of proposals for making the main Oxford-Banbury thoroughfare people-friendly. The Masterplan puts pressure on the Green Belt by suggesting building on land at Water Eaton, the Moors and Stratfield Farm and the proposal for a review to create a defensible boundary. A Green Belt review was rejected by the Local Plan Inspector.
Historic England	KID-A-023	More could be said about listed buildings and Conservation Areas and protection of them. Enhancement of the public realm on Oxford Road, north of the junction with High Street, would enhance the setting of the historic buildings in this area. Reference to Historic England guidance. The Masterplan should refer to both Policies ESD 15 & 16. The Vision Statement should also address the environmental (natural and historic) future. Support the document's recognition of the historic village core and the Oxford Canal, and support the principle of public art on the Kidlington roundabout. A public realm scheme would enhance the gateway into Kidlington at Langford Lane/Oxford Road. Support for improved design. Historic England is not identified as delivery partner in the Action Plan but would be pleased to assist. Response to SEA Screening Statement: Historic England concur with the Council's opinions that there are unlikely to be any significant (historic) environmental affects arising from the Masterplan and therefore a full formal SEA is not required.
Rupert Page	KID-A-024	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
David Phipps	KID-A-025	There is a need to have a dedicated space to house information held by the Kidlington and District Historical Society which would confirm and preserve Kidlington's rapidly vanishing history. References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Steven Daggitt	KID-A-026	Welcome the acknowledgement of Kidlington's historic core area and village character as well as landscape character surrounding the village. Kidlington now suffers from poorly designed buildings and layout. Any reduction in parking will only increase with future development and there should be no reduction. There are already problems for visitors to the medical centre who cannot find a space in the small medical centre car park and can no longer use the main car park at Exeter Hall. The proposal of an improved cycle route into Oxford, using the canal towpath is welcome. Sites for housing at Gosford, Stratfield Farm and North of the Moors should not be considered in the Masterplan as these are all in the Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt.

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Ms Tenley Soanes	KID-A-027	Important to retain village character and that Kidlington does not become a town. Concern at poor design standards in the village. A mix of housing is required including smaller homes with amenity space. Too many flats increases density, causes car issues and anti-social issues and changes to a more urban character. We need to retain safe outdoor green space for exercise, as accessible as possible and close to homes, in order to address obesity. The 30mph limit on the Oxford Road is regularly broken and needs enforcement or a 20mph limit should be introduced. Lorries should not be allowed to use it other than for access. Why are more jobs required? Provide jobs wherever there are currently few rather than here. Masterplan has been overtaken by events i.e. the Coop. Agree with the idea of joining the two parts of the village centre, by creating a walkway from the Coop across to Exeter Hall but if the Coop plan goes ahead this will not happen. Why is more retail space required, Kidlington has many empty shops and high streets are dying. Instead make some family houses there and keep families living in the centre rather than yet more flats.
Kelly Crozier	KID-A-028	Do not agree with relocating football grounds and parks to release land for housing. Play space also allows for social cohesion; loss of the land to housing will increase crime and disorder.
Kate Johnson	KID-A-029	Against the move of football club which will mean driving to access the facility and will cause upheaval for teams. Green spaces in the village are very well used.
Peter Merrill	KID-A-030	Object to relation of football teams and release of land for housing which will increase the need to drive and is unsafe for children to travel to on their own. Stratfield Brake pitches subject to flooding and conditions are worse for spectators (open and windy). Clubs have invested in current facilities which are enjoyed and cherished by players and families - social impact as well as loss of identity for individual clubs.
Kate Grebenik	KID-A-031	Welcome the acknowledgement of Kidlington's historic core area and village character as well as landscape character surrounding the village. Kidlington now suffers from poorly designed buildings and layout. Any reduction in parking will only increase with future development and there should be no reduction. There are already problems for visitors to the medical centre who cannot find a space in the small medical centre car park and can no longer use the main car park at Exeter Hall. The proposal of an improved cycle route into Oxford, using the canal towpath is welcome. Sites for housing at Gosford, Stratfield Farm and North of the Moors should not be considered in the Masterplan as these are all in the Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt.
Trevor Campbell	KID-A-032	Relocating football grounds will increase the need to drive/increase traffic. Taking away green spaces for informal recreation makes Kidlington a less desirable place to live. Having sports clubs in the heart of the village improves accessibility and visibility, removing them will urbanise the village. Clubs sharing spaces means individual club identity will be lost. The area at Stratfield Farm is long and narrow and I have concerns about the logistics of football so far from facilities.
Stephen Neale	KID-A-033	Relocating football grounds will increase the need to drive/increase traffic. Obesity figures are high, we need to encourage people to exercise and removing facilities will be detrimental to health. Access to Stratfield Farm would be unsafe for children on their own. Dog walkers will instead have to use the streets of Kidlington increasing dog fouling. Loss of informal play space which will not be replaced. The local teams will suffer. Stratfield Farm cannot offer enough playing space and parking space in addition to the existing cricket club, rugby club and running club. All of the football teams would lose their individual identities.
Anne Canning	KID-A-034	Concerns at knock on impacts of relocating recreation space on keeping children active and safe. Consultation concerns.
Gill Simmonds	KID-A-035	Dispersed facilities enable children to play at locations appropriate to their age and stage. Stratfield Brake pitches are exposed and unpleasant for spectating. Clubhouse is awkward layout. Limited parking so additional clubs being located there will make scheduling matches difficult. It will increase traffic around Stratfield Brake and adversely impact on local businesses that benefit from passing trade. There must be alternative options to consider rather than this valued and valuable community facility.
Alison Martin	KID-A-036	If football facilities are consolidated at Stratfield Brake this would increase car use. Parking facilities are limited. The recreation areas are well used for informal recreation. Knock on impacts of reducing opportunities for fresh air and exercise. Social cohesion from small local recreation spaces.
Norman Davies	KID-A-037	All open space is valued by villagers and have historically always been available for people to use.
Wendy Plowman	KID-A-038	Want green spaces kept.
Marcus Neale	KID-A-039	Removing easily accessible open space would be reprehensible. Facilities at Stratfield Brake are insufficient and liable to flood. Increase in use there is not a viable option.
Dr Ann Taylor	KID-A-040	Remove reference to development sites in the Green Belt (Section 8.5 and Appendix B). Government policy is to protect Green Belt.
Julian Antonen	KID-A-041	The football club and green spaces are a well used and accessible recreational asset, where will children play if they are built on.
Nina Eagle	KID-A-042	Object to building on playing fields. Loss of space for team as well as areas for young children to play and dogs to be walked. There is no school space or health care for more people.
Caroline Drake	KID-A-043	Open spaces are important for mental and physical well being and enhancing quality of life as well as providing areas for children to play. All areas of Kidlington are currently in easy walking distance of a green space. Football club fees are currently kept to a minimum by a fundraising shop and events there which would not be workable if the club relocated, meaning football becomes less accessible. Football is incredibly popular in Kidlington and this would decline if pitches were moved to a less accessible location.
Emily Murphy	KID-A-044	The provision of facilities at a club is important in terms of forming a bond with a team and forging competitiveness and this would be lost at a shared facility. Spectation of football will decline at Stratfield Brake as locals would be forced to drive and there would not be enough parking for them. Important to have local accessible recreation spaces for informal play for children, people to walk their dogs, or enjoy a peaceful walk.

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Tina Merry	KID-A-045	Clubs have worked hard to improve facilities at their current location. Moving to one consolidated location will mean children will need to be driven, losing their freedom. Community facilities offered at the Yarnton Road Football Club including venue for private functions which would be lost. Would lose informal recreation facilities for children and local opportunities for dog walking, particularly important for elderly residents. Kidlington has a high density of young people in the community and we should support facilities for them, open skate parks and renovate facilities etc rather than removing them. Kidlington has lost its rural feel through over development of flats.
Kathy Webb	KID-A-046	Kidlington is large and needs more community spaces within easy reach of residents offering informal recreation opportunities rather than consolidation. Travelling to Stratfield Brake is not easy or practical for everyone. Teams will lose their local identity if forced to play at one value. What infrastructure is planned to support the extra housing? More housing without schools and healthcare will be detrimental to our community life.
Hollie Lord	KID-A-047	If Kidlington expands then community feel will be lost and the crime rate will increase.
Ruth Smith	KID-A-048	Kidlington is not and should not be a tourist destination or a global destination. The airport has no commercial flights. Green infrastructure is what currently makes Kidlington a great village to live in. There is space for all children and adults to play and enjoy outdoor spaces. Even if football clubs are consolidated, green spaces need to be kept for informal recreation. The proposals would mean driving to Stratfield Brake, which is already overcrowded in the car park. There is a great sense of community with local clubs. The village centre needs more to keep people shopping locally and would be better with more of a Summertown feel with a more dynamic mix of retail. Traffic is a problem around the village. Speed limit should be reduced to 20mph through residential streets and by the schools. The road crossings should also be reviewed. The village needs to support older people, families and young people rather than commuters. The amount of applications for flats needs to be looked at. The village needs updating and improving for the good of the community. Concerns about the consultation.
Donna Connelly	KID-A-049	Football Clubs are not just formal clubs they are local community hubs and the spaces are meeting places, used for informal recreation and dog walking. Moving clubs to Stratfield Brake would increase the need to drive and not everyone will be able to do this; but children will not be able to walk along. The location at Stratfield Farm appears to be long and narrow meaning long walks for spectators to get cups of tea and hence damaging to fundraising efforts. Also the clubs provide private function hire, attendance at these functions would reduce if moved outside of walking distance. More housing is needed as there is nothing affordable for first time buyers in Kidlington. However housing near to the Canal will increase the price of the development.
Karen & Tony East	KID-A-050	Kidlington would become over built and suburban rather than a village. The loss of local spaces would increase the need to drive to access a central location. Children need to access the parks to play ball games as they cannot play in residential streets. Stratfield Brake is too far for children to walk/not safe. Kidlington has a perceived higher crime rate than recent years. Removing green areas and adding more housing and more people would make it worse. Kidlington needs smartening up and better shops (not charity or food outlets) rather than homes on green spaces. Kidlington is becoming a commuter suburb with lots of rental properties.
Clare Woodward	KID-A-051	Objection to loss of Yarnton Road park which provides local access for informal recreation
Mary-Ella Tuppenney	KID-A-052	Concern at loss of local parks & recreational facilities for children. Yarnton Road Football Club is used by the representative to teach classes so this would affect their work and income. Kidlington is becoming more like a town.
Lucy Smith	KID-A-053	Consultation concerns. Concerned for safety of children who would need to walk further to access green spaces. Children will instead hang around on the High Street. Benmead Park provides local facility for dog walking, particularly important for elderly residents. North Kidlington School uses the space for whole school events. How will all teams be able to play at Stratfield Brake, parking is difficult enough there now. We should instead be investing in playground development i.e. water parks to attract others to Kidlington.
Nita Middleton	KID-A-054	We value the facilities at Kidlington FC and their location within Kidlington
Gill Brain	KID-A-055	The loss of open spaces would affect the whole community. Many local people grew up with these facilities.
Maragret Boggs	KID-A-056	The proposals would remove recreation areas at a time of an obesity explosion. Surely we should be developing recreation areas. It is not feasible or safe for young people to travel from one end of Kidlington to the other for a game of kick around football. Sports is more than just belonging to a team. Green space is important for all ages and should be accessible to all, not just those able to walk from one end of the village to the other. Affordable housing for whom? Kidlington has become prohibitive for first time buyers.
Sarah Trinder	KID-A-057	There are many places and fields around Kidlington to build on, but taking children's parks and sports clubs is a disgrace. Stratfield Brake is right next to a dual carriage way and is hardly in Kidlington. Children couldn't walk or bike there. Suggest building housing behind The Moors.
Michael Tuppenney	KID-A-058	Proposal to develop on proposed areas is greed. These places are used for functions and social gatherings. There are plenty of fields in and around Kidlington. Yarnton Road and the estates around it are busy enough without adding to congestion.
Nickie Rogan	KID-A-059	Oppose making sport inaccessible at a time when childhood obesity is so high. Football grounds have been used by generations. As well as the loss to the local children's play areas, there would be impacts on the spaces used by people for other interests. Moving to one facility outside of the village is not achievable or safe.
Michael Tuppenney	KID-A-060	Stratfield Brake is out of the village and this means having to drive to it, and there are parking concerns. The land does not drain very well. This will stop young children from playing football. Local facilities have been used for many years.
Ginny Fellows	KID-A-061	Kidlington Youth Football Club has developed its own identity within Kidlington and this would be lost. Green spaces for children to play would be lost, and spaces for dog walking and other informal recreation. Where else will the children play? Kidlington Football Club at Yarnton Road is an integral part of Kidlington and families go to watch the games and support the local men's team.

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Katherine Simpson	KID-A-062	The Masterplan does not acknowledge how well used the parks are by people for informal recreation; they are extremely popular. There are many more football teams in Kidlington than mentioned in the report. Query the airport data. References (in Section 8.5 and Appendix B) to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary". Additional housing will add pressure on schools and congestion. Local schools do not have room to expand and already suffer from extremely heavy school run traffic. The suggested multistorey car parks are too close to housing. A survey is needed to investigate how car parking is used. Consideration should be given to other controls i.e. where shoppers reclaim their parking charge from local shops. The Football Clubs are so well supported because people can walk there. The different teams have strong identities that would be lost with consolidation. Stratfield Brake would increase car traffic. The pitches at Stratfield Farm are long and narrow, and pitches could be far away from facilities. If the facilities were to be run commercially, as suggested, the costs to the clubs could be far higher than at present.
Trevor Elford	KID-A-063	Full opposition to transferring all sport outside of the village.
Samantha Henwood	KID-A-064	Kidlington is losing its community. The proposals would increase car use and make roads unsafe for children to cross. Health care infrastructure is limited and schools are full. Objection to building on children's parks and football greens.
Mark Lowen	KID-A-065	Kidlington faces difficulties with transport outside of the village beyond Oxford, other bus transport is irregular and unreliable. Support for traffic calming and cycle routes along the Oxford Road; which would also benefit from street lighting. Bicester Road would also benefit from similar traffic calming measures. School run traffic at Edward Feild School is a concern. Providing housing on the recreation grounds is not appropriate; children need open spaces close to where they live. Children cannot walk further given the high level of traffic. In terms of the men's football club, this is linked to the social club in terms of funds and without this the trust would collapse. Local people do not use the facility at Stratfield Brake as it is. Stratfield Brake already costs a significant amount to the Parish Council and increasing its size will add to that expenditure. Providing additional housing in the village should not be to the detriment of our children. Infill housing is already being provided in the village. Other options are available include relocating the allotments. There are better ideas in terms of reconfiguring the Exeter Close complex which the Parish Council will present. Moving the Bowls Club would be expensive and take some time to re-establish. Future expansion of the village should not cross the Oxford Road. Instead the Post Office sorting depot and the fire service should move their headquarters to the perimeter of the village in the north, and instead the village centre could be expanded onto their substantial land. Proposals to reduce surface parking will not work in a rural community. Witney is an example of where free parking has supported a vibrant rural town centre.
Amanda Clarke	KID-A-066	Families and older people use open spaces for informal recreation. If it is not local, people will do this less often and become more isolated or rely on using a car which will cause more congestion and pollution. Amalgamation could reduce access to sport for youngsters. Parking at Stratfield Brake is difficult. Cycling is unsafe on such a busy road. It would also take some of the heart and interaction from local areas which local facilities provide. Kidlington is congested enough already. Building on open spaces will increase flood risk.
Nic Griffiths	KID-A-067	Young children walk to these facilities and they are used for a range of other activities. They would need driving out of the town and picking up again, this also applies to the supporters. Children will do less activity. We need more facilities for children not less. Why not look at sites at the edge of villages first. How will schools cope with the extra children, and where will they shop now that the Coop site is due for development? If the land is sold for housing then then proceeds should be left in the village.
Sarah Innes	KID-A-068	The proposals would mean an increased need to drive & find parking. Local green spaces provide opportunities for informal recreation. Value the Youth Football Club's identity, location and facilities. The area at Stratfield Farm is long and narrow and there are concerns about the logistics of football so far from facilities. The proposals will increase health problems especially obesity.
Samual Jack	KID-A-069	It would be sad to lose recreation grounds which have been around for years. If the plans go ahead then as the representor does not drive the children will not be able to take part in sports.
Lee Johnson	KID-A-070	The proposals would remove local opportunities for informal recreation, particularly important for children. Families that don't drive will miss out on team sports.
Eliza Charlton	KID-A-071	Playing fields provide much needed green spaces for children, essential for keeping them happy & healthy & with childhood obesity rising. At the moment it is easy for children to get to the parks but it is not easy to access Stratfield. In addition, so many new homes would have a disastrous effect on the infrastructure of Kidlington.
Elissa Clark	KID-A-072	Leave Kidlington parks alone.
Sarah Leach	KID-A-073	The green spaces are valuable to the community for sport and for general use. It is essential that the ability to walk to sports pitches is kept, this has benefits for players, parents and supporters in terms of health and money saving. There is no public transport stop near Stratfield Farm. The separate football brands of Kidlington are well respected. The proposed ground at Stratfield Farm is at risk of flooding, & there is not enough space for all teams to be a viable alternative. The current facilities at Kidlington FC, Yarnton Road are good and well managed. Money is being put back into the club and improving the facilities. Clubs are run for the good of the community. Children will be left with no activities, this will lead to even more obesity. Families will need to drive out of the village to access good parks, in turn having a knock on effect to the local trade. This will increase the local crime rate. Instead we should be improving facilities. Give more thought to what the local community actually wants. Agree that there is a need for affordable local housing for local people but this should not be to the detriment of the community. Instead look at building between the University building and the Airport. Consultation concerns.

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Kidlington Cricket Club	KID-A-074	The proposals would destroy the fabric of football within the village. Kidlington can pride itself that football has always been within the village for many years, it helps to provide community spirit and should be easily accessible for both spectators and in particular young players and potential young players. Kidlington Football Club has worked tirelessly to develop, improve and provide a great facility at Yarnton Road both on and off the field. When the Football Club was moved from where Exeter Hall now stands it was considered imperative that the club remained within the village. This presence is still vitally important.
Laura Foster	KID-A-075	The parks are funamental in the upbringing of local children giving them a communal areas for informal play without which they may become a nuisance to the local area, become more unhealthy and overweight and have far less social interaction. The parks are also used by dog walkers, joggers and parents with young children. Given the proposals to shut the local children's centres it is even more necessary to keep our communal areas available. Moving football clubs to Stratfield Brake would result in increased car use, coupled with additional housing would make traffic unbearable.
Lucy Holmes	KID-A-076	Oppose the plans. The parks in Kidlington are used everyday by young and old. The community does not support this.
Ken Groom	KID-A-077	Keep all the playing fields, children need exercise & putting them all in one place is no good.
Julia Haynes	KID-A-078	Value Kidlington Youth FCs identity. Moving to Stratfield Brake would mean always having to drive. Green spaces are used for a variety of purposes. Value the football club facilities and their location within Kidlington. The area at Stratfield Farm is long and narrow and there are concerns about the logistics of football so far from the facilities.
Hayley Harvey	KID-A-079	Say no the building on Kidlington parks
Louise Drury	KID-A-080	We all enjoy our parks and football club. Disapprove of the proposal.
Mrs Cris Blunsdon	KID-A-081	This is unreasonable; where will children be able to run free and play. Kidlington has too many flats which are of no use to normal working residents of Kidlington. More housing will put pressure on schools.
Mrs Amanda Pipkin	KID-A-082	Consultation concerns. The local parks and fields are a vital part of the community which enable us to allow children to explore their independence and play outside locally and otherwise for general recreation use. It would be impractical and dangerous for children the travel alone to the Stratfield Brake area. The area is long and narrow and has the potential to be very heavily used, resulting in increased congestion and difficult access. Potential management by a private company could mean the new facility is not accessible to all. CDC should instead improve the existing parks. Increased urbanisation of parkland would potentially increase flood risk. Housing - no new housing will actually be 'affordable'. Already concerns that there is too much infill in Kidlington/overdevelopment. There are no parking problems and a new multistorey would not enhance the look of the area. Bringing another large retailer to the area would not encourage people to visit smaller, local retailers. How will improving the village centre around the Oxford Road area help to bring the 'split' village together?
Liam Walker	KID-A-083	The proposals would remove community assets in the heart of the village. Further built development will impact on existing resources (doctors and school places). Instead housing should be built on disused industrial areas in Cherwell (plenty in Banbury)
Warren Jones	KID-A-084	Facilities at Evans Lane, Kidlington Football Club and Garden City are regularly used and although the facilities need upgrading they do not need relocating. Strong opposition from current residents.
Liam Robbins	KID-A-085	Consultation concerns. Opposition to building on parks and green belt land.
Simon Comley	KID-A-086	The plans will reduce the amount of land available for various sports clubs and areas for recreation. More homes would cause more congestion. If the plans go ahead it would stop children playing football contrary to Government promotion of activity and exercise for children.
Sue Castle	KID-A-087	Kidlington is a large village which needs sports fields for all ages. Moving facilities outside of the village to provide housing for outsiders is a disgrace.
Colin Briggs	KID-A-088	Object to the proposed Kidlington development.
Emma Briggs	KID-A-089	Object to the proposed Kidlington development.
Lorraine Goodgame	KID-A-090	Where will the children play if parks are built on. Children will become a public disturbance roaming the streets through no fault of their own. There will be an increase in childhood obesity and the lack of accessible play areas.
Natalie Brownsill	KID-A-091	The football pitches are well used and the green areas are also used for informal recreation. Travel to Stratfield would cost money/require access to a car. Kidlington junior football is an important part of the community. Moving to a smaller area that will have to be used by multiple teams will mean extra cars travelling to the new venue & require additional parking.
Laura Palmer	KID-A-092	The parks are well used by many. Residents in Kidlington do not support these plans. Public meeting required. We should be encouraging outdoor play for children.
Dr Jennifer McGillivray	KID-A-093	Green spaces within easy reach of people's homes means that kids can get out and exercise, which is important given the obesity epidemic. Homes do need building but not at the expense of a healthy lifestyle for local people, many of whom cannot afford gym memberships.
Chloe Rochford	KID-A-094	The plans are unfair to children and parents as there will be no parks left to play in and football players won't be able to train or play at their home matches. People will lose their jobs at Yarnton Road Football Club. All the money and hard work that has been put into making our football club better will be wasted.
Stephen Holden	KID-A-095	No support for building on parks
Russell Walker	KID-A-096	The village football pitches are very special places for all the children in Kidlington and are also used for informal recreation. Children need space to play close to their own homes. Not all parents have cars//the time to take children further afield to play.
Geoff Talboys	KID-A-097	Residents do not support building on green spaces. People would have to drive further if clubs are relocated. Many people have put lots of work into those spaces and lots of people enjoy them.
Rachel Wells	KID-A-098	Oppose the plans to build on parks. Evans Lane park is used on a regular basis.

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Andy Drury	KID-A-099	Benmead Road park is enjoyed by a number of residents young and old. North Kidlington School also uses the facility on a regular basis and they only have limited outside play areas themselves. Benmead Road is busy and has parking issues. Developing the park for residential use would only put more pressure on an already busy road, very close to a school. Relocation to Stratfield Brake would encourage further car use. Kidlington is in danger of overpopulation and becoming like an inner city.
Jen Drury	KID-A-100	Building on green areas means more houses, more cars, more problems. Traffic on Benmead Road is already horrendous. The playing field and nursery in the park provides pleasure for many groups of people. Is Kidlington a village or a town?
Sharon Yendle	KID-A-101	Kidlington should have held onto more of its historic character. The proposed Coop redevelopment is ugly. No to building on recreational areas. Kidlington should not become just a commuter town.
Amy Palmer	KID-A-102	Opposed to the plans to redevelop green spaces and childrens' parks which form an essential part of childrens' development and growth. The parks are within walking distance of homes and to develop on them would be detrimental to children.
Steve Bevis	KID-A-103	Grandchildren use the play facilities, if these are lost then travel outside of the village could be required. Opposed to the plans.
Alan Shatford	KID-A-104	No to the development plan for Kidlington
Alan, Susan & Laura Nottage	KID-A-105	Opposed to the building developments that affect the current recreation grounds in Kidlington. These areas of open space are essential for the village and its future generations.
Laura Doherty	KID-A-106	Object to the Kidlington Development Plan, in particular the proposal to replace park/leisure areas with housing
Bob Sherlock	KID-A-107	Garden City FC at Ron Groves Park is located in the vicinity of children who play for the club. Some children have no means to get to the proposed new location, and would instead probably take to the streets without aim. Youth football aids development as players and citizens. Government policy promotes exercise. The men's football club at Yarnton Road is being used more and more each week. If there were forced out of the village all the recent hard work and team success would have been in vain as access would be by car only for most users. The recreation land should be used only for sport.
Rachel Pittick	KID-A-108	Whilst new housing is needed it should not be built on recreation land. The parks and fields are used by families and adults, not just for football. In light of obesity it is important to keep recreation areas for children. Fields are also used for dog walking and people may not be in a position to walk up to Stratfield Brake. These plans will drive people away from Kidlington rather than to it. Who is going to walk nearly 1.5 miles to get to a field? What parks will there be to take children to?
Mark Pepper	KID-A-109	No to the development of our parks
Rachael Turner	KID-A-110	Object to building on parks. Existing parking problems will be exacerbated. Sports facilities should stay in the village and people should not have to travel too far.
Karl Fellows	KID-A-111	The green areas are used for childrens' recreation, taking away safe opportunities will increase the obesity problem and children will instead socialise around the High Street making the vulnerable feel unsafe. Stratfield Farm won't be big enough for all the villages football teams. Child welfare issues of mixing mens and kids football. Dog walkers use the parks - where will pets be exercised? Kidlington Youth team has its own unique identity which would be lost with so many clubs at the same venue. The current village centre is over crowded with the height of the buildings and adding more will make it unappealing. Road infrastructure cannot cope with additional traffic. Primary schools and doctors surgeries cannot cope. Spectators would no longer be able to walk to watch village football.
Louise Crone	KID-A-112	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Graham Nutt	KID-A-113	Too many teams would be crammed into one area which is unfair on them. Local green spaces are used for other purposes such as local scouts and guides and by families. Individual club identities will be lost.
Jane Rendle	KID-A-114	Consultation concerns. References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Gary Johnson	KID-A-115	Recreation facilities are well used. Activities for children promotes their health and happiness especially in the light of obesity problems. Activities are run by volunteers; community cohesion. Kidlington FC have spent a lot of money on their facilities.
Clarissa Worth	KID-A-116	Children need activity space, Government encourages children to exercise. The proposals are shortsighted. The removal of local facilities will increase the need to drive to facilities. North Kidlington School also benefits from being able to use Benmead.
Helen Matthews	KID-A-117	Disagree with the plans to develop on and move the playground/parks
Jackie Tanney	KID-A-118	Leave football clubs and fields alone. Would lose the enjoyment gained by spectating sport.
B Willoughby	KID-A-119	Opposed to development on Kidlington's recreational parks and communal areas. These are an important part of the community and must be retained.
Tom Clark	KID-A-120	Opposition to the plans to build on green spaces, there are not enough parks in the village as it is. New housing will inevitably be marketed towards London commuters at extortionate prices instead of helping young people obtain housing.
Steve Taberner	KID-A-121	Object to the proposal to relocate and consolidate the sports facilities across Kidlington. There is already a lack of areas in Kidlington to play sports and this proposal will further reduce the options available.

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Tracey Giles	KID-A-122	Object to the proposals to lose green spaces. Children use the parks regularly and some people don't drive, also the spaces are used by the older generation to walk their dogs.
Yvonne Sinnott	KID-A-123	Objection to building on the parks and Yarnton Road Football Club. Much good has been achieved by these clubs. No one wants to go to Stratfield Brake. New housing should not replicate the poor design quality of recent builds.
Benedicte George	KID-A-124	The areas identified for developed are the last plots of greenery which break up the housing estates and provide recreation. The green spaces are well used for recreation. Any more housing on Yarnton Road will reduce water pressure which is already borderline. Parking will be a problem if activities are consolidated at Stratfield Brake; entering and exiting the Kidlington roundabout is already difficult.
Susan Simms	KID-A-125	Objection to building on open spaces and parks. The village cannot cope with every bit of green space being built on. Too much development (flats). There is insufficient infrastructure to sustain the amount of people the plans allow for. Whilst the train station will help people find work, it will not bring employers to Kidlington. Why not build housing on the land near Stratfield Brake.
Clare Cooper & Daniel Rand	KID-A-126	Objections to the plans. With the amount of housing proposed, where will the children go to school. Traffic concerns. Concern at loss of recreation spaces, children will not be able to travel alone to Stratfield Brake. Local green spaces are used for informal recreation. Kidlington Youth Football Club has a long history and the facilities at Yarnton Road are frequently used for private functions. Money could be better spent on improving the centre and retail offer. Should develop Exeter Hall to make it the heart of the village, more of a village hall that people could hire. Parks could also be improved like the splash park at Witney; a cafe on site would draw people from surrounding area.
David Hughes	KID-A-127	Object to proposals to build on the local sports and recreation areas. This would be a loss to the community.
Nick Tanney	KID-A-128	Building houses on the fields would mean children have nowhere for any outdoor activity. This is particularly important given obesity problems. It is well known that English football is becoming ruined because children do not have enough fields to play. There are already traffic problems in Kidlington. The Council is tasked with becoming more green, how will this help? Should listen to what the community wants. Instead of building on this land, the football clubs should be given more funding.
L J Brain	KID-A-129	Opposed to building on many if not all of Kidlington's playing and sports fields. Recreation fields are needed now more than ever due to the ever growing population of Kidlington.
Jane Hughes	KID-A-130	Objection to building on all sports and recreation fields.
Fiona Thomas	KID-A-131	Has a livery yard in Kidlington. There are problems accessing safe riding around the area, several accidents and a fatality in the area due to dangerous riding routes and heavy traffic. Cyclists would also value safer routes in and around the area. Development should take into account alternative forms of transport and leisure, existing rights of way should be upgraded and existing routes linked so that no one has to ride or cycle on a busy road to get to a safe route. It may be possible to look at the disused railway line linking Kidlington and Shipton through to Woodstock and on to Sansom's bridleway as a potential route.
Shoana Tanney	KID-A-132	Object to the proposed plans for Kidlington. The village should instead promote green outdoor areas for future generations to grow. We should invest in the areas we have and make Kidlington a proud 'green' village. The village centre should be improved, promoting growth rather than charity shops. Invest in children and families. Attract tourists.
Jenny Williams	KID-A-133	Building on parks is ridiculous, children need more to do not less. Plus the fields are used for dog walking. There must be other places to build houses and any housing build should be affordable
Martin Palmer	KID-A-134	Kidlington is a growing community and would benefit from improvements to the village centre and other amenities, but the overriding concern should be protecting Green Belt surrounding the village. Traffic in Kidlington is appalling without further development.
Paul Machin	KID-A-135	The parks have been a well used facility for many years for informal recreation and for sport as well as to use the club facilities. Games at Stratfield are not ideal due to the long walk for equipment between the pitches and parking, and from the pitches to the facilities. Alternative sites should be found for housing including land where Gosford All Blacks played or on Stratfield Farm.
Gerry Foley	KID-A-136	Amenity green space is important given childhood obesity, smaller housing being built, increase in traffic on the roads. Building an out of town sporting facility will not enhance people's lives.
David Platt	KID-A-137	The proposals for consolidation strips the identity from individual football clubs. It deprives local children and adults of open green space within the village for recreation. Traffic is already chronic and there are already parking problems. It will negatively impact on the successful business Kidlington FC have built up at the Yarnton Road site. Car parking at the proposed site is not adequate for the amount of attendees. Historically clubs forced to the extremities of villages & towns cease to exist because it is too much effort to attend matches/events. The lack of events at the existing Stratfield Brake function room shows that the location is wrong. The plans will have a disastrous impact on football & community.
Shelley Hopper	KID-A-138	Kidlington does not need more housing. Schools are already full. Already traffic issues. Having all sports teams playing from one ground would not work. Stratfield is not easily accessible and people would have to drive to matches. Local green spaces are used for dog walking. Yarnton Road FC is popular not just for football but for the community with lots of social occasions. Anti social problems will increase without recreation for children. However, Exeter Hall is a great development site. Kidlington needs a big park with cafe facilities. Consultation concerns.
Chris Simmonds	KID-A-139	The ability for children to walk to existing grounds was part of the reason for joining the Kidlington Girls Team club. The new location at Stratfield would require driving, adding to traffic and pollution. The club house is a second home. The Football Club should remain within the actual boundaries of the town, within walking distance. Why not build housing on the field you propose to move the club to?

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Alison & David Cook	KID-A-140	Objection. The recreational spaces are well located to enable residents to walk to them and to participate in activities and sports. The green spaces are well used for many purposes. Open spaces are important when adults and children are being encouraged to be more active. Stratfield Brake are not easily accessible and will require people driving to get there, spectators are less likely to travel this distance. Parking there is not sufficient. The football clubs create a sense of community. Development on green spaces will increase flood risk and would increase local traffic and on street parking. Large residential developments already approved will make the green spaces even more important. Green spaces are an important community resource; without them Kidlington will become a dormitory without a heart.
Joanne Buckle	KID-A-141	The parks need improvement not taking away. Bicester has had a revamp, why not Kidlington. The parks are so important to children who don't have access to gardens. Parks are used by local dog owners and by local schools. Teenagers already do not have much to do. It is important to promote healthy living and being active. Also concerned at loss to nature.
Darren Bray	KID-A-142	Parks in Kidlington are regularly used, particularly for training at Evans Lane
Gary Pearson	KID-A-143	Opposed to the plan to lose recreation facilities.
Kidlington Football Club	KID-A-144	Opposed to the plan to relocate the village football sites. History of similar projects including Thame FC suggests such decisions can limit and destroy successful sports facilities within local communities and destroy opportunities for local people. The proposals would destroy Kidlington FC & undo considerable effort. The proposal is unethical.
Phillip Parker	KID-A-145	The proposals for consolidation strips the identity from individual football clubs. It deprives local children and adults of open green space within the village for recreation. Traffic is already chronic and there are already parking problems. It will negatively impact on the successful business Kidlington FC have built up at the Yarnton Road site. Car parking at the proposed site is not adequate for the amount of attendees. Historically clubs forced to the extremities of villages & towns cease to exist because it is too much effort to attend matches/events. The lack of events at the existing Stratfield Brake function room shows that the location is wrong. The plans will have a disastrous impact on football & community.
Daniel Wise	KID-A-146	The road infrastructure at rush hour is already overrun. Where are children supposed to play. Moving the football such a distance will mean people have to drive, currently most people can walk. Kidlington village will be swamped with more housing. Local doctors services are already full.
Claire Bevis	KID-A-147	It is important to keep local parks and leisure facilities for the children of Kidlington village. Facilities are well used. Object to building on them.
Becky Considine	KID-A-148	Enjoys the freedom of being able to walk to green areas with the children. Recreation areas are important given the concerns about obesity, healthy living and tv/computer etc. Often spectate at football matches and meet up with local communities. Fearful of children growing up without a local park and turning to anti social behaviour. Areas are also used for community events and for local businesses (personal training etc) as well as for charitable events. Stratfield Brake requires car access, parking is insufficient/dangerous. It is not in the heart of the Kidlington community.
Giles Puleston	KID-A-149	Opposes the plans because the current green space is enjoyed and Stratfield Brake will not be sufficient to facilitate the same level of sport for a growing community.
Adrian Martin	KID-A-150	Where will children and adults enjoy outdoor space? There is already a shortage of pitches in Kidlington. Families walk to support games but they cannot walk to Stratfield. The areas are not only used for football; also used for dog walking and for local exercise for the elderly. Why not build more housing at Stratfield. The additional traffic generated would have direct access to the main road via the roundabout instead of bringing more traffic into the already congested areas. North Kidlington Primary School uses the park on dry days and for sports days and they use the woodland area for outdoor education.
Ms Simmonds	KID-A-151	Agree with the role of Kidlington as described in the Masterplan and the village character description. However, concerns about overdevelopment/backland development along The Moors. The Moors used as a rat run and it has inadequate parking. There is a shortfall in all weather sports pitches. The football clubs in Kidlington are very important. In the context of obesity concerns, it is important for young people to exercise. To have all teams in one area would create parking problems. To close or reduce recreation grounds not only affects sports teams but also dog walkers or parents who want children to play in a green space. It is important to promote sports and to keep spaces local to people's homes. Local green spaces promote independence in young people, parents would not be happy for them to travel further (safety concerns). Exeter Close would benefit from improvement. The children's centre should be helped more. There is not enough community facilities/provision for 2 year olds. It is important to provide support for families on lower incomes as there are areas of deprivation within Kidlington, such as the children's centre. Do not agree with the Masterplan's assessment that dispersed sports clubs is a weakness. Parking issues in residential areas are becoming more obvious following restrictions to the slip roads. Affordable housing shortages mean young people are pressured to move out of the area. There is no further need for housing that will be used to rent. The Build project is supported. In terms of 'revealing Kidlington's distinctive identity', there are many community groups etc that are very separate all working in their own way. Maybe some kind of group event would help Kidlington's identity? Parking - the use of parking areas should be monitored closely before other ideas are explored.
Les Deabill	KID-A-152	The plan would result in the football clubs losing their individual identities. There are no advantages of moving to Stratfield Brake. This would mean the death of three thriving football clubs within the village. There are other places that have tried moving out of town with disastrous consequences. Kidlington Football Club at Yarnton Road is thriving and is able to profit from their own bar. Facilities at Stratfield Brake are not well used for functions etc as they are too far out. Public condemnation for these plans is unanimous.

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Henry Brougham	KID-A-153	The Airport has a local role but do not exaggerate it. Inaccuracies in the detail of the description of village character and of green infrastructure, community facilities, movement/connectivity, the socio economic analysis & the Exeter Close section. The identified lack of facilities on the Canal should be qualified by noting the facilities nearby at Thrupp. It is too early to say that the pedestrianisation scheme has failed to deliver the anticipated benefits. The main issue in terms of community facilities is implementation - where will the funds come from? There is no capacity to support additional retail floorspace given the number of empty units and charity shops. Suggest widening the offer with an Aldi or Lidl on the Post Office/Fire Service site (or Audi) or a cinema. Conditions for pedestrians and cyclists would be improved best between Benmead Road and Yarnton Road junctions although this would reduce road capacity. Unless an increase in congestion in the centre is accepted, traffic will have to be rerouted via Langford Lane and the A44. Employment growth proposals will put pressure on the transport system, increase commuting, and there is already low unemployment in Kidlington. Poor access to housing/restrictive policies on housing supply will be exacerbated by employment growth and by the new railway station. There is already poor integration between employment and the village centre facilities. The proposed landscape appraisal should be dropped; a Green Belt Review is not currently proposed. Any multistorey car parking needs to follow best practice in terms of integration into the townscape. In terms of sports facilities, maintaining access to facilities and open space must be prioritised, particularly since housing density is rising. Object to a loss of open space for housing. The proposed public realm improvements will reduce highway capacity at the same time as economic growth will cause traffic to grow. Will traffic be rerouted via the A44? Support for improved pedestrian/cycle routes between Kidlington and the employment areas.
Kidlington Youth FC under 10s	KID-A-154	Opposition to the plans to build on recreational areas. Kidlington needs more recreational areas rather than less. Access for children will be even harder if the clubs relocate to Stratfield Brake. Children should be encouraged to use these areas and the areas should be improved.
Louise Clarke	KID-A-155	Children and adults need outside space. The Government encourages young people to get out of the house and exercise. Losing open space is not the only solution to housing needs.
Stuart Wilkinson	KID-A-156	Objection to the plans to develop on football pitches and moving the facilities to the more remote parts of town. These small pockets of green support local clubs and provide valuable and much needed recreational facilities for the youth of the town, within easy walking distance. They are obvious visible encouragements for children to be involved in activities. They also provide space for other uses including walks and provide a more enriching environment to live alongside. These small pockets could be used even more efficiently and productively, more could be made of these valuable assets. Extending Kidlington and providing a similar mix and density of housing is preferable to increasing the density of housing, losing valuable green spaces and diminishing the sense of cumminuty and well being. This is more in line with the Strategic Economic Plan of the Oxfordshire LEP and the associated Strategic Environmental and Economic Investment Plan.
Alexandra Carroll	KID-A-157	Opposition to the plan to build on parks including Ben Mead and Ron Groves. These parks are used daily by dog walkers and is accessible for small children/pushchairs. Ron Groves is home to junior football. The loss of these areas to housing will cause stress for all those who use the spaces.
Emma Forster	KID-A-158	Uses the local football pitches for football. Relocating them to the other end of Kidlington would raise safety concerns and parking problems particularly on tournaments. Stornly against the proposed plans.
Emma & Robin Wyatt	KID-A-159	Reducing the size of Ron Groves Park for housing is not meeting the needs of Garden City residents. Going elsewhere in Kidlington would require a car drive and this is not something that can be done on the way home. By reducing play space you encourage children to play on the street and with the level of traffic their safety could not be guaranteed. It is great having existing sporting clubs so near. Garden City is a community. There is not sufficient parking at Stratfield Brake. Parking already floods over onto the Garden City Estate roads. There is no play area at Stratfield Brake to occupy other children not playing football. The facilities at Strafield Brake are not superior to Ron Groves Park. The open spaces provide vital community amenities and the Masterplan document even acknowledges that there are not enough green spaces. Why is a reduction in childrens play space at Exeter Close proposed, particularly at a time of obesity problems and when houses are being built with smaller gardens. Children do not have as much room to play outdoors as previous generations. Ask the views of residents. Other areas should be used for housing i.e. near the train station going towards joining Oxford at Jordan Hill.
Simon Hedges	KID-A-160	Objection to the Masterplan. There are three big issues which will be exacerbated by the proposals: childhood obesity, traffic and infilling of open spaces in suburban areas. The parks at Evans Lane, Benmead Road and Maple Avenue are used extensively and ensure children get vital exercise and for dog walking. A reduction in the size of the parks means that activities will be squeezed onto a smaller area when they all need their own space. The spaces provide communities with a feeling of openness and space. People should not have to walk off into the countryside every time they need to walk or exercise. A village of such a large population should have access to 3 large parks of this size. Children unlikely to travel down to Stratfield Brake, resulting in less exercise being taken and leading to unhealthy lifestyles and antisocial behaviour, as well as encouraging car travel. Currently the individual clubs have their own identity. A new 4G pitch to share at Stratfield Brake would be a welcome addition. Joint facilities would need to be run on a commerial basis whereas currently the teams are self sufficient and run by volunteers. Stratfield Brake should still be improved but not at the expense of other facilities. Currently people don't need to drive to attend matches. The social club is well used and would suffer - people would be forced to drive and it would no longer be a convenient place to walk to for meeting up. Witney Town and Bicester Town football clubs died when pushed out to the edge of the areas they represented. It is not just football that needs to be considered, there is a lack of free tennis courts. Appreciate that there is housing pressure but this should not mean building on open spaces within the village. The village should instead expand outwards.

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Representation Name/Organisation	ID	Issue
Debbie Whitehead	KID-A-161	Objections to plans to develop on the parks and football pitches. Stratfield Farm is unsuitable. Young people currently have the opportunity to play club football from a young age through to adulthood within the village. The parks also provide spaces for informal healthy recreation. Young people will not so easily be able to get to Stratfield Farm and this will require parents to drive, adding to traffic problems. Concerned at loss of play space in a time of increasing obesity. Older people would also lose somewhere to walk to exercise their dogs and meet others. Kidlington would lose its community and a sense of belonging. Proposals are not in the interest of Kidlington residents.
Sarah Goodwin	KID-A-162	Opposed to the proposals in the masterplan as a Kidlington resident with children.
Nicola Holden	KID-A-163	Oppose the planned development. Each and every play area is well used for recreation and sport. To use Stratfield Brake would increase traffic and parking along narrow roads. It would also cause disruption and unsettlement for Kidlington residents. Using the parks for housing would create a higher need for parks. Kidlington needs its green spaces to allow sports, children and dog walkers to benefit from living in the area.
Michaela Stevens	KID-A-164	Kidlington Football Club is in the heart of the village and walkable for many attendees and players. The open space is ideal for walking dogs and the social club supports many other activities. Housing should be built further outside the village.
Mike Gradwell	KID-A-165	The existing small pockets of green areas in the village are ideally sites to support play and recreation to their surrounding housing. Any reduction in their areas or incorporation into one site will be hugely detrimental to the kids within those areas. There has been increasing interest in football and children can make their own way to the grounds which would not happen if the club was moved to the fringe of the village to the detriment of the club's identity and the number of players. A lot of committee/volunteer work has been put into Kidlington Mens Football Club which has been self supporting and the club has flourished. Profits from club events and football supports the club, as the club is located within the community and within easy walking distance any move to a new site would have a negative impact on income. The village is large enough as it is, the green islands are the last safe areas for kids to play close to home.
Martin Baker	KID-A-166	There is already enough housing in the village in terms of what the village amenities can sustain. Losing 3 football pitches will take away the identities of the clubs. The Yarnton Road Social Club has become a focus for all village events, which Stratfield Brake has failed to do. Where will children be able to play in walking distance of their homes. The proposals will increase traffic and parking problems.
Mrs Theresa Salcombe	KID-A-167	Do not want any building on parks or recreation grounds, the village is currently family friendly.
Gosford Hill School Governors	KID-A-168	Consultation concerns. The proposals will potentially have a big impact on the school. Would like to register an interest in the preparation of the document.
Jon Waite, Kemp & Kemp - Manor Oak Homes	KID-A-169	Agree with the description of the role of Kidlington. The description of village character and in terms of revealing Kidlington's identity focuses too much on the rural areas of the settlement when in fact it is both urban and rural. Agree with the community facilities section and movement and connectivity. The description in the economy and employment, housing, planning, consultation, and vision sections is supported. The Council should be seeking to address immediately the high level of need for market and affordable housing in Kidlington. Opportunities for the delivery of housing (p59) should also include the availability of suitable sites on the edge of Kidlington. Urban extensions are sustainable also - the Masterplan does not go far enough in recognising that Kidlington is a suitable location for accommodating some of Oxford's unmet housing need. Support for acknowledgement of the need for high quality design. The link between new development and the continued support and retention of key community facilities needs to be clearly highlighted in the village centre and community sections. The joined up approach to employment growth around Begbroke Science Park, Oxford Technology Park, London Oxford Airport and Langford Lane is supported.
Nicholas East	KID-A-170	Objection to the plans to build on land of the football clubs. The clubs are the heartbeat for residents of the village and there has been substantial work undertaken by many people to build a football club we can be proud of.
Katherine Thomas	KID-A-171	Consultation concerns. Concerns at references to Green Belt sites which indicates a wider intention to redefine Green Belt boundaries. Alternative solutions must be found/alternative options explored first. References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary" which sounds very like a local review of the Green Belt which was rejected by the Local Plan Inspector.
Keith Stratford	KID-A-172	Oppose the idea to relocate the current recreation areas/clubs to Stratfield Farm. This would negatively impact a range of residents - dog walkers, children playing within walking distance of their home or more organised use by various teams for sports. Once green spaces are developed they are lost for future generations and this would not improve Kidlington. Relocation would force people to drive to training and matches. The green spaces are maintained and kept in good order by the football clubs for use by all, with little cost to CDC. Individual clubs would lose their identity. Children would no longer be able to play regular organised football within their village. Currently splitting the Kidlington Youth club over 3 sites allows the club to run training and events for specific age groups in a safe location i.e. 5 year olds. The logistics at Stratfield Brake make volunteer work more difficult - a long walk carrying heavy equipment from storage & facilities to the pitches, meaning vital fundraising revenue from food & drink would be lost. Don't underestimate the social impact on children of taking part in organised sports/clubs with a clear identity. Agree that the lack of a good quality winter training facility within the village is an issue; a 4G facility would be an asset to the village.
Helen Huggins	KID-A-173	Green spaces have been in Kidlington for a long period of time. Where would the children play if village green space are lost. The facilities for children to play sport & exercise locally would be lost. Relocation to Stratfield Brake would increase traffic & the site could not accommodate the volume of football & rugby that is played.

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Representation Name/Organisation	ID	Issue
Simon Dickens	KID-A-174	Far too little green areas left in Kidlington. Loss of facilities for children. It is important for parts of the village to have their own local children's football sides and for them to be close at hand. Loss of individual club identity if all clubs were to move to one place. Kidlington FC at Yarnton Road is not just a football club but a hub for the community with a thriving social club, which is a thriving business. Well supported by the local community & a move away from a central village location would destroy this. The proposed move would increase car traffic and create car parking issue. Moving the club to a remote site, which was done at Witney, would be its death knell. The proposed housing for these areas is too dense and there would be parking and congestion concerns. New housing should be built on the outskirts rather than infilling.
Rita Aust	KID-A-175	Children need local spaces for play. They will require transport by car to access open space at one end of the villages. The open spaces have been around since the 40s/50s and are more important than ever in supporting a thriving community for the future.
Margaret Middleditch	KID-A-176	To move all activities i.e. football to one concentrated area will cause problems for those that use them especially parents with children. Not every family has a car. Will the proposed houses be affordable? Houses currently being built in Kidlington are for higher earners. Building on open spaces in the village will make the village more crowded than ever. Poor design quality in the village i.e. the village centre & proposals for Sterling Approach.
Jackie Palmer	KID-A-177	Objection to building on Kidlington recreation grounds now or in the future.
Alan Lodwick	KID-A-178	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary". The Masterplan needs more content on: its status; its coverage (i.e. Begbroke and Yarnton?); showing the Green Belt area as shaded on the plans rather than with a line boundary; continued protection of the Green Belt; the network of footpaths around The Moors; more detailed guidance on design of development in the village centre including reference to the mid 90s Roger Evans document on urban design. Less reference on ribbon development in Kidlington which has largely been overtaken by events (i.e. development). The eastern edge of the village is actually well defined. Whilst the village's assets are gidden this is not a weakness - they are known by people living within the village. No need to make them more evident - it is part of their appeal that they are 'hidden' so people can discover them for themselves. It is important that the town centre is supported and loss of parking is probably the biggest threat to this & recent development has been of poor quality. Homes near the canal do have more access to the canal than it would appear.
Alan Lodwick	KID-A-178	Redevelopment of Exeter Close is not justified; the buildings require maintenance. Oxford Road will always be busy, potential to reduce dominance of traffic is limited. Disagree with expanding the village centre - instead, improvements should focus on the existing centre. Further retail space not needed given changes to the nature of retailing. Detailed comments on connectivity including agreement that the canal towpath could be improved. Concern at the amount of planned employment development in the vicinity given low unemployment in the area which the document should mention. Any more employment development is unnecessary. The document should also mention weaknesses with the SHMA. Consultation concerns. Agree with making the best use of previously developed land but not building on recreation sites, Green Belt, or car parks. No need to create new shared pedestrian/cycle paths between Sainsburys & Bicester Road. This would remove some green verges, which with the mature trees are an attractive feature. Kidlington roundabout's 3 poplar trees are truly distinctive. Concern at the quality of the document - A3 format, too long, unwieldy, confused. Lacking a summary. Most of the proposals are for future work and it lacks a firm plan for the village centre.
David Hannaford	KID-A-179	Main concerns with the Masterplan are: Kidlington does not need to expand. All car parking should remain and be free. Football pitches should remain as they are. There is not mention of social housing. Kidlington has nothing to offer visitors who come to the area mainly for Oxford, Blenheim and the Cotswolds. Unable to find consultation form online.
Canal & River Trust	KID-A-180	Unable to find consultation form online. No comments at this stage; continue to consult with the Canal & River Trust in future.
Oxfordshire Football Association	KID-A-181	Detailed comments on the accuracy of the green infrastructure section. The description of football clubs doesn't fully reflect the size and strength of the game in the town (with at least 1,000 players participating in the game each week). Cherwell's Playing Pitch Strategy is out of date and its recommendations should be reviewed before accurate decisions about future provision can be made. It is imperative that the FA, Football Foundation and local clubs are fully consulted given that a number of the sites identified for development (including Exeter Close) have had Football Foundation funding and are subject to a 21 year funding agreement for the continued provision of football. Any loss would need to be re-provided on a like for like or better basis as well as the development of additional facilities to meet future need. With Kidlington FC's progression up the football pyramid any relocation of their existing facility would need to comply with FA ground grading criteria for that level.

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John Wainwright	KID-A-182	Disagree with the description of Kidlington performing a 'global' role and to describe (2.5.3) airport as part of village character. Pressures for development in the Green Belt must be resisted. The Green Belt shelters protected habitats and species around Kidlington including badger and (pond near Thornbury House) great crested newt. Village centre - a large food retail store should remain to provide choice apart from Tesco. Vital for a pedestrian way to be retained between Sterling Road and the important village facilities on Oxford Road. Currently there is a hazardous situation at the Tesco corner and the siting of bus stops - bus stops should be located - and a lack of a footpath on the Tesco side. Detailed comments on movement & connectivity including querying airport data. SHMA findings are questionable. Green Belt sites mentioned are major strategic sites and not relevant in a document that is not supposed to be strategic. Green Belt should be immune to even small scale review or rural exception sites. Pressure to develop should be resisted if it means losing Kidlington's countryside of the invaluable Kidlington Gap from Oxford. The character of The Moors, one of the most attractive roads in Kidlington, would be destroyed by the volume of traffic generated by any development of the fields behind it. High quality landscape character in this area. Residential Benmead Road would also become a major traffic thoroughfare connecting The Moors to Banbury Road. The land surrounding the River Cherwell & Oxford Canal is also Flood Zone 3. Consultation concerns. Disagree that Kidlington's assets being hidden at the edge of a village is a weakness - this is a strength. Kidlington's weekly market enhance the village claim. Any landscape appraisal to define village boundaries is unnecessary given the Local Plan Inspector's conclusions. Agree that Exeter Close is ripe for redevelopment. There should be a more realistic allocation of parking to the Health Centre (an increase in parking) and less for Exeter Hall which is invariably half empty. Query what would be implied by rural exception sites which could be the thin end of the wedge.
The Children's House Montessori Nursery	KID-A-183	The Children's House Montessori Nursery is located at the Park Hill site, renting the building from Kidlington Recreational Trust. The Nursery has been open in Kidlington for 20 years, has an Outstanding OFSTED rating and has educated over 1000 children, being an invaluable local amenity for families in offering free education. Concerned at the proposal to move or disrupt the facility that they operate from.
Maureen Morris	KID-A-184	Object to the proposals for all football provision to go to Stratfield Brake.
Rosalie and Nigel Simpson	KID-A-185	Consultation concerns. Why is so much more housing required - proposals between North Oxford and Kidlington and now infill as well. Leisure spaces within villages will be increasingly important as more housing is built considering the density of the proposed housing. Relocating football pitches to Stratfield Brake will increase car travel, and if you travel by car you have to travel to length of Frieze Way and back to get in. A lot of pitches will be required. There is a long walk from the pitches to the car park. Park Hill may have no facilities now but it has done in the past. Concerns about proposals for multi storey car parking - what are these, how high, more detail needed. Kidlington does have public transport, if other villages had better transport provision then the demand for houses in Kidlington might lessen. Does Kidlington have an optimum size, what are the limits? Agree with changing the layout of the roads to provide pedestrian/cycle ways to reduce accidents. The Sainsburys car park exit should be amended to allow for a left exit to reduce traffic on the roundabout. Exit from Sainsburys needs to be made safer.
Betty Agha	KID-A-186	Concern at the negative impact on health of building on open spaces and impact on children. Schools are already full in Kidlington, more facilities are required to support any new housing. Lots of flats have been built recently in Kidlington, where will the children go if we have no parks?
Dr Robert McGurrin	KID-A-187	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt and therefore not suitable for development. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed "landscape appraisal to establish a defensible boundary".
Chris Gomm	KID-A-188	Opposed to moving all footballing activities outside of the village - this will not improve sport and leisure for locals and will require more car travel. It would not support the Village Centre. Why not build housing at Stratfield Brake and leave parks as they are. Play areas/parks should instead be improved.
Jeremy Turner	KID-A-189	Opposed to moving football clubs/recreation areas. This will deprive local children and adults open space to play, forcing children to play in the streets which is unsafe, and create antisocial behaviour. It will increase traffic by making people travel to an out of town site. The different football clubs will lose their individual identity; history will be lost. Children will choose other pastimes due to having to travel to play sport or with not so many teams available to play their sport. Kidlington Football Club play to a high standard, recently promoted, funding to achieve this has been generated through bar and function room sales. Club is at the heart of the village and a hub for the community which cannot be replicated at a premises on the outskirts of town. It will lose revenue & fall fown the football pyramid & ultimately out of existence. The football club's promotion garnered publicity & interest in Kidlington village.
Kidlington Community Football Club	KID-A-190	Concern that the business supporting Kidlington Football Club would fail in the event of relocation to outside of the village. Forcing the junior clubs to merge would result in a loss of players, management and coaching. Loss of identity for the Youth Clubs. Concern at the distances children would need to travel to participate. No plans for a ground layout of any consultation. Youth Clubs rely on shops to earn much needed funds which is not possible at remote rgounds. Kidlingto Old Boys club at Exeter Close are concerned at a loss of identity if they become part of a super club, they have been at the site since 2009. Garden City FC is overcrowded and can no longer develop. Training facilities at Gosford and poor and overpriced. Clubs do not understand how any new venture would be run or managed. Currently (with the exception of Old Boys) the clubs rent/lease from Recreational Trust at £2k per annum - good value. Outsourcing management to a profit making company is not acceptable.
Kim & Vince Sharp, Janice & Frank Giles	KID-A-191	Concern at loss of recreation facilities and community facilities - club used for private functions & for people to socialise as a community as well as for recreation.

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Lisa Johnson & Family	KID-A-192	Use the recreation areas on a regular basis. They are the hubs of the community, walkable for all. Moving to Stratfield Brake would mean residents have to drive. Kidlington Football Club at Yarnton Road is used for many activities and parties, again walkable for all. There would be a loss of community spirit.
Liz Benhamou	KID-A-193	Open spaces are a community resource that should not be lost, they cannot be recovered. Spaces are used for many purposes, sport and informal recreation. Huge benefit to children of exercise in terms of supporting a child's natural development and in combating obesity. Public open spaces are important with more flats being built without fardens. The location of the three football grounds are like the 'lungs' of Kidlington in what is otherwise a suburban place to live. All the village are within easy reach of one of them.
Vinny Murphy	KID-A-194	The recreation grounds are managed for the residents by a Charitable Trust at no cost to the residents, the Kidlington Recreation Trust being in partnership with Kidlington Youth FC, Garden City FC and Kidlington FC. Stratfield Farm would be managed by a profit making organisation, driving cost to play upwards. Clubs would not control membership costs. Objection to the proposals to move to Stratfield Brake. Football Clubs within the village will lose their identity especially the youth clubs KYFC and Garden City. Current facilities are within walking distance of the youths who participate. Land at Stratfield Farm is insufficient in area to provide the necessary facilities for all the clubs. There has been no defined plan for growth within the clubs. Stratfield Brake Clubhouse is seldom used during the week and at what cost to the taxpayer? Whereas Kidlington FC within the village has provide a success. Do not forget the years of hard work by volunteers to raise funds for clubhouses and improve facilities, they deserve to have their clubs remain the the village. The proposal has no consideration for any dog owners in the village. The proposals to redevelop Exeter Close are another negative step reducing the grass sporting facilities of the village. Further consultation required on Exeter Close via Landlord or the Charity Commission.
Ivor Davies	KID-A-195	Village Character - the areas of Thrupp and Jolly Boatman, and areas of woods and footpaths north of The Moors are perceived as features of the village and amenities related to the village, and contribute to village character and views looking down on The Moors are visually pleasing. Concern at lack of affordability of housing in Kidlington, Kidlington will turn into an areas with disproportionate numbers of old people of non-owner occupiers. If housing supply is scarce the demographic character of the village will change. To maintain the broad demographic a growth in housing is required to increase affordability.
Ian Sykes	KID-A-196	Advocates support for football in Kidlington.
Cecile Hague	KID-A-197	Moving all sports facilities to Stratfield Brake is a bad idea. Purpose built sports facilities away from the community and feel unfriendly, car travel is required to access. Currently Evans Lane is a pleasant place to play football, with a playground and people walking through the park. Parks need protecting as much as Green Belt, parents and children need to be able to walk through the local park like now. Exeter Hall Park can be changed as proposed, and a new, good playground could be built there like in Yarnton or Islip with no football played there. Land used for commercial development should be equal to land used for housing, we can't just increase one and not the other. Don't oppose Green Belt building, because more affordable housing and more housing is required. Infrastructure should be improved at the same time.
Robbie Jacques	KID-A-198	Have used the facilities for many years growing up for formal sport and informal recreation. There is a Government drive to increase sport participation in young people, and proposals to remove local playing fields and parks from the community and move sports facilities outside of the village which increase costs of travel will only decrease participation. Kidlington prides itself on sports, proven through the amount of clubs and sports activity in the area.
Laura L Salinas	KID-A-199	Essential to remember that the Green Belt is home to various protected habitats and species (badger setts at field north of The Moors, great crested newts at the pond near the Benmead Road entrance to the fields). Query over the airport data. SHMA findings are questionable. Green Belt sites mentioned are major strategic sites and not relevant in a document that is not supposed to be strategic. Green Belt should be immune to even small scale review or rural exception sites. Pressure to develop should be resisted if it means losing Kidlington's countryside of the invaluable Kidlington Gap from Oxford. The character of The Moors, one of the most attractive roads in Kidlington, would be destroyed by the volume of traffic generated by any development of the fields behind it. High quality landscape character in this area. Residential Benmead Road would also become a major traffic thoroughfare connecting The Moors to Banbury Road. The land surrounding the River Cherwell & Oxford Canal is also Flood Zone 3. Consultation concerns. Disagree that Kidlington's assets being hidden at the edge of a village is a weakness - this is a strength. Kidlington's weekly market enhance the village claim. Any landscape appraisal to define village boundaries is unnecessary given the Local Plan Inspector's conclusions. Village centre - currently there is a hazardous situation at the Tesco corner and the siting of bus stops - bus stops should be located - and a lack of a footpath on the Tesco side. Agree that Exeter Close is ripe for redevelopment. There should be a more realistic allocation of parking to the Health Centre (an increase in parking) and less for Exeter Hall which is invariably half empty. Query what would be implied by rural exception sites which could be the thin end of the wedge.

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Sophie van Houtryve	KID-A-200	Agree with context and village character, Kidlington plays an increasing role as Oxford rental prices force people to move further out of the city. The lack of play facilities in Kidlington is a concern compared to other urban areas of the district. Play space needed for older children including facilities for skateboarders/scooters. More is needed to develop an evening economy in Kidlington i.e. a wine cafe would attract people who drive to Summertown for this. The need for school places has been underestimated. Further traffic calming/speed restrictions are needed especially close to parks and schools. Parking needs decriminalising including better monitoring of illegal parking by wardens particularly given the increased use of street parking by commuters. The socio economic analysis for North Kidlington ward is skewed by the number of very wealthy residents in St Marys ward. If more employment development takes place this will increase housing need and will increase commuting, increasing strain on transport infrastructure. Housing needs should be met before employment. Mixed development should be allowed at Langford Lane rather than just employment. Local businesses and the technology parks should communicate more. Concern at the pressure that piecemeal development places on infrastructure. Concern at rental prices. Current green spaces should be kept as they are - distributed through the village. Combining in one area to the south of the village would disadvantage particular groups. There is a shortage of greenspaces and facilities. Exeter Close proposals are agreed with, provided the amenity space can be recovered. It would be an ideal location for a wheeled park (skateboarders etc) with suitable noise barriers. Kidlington FC is a good facility, and, given their promotion, likely to become more important to the village. Concern that a Park & Ride on Langford Lane would lead to an increase in traffic in the village as people may come from the A34.
Heidi Lancaster	KID-A-201	Stratfield Brake is not an ideal location for football pitches because the ground gets very waterlogged. Kidlington FC has just spend money on upgrading their ground - a waste if they are forced to move. Putting housing overlooking the parks may be incompatible with their use for recreation. The grassed areas in Chorefields are already used as play spaces. Any play areas that are moved should have at least as many facilities as at present, with space around the equipment. Moving the football pitch from Exeter Park should not automatically mean the land should be used for housing. Better public transport links to the site could cut down on the number of cars visiting it. There are not currently any bus stops close to the Health Centre.
Richard Hague	KID-A-202	Cycle lanes around Kidlington need improving, linking to major business hubs including to Oxford/railway station, to Langford Lane & to Begbroke Science Park. Any infilling proposals should be carefully considered. i.e. there are more and more houses along The Moors but no recent investment in infrastructure leading to traffic issues. One of the plus points to Kidlington is the number of green spaces. It is wrong to decrease park sizes as they are a valuable community resource. Proposals to move football clubs needs consultation with the clubs. The distance to Stratfield Farm from north Kidlington would deter people taking part, individual club identity would be lost. There are no complementary facilities i.e. at Evans Lane siblings can play in a playground whilst other siblings are playing sport.
Kidlington Old Boys FC	KID-A-203	Do not agree with the majority of the opportunities outlined for community facilities. Building on already limited green space in the village cannot be undone. Further consultation needed to take into account the needs of each sports club. Kidlington Old Boys FC are concerned about a loss of identity. It needs to play to certain standards to keep its level of the national pyramid. The club currently hosts fixtures at Exeter Close, close to the centre of the village, easy for people to access and to support local premises after games. Locating the club outside the village would stop people from walking to watch. Do not agree with the design principles for Exeter Close if it would mean that KOBFC lose their home.
Victoria Campbell	KID-A-204	Since St Marys Church is the village's most identifiable landmark (section 2.5.3) any development at Orchard Park Recreation Ground should be avoided as this would impact on the view. Village centre - an increased retail offer in the High Street would benefit the local community and attract visitors. Schools - the 'temporary' classrooms at West Kidlington Primary School are unfit for purpose. Concern at the number of proposals for conversion of houses to flats and the need to retain family dwellings in the village. References to housing development at the Green Belt sites should be removed as this is a non strategic document. The boundary of the village is currently very clearly defined and protected as Green Belt and there is no need for the proposed landscape appraisal. Concern at proposals for Exeter Close as being suitable for residential development - a better site would be the Fire Station/sorting office which could potentially be relocated. Use of the site should be restricted to health care, children's services and other community uses. Housing would have a detrimental impact on Crown Road in the Conservation Area particularly 3 storey housing. Disagree with the creation of a 'sporting hub' at Stratfield Farm. Stratfield Brake is a difficult site to access & the pitch is often unusable & boggy at times. Local clubs would lose individual identity. Enjoy being able to walk children to their local club, relocation would mean an increase in traffic. Disagree with the proposal to build homes on recreational land. Kidlington lacks a high quality play area for children (e.g. at Islip) - Exeter Close could instead become a 'flagship' park for Kidlington.
Susan & Anthony Bennell	KID-A-205	Opposed to building on parks and sporting facilities in Kidlington.

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Representation Name/Organisation	ID	Issue
Andrew Hornsby-Smith	KID-A-206	Masterplan should do more to support the High Street i.e. it should include a design guide rather than leaving this for a future action plan. Lack of a focus on delivery. Seems to cover existing policy and then proposes a second masterplan. Consultation concerns. High Street has suffered decades of neglect and non-Green Belt land at Langford Lane has not been used appropriately (i.e. low density motor park). Detailed comments on village character. Fencing on the west of the canal by the business park is in disrepair which detracts from the otherwise rural walk. Not true that the north west boundary of the village is strongly defined by the canal. Disagree that Kidlington is well served by green infrastructure. A number of inaccuracies in Section 4 community facilities and village centre, and throughout the document, detailed in the rep although there are some good ideas. Support the reuse of parking land for mixed or residential use, decked parking may be an unfortunate compromise. The retail evidence is flawed and contradicted. Education projections are flawed. Should investigate the potential for a Lyne Road rail station to be a rail hub for the Langford Lane employment area. The Masterplan should endorse the Local Transport Plan more definitely in terms of Park & Ride proposals. A direct cycleway along the A4260 through to Peartree from Kidlington roundabout should be safeguarded. Employment development at/around Kidlington is assumed to be desirable but it is not tied to housing land allocations - instead, the housing is located at Bicester which impacts on traffic. Employment development generates benefits in Kidlington but not for Kidlington necessarily. With no fixed housing allocations, housing need generated by the employment development will not be met in Kidlington. Lack of quality housing data specific to Kidlington and full assessment of full range of housing need (not just affordable housing). Agree with the idea of expanding Stratfield Brake, but not relocating local activities there. Support the redevelopment of Exeter Close including limited new housing.
Ben Capel	KID-A-207	Do not agree with building on playing fields, important spaces and children and for dog walking. There is enough land around Kidlington to build on.
Lynn Middleton	KID-A-208	Disappointed with the proposals for loss of playing fields and sports grounds particularly in light of the obesity problem, and children not being able to experience the great outdoors. Taking away these facilities will deprive future generations of a basic human right.
Julia Trowles	KID-A-209	Agree with description of village character but not on the role of the airport. Where is the evidence of high unemployment that necessitates the need for growth? Growth will only be necessary if there is more housing. The reference to housing on the 3 Green Belt sites should be removed. They are strategic sites protected by Green Belt and this is a non strategic document. The boundary of the village is clearly defined by the Green Belt and the proposed landscape appraisal is unnecessary. Suggestions made in the rep to support/reveal Kidlington's identity. Do not agree with sports facilities consolidation at Stratfield Brake. Stratfield Brake is remote and would promote the heavier use of cars. Housing for the elderly should be developed in the centre of the village near facilities and public transport. High end housing in the centre attracts further car movements and parking issues.
Mrs Natalie Sowden	KID-A-210	Consultation concerns. Further consultation required. Masterplan is full of inaccuracies and it is outdated (Audi garage references). Consolidating the sports pitches would have wider impacts such as potential loss of wildlife habitats, increasing flood risk, and generating traffic and parking issues. The distance to Stratfield will be unsafe for some people to travel, leading to a lack of activity and impacts on the NHS, going against Council policies around living and eating well. The proposals will not help to retain the existing population nor attract more families to the area.
Kemp & Kemp - Sheenan Group of Companies	KID-A-211	Agree with the description of the role of Kidlington. The description of village character and in terms of revealing Kidlington's identity focuses too much on the rural areas of the settlement when in fact it is both urban and rural. Agree with the community facilities section and movement and connectivity. The description in the economy and employment, housing, planning, consultation, and vision sections is supported. The Council should be seeking to address immediately the high level of need for market and affordable housing in Kidlington. The Masterplan does not go far enough in recognising that Kidlington is a suitable location for accommodating some of Oxford's unmet housing need. Opportunities for the delivery of housing (p59) should also include the availability of suitable sites on the edge of Kidlington. Urban extensions are sustainable also. Support for acknowledgement of the need for high quality design. The link between new development and the continued support and retention of key community facilities needs to be clearly highlighted in the village centre and community sections. The joined up approach to employment growth around Begbroke Science Park, Oxford Technology Park, London Oxford Airport and Langford Lane is supported.
Highways England	KID-A-212	No comment on the Masterplan

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Representation Name/Organisation	ID	Issue
Elizabeth Willis	KID-A-213	Cycling must be encouraged, it must be made safer or acceptable for cyclists to share spaces with pedestrians. Having to dismount is an inconvenience but not to do so is dangerous. Support for improved east-west routes. Special attention should be paid to the needs of school children to be able to cycle safely. Do not support the proposals to relocate & consolidate sports facilities. They should be in walking distance of people's homes rather than at Stratfield Brake which will require car travel. There should be more and better community space and play parks, not fewer, such as at Briar Close. E.g. facilities in Thame or number compared to population in Banbury and Bicester.
Alan Sowden	KID-A-214	Consultation concerns (timescale). The green infrastructure section should acknowledge the importance of allotment spaces and recreational areas in providing for wildlife habitats and species. Concern at level of traffic particularly in rush hour. How can car parking reductions be maintained with an increased population? The commercial value of green spaces if used for development is only a short term factor. The village centre would benefit from diversification of shopping and evening entertainment. It is important not to deprive the village centre of trade though there are opportunities for retail/food outlets with the volume of businesses to the north of Kidlington. Opposed to the redevelopment of the Coop. Seek further evidence on car park 'misuse'. The bus stops outside Tesco in the village centre cause dangerous traffic issues due to the car park entrance/exit. It does not serve the community to remove green space and recreational areas to an out of town facility. Updating of facilities may be beneficial but not removal or relocation to areas less useful/accessible. It is a strength of Kidlington that there are areas for children to play sports and for people of all ages. Taking away such spaces would impact negatively on the obesity crisis. Green spaces are to the benefit of wildlife, children, dog owners, and general populace. Concerned that new development is likely to be flats with insufficient allocated parking rather than good quality housing. Improvements to public realm should be considered though cycle paths should not be on the pavement, this is dangerous. Why not build housing at Stratfield Brake. Further housing on open areas within the village will increase flood risk/surface water run off.
Kemp & Kemp -W Lucy & Co Ltd	KID-A-215	Agree with the description of the role of Kidlington. The description of village character and in terms of revealing Kidlington's identity focuses too much on the rural areas of the settlement when in fact it is both urban and rural. Agree with the community facilities section and movement and connectivity. The description in the economy and employment, housing, planning, consultation, and vision sections is supported. The Council should be seeking to address immediately the high level of need for market and affordable housing in Kidlington. The Masterplan does not go far enough in recognising that Kidlington is a suitable location for accommodating some of Oxford's unmet housing need. Opportunities for the delivery of housing (p59) should also include the availability of suitable sites. Urban extensions are sustainable also. Employment growth should be supported by housing growth. Support for acknowledgement of the need for high quality design. The link between new development and the continued support and retention of key community facilities needs to be clearly highlighted in the village centre and community sections. The joined up approach to employment growth around Begbroke Science Park, Oxford Technology Park, London Oxford Airport and Langford Lane is supported.
Helen & Simon Short	KID-A-216	Object to the Masterplan's negative impact on Kidlington Youth Football Club Evans Lane site and Kidlington FC's Yarnton Road stadium. Evans Lane is a focal point, a central location. Open space and sport facilities are important in tackling obesity. The green spaces are currently spread throughout the village which makes access for all people possible. Stratfield Brake is an out of village location and is not a suitable solution.
Paul Blake	KID-A-217	Concern at loss of recreation spaces within the village. Due to the size of Kidlington it is essential that open recreational areas are within easy reach of all part of the village. The current trend of conversion of houses into flats results in less external recreational area and public open spaces become more important. Open areas are always in use whether for sport or informal recreation. If the population is to increase, the retention of the established open areas will be essential.
	KID-A-218	BLANK
James & Kate Hamilton	KID-A-219	Kidlington is large enough; there must come a point when infill has reached its maximum. Kidlington has a thriving village centre, which continues to live on passing trade and local trade and historic areas around St Mary's which is a landscape gem. Enhancement of the Oxford Road is feeble and unnecessary. Instead the area around the High Street/Oxford Road crossing should be improved. The document references some kind of 'statement' at the southern gateway to Kidlington. There is already a wonderful statement - 3 poplars on the Sainsburys roundabout which should be given TPOs as should the line of poplars in new Bicester Road. Recreation areas should not be targeted for development - these are necessary community resources. Parking will continued to be pressured by the Coop proposal. Restrictions on public parking will severely affect passing trade. Access paths across the site should be maintained. Blocks of flats encourage a transient, renting population with more cars per household. The Masterplan should commit itself to retaining the Green Belt.

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Representation Name/Organisation	ID	Issue
Space Strategy (Consulting) Ltd	KID-A-220	Agree with the description of the role of Kidlington. The description of the village needs to better reflect its socio economic ties with Oxford and its spatial independence including a better assessment of the 'Kidlington Gap'. Environmental constraints to the east of the village should be amplified and Oxford Technology Park to the west should be more clearly identified. There are opportunities to plan for more open space to the north of the village. There is no differentiation between the strategic and local aspects of the Green Belt: the Kidlington Gap is critical and strategic, other areas more local. More consideration of connectivity between Kidlington and employment areas at Langford Lane. Definitive Map of PROW should be shown. An opportunity to develop movement networks around existing footpaths is missed. Need to update the employment section on Oxford Technology Park. The pressures on Kidlington (re. Oxford relationship) should be masterplanned. The Masterplan should be more positive - what will be achieved, and with a timescale. There is an implied landscape appraisal but with little supporting information. What are the short term/medium term objectives for development? Housing demand needs to be solved now. Why does the Masterplan include long term opportunities in strategic green belt at Oxford Parkway whilst overlooking opportunities that are more integrated with the settlement.
Dr Lisa Smith	KID-A-221	Consultation concerns. Objection to plans to build on the green spaces in the area, specifically Park Hill recreation ground off Benmead Road. There needs to be sufficient green space for recreation. The space is an ideal place for people to meet, socialise and exercise and for dog walking. Particularly important given small gardens. Two local nurseries and the school make use of the park also.
Alaric Rose	KID-A-222	Concern at the lack of provision for play facilities and the disparity when compared to the other urban centres in the District. Particular need for a wheeled park suitable for skateboarders and scooters. Support for developing an evening economy in Kidlington including an evening cafe bar culture. Further traffic calming is required close to parks and schools and decriminalisation of parking to ensure better monitoring of illegal parking by wardens, given the increased use of street parking by commuters. Network Rail has already dismissed the possibility of a commuter station at Lyne Road. Socio economic analysis for North Kidlington is skewed by the number of very wealthy residents in St Mary's Ward. If employment development is intended to attract people to area potentially increasing the population, where will people live? The area is one of low unemployment but with a housing shortage. Residential development should be considered before economic development. Langford Lane should have been earmarked for mixed use development. Kidlington gap should be protected. Rental prices are driving young villagers and families out of the area. Current green spaces/amenity areas must be kept distributed across the village. Consolidation in one areas at the south of the village could cause accessibility problems for some. Green spaces should be added to not lost. In particular given the promotion of Kidlington FC this is only going to become more important to the village. Support for more integrate of housing and employment areas. Local businesses and technology parks should communicate more. Increasing economic activity will not lead to a reduction to in-commuting and outcommuting and will increase pressure on transport infrastructure. Park & Ride on Langford Lane could lead to increased traffic in the village as people will come from the A34.
Linda Ward	KID-A-223	Consultation concerns: confusion in terms of what is being reported in local media. References to the three housing sites in the Green Belt should be deleted. Strategic sites have no place in a non strategic document. Green Belt review was ruled out by the Local Plan Inspector. Currently the village boundary is well defined by the Green Belt. There is no need for the proposed landscape appraisal which sounds like a local review of the Green Belt. There are two major omissions in terms of community needs: no consideration is given to winning local green space, identifying community assets or protection of existing public green space, nor to a strategy for protecting and improving biodiversity. The document should include a clear statement of commitment to retaining the Green Belt. Objection to the proposed review of local housing needs within the Masterplan framework. If demand is allowed to drive growth then this is not local. It is wrong to link rising house prices to the provision of affordable housing. The document correctly identifies the Green Belt as a significant asset but then suggests ways in which it can be eroded. Cherwell should not concede to developer pressure and bullying tactics. The Masterplan needs more content on: its status; its coverage (i.e. Begbroke and Yarnton?). 'Ribbon' development along Oxford Road is not necessarily unpleasant. Whilst the village's assets are hidden this is not a weakness - they are known by people living within the village. No need to make them more evident. Object to any proposals to improve connectivity between Exeter Hall and St Marys Church that would involve the construction of new or improved car access to the old part of the village which would ruin its character. The attractiveness and viability of the village centre needs to be the main priority. Kidlington relies a lot on passing trade and the current good availability of free parking. New development in the centre has been of poor quality. Improved planning guidelines are required to improve the centre, rather than proposals to expand it to the west. There should be scope for habitat and green space corridor improvements beyond the areas shown on the Landscape Setting map. The line to be taken for any landscape appraisal is too tightly drawn to the village boundary. The Masterplan should acknowledge the important village asset of informal footpaths (such as around and across the fields behind The Moors) which should be secured as formal PROW. Agree that the Canal towpath could be improved. Cont...

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Representation Name/Organisation	ID	Issue
Linda Ward	KID-A-223	Cont... Concern at too much employment development being proposed in an area of low unemployment with major environmental and infrastructure constraints. The Masterplan should be used as an opportunity to revise the SHMA. The constraint in housing land availability is not a weakness but a strength. There are no exceptional circumstances to justify green belt review for local housing needs - any review of the Green Belt would be strategic by definition. Rural exception sites will increase the pressure for Green Belt development and such houses will be returned to private housing stock very rapidly. It is important to build the houses most needed in the area via the conversion of properties into flats or bungalows into larger homes etc. Consultation concerns. Document is too large. Duplication between sections. Document is confusing. Proposals to take forward the masterplan are lacking in any statement of public involvement. Masterplan should include definitive guidance on design in the village centre rather than establishing a working group to do this in future and it should be clearer on reaffirming the Green Belt as an inviolate village boundary. Village centre should be prioritised and don't agree that parking should be cut. Opposed to expansion of the facilities into Stratfield Farm. Do not need another Park & Ride. No justification for building in the Green Belt. Object to building on recreation sites and to the building on public sector employer sites like the Policies office, post sorting office. Any new homes should be built to a high (eco) quality. Agree that new shared pedestrian/cycle paths are required but not at the expense of losing the existing green tree lined verges. A priority cycle lane linking Kidlington with other employment hubs would be welcome. Would welcome sight of a revised draft Masterplan.
Kidlington Football Club	KID-A-224	Clarifications provided to the Green Infrastructure section. The recreation grounds are managed for the residents by a Charitable Trust at no cost to the residents. There is no consideration as to the revenue costs of running a new sports facility at Stratfield Farm. If the Recreational Trust is forced to close, this will bring increased Council Tax for managing recreation grounds. There is not enough sports space in Kidlington. Any additional housing will bring additional requirements for open space. There is a requirement to find a community space in the north of the village not the south. Kidlington FC have created and developed a community hub for Football, giving people a reason to be proud of the village, the club is successful and solvent. Relocating the club to an area that is not central to the village would have a catastrophic consequence to a business. Exeter Close may be the perfect location for an all weather football training facility for all the football clubs in the village to take advantage of as well as hockey football.
Alan Graham	KID-A-225	The Masterplan is too long, repetitive, should be made more concise, focused, readable. Specific areas of concern. The Masterplan should reflect the many links with Oxford (economy, movements, community) but also the physical separation and the importance of avoiding coalescence with Oxford and enabling Kidlington to retain a separate identity. More detail is needed on how better integration between the village and the employment areas at Begbroke, the Airport and Langford Lane can be achieved, references to restoring the Village Centre Management Board are not sufficient. References to Bicester Vision, which receives a high level of support from Cherwell DC. Number of minor inaccuracies - Masterplan needs updating i.e. bus services, lapsing of the planning permission for a train station on the railway line between Oxford and Banbury/Birmingham; current status of the Coop proposals. Support for the suggestions for the village centre and breaking down the barrier of the Oxford Road. A historic proposal to achieve rear access to the north side of the High Street and the car park with direct access from Banbury Road should be reassessed. There should be no housing on recreation sites which all are important in open space and community provision. Exeter Close acts as a 'village green' in a central area. The Masterplan should outline how additional recreational facilities at Stratfield Farm could be provided, recognising the potential complexities. The Masterplan should be clearer on the housing need being accommodated in Kidlington/Rural exception Sites. References to the SHLAA sites should be more carefully considered given the sites' location in the Green Belt. Funding of the initiatives in the Masterplan should be addressed. A significant amount of CIL should be directed to Kidlington given that Bicester is receiving significant government funding through Eco Town/Garden City initiatives.
Lena Haapalahti	KID-A-226	Do not support building of housing on playing fields. There are not enough playing fields as it is. Recreation areas are well used, not just for formal sports. There is a need for more affordable housing in Kidlington. Private sector rents are too high. Build at higher densities i.e. flats. Build between Kidlington and Begbroke/Yarnton. The Green Belt is out of proportion and stifling necessary development. Connectivity - the needs of pedestrians and cyclists should be prioritised, there is also a need to widen & resurface the existing cycle/pedestrian paths between Kidlington and Cutteslowe. A 30mph limit should be introduced on the Oxford/Banbury Road and 20mph in residential areas to improve safety. Train station on the Oxford-Banbury line is supported.
Steve and Emma Forse	KID-A-227	Oppose the building on football pitches in Evans Lane/Benmead Road/Yarnton Road, which would mean no green areas for children to play.
Suzi Coyne Planning	KID-A-228	Do not agree with the objectives and opportunities for supporting future economic success for the reasons given in the representation to the Local Plan Partial Review. Employment sites at Kidlington must also make provision for heavier industrial B2 type uses, to provide for the waste management business sector. Oxford does not meet its own waste management needs and land needs to be found elsewhere. The focus of the Masterplan is on expanding high value employment uses only which does not accord with the Local Plan objective of a more locally self-sufficient and sustainable economy.

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Representation Name/Organisation	ID	Issue
Steve Haynes	KID-A-229	Opposed to the Masterplan in terms of reducing recreational green space and relocating adjacent to Stratfield Brake. This year Kidlington Youth FC are celebrating their 50 year anniversary and Kidlington FC have been promoted to the highest level of football in their history. The proposals do not support the needs of the 30+ football teams in the village. The current facilities are well managed by their parent clubs through volunteers. Participation in local football is high at a time when obesity is on the rise. The move to a centralised facility potentially managed by a third party/commercial entity will increase the cost of play making participation more exclusive, current facilities provided at little cost to the tax payer. Local, dispersed football pitches & facilities mean that local people can have easy access to activity, Stratfield Brake is not within walking distance for most of the village and would not get casual footfall in the same manner. Stratfield Brake is rarely used other than for games and nobody uses the social facilities.
West Waddy ADP - J A Pye (Oxford) Ltd	KID-A-230	Agree with the overview of Kidlington's role. Support for the provision of a new station at Lyne Road Kidlington, which would serve many Kidlington residents; would serve the extensive employment land at Langford Lane/Langford Locks and Station Approach; is directly connected by an existing footpath to the Begbroke Science Park; and would serve Oxford Airport. A more direct east west cycle link could be created over the land between the railway line and the Oxford Canal owned by J A Pye (Oxford) Ltd, which would also improve pedestrian access from Kidlington to the employment areas. J A Pye (Oxford) Ltd own land which is being promoted through the Local Plan Part 2 for employment use as part of the limited review of the Green Belt in the Langford Lane area. Site would make a logical extension to the existing industrial park, it already has an existing access, it is well located and in a sustainable location and would accord with the employment strategy in the Local Plan. Developing this site together with the new station would address the economic weaknesses of Kidlington and would contribute to the aspirations of London Oxford Airport. CDC should commence dialogue with owners of the site. Section 8 emphasises the shortage of deliverable and developable housing land in Kidlington - it is considered that a Green Belt review is required to meet housing needs.. Kidlington is considered to be a particularly sustainable location for providing for unmet housing needs. The discussion of the SHLAA sites omits Webbs Way (KID022). The SHLAA conclusions on this site are disputed and this site should also be included on the list. The Masterplan should also acknowledge the local Green Belt review at Langford Lane. Overall support for the vision statement, objectives and spatial concept.
Rory Bowden	KID-A-231	Masterplan too long, too dense, poorly structured, unclear. Consultation concerns. The inclusion of Crown Road in the Village Centre precinct should be reversed, it is unjustifiable. Instead the historic buildings on Crown Road and Lyne Road should be considered with the Historic Core. The character areas are oversimplified. Object to the inclusion of the illustrative proposal for Exeter Close which will prejudice future decision making. There may be some merits to reconfiguring green spaces, in order to merge & improve local football provision, through a process initiated and controlled by the Parish Council and accompanied by thoughtful & properly resourced redesign of the recreation spaces. In each case there needs to be net benefit to the community. The Masterplan needs to be stronger on ensuring high quality design, and needs to consider carefully before disposing of any car parking. Detailed comments made on the description of Kidlington's role and character. The document understates the overall dominance of non-football use and enjoyment of public open spaces. If football were absent the spaces would benefit from more imaginative landscape design and tree planting. Detailed comments on village centre issues - high quality design and landmarks are needed. Parking is needed given Kidlington's role in serving outlying villages with facilities. Increased night time use will increase anti-social behaviour and there is a more attractive night time offer in Oxford. The Masterplan should be more ambitious on improving conditions for cyclists. The Masterplan should recognise housing pressures on Kidlington from Oxford and elsewhere - it is not enough to say that housing development will be directed towards Bicester. Situation depends on activity outside of Cherwell (specifically in Oxford).
Sustrans	KID-A-232	Agreements with the description of Kidlington's role, character, green infrastructure, community facilities, with a few minor inaccuracies. Detailed comments on the transport and movement section including inaccuracies/typos (and elsewhere i.e. fig 13.6). The pedestrian/cycle route to Oxford Parkway from Kidlington and from Oxford needs considerable upgrading to make it attractive and safe. Woodstock Road (A44) is a designated cycle route but its appeal to cyclists is limited due to traffic specifically at junctions such as the Wolvercote and Pear Tree roundabouts. The Woodstock Road could potentially form a part of a link between Kidlington and Oxford if cycle routes were developed between Kidlington and the A44 via Sandy Lane (including Begbroke Science Park) and/or Green Lane, and/or the Oxford Canal and/or Frieze Way. The Canal towpath needs upgrading in particular between Langford Lane and the A44. The move to an ageing population strengthens the case for improved pedestrian/cycle facilities which will allow users of eBikes and mobility scooters to get safely around. There are good arguments for having a 20mph speed limit through Kidlington, apart from the A4260 to increase safety and encourage cycling, while adding very little to journey times. In Section 12.3 further locations for improved access to the canal should be shown: Langford Lane and Langford Quays at the north end of Kidlington and at Stratfield Brake. In figure 14.6 the east-west route at Exeter Close is marked as 'pedestrian only'. This route was opened with the intention of being a shared pedestrian/cycle route and junction modifications will be required to allow cyclists to join/cross the A4260. If cycling is not allowed on this route then an adjacent route will need to be investigated between Crown Rd and Oxford Rd. Better pedestrian & cycle links are needed between the Begbroke Science Park and Oxford Parkway station, and between south Yarnton and Oxford Parkway. Section 17 - strongly agree with the arguments for allowing cycling in the 'pedestrian priority' part of the High Street and the ideas for public realm improvements. The voluntary ban on HGVs travelling along the A4260 should be monitored and consideration given to increasing the effectiveness of the ban. Masterplan is an excellent document.

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Representation Name/Organisation	ID	Issue
CPRE Cherwell South	KID-A-233	Misleading articles in the press. Would challenge the assumption that the Green Belt is no longer defensible. Overall, the Masterplan prioritises development over life quality. It should be rewritten to accept the presumption that Kidlington is embedded within the Green Belt and has very limited scope for new housing development. It could then more constructively focus on achieving the fine vision statement. The historic core area and landscape/habitats surrounding the village are correctly identified as vital assets defining the village's character. An update to the evidence on green infrastructure is now required to inform the Masterplan. The Masterplan fails to include proposals to maintain and enhance biodiversity as required - this should either be a separate project or within the 'community needs' workstream. Highlight the threat posed by poor quality design to Kidlington. Oxford Road will continue to act as a barrier and expansion at Langford Lane and the airport will increase traffic through the village - the transformation of Oxford Road to a pedestrian and cycle friendly street seems unlikely although any measures would be helpful. More joined up thinking on infrastructure and traffic planning is therefore required. The expansion of business parks and new bus routes linking Begbroke will increase traffic along the Yarnton-Cassington route, which will impact on cycling safety. Parking provision should not be reduced; parking is needed to encourage trade and revitalise the village centre. The proposals for the village centre seem more of the same, a clearer vision is required. Proposals to create new park and rides on Green Belt land are a threat. Proposals to improve the route into Oxford by using the canal towpath need significant investment. The towpath is unsuitable for regular commuting and is congested at weekends. Housing need - SHMA figures are unsustainable and need review. Housebuilding is not going to make any significant impact on affordability. Rural exception sites will increase in value once available for resale. Unmet housing need does not justify building on Green Belt land. Ecological value of Green Belt sites. If there are no suitable sites within the village, then sites should be found elsewhere. Remove reference to the 3 Green Belt sites from the Masterplan. The proposed landscape appraisal is unnecessary; Kidlington sits within a tightly drawn Green Belt which provides a clearly defined and defensible boundary. Cont...
CPRE Cherwell South	KID-A-233	Cont....The plan does not go far enough in addressing the creation of community open spaces/green spaces. It should recommend the active promotion of these and sustain access to the fields and walks already enjoyed, and protect newly designated Local Green Spaces. CPRE rejects the suggestion that consideration should be given to releasing further land around the Oxford Parkway area which undermines the openness and permanence of the Oxford Green Belt. Any working groups to further development of the Masterplan should include local residents.
JPPC - Cantay Estates	KID-A-234	The Masterplan's discussion of parking should differentiate between public and private parking in the village centre. The text refers only to anecdotal evidence in respect of car parking usage. Evidence on use of the Co-op car park was provided to support the planning application which showed that there is adequate capacity in other car parks in Kidlington. It is agreed that the large areas of surface car parking for example off Sterling Approach detract from the village centre. In respect of retail need, the 2012 retail study does not conclude that there is a need for further retail floorspace. It is agreed that there is a need for housing in Kidlington. The draft plan should take into account Government initiatives to widen the definition of affordable housing to include starter homes. It should identify the land at the rear of the Coop stores suitable for housing. Currently the Masterplan includes unrealistic proposals for the village centre. Given the provision for community needs at Exeter Hall, the references to community uses being provided elsewhere are inappropriate and unsupported by evidence. Residential accommodation being provided in the centre would increase vitality and viability.
Alex Babic	KID-A-235	Objection to the Masterplan; green space should be protected at all costs.
Liz & Roy Moore	KID-A-236	The Masterplan prioritises the benefits to businesses, landowners and developers over the character of the village and quality of life. Improvement of Kidlington's retail provision around the High Street are necessary and welcome, but there are few other benefits from Kidlington in the Plan and potentially damaging effects such as pollution and noise from increased traffic. The Masterplan omits any strong recommendation that the parish and district councils should adopt a more proactive approach to protecting Kidlington. The majority of the proposals outlined are reliant on developer contributions. The Masterplan threatens the Green Belt in many ways: references to the 3 SHLAA sites, to the landscape appraisal, references to further development around Kidlington's southern gateway, the relocation of sports pitches to Stratfield Brake is a likely anticipated developer contribution from development at Stratfield Farm, and references to relocating pitches to a site on the opposite side of Frieze Way to Stratfield Brake. The freeing up of recreation grounds for housing will reduce the total area of green space, when more urban green space is needed (Local Plan objective). The Masterplan is uncritically supportive of the expansion of employment development although there is low unemployment in Kidlington. There is a considerable amount of employment development proposed around Kidlington which will increase traffic, noise and pollution (Kidlington already has one AQMA). Concern at any potential expansion of the airport in terms of increased road traffic and noise nuisance. The village centre does need revitalisation and the retention of footways across the Coop and Red Lion car parks to the eastern side of A4260 is welcomed. Extending the shopping area to the west of the A4260 is unrealistic in terms of crossing the main road particularly given the increase in traffic generated by proposed developments. Redevelopment of Exeter Close is welcomed. Cont...

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Representation Name/Organisation	ID	Issue
Liz & Roy Moore	KID-A-236	Cont...The proposals to improve cycle/bus routes along the A4260 and to increase pedestrian crossings is welcome but this will not reduce traffic. This would also necessitate the loss of verges and trees, the few redeeming features of Kidlington's long ribbon development. The proposed Bus Rapid Transit route will be a limited stop service between employment areas and Oxford/Oxford Parkway so will be of limited benefit to Kidlington residents. Provision for cyclists should not be at the expense of pedestrians or the countryside. The proposals along the canal towpath for cyclists may affect the tranquillity of the countryside, wildlife and pedestrian comfort and safety. The advantages of promoting public transport over car use must be weighed against the increase in traffic generated by rail users and the noise and pollution impacts on the immediate locality. The plans to create a 'canal leisure corridor' demonstrates the Masterplan's prioritisation of recreation and amenity over the welfare of the environment. In terms of 'visitor numbers' the canal is nearing the limit of sustainability. Proposals for housing on the football pitch at Yarnton Road would damage the canal corridor landscape and wildlife. It is astonishing that the Plan proposes a substantial increase in pedestrian and cycles movement at Roundham Bridge given that the only access to and from Kidlington is by a level crossing on a busy rail line. The location of a cafe to the east of Roundham Bridge is ill thought out - the land floods and provides a refuge for wildlife. Instead, regular clearance of little along the canal and around the village would greatly improve their attractiveness and would cost substantially less. The environment should be central to the Masterplan: an environmental audit of the village and the agreement of an action plan to protect Kidlington's urban and rural wildlife and its landscape character, to promote energy and carbon efficiency and to ensure that Kidlington is a pleasant and healthy place to live. Masterplan is repetitive, inconsistent and out of date with inaccuracies. Consultation concerns. The Masterplan proposes a number of follow up studies, which should have informed the Masterplan itself. Concern that the proposals are reliant on a high level of business and developer funding.
JPC - University of Oxford and the Tripartite	KID-A-237	The role of Begbroke Science Park in the Masterplan is noted and supported. However there are some concerns. The Masterplan does not clearly define the boundaries of the Masterplan area. References to data at 'Kidlington' are not clear in what area they cover. The relationship between the Masterplan and other DPDs is not clearly explained. Other DPDs currently being prepared may affect the provisions of the Masterplan. In particular, the Masterplan cannot prejudice the outcome of the Partial Review of the Local Plan Part 1 to accommodate Oxford's unmet housing needs or the local Green Belt Review in Part 2. The production and adoption of the Masterplan should not proceed in isolation of consideration of this. Also a risk of consultation fatigue. The Masterplan omits reference to the University operated minibus service which serves the Science Park. Figures on floorspace at the Science Park are out of date. There is no objection to improved cycle and pedestrian links between the Science Park and Langford Lane, in addition to the canal towpath although the Oxford Technology Park land has not been developed and the degree of synergy with the Science Park is not yet known.
Indigo Planning Ltd - Sainsburys Supermarket Ltd	KID-A-238	There is no reference in the description of village character to the large Sainsburys supermarket at the south of Kidlington which serves as a gateway into Kidlington. This provides a significant amount of convenience and comparison goods floorspace and it should be acknowledged as part of the retail offer in the village, given its close proximity to the village centre. The bypass proposed to link the A44 to the A40 and the loss of movement around the A4260 roundabout may have significant impacts on the Sainsburys store. Any improvements to the A4260 around the access to Sainsburys are a key consideration and should be explored further, especially new pedestrian crossings along Oxford Road and improvement of the cycle routes. The retail sector should be identified as a major part of the economy, with Sainsburys providing a large number of jobs. Any additional larger retail brands/anchor stores would bring into question the viability of existing food retail stores in Kidlington. The focus should be on consolidating and supporting the existing stores. Any proposals for new retail should be of a scale commensurate with Kidlington village centre. The loss of recreation ground for retail would be inappropriate and should not be considered in order to ensure the viability of the existing food stores.
Keiron Ward	KID-A-239	The three large sites proposed for development and proposals for employment development at Begbroke and Langford Locks are within the Green Belt. Green Belt review was dismissed by the Local Plan Inspector. Green Belt surrounding Kidlington is an important aspect of the character of the village and efforts should be renewed to maintain and enhance its function and biodiversity.
Oxfordshire County Council	KID-A-240	The A4260 is a strategic link road. The impact of proposals must be fully assessed and should not significantly increase traffic congestion or delays to public transport. A parking study should be undertaken prior to any changes in parking study in the village centre. Given the scope for additional growth over time, the Masterplan should place greater emphasis on improved connectivity, in particular with areas such as Yarnton, Begbroke, Langford Lane and beyond. The proactive approach and co-ordinated Action Plan are supported. Figure 3.1. Green Infrastructure contains errors in depicting former Mays Builders Yard at The Moors as open space. Blenheim Centre could also not be considered to perform a public open space function. Broader reference to the principles of LTP4 are required as well as to Manual for Streets 1 & 2 and the Oxfordshire Residential Design Guide. Further consideration could be given to cycle improvements between Oxford Parkway and Cutteslowe Roundabout, completing an improved route through to Oxford. The use of the canal route as a cycle route needs consideration in terms of the legislative and safety perspective, and feasibility studies. Ecological constraints also need to be considered. Langford Lane could be given more focus for improving cycling provision in terms of links between the A44 and A4260. On the indicative drawings for improvements to Oxford Road, cycle ways could be placed on the main road rather than the service road (service road could already be considered appropriate for less confident cyclists). Consideration should also be given to cycle parking in Kidlington. Proposals for public transport routes should take into account commercial viability given that OCC bus subsidies will cease on 20 July 2016. Increased density of housing and commercial development along existing and future public transport routes is important in improving their viability and resilience. In terms of the release of land for housing, the masterplan should consider the relationship between new housing sites and the Oxford Transport Strategy, with a preference to sites along rapid transit lines. The A4260 corridor is considered a sustainable location for development. Cont...

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Representation Name/Organisation	ID	Issue
Oxfordshire County Council	KID-A-240	Cont...At Exeter Close, the design principles should consider shared cycle and pedestrian connections through the site as opposed to the 'pedestrian only' routes currently proposed. Residential land uses on the site should be located as close to the Oxford Road as possible to maximise the uptake of walking, cycling and public transport. Road safety data is provided in the representation. Aspirations for creating a premium cycle corridor along the A4260 are supported given that almost 75% of the cycle accidents in the village are on this corridor. Pedestrian crossings should be of an appropriate type (detailed in the rep). There are local concerns over road safety on other roads i.e. on the Bicester Road near Edward Feild School. Consideration could be given to a 20mph speed limit on minor residential roads. Inaccuracy: speed limit on the Oxford Road is predominantly 30mph not 40mph. Redevelopment of Exeter Close required further discussion with the owners/tenants. Guidelines provided in the representation on public health in terms of inclusion of dementia friendly outdoor spaces, restricting A5 use (hot food takeaways).
Lynn Pilgrim	KID-A-241	The possible housing sites at The Moors, Stratfield Farm and Water Eaton Farm (strategic sites/Green Belt) should not be referred to in this non strategic document. Green Belt Review was ruled out by the Local Plan Inspector. The Masterplan should mention that the SHMA is a highly contentious document. The document views limited land availability and constraints outside the settlement boundary as a weakness when in fact they are a strength. There is too much employment development in the area given the low unemployment rate and environmental and infrastructure constraints. The boundary of the village is clearly defined and present and protected as Green Belt, there is therefore no need for the proposed landscape appraisal. Green Belt especially to the north of the village acts as flood meadows. Agree with the need for an urban design framework and design guidance for the centre. Agree with proposals to create better pedestrian routes (especially a Co-op - Red Lion route) and improving public spaces including the 'piazza'. The Oxford Road will always be busy and proposals to expand the village centre to the west are misguided; it would be better to focus on improving the existing centre. Housing needs in the village are misrepresented given the number of buy to let properties in the village. Tenants are on short term lets and forced to move regularly. The Masterplan document has some useful information and ideas but is long and repetitive and lacks a summary.
John Pilgrim	KID-A-242	The possible housing sites at The Moors, Stratfield Farm and Water Eaton Farm (strategic sites/Green Belt) should not be referred to in this non strategic document. Green Belt Review was ruled out by the Local Plan Inspector. The Masterplan should mention that the SHMA is a highly contentious document. The document views limited land availability and constraints outside the settlement boundary as a weakness when in fact they are a strength. There is too much employment development in the area given the low unemployment rate and environmental and infrastructure constraints. The boundary of the village is clearly defined and present and protected as Green Belt, there is therefore no need for the proposed landscape appraisal. The Masterplan document has some useful information and ideas but is long and repetitive and lacks a summary.
Maura Cordell	KID-A-243	Objection to the loss of green space and recreation grounds in terms of impact on the community and biodiversity. The impact on families and children would be huge in terms of fresh air, play space and ease of access, and it would have an impact on sport in Kidlington. The relocation of the pitches to the far end of the village would mean older children couldn't travel on their own to matches and it would reduce participation in sport generally. The green spaces are also used for informal recreation and for dog walking etc. Parks are vital to encourage outdoor activity in children and to stop children becoming isolated.
M J Warrell	KID-A-244	Objection to the loss of green spaces within the village. The sports clubs within the village provide a valuable outlet for many children. Stratfield Brake would be better suited to housing as it is not big enough to accommodate all the sports teams in the village. Alternatively build houses as Upper Heyford.
Rosie Lodwick	KID-A-245	Emphasises the important of maintaining the Green Belt in its current location in terms of the protection it affords to Kidlington itself and to prevent the expansion of Oxford. Some of the development in Kidlington has been poor quality, more could be done to enhance the appearance of the centre i.e. an enclosed town square in the space to the west of the Kidlington Centre. There is a real need for a design guide for the centre and along Oxford Road and to limit buildings to no more than 3 storeys and to control the materials used. Please can the Masterplan also include proposals for a Village Noticeboard, the one on the side of Barclays is inadequate and in Exeter Hall but no one sees it there. A notice board could be placed in a central square. Disagree that retail expansion should take place on the west side of the Oxford Road. The present centre should be strengthened where it already is, not divided up by a major road.
David Jones	KID-A-246	No to this development
David Jones	KID-A-247	No to this proposal
Antoinette Finnegan	KID-A-248	Consultation concerns. Relocating football facilities to Stratfield Brake is a concern as there is not enough room there for all the existing clubs; there is already not enough parking there; it increases the likelihood of more people driving to football which increases traffic through the village and is not ideal for the health of local children; and the surface at Stratfield Brake is not ideal for football. How will the green space that is needed (section 9.3.1.5) be provided if green spaces are to be built on? Concern at the loss of spaces not just for sport but for informal recreation. Once there is some housing built on the green spaces, there will be additions to it and ultimately there will be little left. There is much discussion of the canal as a linear park, but this cannot be a replacement area for playing games and learning to ride a bike. Particular objections to any proposed development at Crown Road which is part of the Conservation Area. Areas such as Crown Road, which are of historical significance, should be treated separately to the general plan for the village centre. Concern that any development along the canal, if of low quality, would actually reduce the charm of the canal. Finally, Oxford City's plans to build 3,500 homes on Green Belt between Kidlington and Oxford would reduce the distinctive nature of the village.
Paul Whitford	KID-A-249	Consultation concerns (timing, duration). The Masterplan should have sought views from schools and sports clubs.

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Summary of Representations

Representation Name/Organisation	ID	Issue
Christine & Richard Lodge	KID-A-250	References to possible housing development at the Moors, Stratfield Farm and Water Eaton Farm should be deleted. The first two would be major, strategic sites and have no place in a document which is not strategic. All three are protected by existing Green Belt. The boundary of the village is very clearly defined at present and protected as Green Belt. There is therefore no need for the proposed 'landscape appraisal to establish a defensible boundary'. Isn't this a Green Belt review, which was rejected by the Local Plan Inspector.
Mrs Ilze Jozepa	KID-A-251	Agree that there are qualitative and quantitative deficiencies in open space. The landscape quality of the recreation grounds needs improvement. There is potential to increase cycling in and around Kidlington given its location but existing cycling infrastructure is piecemeal, poor quality and the dominance of major roads is offputting. Cycling needs to be seen less as a recreational activity and more as a convenient, healthy, cheap and environmentally friendly means of local transport. Cycling can reduce congestion and it can be of great benefit. 30% of all local commutes done by bicycle could be a viable target for a village like Kidlington. The cycle premium route is a very good idea, prioritising commuter cycling first rather than recreational cycle lanes. Schools should be accessible by dedicated, safe cycle lanes. Many parents do not feel it is safe to let their children cycle to school. School runs are one of the reasons for traffic congestion in Kidlington. The Canal towpath is not a suitable alternative to an Oxford Road Premium Cycle Route. Its location to the west of the village makes it impractical for commutes within the village or to shops or Kidlington schools. Also The Moors/Mill Street/Evans Lane route is not a suitable alternative for people living to the west of Oxford/Banbury Road. Oxford/Banbury Road cycle path, cutting straight through the village, would serve the village well and would alleviate safety concerns around cycling, traffic and parking near schools. Cycle connectivity between Kidlington, Yarnton and Begbroke should be improved. Sandy Lane is not safe for cycling. Cont...
Mrs Ilze Jozepa	KID-A-251	Cont...Do not agree with the proposals to lose recreation spaces to housing. The housing potential would be a piecemeal solution and bring no significant relief of pressure on the Kidlington housing market. However it would lead to loss of scarce open and green space. The parks are located in densely built areas and loss of open space is unacceptable. Recreation spaces are used for sport and for informal recreation. Recreational spaces should be within a walking distance from any residential area in order to increase their use and to enable children to safely use them for independent play without adult supervision, which stimulates children to get outdoors & be active. Children cannot play independently in remote nature areas or near the Oxford Canal. Proximity also reduces car traffic within Kidlington. Do not agree with the relocation of KYFC to Stratfield Brake, which is only accessible by car. Current pitches are within walking distance. Relocation will increase traffic. Instead green and open spaces should be improved but with their size and various habitats retained. Play equipment and facilities in all areas can be improved and diversified and there should also be more facilities for teenagers, e.g. skate ramps, basketball nets, ping pong tables and climbing frames. Increasing the diversity of habitats would make them more attractive for people and wildlife. Retain the significant woodland at Park Hill Rec. and increase woodland areas/diversity landscape at Orchard and Exeter grounds. Bold decisions need to be taken on meeting housing needs: development needs to be larger scale in green belt areas between Kidlington, Yarnton and Begbroke and around Oxford Parkway station. Building there does not contradict the village character of all three settlements. The canal and railway form a natural divide. Begbroke and Yarnton make use of various amenities in Kidlington. The direct road connection between these villages and Kidlington is poor which increases traffic elsewhere. Green Belt land in this location is less ecologically valuable than Green Belt to the north of Kidlington. Development around Begbroke, Yarnton and Kidlington could be compensated by enhanced green space along the canal, creating a park there. Development in those directions is unavoidable and is needed sooner or later.
Cristiaan Monden	KID-A-252	Do not agree with the emphasis in the Masterplan of independence from surrounding villages like Yarnton or Begbroke. The Masterplan ignores the inevitability of large scale housing either between Kidlington and Yarnton and/or around Oxford Parkway which is a disservice to the people of Kidlington and to young people. "Protecting the character of the individual villages" is narrow minded and unrealistic. The recreation grounds in Kidlington need improving in terms of landscaping and bicycle access. Concern at loss of Park Hill recreation area in terms of impact on the nursery. The Masterplan does not acknowledge the well used tennis courts at Exeter Hall. Kidlington is well located for cycling but cycling is limited due to lack of pedestrian and cycling infrastructure and the Masterplan lacks ambition in terms of improving this. Using the canal path for cycling is not realistic; its location to the west of the village makes it impractical for commutes within the village to shops or Kidlington schools. Oxford/Banbury road cycle path, cutting straight through the village, would serve all local schools well and would alleviate safety concerns around cycling, traffic and parking near schools. Kidlington needs a segregated cycle route around the village and down to Oxford Parkway and to Yarnton. Bicester Road cycle path is in need of upgrade. Cycle connectivity between Kidlington, Yarnton and Begbroke should be improved; Sandy Lane is not safe to use for cycling at the moment. The main focus of the Masterplan should be on commuter cycle routes that allow everyone to cycle to schools and work. Recreational cycling should be of secondary importance. No consideration is given to how noise from the airport affects the quality of life. Parking should not be reduced before pedestrian and cycling infrastructure is improved. Loss of parking spaces could be compensated by underground parking in the centre although this might be too expensive. Should consider adding solar energy canopies at car parks behind Tesco, Co-op and Sainsburys. Relocation of sports facilities is not supported. Sports facilities should be kept within safe walking and cycling distance of people's homes. Kidlington is becoming increasingly dense and in the long run, Green Belt will be lost - parks are needed more than ever. The potential infill on green spaces in a piecemeal solution which will bring some significant relief of the pressure on Kidlington, it is a short term solution. The area between Kidlington, Yarnton and Begbroke should be developed and Kidlington should anticipate the housing and science park developments at Water Eaton.

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Representation Name/Organisation	ID	Issue
Richard Venables	KID-A-253	Consultation concerns. Retail data presented in the report is confusing. The Masterplan should not impose planning restrictions on retaining A1 uses but should allow the High Street to find its own course by relaxing planning completely as retail is changing. The market will then reflect the demand of local shoppers. It will never really change in profile unless there is significant redevelopment of the Tesco/Forester Hall and Kidlington Centre site to create a dynamic retail scheme with good public realm. There is no reference in the Masterplan to OXLEP's Strategic Economic Plan. There is not enough reference to the long term businesses in Kidlington (outside of the knowledge economy) or to many smaller service related businesses serving the local community. There is not enough emphasis on links to Oxford, as opposed to the rest of Cherwell. Economic data does not reflect that Kidlington is stronger now than previously, with very few vacant buildings. Kidlington has great economic potential, particularly if more employment land were released to the north and west of Kidlington, not just for high tech but for all businesses. There are also opportunities around Oxford Parkway to the south and east of Kidlington. Proximity to Oxford is not a threat but an asset and greater links could be created. Policy intervention is not required in terms of greater coordination between the developers of the Airport/Begbroke and Oxford Technology Park. Market forces prevail.
Simon Myers	KID-A-254	Consultation concerns. How has the consultation period been sufficient in terms of timing, duration, advertisement. Suggest an extension of the consultation.
Terry Tossell	KID-A-255	Agree with the description of Kidlington's role and character but future housing development is a threat to these assets (Including green spaces and Green Belt). Flood risk map is inaccurate. Village centre - car parking will already be reduced by the proposals for the Co-op. The village centre and Exeter Close are split by the main road. The possibility to divert traffic from the main road should be examined. Traffic will be increased by the station, by the proposed park and ride, and if the Northern Gateway development routes traffic away from North Oxford. The Local Plan Inspector rejected the need for Green Belt review. To take the sites mentioned in the Masterplan out of the Green Belt would give a green light to developers and should be resisted.
Richard & Helen Huggins	KID-A-256	Opposition to the Masterplan particularly the proposed plan to use some of the green spaces for housing. Children use Orchard Recreation ground to play organised sport and for play, without needing to be transported by car. Relocation to Stratfield Brake would require travel by car given its distance and because of safety concerns. Current sports facilities are good, and run well by volunteers. How will the Council be supporting facilities for sport, making facilities more accessible, and cheaper? How will the facilities required fit at Stratfield Brake in terms of space? Will costs remain the same or cheaper? How could Stratfield Brake become a hub of sporting achievement?
E Townsend	KID-A-257	Concerned about development on the recreation parks in terms of loss of open space for dog walking and safe spaces for children to play.
Simon Myers	KID-A-258	The need for a new park/amenity space as identified in the Local Plan should be planned for in the Masterplan. There is discussion of expansion on Stratfield Brake but this is phrased as a means of relocating current provisions, not expanding provision. How does the map for Exeter Close relate to the Local Plan allocation Kidlington 2. Updating required regarding Audi/Skoda garage. The Masterplan does not provide enough detail on solutions i.e. how to fix the problem of east-west movement being restricted by the main road and the problem of houses backing onto the canal. The Masterplan should consider how the accommodation of additional housing (i.e. around Oxford) would impact on the 'distinctiveness' of Kidlington relative to Oxford and the usage of e.g. Stratfield Brake/need for open space. The specificity of proposals for Exeter Close/Crown Road are not replicated elsewhere in the Masterplan. This expands the definition of the 'village centre' in an unjustified manner and further consultation is required on this. Recreational space in the heart of the village would be lost. Impacts on the Conservation Area. It is hard to see the benefits of relocating this and other open spaces to Stratfield Brake since that site is only accessible by car whereas currently people enjoy local access to informal recreation spaces. Stratfield Brake is already at or over capacity.
Environment Agency	KID-A-259	SEA Screening: Agreement that there will be no significant environmental effects arising from the Kidlington Framework Masterplan and the SPD does not require a full SEA to be undertaken.
Jacquelyn Bevis	KID-A-260	No development should take place at the Moors, Stratfield Farm or Water Eaton. The boundary of the village is very clearly defined at present and protected as Green Belt therefore there is no need to establish a defensible boundary or undertake a local review of the Green Belt which was rejected at the Local Plan examination. Development on Green Belt and parks and play area should be prevented as these are important to the children and their health and should be easily accessible. A large play area in the village should be considered at the Exeter Hall site. There are no bus services around the Moors. Conditions of pavements, roads and drainage systems on Malborough Avenue are poor.
Lee Sherlock	KID-A-261	Objection raised to the redevelopment of the sporting green spaces of Kidlington as it will affect the identify of the individual football clubs as well as impacting on the business that Kidlington FC has developed over recent years, local children and adults will have limited access to open green space, traffic problem will increase if further developments take place in the village. No reference to the issue of parking in the Masterplan. Access to open green space should be made easily accessible and within walking distance.
Charlie Winward	KID-A-262	Concerned over publicity of the consultation. Reference to the improvement of the towpath along the Oxford Canal should be included as some areas are difficult to walk and cycle especially when the vegetation grows. The safety of cycling routes and access should be considered in particular around the new railway station and the crossing at the Sainsbury's roundabout. Clarification is needed on the future of West Kidlington Primary School as there was reference to the County Council coordinating with developers. The large open space at West Kidlington Primary School is currently under utilised and could possibly provide additional sport fields. Ron Groves park and other Kidlington Rec Trust sites should be protected. Improved play equipment needed at existing play areas. Expansion of Stratfield Brake to accommodate further sport pitches is supported however the parking and the clubhouse area will need to be considered. The accessibility between Garden City and Stratfield Brake will also need to be considered.

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Representation Name/Organisation	ID	Issue
Dominic Preston - Garden City FC	KID-A-263	Current facilities are completely full. Need to retain the current provision and increase the number of playing pitches and training facilities. More housing in the village will increase further demand. The proposed location at Stratfield Brake will be less accessible and there will be an issue of parking. The village does not have capacity to cater for the current need. The new facility would need to make provision for 40 teams, 500 children, an adult team and local non professional adult teams. Summer tournaments attracts over 400 teams, 500 cars and 7000 people. Concerned over the impact of the identify of the football clubs and the logisitics of managing the facility.
Begbroke Parish Council	KID-A-264	A new footpath/cycle path should be provided from Langford Lane (The Boulevard) to Begbroke Lane in Begbroke. This would assist residents to access employment and other services such as buses and car dependency will be reduced.
Natural England	KID-A-265	SEA Screening: Do not provide specific comments. Provide general advice on green infrastructure, biodiversity enhancement, landscape enhancement and design principles. Have no dispute with the conclusion that an SEA is not required

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**Kidlington Framework Masterplan Supplementary Planning Document (SPD)
December 2016
Strategic Environmental Assessment Screening Statement**

**Screening Statement on the Determination of the need for
a Strategic Environmental Assessment (SEA) in
accordance with the Environmental Assessment of Plans
and Programmes Regulations 2004 and European Directive
2001/42/EC of the:**

**Kidlington Framework Masterplan Supplementary Planning
Document (SPD)**

December 2016

1.0 Introduction

- 1.1 This Screening Statement updates a previous Screening Statement (February 2016) for the preparation of a Kidlington Framework Masterplan Supplementary Planning Document (SPD).
- 1.2 The previous Screening Statement concluded that there would not be significant environmental effects arising from the draft Kidlington Framework Masterplan Supplementary Planning Document. As such the SPD did not require a full SEA to be undertaken. The draft SPD proceeded to formal public consultation from 14 March to 13 April 2016. The screening statement was sent to the prescribed statutory bodies (Environment Agency, Historic England and Natural England) and published alongside the SPD consultation documents.
- 1.3 The requirement for a Strategic Environment Assessment (SEA) is set out in Government Planning Practice Guidance and Environmental Protection legislation (the Environmental Assessment of Plans and Programmes Regulations 2004). If the local planning authority determines that a plan is unlikely to have significant environmental effects through a screening process then a SEA will not be required.
- 1.4 To assess whether an SEA is required the Local Authority must undertake a screening process based on a standard set of criteria. This must be subject to consultation with Historic England, the Environment Agency and Natural England. The results of the screening process must be detailed in a Screening Statement, which is required to be made available to the public.
- 1.3 This screening statement is designed to determine whether or not the contents of the final Kidlington Framework Masterplan Supplementary Planning Document (SPD) require a Strategic Environmental Assessment (SEA) in accordance with the European Directive 2001/42/EC and associated Environmental Assessment of Plans and Programmes Regulations 2004.
- 1.4 This statement provides a screening assessment of the likely significant environmental effects of the SPD and the need for a full SEA. It sets out Cherwell District Council's determination on the need for SEA for the SPD following consultation with the above statutory environmental bodies.

2.0 Purpose of the Framework Masterplan

- 2.1 The adopted Cherwell Local Plan (2011-2031) – Part 1 contains a number of policies which are relevant to development at Kidlington including those relating to employment development, the Oxford Green Belt and Kidlington centre. As part of the Development Plan, the adopted Local Plan provides the strategic policy framework for development at Kidlington and has been subject to SEA/SA.
- 2.2 Other documents identified in the Council's Local Development Scheme (LDS), including Local Plan Part 2 and a Partial Review of Local Plan Part 1, will also form part of the Development Plan and will be subject to SEA/SA where required.
- 2.3 The Kidlington Framework Masterplan SPD supports the Local Plan Part 1 and provides a strategy and development opportunities for Kidlington. It identifies opportunities for development to inform other development plan documents but does not allocate sites for development or contain formal policies. It is also intended to be

used as a guide for preparing site proposals and discusses matters which are not always land use based.

3.0 Legislative Background

- 3.1 The basis for Strategic Environmental Assessments and Sustainability Appraisal legislation is European Directive 2001/42/EC and was transposed into English law by the Environmental Assessment of Plans and Programmes Regulations 2004, or SEA Regulations. Detailed Guidance of these regulations can be found in the Government publication 'A Practical Guide to the Strategic Environmental Assessment Directive' (ODPM 2005).
- 3.2 The Planning and Compulsory Purchase Act 2004 required Local Authorities to produce Sustainability Appraisals (SA) for all local development documents to meet the requirement of the EU Directive on SEA. It is considered best practice to incorporate requirements of the SEA Directive into an SA.
- 3.3 However, the 2008 Planning Act removed the requirement to undertake a Sustainability Appraisal for a Supplementary Planning Document, but not a Strategic Environmental Assessment. This is because SPDs do not normally introduce new policies or proposals or modify planning documents which have already been subject to Sustainability Appraisal.
- 3.4 This statement focuses on screening for SEA and the criteria for establishing whether a full assessment is needed.

4.0 SEA Screening criteria and procedure

- 4.1 The SEA Directive requires SEA for plans when:
- a) They “determine the use of small areas at local level or
 - b) Are minor modifications to the above plans or programmes...” and states that “...they should be assessed only where Member States determine that they are likely to have significant effects on the environment.”
- 4.2 The criteria for determining the significance of effects are listed in Schedule 1 (9 (2) (a) and 10 (4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004. They relate to:
- the scope and influence of the document and
 - the type of impact and area likely to be affected.
- 4.3 The Government's Planning Practice Guidance states:
- ‘Supplementary planning documents do not require a sustainability appraisal but may in exceptional circumstances require a strategic environmental assessment if they are likely to have significant environmental effects that have not already been assessed during the preparation of the Local Plan.
A strategic environmental assessment is unlikely to be required where a supplementary planning document deals only with a small area at a local level (see regulation 5(6) of the Environmental Assessment of Plans and Programmes Regulations 2004), unless it is considered that there are likely to be significant environmental effects.*

Before deciding whether significant environment effects are likely, the local planning authority should take into account the criteria specified in Schedule 1 to the Environmental Assessment of Plans and Programmes Regulations 2004 and consult the consultation bodies'. (Paragraph 008 Reference ID: 11-008-20140306 Revised 06.03.2014)

5.0 Screening and Consultation

5.1 In accordance with Regulation 9 of the Environmental Assessment for Plans and Programmes Regulations 2004, Cherwell District Council, as the Responsible Authority is required to determine whether the Kidlington Framework Masterplan SPD is likely to have significant environmental effects taking into account Schedule 1 of the Regulations. It is also required to consult with the consultation bodies (Environment Agency, Historic England and Natural England). Where the Responsible Authority determines that the plan or programme is unlikely to have significant environmental effects, and therefore does not need to be subject to full Strategic Environmental Assessment, it must prepare a statement showing the reasons for this determination.

5.2 Regulation 11 of the EA for Plans and Programmes Regulations 2004 requires the Responsible Authority to send to each consultation body a copy of the determination and its reasons for the determination in those cases where it is determined that SEA is not required. The Responsible Authority is also required to take steps as it considers appropriate to bring the determination to the attention of the public. The Responsible Authority shall keep a copy of the determination and accompanying statement of reasons for public inspection.

6.0 Criteria for Assessing the Effects of Supplementary Planning Documents

6.1 Criteria for determining the likely significance of effects referred to in Article 3(5) of Directive 2001/42/EC are set out below:

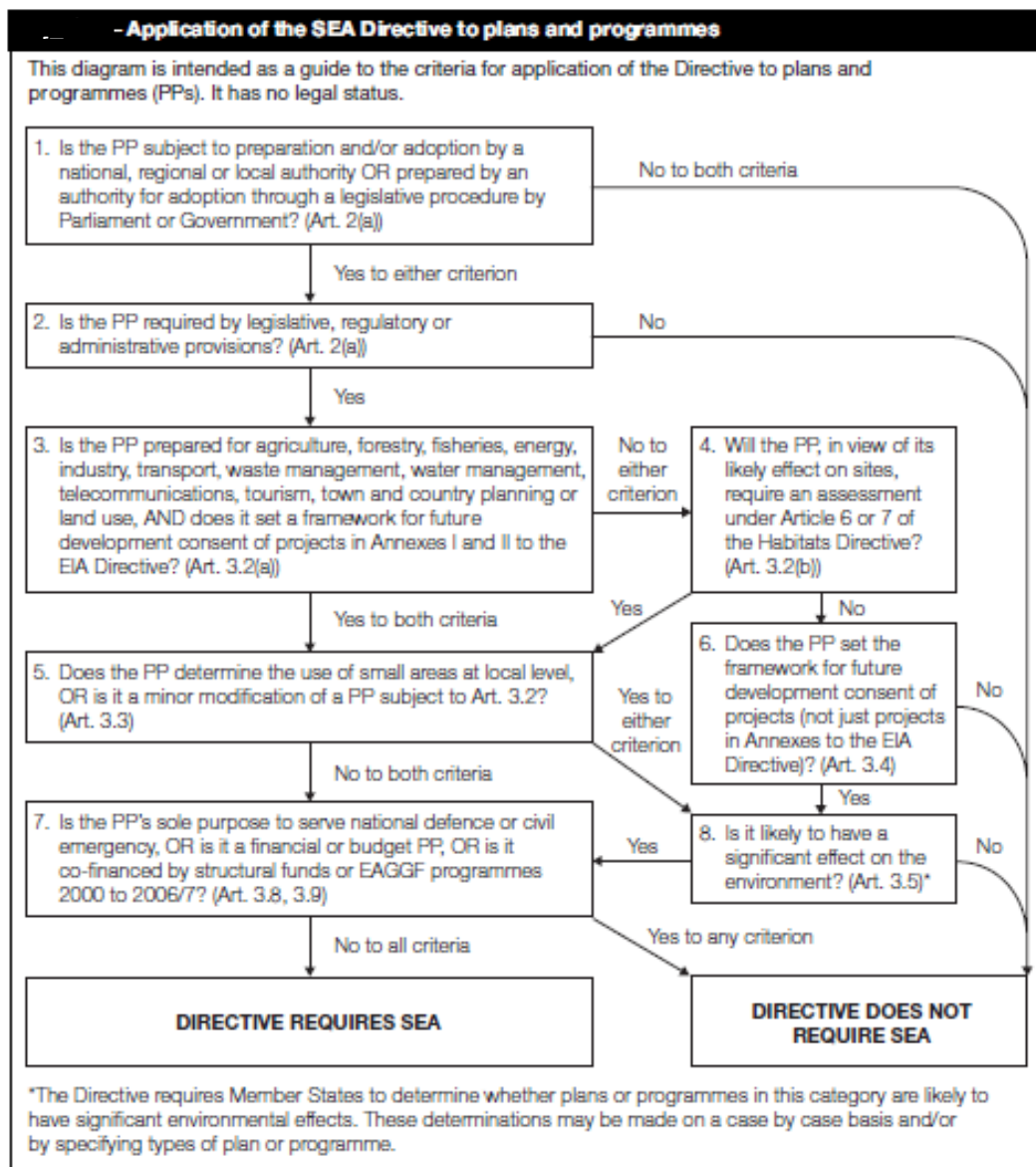
1. The characteristics of plans and programmes, having regard, in particular, to
 - the degree to which the plan or programme sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,
 - the degree to which the plan or programme influences other plans and programmes including those in a hierarchy,
 - the relevance of the plan or programme for the integration of environmental considerations in particular with a view to promoting sustainable development,
 - environmental problems relevant to the plan or programme,
 - the relevance of the plan or programme for the implementation of Community legislation on the environment (e.g. plans and programmes linked to waste management or water protection).
2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to
 - the probability, duration, frequency and reversibility of the effects,
 - the cumulative nature of the effects,
 - the transboundary nature of the effects,
 - the risks to human health or the environment (e.g. due to accidents),
 - the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),
 - the value and vulnerability of the area likely to be affected due to:

- special natural characteristics or cultural heritage,
 - exceeded environmental quality standards or limit values,
 - intensive land-use,
 - the effects on areas or landscapes which have a recognised national, Community or international protection status.
- (Source: Annex ii of SEA Directive)

7.0 Assessment

7.1 The diagram below illustrates the process for screening a planning document to ascertain whether a full SEA is required.

Figure 1: Application of the SEA Directive to Plans and Programmes



7.2 Table 1 below shows the assessment of whether the Kidlington Framework Masterplan SPD will require a full SEA. The questions below are drawn from the diagram above (Figure 1) which sets out how the SEA Directive should be applied.

Table 1: Establishing the Need for SEA

Stage	Y/N	Reason
1. Is the PP (plan or programme) subject to preparation and/or adoption by a national, regional or local authority OR prepared by an authority for adoption through a legislative procedure by Parliament or Government? (Art. 2(a))	Y	The final SPD has been prepared by Cherwell District Council to develop further detail on and support the Cherwell Local Plan - Part 1 and to inform future work on development opportunities.
2. Is the PP required by legislative, regulatory or administrative provisions? (Art. 2(a))	Y	The final SPD is required by Cherwell District Council to develop more detail on and support the Cherwell Local Plan and to inform future work on development opportunities.
3. Is the PP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecommunications, tourism, town and country planning or land use, AND does it set a framework for future development consent of projects in Annexes I and II to the EIA Directive? (Art 3.2(a))	Y	The final SPD has been prepared for town and country planning and land use and provides a strategy for the future of Kidlington. Upon adoption, it will form part of a framework for future development consents but will not allocate land for development.
4. Will the PP, in view of its likely effect on sites, require an assessment for future development under Article 6 or 7 of the Habitats Directive? (Art. 3.2 (b))	N	The final SPD does not allocate land for development. Local Plans, including the adopted Cherwell Local Plan 2011-2031, have this role and have or will be subject to the requirements of the Habitats Directive.
5. Does the PP Determine the use of small areas at local level, OR is it a minor modification of a PP subject to Art. 3.2? (Art. 3.3)	N	The final SPD identifies opportunities for small development sites and will guide the characteristics of development but does not determine their use. Local Plan Part 2, Neighbourhood Plans or other Local Plan documents have this role.
6. Does the PP set the framework for future development consent of projects (not just projects in annexes to the EIA Directive)? (Art 3.4)	N	The final SPD does not set the framework for future development consent of projects.
7. Is the PP's sole purpose to serve the national defence or civil emergency, OR is it a	N	N/A

financial or budget PP, OR is it co-financed by structural funds or EAGGF programmes 2000 to 2006/7? (Art 3.8, 3.9)		
8. Is it likely to have a significant effect on the environment? (Art. 3.5)	N	The final SPD will not have a significant effect on the environment. The SPD does not allocate land for development. The concepts and opportunities in the SPD are small scale and other Local Plans, including the adopted Cherwell Local Plan 2011-2031, have/will contain formal policies for Kidlington and have/will be subject to SEA where necessary.

7.3 The likely effects of the Kidlington Framework Masterplan SPD on the environment have been assessed and are summarised in the table in Appendix 1.

8.0 Consultation

8.1 The February 2016 SEA Screening Statement was published at the same time as the public consultation on the draft Masterplan and sent to Historic England, the Environment Agency and Natural England. The responses received are shown below.

Table 2: Responses from Statutory Bodies

Statutory Body	Date of Response	Summary of Response
Historic England	1 April 2016	<ul style="list-style-type: none"> • Kidlington has a sensitive historic environment, with many heritage assets. There is, therefore, potential for new development in either to have significant impacts on the historic environment. • Note that the Masterplan neither allocate sites for development nor contain formal policies. • Aware that the Local Plan Part 2, which will allocate sites for development and contain formal policies informed by the Masterplan will be a higher level plan and will itself be subject to Sustainability Appraisal incorporating Strategic Environmental Assessment. • Concur with the Council's opinion in respect of screening for Strategic Environmental Assessment that there are unlikely to be any significant (historic) environmental effects and therefore undertaking a full formal Strategic Environmental Assessment is not required.

Environment Agency	4 April 2016	<ul style="list-style-type: none"> • Note that SPD does not allocate sites or contain formal policies for development proposals. The strategy and opportunities in the draft Masterplan only consider Kidlington's environmental characteristics and set out an approach to protection and enhancement. • Agree with the screening statements conclusion that there won't be significant environmental effects arising from the Kidlington Framework Masterplan Supplementary Planning Document. As such it is our opinion that the SPD does not require a full SEA to be undertaken.
Natural England	6 May 2016	<ul style="list-style-type: none"> • Do not provide specific comments. Provide general advice on green infrastructure, biodiversity enhancement, landscape enhancement and design principles • Have no dispute with the conclusion that an SEA is not required.

9.0 Screening Outcome

- 9.1 As a result of the assessments in Table 1 and Appendix 1 and the statutory consultation undertaken (Table 2), it is concluded that there will not be significant environmental effects arising from the Kidlington Framework Masterplan Supplementary Planning Document. As such the SPD does not require a full SEA to be undertaken.

Likely significant effects on the environment

SEA Directive Criteria Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004	Summary of significant Effects Scope and influence of the document	Is the SPD likely to have a significant environmental effect? Y/N
1. Characteristics of the SPD having particular regard to:		
(a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources.	As part of the Development Plan, the adopted Local Plan Part 1 provides the framework for development at Kidlington and has been subject to SEA/SA. Local Plan Part 2, and other development documents will also form part of the formal development plan and policy framework and if necessary will be subject to SEA/SA. The Kidlington Framework Masterplan supports the Local Plan. It identifies opportunities for development, including small scale site opportunities, to inform other development plan documents but does not allocate sites for development or contain formal policies. It is intended to be used as a guide for preparing proposals and discusses matters which are not always land use based.	N
(b) The degree to which the SPD influences other plans and programmes including those in a hierarchy.	The Kidlington Framework Masterplan will inform future work on development options for development plan documents but does not allocate new sites or contain formal policies. It sits below Adopted Local Plan policy in the hierarchy of planning policy.	N
c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable	The SPD promotes sustainable development in accordance on the NPPF and Local Plan policies discussing matters such as biodiversity, landscape and green infrastructure and explores	N

development.	sustainable growth.	
(d) Environmental problems relevant to the SPD.	The Local Plan Sustainability Appraisal highlights the main environmental problems relevant to Kidlington and the SPD supplements this discussing matters such as biodiversity, landscape and green infrastructure and explores sustainable growth.	N
(e) The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection).	The SPD is not directly relevant in the implementation of environmental plans such as the Oxfordshire Joint Municipal Waste Strategy and its effect will be limited.	N
2. Characteristics of the effects and area likely to be affected having particular regard to:		
(a) The probability, duration, frequency and reversibility of the effects.	The SPD does not allocate sites or contain formal policies for development proposals. The SPD follows Local Plan Part 1 which allows for minor development within the built up limits of Kidlington.	N
(b) The cumulative nature of the effects of the SPD.	The SPD does not allocate sites or contain formal policies for development proposals. The SPD aims to ensure the sustainability objectives of the Local Plan are met. The strategy and opportunities in the Masterplan consider Kidlington's environmental characteristics and set out an approach to protection and enhancement.	N
(c) The trans boundary nature of the effects of the SPD.	A Habitats Regulation Assessment was undertaken for the Local Plan and concluded that growth in the Local Plan will not lead to likely significant effect on the Oxford Meadows Special Area of Conservation (SAC) alone or in combination with other projects. The SPD does not allocate sites or contain formal policies for development proposals. Trans-boundary	N

	effects will not be significant.	
(d)The risks to human health or the environment (e.g. due to accident).	No significant risks to human health or the environment have been identified in the SPD preparation.	N
(e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the SPD.	Kidlington and the Masterplan cover a fairly large area but the SPD does not allocate sites or contain formal policies for development proposals.	N
(f)The value and vulnerability of the area likely to be affected by the SPD due to: -Special natural characteristics or cultural heritage -Exceeded environmental quality standards or limit values -Intensive land use.	The SPD does not allocate sites or contain formal policies for development proposals. The strategy and opportunities in the Masterplan consider Kidlington's environmental characteristics and set out an approach to protection and enhancement.	N
(g) The effects of the SPD on areas or landscapes which have recognised national Community or international protected status.	The SPD does not allocate sites or contain formal policies for development proposals. The strategy and opportunities in the Masterplan consider Kidlington's environmental characteristics and set out an approach to protection and enhancement.	N

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